

EAST GREENWICH COMPREHENSIVE PLAN

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A Strategy for the 21st Century



ACKNOWLEDGMENTS

Special Thanks to all who assisted in the preparation of this
Comprehensive Community Plan

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Town of East Greenwich, Rhode Island
Comprehensive Plan
2013

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Chapter 1 - Introduction

The process of preparing the East Greenwich Comprehensive Plan¹ began as an update to earlier versions of the Plan. The Town adopted its first version Plan pursuant to Rhode Island General Laws (RIGL) Chapter 45-22.2, the Rhode Island Comprehensive Planning and Land Use Act, in 1991, which was updated and approved by the State of Rhode Island in 2005. The Town has just reached the twenty-year time frame from its original planning document. This 2013 version has evolved into a new document that is far more than mere update of data and assumptions; it has reset the planning horizon for the Town. This version of the Plan is intended to achieve a new and superior level of a Comprehensive Plan, plainly written to make it understandable to all readers.

It is therefore appropriate to create an innovative, user friendly planning document that covers the required Comprehensive Planning sections, and to work into the plan themes of maintaining Town character, conserving its natural resources, preserving the best that East Greenwich has to offer its residents, while at the same time looking to the challenges of the next twenty years. This was achieved with increased economy of space and improved organization of this document. Moreover, the Plan's goals and policies are carefully considered in that they are realistic and achievable.

The Plan was prepared in close consultation with the Town's senior administrators and staff. These include the Town Manager, Director of Planning and the Planning Department staff. Other Town Department Directors participated both in supplying data and reviewing drafts. In addition, this Plan is the product of extensive discussion and input from the Planning Board. In over a dozen workshop sessions, the consultant and staff met with the Planning Board in public sessions that resulted in the version that was presented for public workshops and Town Council review and adoption. Finally, this Plan is in compliance with the RIGL Chapter 45-22.2, Rhode Island Comprehensive Planning and Land Use Act, as amended. In particular the Plan closely follows the required contents for Comprehensive Plans (RIGL § 45-22.2-6).

These include the following:

1. This Plan is based on a twenty (20) year planning timeframe in considering forecasts, goals, and policies.
2. This Plan is internally consistent in its policies and forecasts, that are contained in the following chapters or Elements:
 - a. Goals and Policies. This Plan identifies the goals, objectives, and policies of the Town of East Greenwich for its future growth and development and for the conservation of its natural and cultural resources. These goals and policies are summarized in the next section and are discussed in detail in context and within their respective Element. The goals and policies of the Plan are consistent with the goals and intent of the state law and embody the goals and policies of the state guide plan.
 - b. Natural Resource Identification and Conservation. This Plan provides an inventory of significant natural resource areas including, but not limited to, water, soils, prime agricultural lands, forests, wildlife, wetlands, aquifers, coastal features, and floodplains. The Plan also includes goals, policies and implementation techniques for the protection and management of the Town's natural resources.

¹ Throughout this Comprehensive Plan, this document may be referred to as "Plan" or "Comprehensive Plan".

- c. Open Space and Outdoor Recreation identification and protection. This Plan includes an inventory of outdoor recreational sites, open space areas, and recorded access to these resources and areas. It relies on information and usage data supplied by the Parks and Recreation Department. The Plan also contains an analysis of forecasted needs, based on usage. The goals and policies address the management and protection of existing sites, and identification of areas for potential expansion.
- d. Historical and Cultural Resources identification and protection. This Plan is based on an inventory of significant historical and cultural resources such as historical buildings, sites, landmarks, and scenic views. It includes goals, policies, and implementation techniques for the protection of these resources.
- e. Housing plan. This Plan includes the identification of existing housing patterns, an analysis of existing and forecasted housing needs, and identification of areas suitable for future housing development or rehabilitation. The Plan also includes an affordable housing component that meets the requirements of RIGL § 42-128-8.1, the "Comprehensive Housing Production and Rehabilitation Act of 2004" and chapter 45-53, the "Rhode Island Low and Moderate Income Housing Act." It includes goals and policies aimed at achieving 10% of the Town's housing stock in affordable or low and moderate income (LMI) housing units by 2025.
- f. Economic Development. This Plan includes the identification of existing types and patterns of economic activities including, Downtown - Main Street, the waterfront, existing commercial and retail, existing industries, transportation/ access and the new campus of the New England Institute of Technology (NEIT). The NEIT is seen as a potential opportunity to enhance the Town's economic development prospects. The Plan also includes business, commercial, industrial, and working farms. The Plan identifies areas suitable for future economic expansion or revitalization. It includes goals, policies, and implementation techniques reflecting local, regional, and statewide concerns for the expansion and stabilization of the economic base and the promotion of quality employment opportunities and job growth.
- g. Community Services and Facilities. This Plan is based on an inventory of existing physical infrastructure such as, but not limited to, educational facilities, public safety facilities, libraries, indoor recreation facilities, and community centers. It describes services provided to the Town, including schools (East Greenwich school system), water (Kent County Water Authority), wastewater treatment, (collection system and treatment facility, plus extensive onsite wastewater treatment), solid waste (collection of trash, recyclables and transfer station), police, fire and emergency services, administrative (Town Hall, Swift Community Center and other Town facilities), library, parks and recreation, animal protection, and senior and human services.
- h. Circulation / Transportation. This Plan is based on an inventory and analysis of existing and proposed major circulation systems, including transit and bikeways; street patterns; and other modes of transportation, including pedestrian, in coordination with the Land Use Element. Goals, policies, and implementation techniques for the provision of fast, safe, efficient, and convenient transportation that promotes conservation and environmental stewardship are identified.

- i. Natural Hazards. This Plan includes an identification of areas that could be vulnerable to the effects of sea-level rise, flooding, coastal storm damage, or other natural hazards as identified in the plan. Policies and implementation techniques are identified that would help to avoid or minimize the effects that natural hazards pose to lives, infrastructure, and property.
- j. Land Use. This Plan includes a land use component that designates the proposed general distribution and general location and interrelationships of land uses including, but not limited to, residential, commercial, industrial, open space, agriculture, recreation facilities, and other categories of public and private uses of land. It includes a build-out analysis that examines existing and forecasted patterns of development that addresses population density and building intensity based on existing zoning districts. The land use plan also includes a future land use map. The land use component makes recommendations that will amend the Zoning Ordinance and Subdivision & Land Development Review Regulations. In addition, it provides for public land stewardship, and a land acquisition program. These are included as part of the implementation program.
- k. Implementation program. This is the concluding chapter of the Plan that includes the following:
 - i. A statement which defines and schedules the specific public actions to be undertaken in order to achieve the policies, goals and objectives of each component of the Comprehensive Plan. Scheduled expansion or replacement of public facilities, and the anticipated costs and revenue sources proposed to meet those costs reflected in a municipality's capital improvement program, are included in the implementation program.
 - ii. The implementation program identifies the public actions necessary to implement the objectives and standards of each component of the Comprehensive Plan that require the adoption or amendment of codes and ordinances by the East Greenwich Town Council.
 - iii. The implementation program identifies other public authorities or agencies, such as the Kent County Water Authority (KCWA), and coordinates the goals and objectives of the Comprehensive Plan with the actions of the KCWA with regard to the protection of watersheds.
 - iv. The implementation program provides for the timing and schedule of Town actions required to amend the zoning ordinance and map to conform to the Comprehensive Plan.
- l. Maps. This Plan contains maps illustrating the following. (Note that the maps are spread throughout the chapters identified above and are not necessarily in this order).
 - 3A. Topography & Surface Drainage
 - 3B. Surface Water & Groundwater Resources
 - 3C. Critical Farmland
 - 4A. Municipal and Land Trust Holdings
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Chapter 2 - Goals, Objectives, and Policies

These goals, objectives and policies are a compendium of the goals, objectives and policies presented throughout the Comprehensive Plan. Each chapter of the Plan provides context and data as well as background and detailed actions that the Town must undertake to carry out these goals and policies. **Note that the listing of goals, objectives, and policies are not necessarily in any order of priority.**

Definitions of Goals, Objectives, Policies, and Actions

One of the challenges of any Comprehensive Plans is using a common definition for goals, objectives, and policies. The distinctions are important because clearly stated goals and objectives are needed to set the foundation for what East Greenwich will look like at build-out. Clear and specific action items are needed to ensure that the Town is making progress toward its goals and to identify if course corrections are needed along the way. Well-stated policies should provide guidance to ensure that decisions are consistent, predictable, and further the goals of the Plan. For all Elements, the following definitions are used in crafting the Plan's goals, objectives and policies.

Goal: The end or ideal that is desired. It is a state or value toward which an effort is directed even though it may not be perfectly attainable. Goal statements are broad in scope and long-term in nature, but should not be vague.

Objective: Like a goal, an objective is an end toward which an effort is directed. An objective, however, should be *measurable* and *attainable*. Objectives are stated in more narrow and specific terms than goals, may be set within definite time periods and may establish performance measures.

Policy: Policies are intended to guide decisions and courses of action toward implementing a plan. Policies are not an endpoint but set forth the acceptable and recommended procedures for attaining goals.

Action / Recommendation / Strategy: These are different terms that refer to a *specific* action suggested as a recommendation that will further the advancement toward a goal. In this Plan, the term "action" is used throughout. It also means recommendation or strategy. Specific actions are recommended in order to implement goals, objectives, and policies. This is the implementation aspect of a plan and should contain timeframes for completion. Note that Action Items are not listed in this chapter, but rather are contained in Chapter 12, Implementation, which provides the action items which the Town must undertake in order to carry out this Plan.

A summary of the goals, objectives, and policies for each Element follows.

Natural Resource Identification and Conservation (NR)

Goals

- NR 1. To encourage development patterns that conserve, protect, and maintain access to natural resources.
- NR 2. To offer residents of East Greenwich a high quality of life through the preservation and best use of natural resources.
- NR 3. To conserve the Town's natural resources for future generations and to instill a sense of stewardship among the Town's residents.

- NR 4. To maintain and reinforce East Greenwich's small-town character, emphasizing its unique waterfront, residential areas, and open space.

Objectives

- NR 1. Develop an open space network to preserve key natural resources, scenic views and vistas, and historic areas, as well as to provide opportunities for passive and active recreation, especially in areas where open space can overlap with natural resource protection.
- NR 2. Protect surface and groundwater quality, especially in the Hunt River and Hunt River aquifer recharge areas, and in Greenwich Cove.
- NR 3. Require Low Impact Development (LID) strategies as part of any new development.¹
- NR 4. Promote and encourage development patterns that will protect and conserve water resources so as to increase the protection of groundwater quality including aquifer recharge zones, rivers, and wetlands.
- NR 5. Encourage conservation development techniques of single-family dwellings at existing densities as a means of preserving the maximum amount of open space possible, and ensuring access to open space from residential areas.
- NR 6. Retain semi-rural character through preserving farms, open fields, wetlands, and wooded areas; designate scenic roadways and protect views of and from these routes.
- NR 7. Address the cumulative impact of development on wetlands, marginal soils, streams, and those areas within the proposed Aquifer Protection Overlay District.

Policies

- NR 1. Diligently acquire land through fee simple purchases, land dedication, purchase of development rights, easements, and the like. All land purchases shall be only upon availability of funds from any source, including federal, state and private sources.
- NR 2. Consider establishing aquifer protection districts, and undertake public education and outreach activities regarding the importance, benefits of, and responsibilities for aquifer and watershed protection.
- NR 3. Use the Rhode Island Low Impact Development Site Planning and Design Guidance Manual (March 2011) to educate and train Town departments, Commissions, and Boards on Low Impact Development (LID) principles and require developers to comply with same.²

¹ LID is an alternative comprehensive approach to stormwater management that works with nature to manage stormwater as close to its source as possible. It is a new, comprehensive land planning and engineering design approach with a goal of maintaining and enhancing the pre-development hydrologic system of the Town's watersheds.

² Discussed in more detail in the chapter Natural Resource Identification and Conservation.

- NR 4. Consider best management practices (BMPs) of achieving high water quality and study and evaluate the possibility of a Wastewater Management District
- NR 5. Identify key areas for preservation and protection such as marine areas, wetlands, water courses, river and stream banks, floodplains, and agricultural land, and establish criteria for conservation development.
- NR 6. Consider a Scenic Roads program. This program is simply a designation process with no cost attached to it.
- NR 7. Establish standards for the Planning Board to evaluate cumulative impacts when reviewing new development proposals.

Open Space and Outdoor Recreation Identification and Protection (OS)

Goals

- OS 1. To preserve and maintain existing passive open space areas for conservation purposes and active outdoor recreation facilities through on-going annual and multiyear capital improvement programming, including efficient scheduling of playfields to maximize access to such facilities.
- OS 2. To acquire, through voluntary land dedication and/or acquisition, additional open space parcels and active outdoor recreation sites and playgrounds, subject to available funding. Passive open space sites may be acquired as opportunities arise, but the Town needs to increase its inventory of active outdoor recreation sites to meet the demand for such uses.

Objectives

- OS 1. Coordinate municipal recreational opportunities in the Town.
- OS 2. Acquire additional playing fields and active recreation facilities, as funds become available, to meet the Town's growing needs.
- OS 3. Utilize State and Federal governmental agencies and non-profit organizations for the protection of natural resources, including maintenance of existing open space as well as new acquisition.
- OS 4. Continue efforts to dedicate land to protect environmentally sensitive habitats.
- OS 5. Acquire or preserve through easements as much of the land as possible which comprises the wellhead for the Hunt River aquifer public water supply system.
- OS 6. Preserve and protect land along Frenchtown, Mawney, and Bleachery Brooks, Frenchtown Park Pond, and the marshlands of East Greenwich Cove.
- OS 7. Encourage development of the waterfront and public recreation facilities, with proper safeguards and access, to and along Greenwich Cove.
- OS 8. Implement land development controls, land conveyance, and fees in-lieu of land dedication whenever reasonably possible to aid in the preservation and protection of open space.

Policies

- OS 1. Ensure equitable scheduling to maximize availability to all segments of the population.
- OS 2. Identify sites for open space and/or outdoor recreation, some of which may be Town-owned, and acquire other similar parcels.
- OS 3. Create and maintain a database of governmental and non-governmental programs that may offer funding resources both for maintenance and land acquisition.
- OS 4. Future acquisitions and/or land dedications should be based on anticipated growth distribution and availability of funds.
- OS 5. Work with neighboring towns and cities to protect the Hunt River aquifer.
- OS 6. Establish a formal schedule for acquisition and development of recreation facilities, based on availability of funds.
- OS 7. Maintain public access to the waterfront and recreational sites in Greenwich Cove.
- OS 8. Acquire land based on availability, voluntary dedication, and family bequests.

Historic and Cultural Resources (HC)**Goals**

- HC 1. Promote an appreciation and understanding of the value of the Town's historic and cultural resources to its character and vitality.
- HC 2. Promote National Register District areas.
- HC 3. Maintain and enhance East Greenwich's identity as a center of historic and cultural assets and activities.

Objectives

- HC 1. Promote an appreciation and understanding of the value of the Town's historic and cultural resources to its character and vitality.
- HC 2. Promote National Register District areas.
- HC 3. Maintain and enhance East Greenwich's identity as a center of historic and cultural assets and activities.

Policies

- HC 1. Continue to identify methods of educating citizens about these resources
- HC 2. Consider adding designated areas and/or properties to the National Register, and identify effective methods of nominating historic buildings as landmarks.
- HC 3. Preserve and enhance the historic commercial and neighborhood features of the Downtown by continuing to implement the recommendations of the Downtown Plan, and preserve and

enhance the historic features of other historically zoned Districts and properties as appropriate.

Housing (H)

Goals

- H 1. A diversity of housing opportunities which are affordable for the various population groups of East Greenwich will be maintained, ensuring that the needs of current and future residents are met.
- H 2. Housing locations and types will be closely related to the presence of existing services and facilities, and will be easily accessible to the range of targeted population groups in Town.
- H 3. At least 10% of all housing units will be affordable to East Greenwich residents earning less than or equal to 80% of area median income.

Objectives

- H 1. Existing residential development patterns will continue for most housing, but some zoning changes will be needed, including an allowance for Conservation Development as recommended elsewhere in this Plan.
- H 2. Strategies will be developed to promote affordable housing units to achieve the 10% goal by 2025.

Policies

- H 1. Amend the Zoning Ordinance to create a new zoning district in the northwest quadrant (Shippeetown area: west of Shippeetown Road, south of Crompton Road, and north of Middle Road) by changing the current zoning from Commercial (CH) and Farming (F2) to Residential Mixed Use (MUPD) Zoning District.
- H 2. Pursue development opportunities for scattered site housing development in areas of Town that could accommodate new infill development, such as a new Transit Oriented Development (TOD) and new mixed use developments.
- H 3. Acquire (by nonprofit housing developers, such as Cove Homes) properties which could become countable as LMI with requisite deed restrictions.
- H 4. Amend Sections 260-98 and 99 of the Zoning Ordinance to change the required 15% affordable housing to 20% affordable housing.
- H 5. Fund the local Affordable Housing Trust Fund with partial financing from local Community Development Block Grants (CDBG) and use the money to acquire and develop permanently affordable housing in the community.
- H 6. Annually monitor implementation of the Affordable Housing Plan.
- H 7. Reduce development-related fees to promote affordable housing in East Greenwich, including but not necessarily limited to impact fees, building permit fees, sewer connection fees, and the like.

Economic Development (ED)

Goals

- ED 1. To promote continued revitalization of Downtown Main Street in order to maintain and enhance retail and employment opportunities for residents.
- ED 2. To promote the waterfront as a unique place for restaurants and commercial fishing (including related commercial maritime activities), as well as residential and recreational uses.
- ED 3. To promote the full development of the proposed Commuter Rail Station and establish a Transit Oriented Development (TOD) zoning district.
- ED 4. To capitalize on the recent move of the New England Institute of Technology (NEIT) to the Town as an economic engine.
- ED 5. To provide incentives for existing businesses to expand and for new businesses to relocate in East Greenwich.
- ED 6. To promote the continued presence of working farms in East Greenwich, which contribute to economic diversity, and protect the Town's semi-rural character.
- ED 7. To promote selective development of industrial and commercial areas in a sensitive manner in order to: generate tax revenues to reduce the reliance on residential property tax revenues, ensure a sound financial status for the Town, and promote Town goals such as open space preservation, provision of housing diversity, full employment for residents, active and passive recreation, and maintenance of Town character.

Objectives

- ED 1. Promote specific activities on Main Street to achieve and enhance retail activities and employment opportunities.
- ED 2. Promote the waterfront's unique attributes by encouraging public access, restaurants, commercial fishing activities, and residential and recreational uses.
- ED 3. Support the proposed Commuter Rail Station and establish a Transit Oriented Development (TOD) zoning district.
- ED 4. Work with officials of the New England Institute of Technology (NEIT) to partner with Town officials to assist in promoting local economic development initiatives.
- ED 5. Identify opportunities for appropriate business expansion, both for existing and new businesses, primarily in areas currently zoned for such purposes, but also consider rezoning for new commercial activity in an effort to broaden the tax base.
- ED 6. Provide incentives for working farms to be economically viable, to remain in operation, and to maintain local agriculture.

ED 7. Implement the State's Land Use 2025 designation of the Urban Services Boundary.

Policies

ED 1. Support activities of the Downtown Merchants Association and the Chamber of Commerce. Set aside funds through the Capital Improvement Program to maintain and enhance Main Street infrastructure. Continue active promotion of Main Street events and programming. Support valet parking for restaurants on Main Street. Support the Odeum Theatre as an arts and entertainment center. Promote arts and entertainment on Main Street. Promote a boutique hotel on Main Street. Retain Town government functions in the Downtown area.

ED 2. Consider a zone change that will consolidate waterfront, restaurants, and other appropriate uses. Maintain and encourage public access to the waterfront. Encourage restaurants along the waterfront. Ensure continued commercial fishing activities in the waterfront along with municipal, commercial, residential, and recreational uses. Explore potential sea food processing businesses in conjunction with commercial fishing. Implement the Harbor Management Plan.

ED 3. Work with RIDOT to implement the development of the Commuter Rail Station within the Town.

ED 4. Encourage NEIT to develop workforce development and training for East Greenwich residents. Explore spinoff industries that would benefit from proximity to NEIT.

ED 5. Broaden the tax base and reduce the dependence on residential tax revenues. Promote commercial and industrial development in areas currently zoned for such purposes. Expand commercial zones where appropriate new development is proposed.

ED 6. Support working dairy and other farms. Allow farm stands by right.

ED 7. Reinforce the Urban Services Boundary by proposing to retain the distinction between the Town's eastern urban and western rural areas.

Community Services and Facilities (SF)

Unlike other elements, Community Services and Facilities deal with a variety of subcategories that are grouped by subject matter that are not necessarily related to each other. These include schools, water, wastewater treatment, etc. Each goal and policy is grouped according to the subcategory, as follows:

Goals

SF 1. Schools – Provide the highest possible educational experience for East Greenwich students via quality programs and facilities.

SF 2. Water – Support a high quality water supply and delivery system.

SF 3. Wastewater Treatment - Maintain and improve the existing sewer system.

- SF 4. Solid Waste – Maintain and improve the existing collection system, particularly with respect to meeting recycling requirements.
- SF 5. Police - Maintain an effective force and provide the needed facilities.
- SF 6. Fire and Emergency Services - Maintain the existing effective services.
- SF 7. Administrative - Maintain and improve administrative offices including Town Hall, Public Works facilities and equipment, and Parks and Recreation facilities.
- SF 8. Library Program - Improve existing programs and assist with physical improvements.
- SF 9. Parks and Recreation - Maintain and augment current facilities and services.
- SF 10. Animal Protection - Provide for a continuation of animal protection services.
- SF 11. Senior and Human Services Center – Continue services provided by the Human Services Department, especially those provided at the Swift Community Center.
- SF 12. Adopt practices for living and working today in East Greenwich that will complement, without depleting, opportunities for high quality of life here tomorrow.

Policies

- SF 1. Schools - Maintain and improve school facilities in support of a high quality educational program.
- SF 2. Water - Maintain and improve the supply and delivery system.
- SF 3. Wastewater Treatment - Consider expanding the collection system to west of Route 2 **only** if a major wastewater generator locates in the area and if appropriate financial arrangements can be made. For generators of small flows and for residential housing, on-site treatment of the wastewater is recommended. Consider providing treatment of wastewater generated in the City of Warwick **only** if the cost of a collection system and the construction of the connecting link(s) are financed entirely by Warwick. If additional flows require the expansion of the treatment plant, it must also be financed by Warwick. If no expansion is required, the loss of reserve treatment capacity needs to be evaluated and the Town appropriately compensated. The treatment costs of wastewater originating in Warwick can be recovered by appropriate user charges.
- SF 4. Solid Waste - Continually monitor performance and effectiveness of collection and disposal. The Town will achieve a minimum 35% recycling rate and 50% diversion rate.
- SF 5. Police - Monitor performance and continually assess the needs of the Police Department.
- SF 6. Fire and Emergency Services - Monitor performance and continually assess the needs of the Fire Department.

- SF 7. Administrative - Consider building a new Public Works garage and a Parks and Grounds garage facility, as funds become available and as needed.
- SF 8. Library Program - Maintain coordination with the Board of Trustees regarding internal and external goals. Assess accessibility needs and consider better signage and improved parking. Stay current with changing technology affecting library services.
- SF 9. Parks and Recreation - Continuously monitor playing fields' availability and utilization. Maintain detailed plans for existing and proposed fields including an implementation schedule for improvements. Consider a municipal swimming pool.
- SF 10. Animal Protection - Make the necessary financial commitment to the program.
- SF 11. Senior and Human Services Center - Continue to support senior and human services.
- SF 12. Energy Efficiency and Sustainability - Plan for resource and energy use to achieve long term sustainability and reduce environmental impacts of energy use.

Circulation / Transportation (CT)

Goals

- CT 1. To improve the ability to travel about Town with ease and efficiency.
- CT 2. To promote transportation alternatives to alleviate congestion, especially near the Route 2 (South County Trail) and Division St intersection.
- CT 3. To reduce air and noise pollution.
- CT 4. To develop a well-planned circulation network that will serve as a catalyst to further promote high quality economic development, without compromising key elements which contribute to the Town's character.
- CT 5. To promote adequate parking throughout the Town.

Objectives

- CT 1. Increase the ability to travel throughout the Town with ease.
- CT 2. Alleviate congestion caused by regional traffic patterns.
- CT 3. Support economic development through a well planned transportation system.
- CT 4. Maintain a high quality transportation system.
- CT 5. Provide adequate parking facilities for automobile users without losing key elements of the Town's character.

Policies

- CT 1A. Provide opportunities for residents and visitors to patronize the various businesses and services along Main Street, by all modes of travel: automobile, public transport, bicycle, and pedestrian.
- CT 1B. Provide (where none exist) and upgrade (where required) a pedestrian network throughout the Town. Special attention should be placed around the areas within the community where public facilities are located, specifically around the various educational facilities within the Town and the senior center.
- CT 1C. Manage parking requirements and permitted land uses. Require new developments to incorporate traffic calming strategies in development proposals, including but not limited to signs and speed limits which promote the protection and safety of pedestrians and encourage both walking and biking.
- CT 1D. Continue to encourage future development proposals link to the overall transportation network by utilizing interconnecting links as opposed to cul-de-sacs. Linked roadway systems are necessary for public safety reasons, such as access for emergency vehicles.
- CT 1E. Support the current Transportation Improvement Program (TIP) 2013 – 2016 and future TIP submissions.
- CT 2A. Encourage modes of transportation that are alternatives to the individual automobile.
- CT 2B. The recommendations of the Route 2 Access Management Plan should be followed by the Planning Board in addressing development on or near Route 2 (South County Trail).
- CT 2C. Reduce curb cuts along Route 2. Only consider new curb cuts if there is no other way to access a property. Consider a process of interconnecting abutting properties as a method to reduce curb cuts, especially along Route 2.
- CT 2D. Traffic solutions should benefit neighborhoods and local businesses as well as providing regional solutions.
- CT 2E. Work closely with RIDOT to determine an efficient system to allow traffic to travel between Route 95 and Route 4.
- CT 2F. Encourage alternative forms of transit to minimize air pollution and other environmental impacts.

- CT 3A. Maintain adequate and efficient traffic flows and parking alternatives in commercial/retail areas so as to support the local economy. Wayfinding systems should be promoted to encourage walking.³
- CT 3B. Improve the quality of roads and/or transit systems to commercial and industrial areas.
- CT 3C. Work with RIDOT to determine the most efficient way of implementing a round-about in the area of Middle Road.
- CT 3D. Work closely with the Design Team for New England Institute of Technology to allow for a cooperative effort in managing the traffic impacts from the new facility at the corner of Route 2 (South County Trail) and Division Street.
- CT 4A. Work closely with RIDOT to conclusively determine the jurisdictional responsibilities for the various roadways that comprise the transportation system as a whole within the Town of East Greenwich.
- CT 4B. Maintain and improve the Town's roadways and drainage. Consider the establishment of an escrow fund reserved for operating and maintaining drainage facilities as part of the Development Impact Fee.
- CT 4C. Work with RIPTA in identifying placement of bus shelters along the RIPTA Bus Route(s). Utilize to the fullest the financial incentives provided by RIPTA to construct shelters, as needed.
- CT 5A. Prohibit demolition of historic and other buildings important to the Town's character for the purposes of providing parking lots, especially within the Main Street commercial/retail corridor.
- CT 5B. Explore means to improve parking in the Downtown (Main Street) area to support economic development while protecting the area's character.
- CT 5C. Work with the private sector to provide parking facilities.
- CT 5D. Explore the creation of parking areas for anticipated regional transit facilities.

Natural Hazards (NH)

This Plan includes an identification of areas that could be vulnerable to the effects of sea-level rise, flooding, coastal storm damage, or other natural hazards as identified in the plan. Policies and im-

³ Urban planner Kevin A. Lynch coined "wayfinding," which he defined as "a consistent use and organization of definite sensory cues from the external environment," in his 1960 book *Image of the City*."

plementation techniques are identified that would help to avoid or minimize the effects that natural hazards pose to lives, infrastructure, and property.

Goal

- NH 1. Preserve and enhance the quality of life, property, and resources by identifying areas at risk from natural hazards, especially those exacerbated by climate change and sea level rise, and implement actions to protect East Greenwich's population, infrastructure, and economy and its historical, cultural, and natural resources.

Objective

- NH 1. Plan for natural hazards and climate change by developing actions across four broad categories: Response and Preparedness, Protection, Adaptation, and Climate Change Mitigation.

Policy

- NH 1. Ensure that existing critical facilities are improved and hardened to function in hazard and disaster situations and all new facilities will be sited in areas not prone to flooding or other natural hazards.

Land Use (LU)

Land Use supports all other Elements of this Plan. Its goals, objectives, and policies reflect the goals, objectives, and policies of other Elements, in particular Housing, Economic Development, Open Space/Recreation, and Natural Resources. In addition, land use goals, objectives, and policies are divided into three general functional categories. These include regulatory mechanisms (such as zoning and subdivision regulations), land stewardship (such as maintaining open space and natural resources), and land acquisition (an activity that requires expenditure of Town money for purposes of augmenting and enhancing outdoor recreation, open space, and conservation areas). The final are those activities that do not fall neatly into the three categories but are also important aspects of the Town's overall land use plan.

Goals

- LU1. The existing development pattern, which is consistent with *Land Use 2025*, shall generally continue. Such pattern reinforces the Urban Services Boundary which distinguishes between the Town's eastern urban and western rural areas.
- LU2. Ensure that development does not adversely affect natural and ecological resources, the character of the Town, or the Town's ability to provide high quality public services and facilities.
- LU3. The Town will coordinate policies and administrative functions to effect a positive influence on growth by establishing the pace, location, and mix of land development while remaining flexible enough to respond to changing market and other conditions.

Objectives

- LU1. To update the Town's Zoning Ordinance and Subdivision & Land Development Review Regulations to comply with this Comprehensive Plan.
- LU2. To encourage and foster stewardship in diverse realms, including respect for the environment, which is linked to the concept of sustainability.

- LU3. To provide financial support, as funds become available from state, federal, or private conservation organizations, or through voluntary land dedication, to bring more lands under public ownership.

Policies

Zoning Ordinance and Subdivision & Land Development Review Regulations (LUR)

- LUR 1. Amend the Zoning Ordinance to create a new zoning district in the northwest quadrant (Shippeetown area: west of Shippeetown Road, south of Crompton Road, and north of Middle Road) by changing the current zoning from Commercial (CH) and Farming (F2) to Residential Mixed Use (MUPD) Zoning District.
- LUR 2. Create mixed use and Transit Oriented Development (TOD) zoned areas in the vicinity of the proposed commuter rail facility.
- LUR 3. Amend Sections 260-98 and 99 of the Zoning Ordinance to change the required 15% affordable housing to 20% affordable housing.
- LUR 4. Study and evaluate the possibility of amending the Zoning Ordinance to include an Aquifer Protection Overlay District.
- LUR 5. Study and evaluate the possibility of amending the Town's Code of Ordinances to adopt a Wastewater Management District Ordinance.
- LUR 6. Amend the Subdivision Regulations to reflect Low Impact Development (LID) standards in accordance with the Site Planning and Design Guidance Manual.
- LUR 7. Amend the Zoning Ordinance and Subdivision Regulations to enact a "Conservation Development" Ordinance.
- LUR 8. Study and evaluate the possibility of adopting a Groundwater Overlay Ordinance for inclusion in the Zoning Ordinance to minimize adverse impacts on groundwater quality.
- LUR 9. Divide the existing Commercial Highway District (CH) zone into two: Commercial Highway District 1 (CH1) and Commercial Highway District 2 (CH2).
- LUR 10. Lillibridge Plat - Change to a mixed-use zone, such as Commercial Highway 1 (CH1), that would allow residential to continue along with appropriate commercial uses.
- LUR 11. Waterfront District - The Town should expand the Waterfront District to include all properties within this area.
- LUR 12. Frenchtown Commons - Support a zone change from residential to commercial.
- LUR 13. Public District - Create a new Public Zoning District whose purpose will be to provide locations for uses that support local, state, and federal government buildings and facilities.
- LUR 14. Consider a Town ordinance that designates certain roads under the Scenic Roads program.

Land Stewardship (LUS)

Land stewardship is an important concept that is embodied in the Town's goals and policies.

- LUS 1. Protect surface and groundwater quality, especially in the Hunt River and Hunt River aquifer recharge areas, and in Greenwich Cove.
- LUS 2. Promote and encourage development patterns that will protect and conserve water resources so as to increase the protection of groundwater quality including aquifer recharge zones, rivers, and wetlands.
- LUS 3. Maintain and/or develop open space and recreational sites and programs.
- LUS 4. Maintain and augment current Parks and Recreation facilities and services.
- LUS 5. Provide incentives for working farms to be economically viable, to remain in operation, and to maintain local agriculture.

Land Acquisition (LUA)

- LUA 1. Acquire additional playing fields and active recreation facilities, as funds become available, to meet the Town's growing needs.
- LUA 2. Continue efforts to dedicate land to protect environmentally sensitive habitats.
- LUA 3. Acquire or preserve through easements as much of the land as possible which comprises the wellhead for the Hunt River aquifer public water supply system.

Other Land Use Goals and Policies (LUO)

- LUO 1. New England Institute of Technology (NEIT) – Support any NEIT application for amendments to the Zoning Ordinance pertaining to the Private Education Center use and the Rocky Hill Fairgrounds (RHF) zone, as set forth in the “Transition Payment Memorandum of Agreement” dated May 28, 2010.
- LUO 2. Bostitch Property – Remain flexible and open to prospects of non-industrial uses at the former Stanley Bostitch plant, such as automotive, retail, and other commercial uses as long as future plans retain the district's scenic qualities.
- LUO 3. Energy-efficient Technologies - Promote energy efficiencies throughout the Town.

Chapter 3 - Natural Resource Identification and Conservation

Introduction

The 2011 amendments to the Comprehensive Planning and Land Use Regulation Act allows the former Natural and Cultural Resources Element to be split natural resource identification and conservation from historical and cultural resources identification and protection. While it is not required to do so, this Town believes it is a good idea to split these two former elements. This chapter provides an inventory of the significant natural resource areas in the Town such as water, soils, prime agricultural lands, natural vegetation systems, wildlife, watersheds, wetlands, aquifers, coastal features, flood plains, and other natural resources, and the policies for the protection and management of these areas.

Offer residents of East Greenwich a high quality of life through the preservation and best use of natural resources and maintain and reinforce the Town's character.

The Act requires an inventory of significant natural resource areas including, but not limited to, water, soils, prime agricultural lands, forests, wildlife, wetlands, aquifers, coastal features, and flood plains. The plan must include goals, policies, and implementation techniques for the protection and management of these areas.

The predominant goals of this Element are:

1. To offer residents of East Greenwich a high quality of life through the preservation and best use of natural resources.
2. To conserve the Town's natural resources for future generations and to instill a sense of stewardship among the Town's residents.
3. To maintain and reinforce East Greenwich's small– town character, emphasizing its unique waterfront, residential areas, and open space.

These goals are based on an understanding that growth will continue and that growth management and resource protection are necessary to ensure both the economic and environmental health of East Greenwich. A healthy economy requires a healthy ecology. These goals and policies also lead to awareness of the limits and boundaries for the Town's growth in the past and will do so in the future. The settlement pattern initially set urban uses well apart from rural or agrarian ones. Over the decades, this distinct separateness blurred as differing land uses merged or were overlaid by new development patterns. While East Greenwich is likely to change, its future must include land



Scenic Waterfront

and resource protection as well as economic development strategies that retain a working waterfront, working farms, and open space.

East Greenwich residents have consistently rated resources such as water quality and open space preservation among the top issues that they like about the Town.¹ Among the top priorities voiced by a citizen survey in 2005² included:

- a. The impact of development on the Hunt River aquifer and surface and groundwater quality;
- b. Loss of sensitive open space;
- c. Degradation and destruction of wetlands;
- d. Cumulative impacts on wetlands, as well as downstream flooding caused by drainage practices of upstream subdivisions;
- e. Loss of rural/semi-rural character through strip development along roads, and increased percentage of built lots;
- f. Subtle impacts on the environment, including worsened air quality, loss of prime agricultural soils, and disruption of fish and wildlife habitats;
- g. Impact of Onsite Wastewater Treatment Systems (OWTS) [formerly known as ISDS] on groundwater quality and contamination of groundwater; and
- h. Loss of opportunities for passive recreation.

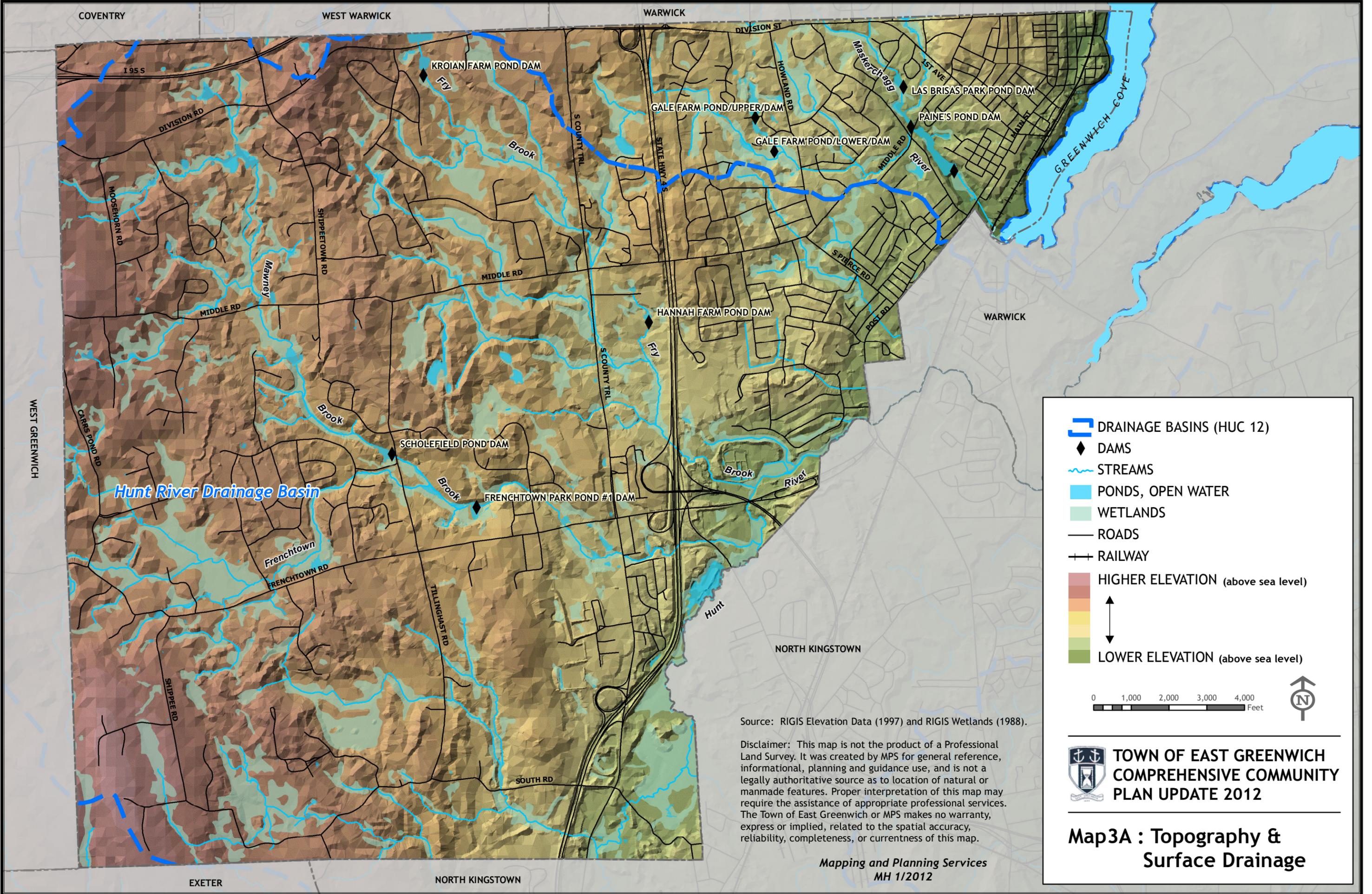


An updated Resident Survey was performed by Alpha Research Associates on June 20 - 29, 2011.³ In that survey 68% of residents rated open space protection and preservation with a number 6 on a scale of 1 to 7 with 1 being not very good at all and 7 being excellent. On a similar question dealing with Town spending on open space protection and preservation, (also using a scale of 1 to 7 with 1 being willingness to see budget cuts for that service and 7 being against any budget cuts for that service) the median responses fell into number 5.

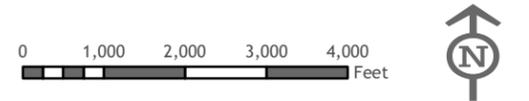
¹ 2007 East Greenwich Resident Survey, Alpha Research Associates, April 2007.

² East Greenwich Comprehensive Plan, 2005, page 6-32

³ 2011 East Greenwich Resident Survey, Alpha Research Associates, June 20-29, 2011.



- DRAINAGE BASINS (HUC 12)
- DAMS
- STREAMS
- PONDS, OPEN WATER
- WETLANDS
- ROADS
- RAILWAY
- HIGHER ELEVATION (above sea level)
- LOWER ELEVATION (above sea level)



Source: RIGIS Elevation Data (1997) and RIGIS Wetlands (1988).

Disclaimer: This map is not the product of a Professional Land Survey. It was created by MPS for general reference, informational, planning and 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 Town of East Greenwich or MPS makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currentness of this map.

**TOWN OF EAST GREENWICH
COMPREHENSIVE COMMUNITY
PLAN UPDATE 2012**

**Map3A : Topography &
Surface Drainage**

Mapping and Planning Services
MH 1/2012

Goals, Objectives, Policies, and Actions

Goals

- NR 1. To encourage development patterns that conserve, protect, and maintain access to natural resources.
- NR 2. To offer residents of East Greenwich a high quality of life through the preservation and best use of natural resources.
- NR 3. To conserve the Town's natural resources for future generations and to instill a sense of stewardship among the Town's residents.
- NR 4. To maintain and reinforce East Greenwich's small-town character, emphasizing its unique waterfront, residential areas, and open space.

Objectives, Policies, and Actions

	Objectives	Policies	Actions
NR 1	Develop an open space network to preserve key natural resources, scenic views and vistas, and historic areas, as well as to provide opportunities for passive and active recreation, especially in areas where open space can overlap with natural resource protection.	Diligently acquire land through fee simple purchases, land dedication, purchase of development rights, easements, and the like. All land purchases shall be only upon availability of funds, including federal, state, and private sources.	<ul style="list-style-type: none"> • Build up the Municipal Land Trust, • Set aside annual appropriations as available to acquire land, easements, or development rights, • Enforce mandated open space dedication in existing local ordinances, and • Seek funds from federal, state and private sources
NR 2	Protect surface and groundwater quality, especially in the Hunt River and Hunt River aquifer recharge areas, and in Greenwich Cove.	Consider establishing aquifer protection districts. Undertake public education and outreach activities regarding the importance, benefits of, and responsibilities for aquifer and watershed protection.	<ul style="list-style-type: none"> • Map the Hunt River aquifer recharge areas. • Study and evaluate the possibility of amending the Zoning Ordinance to include an Aquifer Protection Overlay District. Reliance on model aquifer and watershed protection district (AWPD) ordinances from around the region is recommended.

	Objectives	Policies	Actions
NR 3	Require Low Impact Development (LID) strategies as part of any new development. ⁴	Use the Rhode Island Low Impact Development Site Planning and Design Guidance Manual (March 2011) to educate and train Town departments, Commissions, and Boards on Low Impact Development (LID) principles and require developers to comply with same.	<ul style="list-style-type: none"> Amend the Subdivision Regulations to reflect LID standards in accordance with the Site Planning and Design Guidance Manual.
NR 4	Promote and encourage development patterns that will protect and conserve water resources so as to increase the protection of groundwater quality including aquifer recharge zones, rivers, and wetlands.	Consider best management practices (BMPs) of achieving high water quality. Study and evaluate the possibility of a Wastewater Management District.	<ul style="list-style-type: none"> Study and evaluate the possibility of amending the Town Code of Ordinances to adopt a Wastewater Management District Ordinance. If adopted, said District should be mandatory in the drainage area of the Bay's Special Area Management Plan.
NR 5	Encourage conservation development techniques of single-family dwellings at existing densities as a means of preserving the maximum amount of open space possible, and ensuring access to open space from residential areas.	Identify key areas for preservation and protection such as marine areas, wetlands, water courses, river and stream banks, floodplains, and agricultural land. Establish criteria for conservation development.	<ul style="list-style-type: none"> Amend the Zoning Ordinance and Subdivision Regulations to enact a "Conservation Development" Ordinance.
NR 6	Retain semi-rural character through preserving farms, open fields, wetlands, and wooded areas; designate scenic roadways and protect views of and from these routes.	Consider a Scenic Roads program. This program is simply a designation process with no cost attached to it.	<ul style="list-style-type: none"> Consider a Town ordinance that designates certain roads under the Scenic Roads program.
NR 7	Address the cumulative impact of development on wetlands, marginal soils, streams, and those areas within the proposed Aquifer Protection Overlay District.	Establish standards for the Planning Board to evaluate cumulative impacts when reviewing new development proposals.	<ul style="list-style-type: none"> Amend the Subdivision Regulations to require an evaluation of cumulative impacts when the Planning Board reviews new development proposals.

⁴ LID is an alternative comprehensive approach to stormwater management that works with nature to manage stormwater as close to its source as possible. It is a new, comprehensive land planning and engineering design approach with a goal of maintaining and enhancing the pre-development hydrologic system of the Town's watersheds.

Discussion

The following is further discussion of the policies and actions.

1. Land Acquisition

One of the most effective methods for protecting open space and environmentally sensitive areas is through the acquisition of selected parcels of land in order that they remain undeveloped. These parcels may be used for active recreation, such as playing fields or undeveloped open space parcels, preserved in their natural state.⁵ The Town should acquire key parcels of land to achieve the overlapping goals of open space protection, natural resource protection, provision of recreation facilities, and historic preservation. Acquisition may include purchase of development rights, conservation or scenic easements, or outright purchase of land.

Three basic approaches to land acquisition should be followed. These are accomplished through:

- a) The Municipal Land Trust,
- b) Required dedications of land in subdivision approval, and
- c) Acquisition of easements, bequests, and tax title land in the normal course of operating Town government.

The Land Trust should be the principal agent in acquiring land for conservation purposes. Created in 1987, the East Greenwich Municipal Land Trust was established to promote preservation of the Town's natural environment and historic character. The Land Trust seeks to accomplish this by preserving suitable open spaces for recreation, forestry, and wildlife; promoting responsible development of real estate and sound conservation practices; protecting



Briggs-Boesch Farm

environmentally sensitive or threatened existing and /or future fresh-water well-fields, aquifer recharge areas, and wetlands; and by promoting public access and views of harbors, ponds, marshes, farmland, and forest.

The Land Trust has acquired ownership of lands, conservation easements, and the development rights of several parcels totaling 378 acres. These properties have provided East Greenwich residents with improved



Reynolds Farm

⁵ This Plan uses terms like "active" or "passive" open space. The former refers to playing fields and the like where active sporting events and similar recreational activities. The latter refers to undeveloped land preserved in its natural state where walking may be the only activity.

opportunities for passive recreation and general enjoyment of the natural environment by making trails accessible to the public. The Town and the Land Trust have been approached by many people offering to sell their property or the development rights to their property to ensure that their land will be preserved. The Land Trust has also identified numerous properties that are significant for ecological protection, recreational value, and historic and agricultural preservation. Together these properties represent over 500 acres of land that contribute to the Town's character.⁶

Significant strides in land preservation and furtherance of the open space network have been made through acquisitions, dedications, and purchases of development rights including the following:

- Acquisition of the 86 acre Briggs-Boesch Farm in 2001 on rural South Road;
- Purchase of development rights to the 20 acre Reynolds Farm on rural South Road in 2003;
- Easement of Fry Family Nature Preserve and Stitt (46 acres) in 1989; and
- Folger's Woods (14 acres) in 1998, obtained through land owner donation.

Since 1998 nearly all major subdivisions and two relatively large residential land development projects (the East Greenwich Preserve and the Residences at Fry Brook) have produced a minimum of 30 percent dedicated open space as mandated by Article VIII "Planned Development and Mixed Use Planned Development" and Article IX "Cluster Ordinance" of the Zoning Ordinance.

In order to improve recreational facilities Town-wide, and to protect natural habitats and fragile environmental areas, a linear park plan is proposed which links key open spaces and park areas continuously across the Town. It would be an inter-connected trail or necklace of parks including both active and passive recreation opportunities, cultural areas, historic districts, and unique natural areas such as the Cove and the Hunt River.

From time to time, the State offers programs for the preservation and acquisition of open space, recreational land, and development rights through various bond and loan funds as well as tax incentives like the Farm Forest and Open Space Act.

The Municipal Land Trust maintains a list of lands targeted for preservation and/or acquisition as follows. Criteria used to determine these parcels include presence of wetlands, prime agricultural soils, unique natural features, prime examples of indigenous habitats, visual and aesthetic features, historic and scenic value, and low-intensity recreational opportunities, such as walking or hiking through such areas but not for playgrounds and such.

- a. Fry Bailey Farm - Needs development rights purchase; the farm has no protection. This action is especially critical due to the development pressures on Route 2. Bailey also has the potential to be included in scenic routes.
- b. George and Paula Tibbits Farm- This farm has no protection and the Town should acquire its development rights even though it is not as critical as the Fry Bailey Farm listed above.
- c. William Pine III Farm (Mawney Hopkins Farm) - Active farm - still needs acquisition of development rights.

⁶ Source: East Greenwich Municipal Land Trust.

2. Aquifer Protection Overlay District

It is important that the Hunt River aquifer be protected. It supplies about half the water for East Greenwich and an even higher percentage to North Kingstown. Both Towns collaborated designating the Hunt Aquifer as their sole source aquifer and proposed compatible protective zoning.

An aquifer and watershed protection district, consisting of the Hunt Aquifer and its adjacent recharge area and a secondary upstream drainage area, has been delineated. An Aquifer Protection Overlay District should be studied and evaluated for future adoption. The proposed district to be considered will prohibit all uses that discharge waste water which threatens water quality. Regulations to be considered will also set discharge limits and dimensional setbacks for septic systems (OWTS). The district designates two areas with differing levels of protection, permitted uses, and other regulations. The sub-districts are the reservoir/adjacent recharge area “A” Zone and the secondary upstream drainage area or “UD” zone. Each area has associated guidelines for protecting the environment and ensuring that development occurs in the most suitable areas possible. In addition to protecting the aquifer, these regulations will preserve the open low density character of the district.

3. Low Impact Development (LID)

Low Impact Development is an approach to land development that works with natural features to manage stormwater as close to its source as possible. LID employs principles such as preserving and recreating natural landscape features and minimizing impervious surfaces to create functional and appealing site drainage that treat stormwater as a resource rather than a waste product. There are many practices that have been used to adhere to these principles such as bio-retention facilities, rain gardens, vegetated rooftops, rain barrels, and permeable pavements. By implementing LID principles and practices, water can be managed in a way that reduces the impact of built areas and promotes the natural movement of water within an ecosystem or watershed. Applied on a Town-wide scale, LID can maintain or restore the



LID using vegetation and structures to mimic pre-existing hydrologic conditions



Example of Rain Garden

Hunt River watershed's hydrologic and ecological functions. LID has been characterized as a sustainable stormwater practice by the Rhode Island Department of Environmental Management (RIDEM). In March 2011, RIDEM published the Rhode Island Low Impact Development Site Planning and Design Guidance Manual. The Manual is a companion to the Rhode Island Stormwater Design and Installation Standards Manual (the RI Stormwater Manual). The primary purpose of the Manual is to provide the Town with the specific guidance to revise its Land Development and Subdivision Review Regulations to avoid and reduce the impacts of stormwater runoff. The Manual was written to

comply with Rhode Island General Law, Section 45, Chapter 61.2, entitled “The Smart Development for a Cleaner Bay Act of 2007” (the Bay Act of 2007).

The drainage requirements as specified in the subdivision regulations should be amended in order to provide for an opportunity for storm and other water on the impervious surfaces of the subdivision to slowly percolate into the natural rivers and wetlands, rather than through direct discharge. This could be through the creation of retention/detention ponds which discharge surface water to the rivers and wetland at a controlled rate and provides opportunity for the water to percolate into the soil at a rate more analogous to the natural processes.

4. Wastewater Management District

In order to protect surface and groundwater resources, the Town should study and evaluate the possibility of adopting a Wastewater Management District Ordinance which will ensure existing Onsite Wastewater Treatment Systems (OWTS), formerly ISDS, and those installed in the future will function to the highest level of performance possible. The proposed ordinance to be considered would permit the Town to:

- a. Permit Town officials and septage haulers onto private property to facilitate the inspection, maintenance, and correction of OWTS;
- b. Establish the necessary administrative, financial, technical, enforcement, maintenance, and legal structures required to implement the Wastewater Management District Programs;
- c. Establish a public education program;
- d. Receive grants and establish a revolving fund;
- e. Authorize and contract with independent septage haulers;
- f. Contract with other cities and towns for septage disposal;
- g. Designate proper collection and disposal sites for septage collected; and
- h. Levy funds for noncompliance.

The boundaries of the Wastewater Management District might include the entire Town, specifically addressing areas which are currently experiencing septic failure, areas where the groundwater levels are very close to the surface and/or where there is a history of flooding, where soils are not suitable for supporting OWTS, or where soils are excessively permeable. The requirements of the Wastewater Management District will not prohibit development and the installation of new OWTS, but will ensure that the systems operate properly and are managed at the highest level of performance.

The Town adopted a Waste Water Facilities Plan, updated in 1998, that formulated the basis for sewer installation in the neighborhoods east of Route 2. The installation of sanitary sewers throughout the Town east of and including Route 2 was initiated in the mid-1990's to address failing septic systems and to protect ground water quality in the Hunt River aquifer. As a first step in trying to solve septic system failures, it is recommended that the area where the failures occur be outlined for establishing a Wastewater Management District. Consideration of such a district would enable proper management and remedial system improvement. Such measures as more frequent pumping, flushing, and system reconstruction can be mandated under Rhode Island law.

5. Conservation Development Ordinance

In response to the 2005 update of the Comprehensive Plan, the Town adopted a cluster zoning ordinance that excludes wetlands from the density calculation and requires a minimum of 30 percent useable open space be set aside. A newer concept is proposed in this version: Conservation Development. This requires drafting and adopting an amendment to the Zoning Ordinance that establishes conservation development methods to all future subdivisions in East Greenwich. While cluster zoning went far towards preserving wetlands and other natural features, Conservation Development raises the bar to a whole new level that addresses the Town’s natural environmental features in perpetuity, including preserving open space landscape and vista, protecting farmland or natural habitats for wildlife, and maintaining the Town's character.

Conservation Development is a controlled-growth land use development that implements principles of smart growth and sustainable development. A Conservation Development is usually defined as a project that dedicates a minimum of 50 percent of the total development parcel as open space. The management and ownership of the land are often formed by the partnership between private land owners, land-use conservation organizations, and the Town. It is a growing trend that has been promoted by the Rhode Island Department of Environmental Management (RIDEM).⁷ Conservation Development is a zoning technique in which the character defining features of a parcel are identified and protected before land is developed. It differs from traditional development in that assessment of natural resources,



not identifying building sites, is the first step in the process.

For residential and industrial developments, planned developments, mixed use planned developments, and any multi-family project, it is recommended that an impact assessment be prepared by the developer and submitted to the Town for review and approval. Such approval should be required before a building permit can be issued for the commercial and industrial projects as defined above. For projects that do not involve a zone change, amendment or review by the Zoning Board of

⁷ See the Rhode Island Conservation Development Manual, RIDEM, June 2003.

Review, evaluation of the impact assessment would be conducted by the Town professional staff. The complexity of the impact assessment would depend upon the components and scale of the proposed project. The impact assessment should be completed by a consultant or firm whose credentials are recognized and acceptable to the Town.

The Rhode Island Conservation Development Manual identifies a ten step process for Conservation Development design (RI DEM, 2003):

1. Analyze the Site;
2. Evaluate Site Context;
3. Designate Potential Conservation Areas;
4. Determine the Maximum Number of Units;
5. Locate Development Areas and Explore Alternatives;
6. Locate House Sites;
7. Lay Out Streets, Trails, and Other Infrastructure;
8. Design and Program Open Space;
9. Draw in Lot Lines; and
10. Establish Ownership and Maintenance of Open Space.

6. Designation of Scenic Routes

In order to protect the scenic and aesthetic quality of the Town, the Town should identify certain roads for potential designation as scenic roads. This designation requires that if changes are proposed to the Town-owned right-of-way including removal of stone walls, removal of trees or other scenic features, approval must be granted by the Town Council after a public hearing. In addition, development along scenic roads should maintain an undisturbed vegetative buffer to protect the rural character of the Town. Developers should be encouraged to leave undisturbed vegetative buffers along scenic roads, in a voluntary program.

In addition to requiring greater setbacks, another action which would reinforce this measure is to designate visually and aesthetically pleasing Town-owned roads as "Designated Scenic Roads." Designation of the scenic roads should be the responsibility of the Planning Board, with approval by the Town Council. Rural and residential roads identified for potential designation as scenic roads are:

- a) Tillinghast Road
- b) South Road
- c) Kenyon Avenue (between First and Cedar)
- d) Middle Road
- e) Shippee Road
- f) Carrs Pond Road
- g) Moosehorn Road
- h) Division Road (between Moosehorn and Route 2)
- i) Frenchtown Road (west of Route 2)
- j) Cedar Avenue

- k) Howland Road
- l) Route 2 in the vicinity of Fry Bailey Farm

In response to this section, the Town should consider amending the Development and Subdivision Review Regulations to preserve and protect the scenic character of the Town's rural roads. The Planning Board's decisions in the review and approval of new subdivisions and land development projects should emphasize the preservation of stone walls and the rural landscape along the frontage.

Scenic roadway zoning criteria for retaining and improving the visual quality and character of scenic pathways through historic areas and properties could be established and implemented. These criteria could establish appropriate standards for new construction including preservation of site appurtenances, and landscape features such as stone walls, fences, hedgerows, and trees should also be included.

Discussion of Natural Resource Identification and Conservation

1. Resource Protection

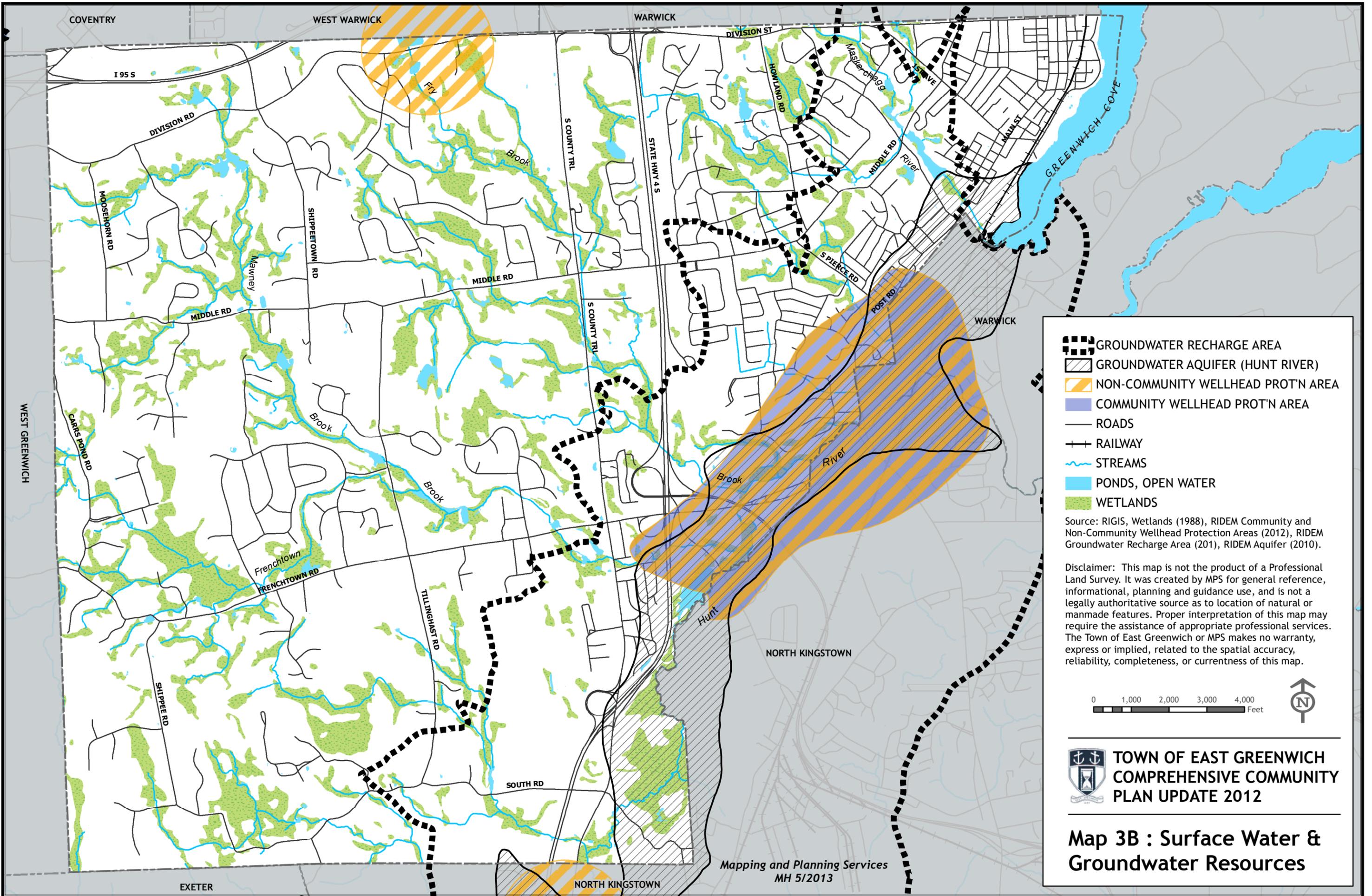
The most precious natural resource in East Greenwich is the Hunt River with its associated aquifer, wetlands, and ecological wildlife habitats. A large percentage of the Town is dependent on the aquifer for drinking water supplies, yet development in the Town could have an adverse impact on the river system and the quality of its water and groundwater. Comprehensive measures are required to protect this most critical resource.

In 1988 the Hunt-Annaquatucket-Pettaquamscutt Aquifer system was designated as a sole source aquifer by the federal Environmental Protection Agency (EPA). This designation seeks to protect the drinking water supplies of East Greenwich and North Kingstown by placing restrictions on Federal projects in critical areas. With increased development, sensitive areas of open space are either being directly developed or are disrupted by the impacts of development.

Freshwater and coastal wetlands as defined by the RI Department of Environmental Management in Town can be negatively affected by development. The location and arrangement of buildings and lots in subdivisions and Planned Unit Developments often disrupt or encroach on sensitive wetlands resulting in wetland degradation or pond eutrophication.⁸ During the construction phase, wetlands can be damaged. Exclusion of wetlands in the zoning density calculations of planned development zones, standard subdivisions, and cluster developments have been incorporated in the zoning and subdivision regulations to protect wetlands.

Also, a requirement in the subdivision regulations specified that existing brooks, natural waterways, and dry stream beds are to be used for drainage purposes. While in principle this may appear logical, this practice could result in downstream flooding. The overall flow volumes to the streams and brooks may not increase, but the rate of discharge is increased significantly by the cumulative impact of large impervious surfaces draining together, instead of gradually draining into the soil and wetlands, into streams, brooks, and ultimately into the groundwater. The wetlands are often overloaded and are not able to perform their natural retention and filtering functions.

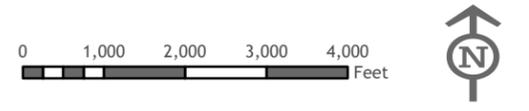
⁸ Eutrophication means the process by which a body of water acquires a high concentration of nutrients, especially phosphates and nitrates. These typically promote excessive growth of algae. As the algae die and decompose, high levels of organic matter and the decomposing organisms deplete the water of available oxygen, causing the death of other organisms, such as fish. Eutrophication can be a natural, slow-aging process for a water body, but human activity can also greatly speed up the process.



- GROUNDWATER RECHARGE AREA
- GROUNDWATER AQUIFER (HUNT RIVER)
- NON-COMMUNITY WELLHEAD PROT'N AREA
- COMMUNITY WELLHEAD PROT'N AREA
- ROADS
- RAILWAY
- STREAMS
- PONDS, OPEN WATER
- WETLANDS

Source: RIGIS, Wetlands (1988), RIDEM Community and Non-Community Wellhead Protection Areas (2012), RIDEM Groundwater Recharge Area (201), RIDEM Aquifer (2010).

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 **TOWN OF EAST GREENWICH
COMPREHENSIVE COMMUNITY
PLAN UPDATE 2012**

**Map 3B : Surface Water &
Groundwater Resources**

Mapping and Planning Services
MH 5/2013

The subdivision regulations were amended to protect wetlands and to properly manage stormwater runoff. Across the state of Rhode Island, one of the growing environmental concerns is the impact of Onsite Wastewater Treatment Systems (OWTS) on groundwater. Contamination could be from excessive fecal coliform and nitrate levels. This applies to both well functioning and malfunctioning systems. This is of particular concern to East Greenwich in areas currently served by OWT systems; the areas which are likely to be developed in the future will not be served by public sewer systems and roughly 85% of the Town is part of the catchment area which contributes groundwater to the Hunt River Aquifer.

To address this concern, the Town completed the sewer installation program in neighborhoods east of Route 2. Any new residential development west of Route 2 that have no sewers require that on-site sanitary sewage disposal must meet current RI Department of Environmental Management design standards.

While some residents still think of East Greenwich as a rural community, in actuality there are few farms remaining and the number of operational farms and small holdings is decreasing steadily. The farming zones in the western half of East Greenwich permit single family residential development on one or two acre lots. Prime agricultural soils are lost in the development process. Given the current economic climate, this area will remain under significant pressure for future development. Residents are concerned that the character of the Town is changing. This is because of the location of development along roadways (i.e. strip development) as well as the amount of development that has occurred in the past decade. The plan aims to accommodate growth anticipated over the next 20 years, but not at the cost of destroying the natural environment and open space.

Finally, as the extent of development spreads out across the Town, opportunities for passive recreation are being lost. Undeveloped areas previously used for hiking or bird watching are disturbed by development activities resulting in the loss of wildlife habitats, unless these areas are under conservation easements or in public ownership.

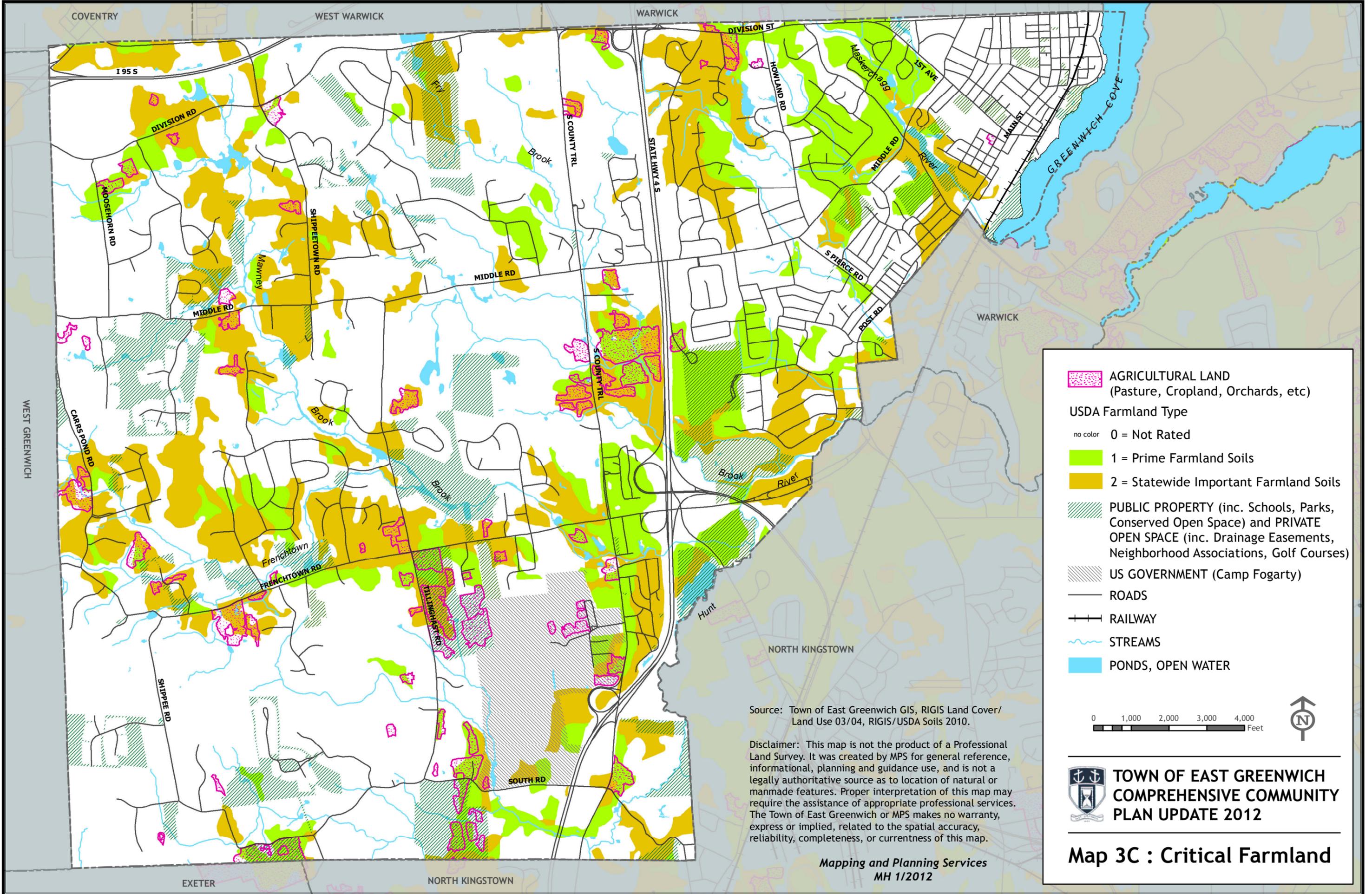
2. Buffers and Setbacks

One of the reasons for the change in the character of East Greenwich is the amount of building on frontage roads. Residential strip development is partly the result of the practice of selling off frontage lots to help finance the development of interior land in the future. At present, the required setback is between 10 and 60 feet, depending on the zoning district.

The Town amended the zoning ordinance and increased the setbacks in the F and F-1 districts to 60-feet and retained the 60-foot setback in the F-2 district. The setback requirement along Route 2 in the Light Industry/Office district is 100-feet. The RHF district adopted in October, 2004 provides a 100-foot setback along Route 2 and a 75-foot setback along the frontage of Division Road.

3. Lands of Critical Environmental Concern

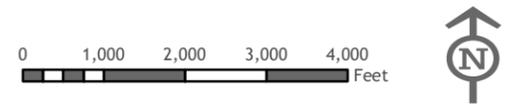
There are many areas in the Town which are of critical environmental concern. These include areas with wetlands, marginal soils, streams, and those areas within the Aquifer Protection Overlay District. These areas should be taken into consideration when evaluating development proposals. Each of the features mentioned above are protected by an existing or proposed regulatory action, but the cumulative impact of development on these features needs to be considered by the Planning Board when it reviews applications Town-wide.



-  AGRICULTURAL LAND (Pasture, Cropland, Orchards, etc)
- USDA Farmland Type
 - no color 0 = Not Rated
 -  1 = Prime Farmland Soils
 -  2 = Statewide Important Farmland Soils
-  PUBLIC PROPERTY (inc. Schools, Parks, Conserved Open Space) and PRIVATE OPEN SPACE (inc. Drainage Easements, Neighborhood Associations, Golf Courses)
-  US GOVERNMENT (Camp Fogarty)
-  ROADS
-  RAILWAY
-  STREAMS
-  PONDS, OPEN WATER

Source: Town of East Greenwich GIS, RIGIS Land Cover/Land Use 03/04, RIGIS/USDA Soils 2010.

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 **TOWN OF EAST GREENWICH
COMPREHENSIVE COMMUNITY
PLAN UPDATE 2012**

Map 3C : Critical Farmland

Mapping and Planning Services
MH 1/2012

Chapter 4 - Open Space, Conservation, and Outdoor Recreation

The preservation of open space contributes, in large part, to the quality of life for East Greenwich residents. East Greenwich’s open space areas enhance the Town’s character and provide for the passive and active recreational needs of residents. The community’s dedication to open space preservation has led to preservation of 378 acres of Land Trust and Town owned open space and over 270 acres of active recreation areas, for a total of more than 650 acres of public and private lands. (See Tables 4A and 4B below).

Much of the open space areas in the Town was achieved by the Municipal Land Trust and through the development approval process as it relates to recreation and open space impact requirements. The East Greenwich Municipal Land Trust was created in 1987, with a mandate to promote preservation of the Town's natural environment and historic character. The Land Trust seeks to accomplish this by preserving suitable open spaces for recreation, forestry, and wildlife; promoting responsible development of real estate and sound conservation practices; protecting environmentally sensitive or threatened existing and/or future fresh-water well-fields, aquifer recharge areas, and wetlands; and by promoting public access and views of harbors, ponds, marshes, farmland, and forest.

East Greenwich’s dedication to open space preservation has led to preservation of more than 652 acres of land, representing more than 5% of the Town's land area, over the past 14 years.

Existing Open Space and Outdoor Recreation

The Land Trust has acquired ownership of lands, conservation easements, and the development rights of several parcels, totaling 378.24 acres. These properties have provided East Greenwich residents with improved opportunities for passive recreation and general enjoyment of the natural environment by making trails accessible to the public. The Town and the Land Trust have been approached by many people offering to sell their property or the development rights to their property to ensure that their land will be preserved. The Land Trust has also identified numerous properties that are significant for ecological protection, recreational value, and historic and agricultural preservation. See Table 4A for the list of Land Trust and Town parcels. Map 4A shows where they are located.

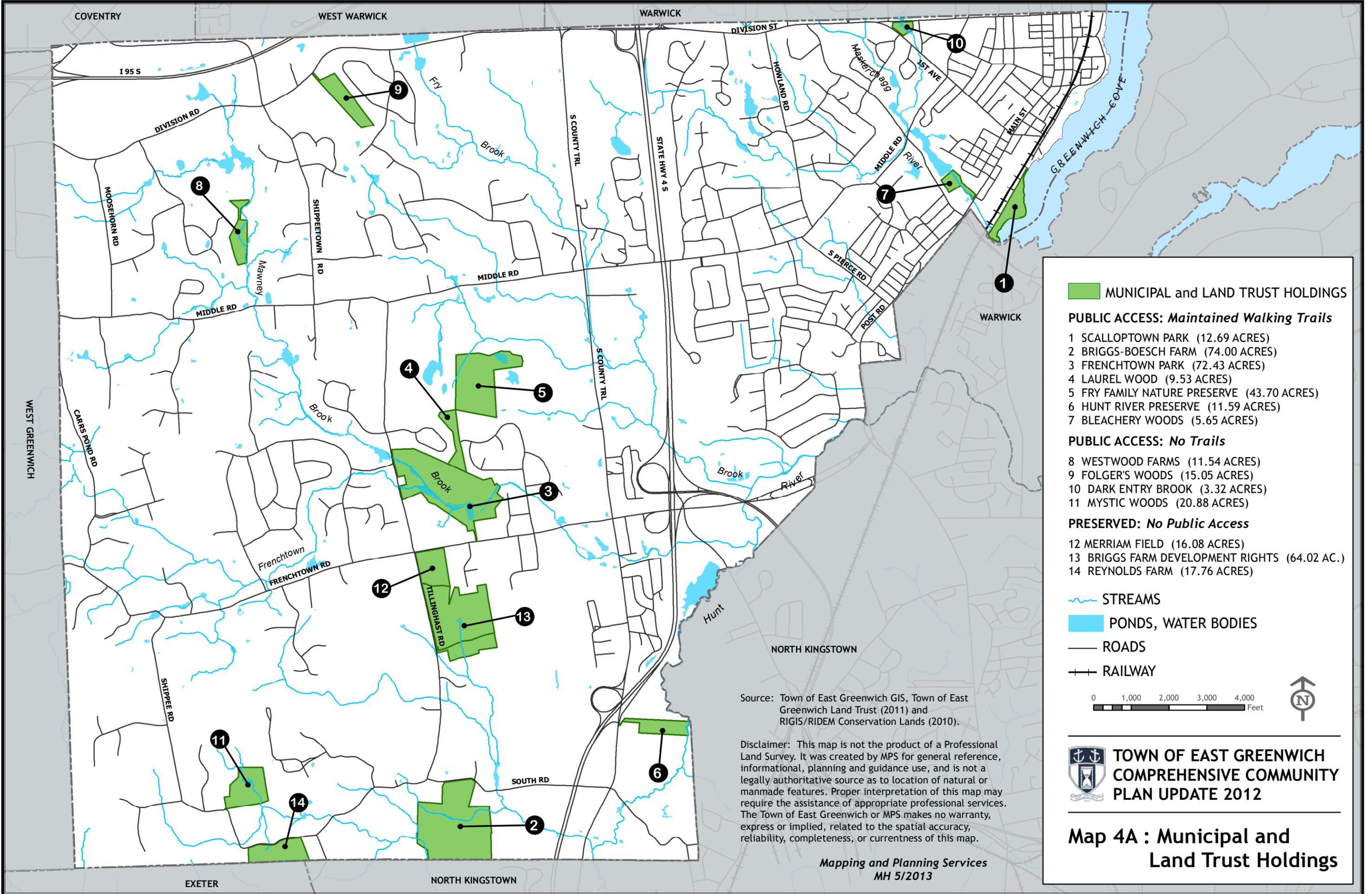
Table 4A

INVENTORY OF LAND TRUST AND TOWN PARCELS

Common Name	Owner	Map	Plat	Lot	Acres
ScallopTown Park	Town of East Greenwich	65	5	227	12.69
Briggs-Boesch Farm	Municipal Land Trust	10	19	46	74
Frenchtown Park	Town of East Greenwich	35	16	53	72.43
Laurel Wood	Municipal Land Trust	35	16	29	9.53
Fry Family Nature Preserve	Municipal Land Trust	42	16	12	43.7
Hunt River Preserve	Municipal Land Trust	18	17	16	11.59
Bleachery Woods	Municipal Land Trust	64	6	1	5.65

Common Name	Owner	Map	Plat	Lot	Acres
Westwood Farms	Municipal Land Trust	58	14	128	11.54
Folger's Woods	Municipal Land Trust	69	12	472	15.05
Dark Entry Brook	Municipal Land Trust	84	9	22	3.32
Mystic Woods	Town of East Greenwich	8	19	246	20.88
Merriam Field	Merriam Trust	28	18	1	16.08
Briggs Farm Development Rights	Michael C Kent Revocable Trust	22	18	13	64.02
Briggs Farm Development Rights	Marjorie Gordon	22	18	91	
Reynolds Farm	Michael Durand Revocable Trust	2	19	215	17.76
Total					378.24

Source: Town of East Greenwich, Municipal Land Trust



MUNICIPAL and LAND TRUST HOLDINGS

PUBLIC ACCESS: Maintained Walking Trails

- 1 SCALLOPTOWN PARK (12.69 ACRES)
- 2 BRIGGS-BOESCH FARM (74.00 ACRES)
- 3 FRENCHTOWN PARK (72.43 ACRES)
- 4 LAUREL WOOD (9.53 ACRES)
- 5 FRY FAMILY NATURE PRESERVE (43.70 ACRES)
- 6 HUNT RIVER PRESERVE (11.59 ACRES)
- 7 BLEACHERY WOODS (5.65 ACRES)

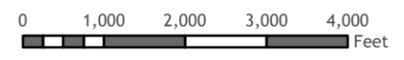
PUBLIC ACCESS: No Trails

- 8 WESTWOOD FARMS (11.54 ACRES)
- 9 FOLGER'S WOODS (15.05 ACRES)
- 10 DARK ENTRY BROOK (3.32 ACRES)
- 11 MYSTIC WOODS (20.88 ACRES)

PRESERVED: No Public Access

- 12 MERRIAM FIELD (16.08 ACRES)
- 13 BRIGGS FARM DEVELOPMENT RIGHTS (64.02 AC.)
- 14 REYNOLDS FARM (17.76 ACRES)

- STREAMS
- PONDS, WATER BODIES
- ROADS
- RAILWAY



Source: Town of East Greenwich GIS, Town of East Greenwich Land Trust (2011) and RIGIS/RIDEM Conservation Lands (2010).

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Map 4A : Municipal and Land Trust Holdings

Other lands are dedicated for outdoor recreational uses, and most of these come under the school department. In addition to school sports, the need exists for active outdoor recreation and the growing youth sports programs, such as Little League, soccer, and lacrosse. Table 4B is the inventory of open space and active outdoor recreation fields. Map 4B shows where they are located.

Table 4B**INVENTORY OF OPEN SPACE AND OUTDOOR RECREATION FACILITIES**

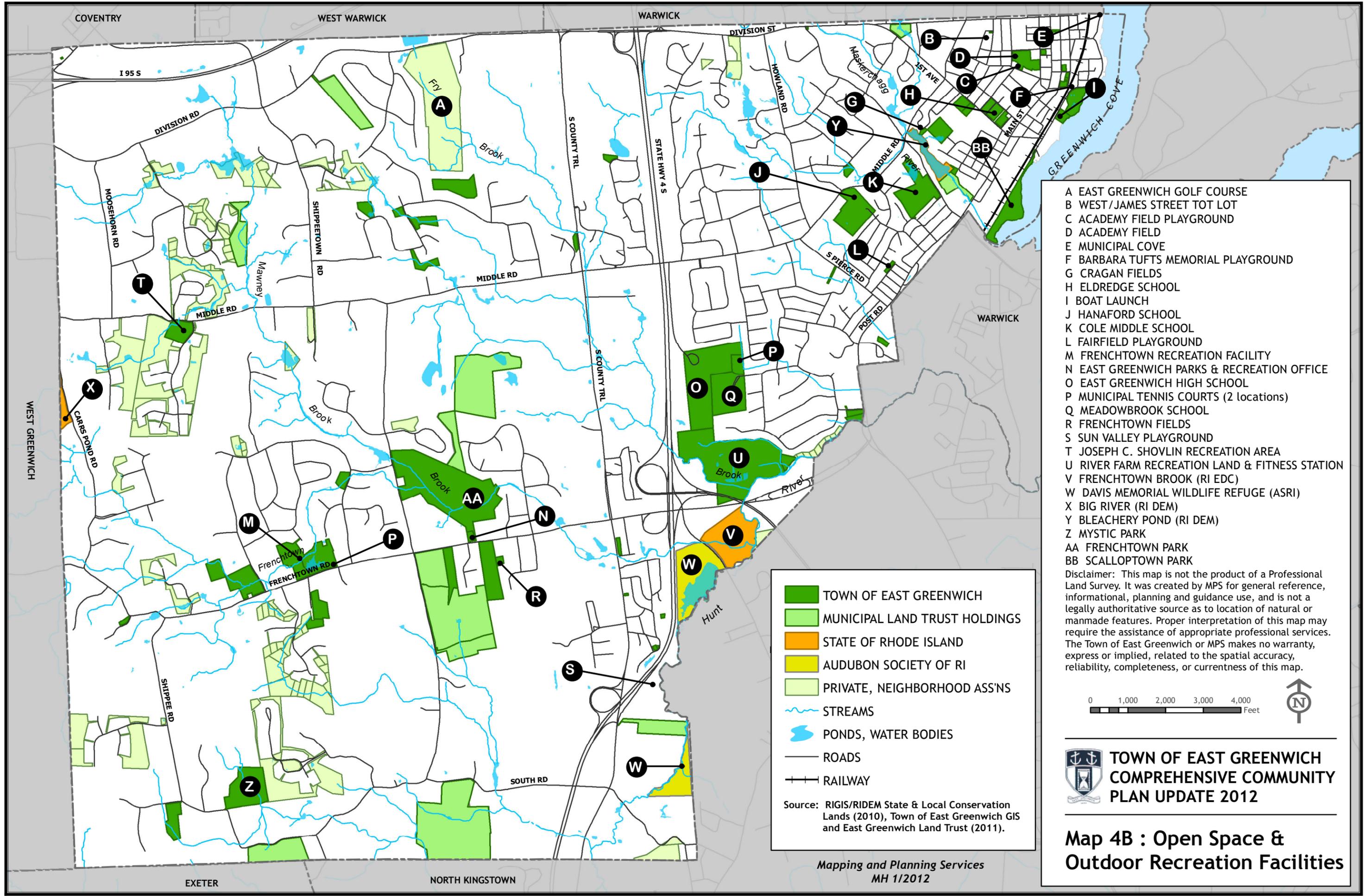
	FACILITY NAME	ACTIVE OUTDOOR RECREATION Approximate Acres ¹
A	East Greenwich Golf Course ²	74
B	West /James Street Tot Lot	0.1
C	Academy Field Playground	0.1
D	Academy Field	3.9
E	Municipal Cove	0.3
F	Barbara Tufts Memorial Playground	1
G	Cragan Field	2
H	Eldredge School	5.5
I	Boat Launch	1.7
J	Hanaford School	5
K	Cole Middle School ³	15
L	Fairfield Playground	0.4
M	Frenchtown Recreation Facility	3
N	East Greenwich Parks & Recreation Office	1.1
O	Senior High School	25
P	Municipal Courts	4
Q	Meadowbrook School	8
R	Frenchtown Fields	8
S	Sun Valley Playground	0.5
T	Shovlin Park	7.2
U	River Farm Fitness Station	1.4
V	Frenchtown Brook (RI EDC Quonset Development Corp)	34
W	Davis Memorial Wildlife Refuge (Audubon Society of RI)	55
X	Big River (RI DEM)	3.4
Y	Bleachery Pond (RI DEM and EGLT)	15.2
	TOTAL	278.8

Source: East Greenwich Open Space and Outdoor Recreation Plan (EGORP), 1998, updated by Parks & Recreation Department 2011 and Mapping & Planning Services, 2012.

¹ Acreages are approximated in cases where the facility is part of larger school grounds.

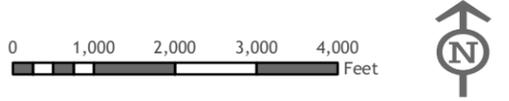
² Total Recreation Area includes the East Greenwich Golf Course although it is under private ownership.

³ Less acreage available for recreation with new school building under construction. New total may be less than 15 acres.



- A EAST GREENWICH GOLF COURSE
- B WEST/JAMES STREET TOT LOT
- C ACADEMY FIELD PLAYGROUND
- D ACADEMY FIELD
- E MUNICIPAL COVE
- F BARBARA TUFTS MEMORIAL PLAYGROUND
- G CRAGAN FIELDS
- H ELDREDGE SCHOOL
- I BOAT LAUNCH
- J HANAFORD SCHOOL
- K COLE MIDDLE SCHOOL
- L FAIRFIELD PLAYGROUND
- M FRENCHTOWN RECREATION FACILITY
- N EAST GREENWICH PARKS & RECREATION OFFICE
- O EAST GREENWICH HIGH SCHOOL
- P MUNICIPAL TENNIS COURTS (2 locations)
- Q MEADOWBROOK SCHOOL
- R FRENCHTOWN FIELDS
- S SUN VALLEY PLAYGROUND
- T JOSEPH C. SHOVLIN RECREATION AREA
- U RIVER FARM RECREATION LAND & FITNESS STATION
- V FRENCHTOWN BROOK (RI EDC)
- W DAVIS MEMORIAL WILDLIFE REFUGE (ASRI)
- X BIG RIVER (RI DEM)
- Y BLEACHERY POND (RI DEM)
- Z MYSTIC PARK
- AA FRENCHTOWN PARK
- BB SCALLOPTOWN PARK

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TOWN OF EAST GREENWICH

MUNICIPAL LAND TRUST HOLDINGS

STATE OF RHODE ISLAND

AUDUBON SOCIETY OF RI

PRIVATE, NEIGHBORHOOD ASS'NS

STREAMS

PONDS, WATER BODIES

ROADS

RAILWAY

Source: RIGIS/RIDEM State & Local Conservation Lands (2010), Town of East Greenwich GIS and East Greenwich Land Trust (2011).

TOWN OF EAST GREENWICH
COMPREHENSIVE COMMUNITY
PLAN UPDATE 2012

Map 4B : Open Space & Outdoor Recreation Facilities

Evaluating the Need

Needs for open, conservation, and outdoor recreation space can vary from town to town. In East Greenwich, the Parks and Recreation Department is trying to accommodate field requests as the youth sports program has grown to include youth lacrosse and teams which are playing outside their traditional seasons. Every spring and fall, there are conflicts between trying to accommodate all the groups and often the Town is unable to meet their needs.

The National Park and Recreation Association (NRPA) provides guidelines for determining the need for parklands and facilities. These are presented in Appendix A. While the NRPA provides general guidelines, the needs are based on each community's unique circumstances. In the case of East Greenwich, the need is based on the intense demand for playing field time that the Parks and Recreation Department has to coordinate each year. Clearly there is a need to acquire additional outdoor recreational facilities in the Town.

Open space preservation reflects the goals from the East Greenwich Open Space and Outdoor Recreation Plan (EGORP), 1998. In 2005, the Comprehensive Plan update did not update EGORP, but simply made reference to it. This version of the Comprehensive Plan is a complete update of the 1998 Plan.

In evaluating existing open space and outdoor recreation facilities and the need for additional facilities, the following factors should guide future policy for conservation of sensitive and unique sites, recreational needs, and the need to protect the open space, which is part of the character of East Greenwich.

1. In the past ten years, the Town's population grew from 12,948 to 13,146, an increase of 1.5%. This is significantly less than the last updated Comprehensive Plan projection of 14,400, which anticipated an increase of more than 11%. Nor is the population projected to rise appreciably in the future. The latest Statewide Planning projections¹ indicate the Town's population to be 14,342 by the year 2040, even less than the last updated Comprehensive Plan projection of 14,400 by 2010. Population growth drives needs assessment and past planning efforts projected much higher population growth resulting in recommendations to increase the Town's open space holdings proportionately. Although the population grew at a slower rate, and will likely be slightly over 14,000 by the twenty-year target of 2033, the need for additional open space and recreational land acquisition remains a high priority due to the high demand for such facilities in the Town.
2. Continued subdivision applications indicate a trend that the western half of Town is likely to continue as the focus for development in the near future. Areas located west of Route 2 have experienced higher population growth in the last decade, suggesting a policy of geographic distribution of recreational facilities. As land west of Route 2 is developed for residential use, pressure is expected to increase for recreation facilities and open space preservation in that area of Town.
3. Most existing outdoor recreation facilities are heavily utilized and tightly scheduled; as the preferences for recreational activities broaden, the demand for facilities will continue to increase. The fields are currently scheduled efficiently and are so tightly scheduled based on the demand that the required aggressive maintenance is difficult to perform. That is why there is a

¹ Draft Overview of Rhode Island Population Projections 2010–2040, November 30, 2012. See Page 11.

need for additional space to balance the demand by users and the required maintenance to have safe, playable fields. The biggest users are the youth groups who will rarely play after 8:00 PM. The season runs during the school year and time after 8:00 PM is too late for these younger players. Lights would only benefit the adult users and that demand is not as high. The Town currently has two lit multi-purpose /soccer/football type fields in Town.

4. Protection of groundwater resources through land conservation is an effective strategy for the preservation of the Hunt aquifer as a source of drinking water. Managing growth and development of rural land is required to protect the environment and to retain undeveloped lands that support agricultural activity in Town.
5. There are undeveloped parcels that have been set aside for active recreational facility development west of Route 2 that, if developed, can address the need for such facilities in that part of the Town. There are still two such parcels. The Town has tried to develop both those sites, but due to neighborhood resistance they have not been developed.
6. The State of Rhode Island has transferred to the Town an estimated 57 acres of land associated with Route 4 and the Route 403 relocation highway project for the purposes of developing multiple recreation facilities adjacent to the Town's high school athletic fields. No new fields have been added, although the high school athletic fields were rehabilitated in 2009-2010.

Definitions of Outdoor Recreation and Open Space Facilities

Play Lot, Tot Lot, or Mini-park. Play lots are small areas intended for children of preschool age. They are essentially a substitute for individual play yards and are normally provided in high population density areas. While the provision of a play lot would be entirely appropriate in a densely built-up city, it is less practical in a community like East Greenwich. These types of parks are desirable in the Downtown area of Town, south of Main Street. Under certain circumstances it may be desirable to include a tot lot within a neighborhood playground. An example in East Greenwich is the West Street Tot Lot.

Playground. The neighborhood playground is an area that serves primarily the needs of the 5 to 12 year age group, but may also afford limited facilities for the entire neighborhood. The playground is the chief center of outdoor play for children, but may include some facilities for adult recreation. A section of the playground may be developed as a play lot. In most instances playgrounds should be developed in conjunction with neighborhood schools. Desirable features include an apparatus area for older children; field area for games and informal play activities; passive area for older children; area for court games; shelter house; shaded passive area for older people; and appropriate landscaping. Examples in East Greenwich include Fairfield Playground and Sun Valley Playground.

Community Park Play field. The play field provides varied forms of recreation activities for young people and adults, although a section may be developed as a children's playground. It provides space for popular forms of recreation that require more area than would be available in the playground and serves as a recreation center for several neighborhoods. A portion of a play field should be developed as an athletic field for highly organized team sports. The play field should provide most of the following features: area for game courts, including tennis, volleyball, handball, basketball, horse shoes, shuffleboard, and other games; sports fields for women and men for such games as softball, baseball, football, and soccer; and open turf lawn including picnic areas, landscaped park, and children's play areas. There may also be a field house, running track, and space for field events; children's playground; outdoor swimming pool; and center for day camping. The

area may be lighted for night use and there should be adequate off-street parking. Examples in East Greenwich include Academy Field and Shovlin Park.

Regional Park. The regional park is primarily an area for sitting, sunning, and quiet relaxation. It should include lawns and shrubbery, trees, walkways and benches. When practical it should be in conjunction with a playground or play field or used as a buffer between active recreation areas and neighboring residential development. The NRPA, and most similar sources, recommend the development of one major park in each community. Examples of the type of parks generally considered to be large city parks are Goddard State Park, Roger Williams Park in Providence and Slater Memorial Park in Pawtucket.

Conservation Area. Since cities and towns are not equally endowed with natural resources, and since no definite standards are available to measure conservation needs, the unique natural resources of each community must be evaluated to determine those areas which must be conserved. Areas developed for special use, usually on a community-wide basis, occur frequently in Rhode Island. Examples include: state and federal wildlife refuge and sanctuaries, Audubon Society holdings, Nature Conservancy holdings, mu-

nicipal and private beaches, golf courses, overnight campgrounds, boat launching facilities, trails, etc. Examples in East Greenwich include EG Boat Launch, EG Overlook, and Scallopown Park.

GOALS, OBJECTIVES, POLICIES, AND ACTIONS

GOALS

- OS 1. To preserve and maintain existing passive open space areas for conservation purposes and active outdoor recreation facilities through on-going annual and multiyear capital improvement programming, including efficient scheduling of playfields to maximize access to such facilities.
- OS 2. To acquire, through voluntary land dedication and/or acquisition, additional open space parcels and active outdoor recreation sites and playgrounds, subject to available funding. Passive open space sites may be acquired as opportunities arise, but the Town needs to increase its inventory of active outdoor recreation sites to meet the demand for such uses.

Objectives, Policies, and Actions

	Objectives	Policies	Actions
OS 1	Coordinate municipal recreational opportunities in the Town.	Ensure equitable scheduling to maximize availability to all segments of the population.	Extension of playing time should include scheduling to extend their use.
OS 2	Acquire additional playing fields and active recreation facilities, as funds become available, to meet the Town's growing needs.	Identify sites for open space and/or outdoor recreation, some of which may be Town-owned, and acquire other similar parcels.	Establish a multi-year program of acquiring and developing active recreation facilities.
OS 3	Utilize State and Federal governmental agencies and non-profit organizations for the protection of natural resources, including maintenance of existing open space as well as new	Create and maintain a database of governmental and non-governmental programs that may offer funding resources both for maintenance and land	Secure funding from identified sources, wherever possible or appropriate.

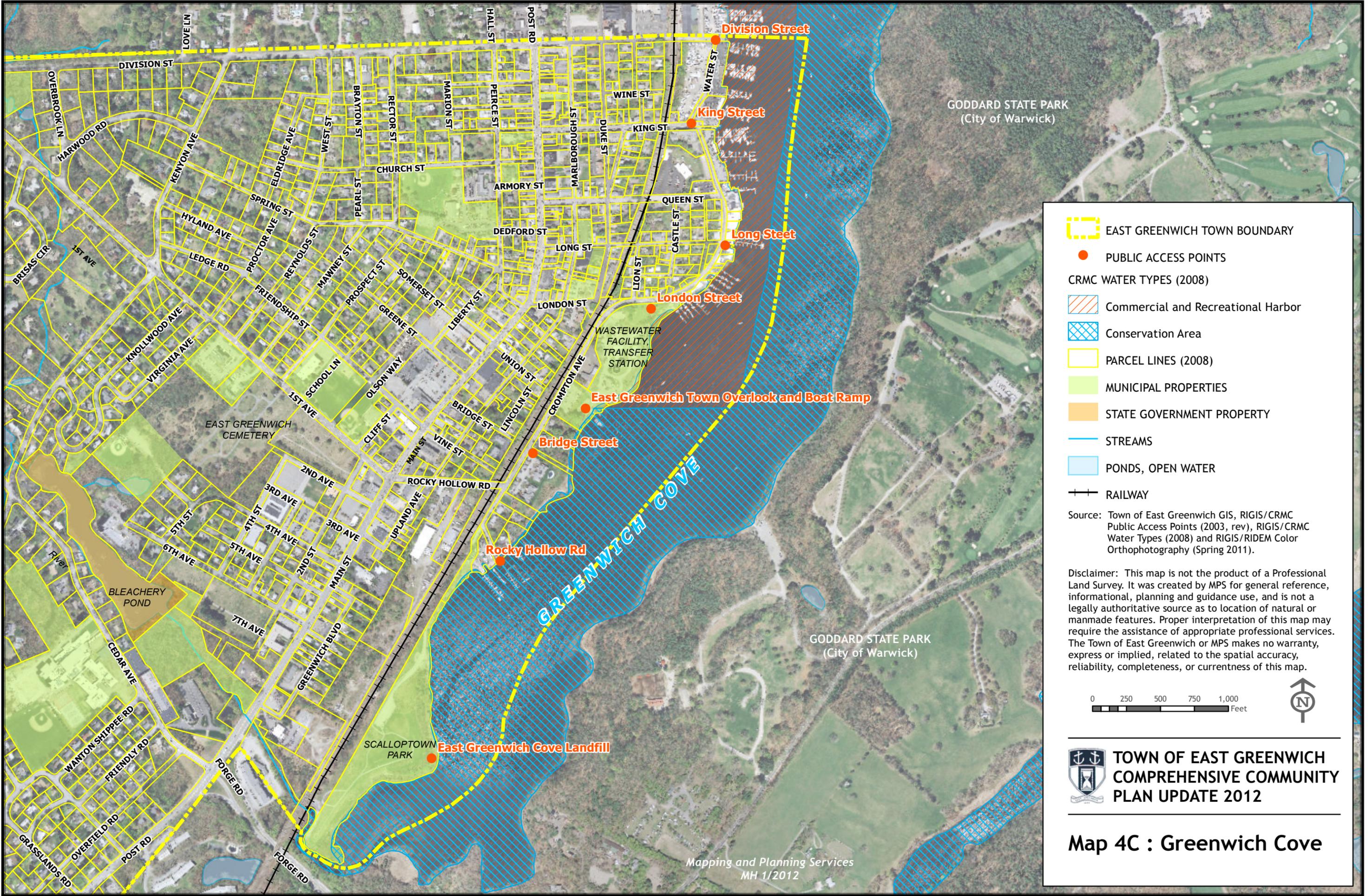
	Objectives	Policies	Actions
	acquisition.	acquisition.	
OS 4	Continue efforts to dedicate land to protect environmentally sensitive habitats.	Future acquisitions and/or land dedications should be based on anticipated growth distribution and availability of funds.	Use the Subdivision and Land Development Review Regulations requirements of mandatory land dedication to augment the inventory of open space and recreational facilities.
OS 5	Acquire or preserve through easements as much of the land as possible which comprises the wellhead for the Hunt River aquifer public water supply system.	Work with neighboring cities and towns to protect the Hunt River aquifer.	Update the Wellhead Protection Study of the Hunt River aquifer.
OS 6	Preserve and protect land along Frenchtown, Mawney, and Bleachery Brooks, Frenchtown Park Pond, and the marshlands of East Greenwich Cove. ²	Establish a formal schedule for acquisition and development of recreation facilities, based on availability of funds.	Work within the Town's financial capabilities through the Capital Improvement Program.
OS 7	Encourage development of the waterfront and public recreation facilities, with proper safeguards and access, to and along Greenwich Cove.	Maintain public access to the waterfront and recreational sites in Greenwich Cove.	Designate specific paths and access points, including expansion of existing signage, to allow for waterfront access.
OS 8	Implement land development controls, land conveyance, and fees in-lieu of land dedication whenever reasonably possible to aid in the preservation and protection of open space.	Acquire land based on availability, voluntary dedication, and family bequests.	Amend the Subdivision and Land Development Review Regulations, as needed.

Further Discussion of the Objectives, Policies and Actions

The following discussion is intended to expand upon the nine items listed in the table above.

1. The Town Council uses a six-year Capital Improvement Program (CIP) for its capital expenditures. Through this process, there is sufficient time to determine community needs, make adjustments where necessary, establish priorities, and find the means of implementation. In most instances, implementation of the Plan means that local financial resources will have to be made available. Thus, through a realistic and effective CIP, the Town will know how much in local funds should be allocated for this purpose.
2. Coordinate all recreational opportunities in the Town to avoid duplication of services and facilities and to insure maximum utilization of all recreation facilities.
3. Seek additional recreational facilities to meet the growing needs for youth sports that cannot be met with existing facilities and scheduling overload.

² See Map 4C - Greenwich Cove.



- EAST GREENWICH TOWN BOUNDARY
- PUBLIC ACCESS POINTS
- CRMC WATER TYPES (2008)
 - Commercial and Recreational Harbor
 - Conservation Area
 - MUNICIPAL PROPERTIES
 - STATE GOVERNMENT PROPERTY
 - STREAMS
 - PONDS, OPEN WATER
 - RAILWAY

Source: Town of East Greenwich GIS, RIGIS/CRMC Public Access Points (2003, rev), RIGIS/CRMC Water Types (2008) and RIGIS/RIDEM Color Orthophotography (Spring 2011).

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 **TOWN OF EAST GREENWICH
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Map 4C : Greenwich Cove

4. Utilize State and Federal governmental agencies and non-profit organizations, such as the Audubon Society and Nature Conservancy, for the protection of natural resources and the development of recreational facilities as opportunities for partnerships occur.
5. Encourage land dedications for land and water conservation and the preservation of open space.
6. The Wellhead Protection Study of the Hunt Aquifer recommends a cooperative effort between the Towns of East Greenwich, North Kingstown, and Warwick to protect the public water supply that serves the three communities and the Quonset Point/Davisville industrial park. Where practical and as opportunities occur, strategies to provide for future active and passive recreational facilities should be utilized to support the findings of this study.
7. Preserve and protect as much of the land as possible along Frenchtown, Mawney, and Bleachery Brooks, Frenchtown Park Pond, and the marshlands of East Greenwich Cove. Establish a formal schedule for acquisition and development of recreation facilities within the Town's financial capabilities through the Capital Improvement Program.
8. Encourage development of the waterfront and public recreation facilities, with proper safeguards and access, to and along Greenwich Cove.
9. Utilize land development controls, land conveyance, and fees in-lieu of land dedication whenever possible to aid in the preservation and protection of open space.

Additional Actions to Consider

The following are statements that were raised as part of the planning process, but are not necessarily official policies and actions of the Town:

1. As the Town continues to develop, the distribution of active recreation sites and facilities throughout the Town should keep pace with the distribution of population and recreational facility demand.
2. Efforts to develop an open space network should be continued through the acquisition of land donations, easements, or purchase of development rights. This network can be a series of interconnected open space and park areas throughout the Town as a means of improving recreational opportunities Town-wide and protecting the natural environment. Town boards must continue in their cooperative efforts to encourage the acquisition and development of parks. Integration with other Plan Elements such as, residential areas and a bike path system should be a central objective of creating an interconnected network of recreation and open space land.
3. For active recreation, the objective should be to allow for more scheduling flexibility in the use of play fields and playgrounds. Many of these facilities are heavily used and tightly scheduled. There appears to be an immediate need for additional playing fields so as to allow one of the twelve fields presently used to "rest" an occasional season. The minimum size of a playing field area with parking facilities is two acres.
4. Conservation opportunities should be provided especially where there are opportunities to protect open space, natural resources, scenic resources, natural vistas, wetlands, roadside buffers, and the Town's semi-rural character. These are features that reinforce community character and identity. These opportunities should be pursued through the coordinated efforts of the Town Council, Town Manager, Planning Board, Planning Department, other Town

Departments, and the East Greenwich Land Municipal Trust. In order to preserve the maximum amount of open space, development should be focused in existing urban areas and villages and conservation development of single family housing units promoted at existing densities.³

5. East Greenwich's play fields and playgrounds require regular day-to-day maintenance, particularly on the over utilized fields, to properly accommodate users. The reseeding of play fields, site irrigation, and re-grading are performed as necessary. There has been an upgrading of the irrigation equipment and the maintenance equipment. Amenities such as bleachers, drinking fountains and benches have been installed to help upgrade sites.
6. Fry Brook Community Complex: This complex is proposed for development adjacent to the existing athletic fields at the High School at the end of Avenger Drive. The complex will be developed on surplus land associated with Route 4 and the Route 403 relocation acquired from the State of Rhode Island. The complex will provide additional badly needed play fields and facilities, passive recreation, and walking trails.
7. Provide extensive protected open space for passive recreation and enjoyment of the residents of the community. Continue to improve the quality of Frenchtown Park through repair of the dam and increased public education. Continue to extend and expand the Town wide linear park network through land acquisition and conservation easements.
8. Improve land acquired or designated for the linear park network to allow pedestrian access and, where possible, access for the physically challenged.
9. Work with the East Greenwich Land Municipal Trust to pursue the acquisition of conservation easements and/or development rights on farmland and upland woodlands in the western part of East Greenwich.
10. Continue to acquire conservation easements along waterways in the community. Provide for the future development of walking paths in the proposed municipal recreation complex adjacent to the high school athletic fields.
11. Provide a multi-field recreation facility that would serve the residents of the northwest corner of the Town.
12. Increase public access to the Greenwich Cove waterfront, and continue the development of the boardwalk along the waterfront whenever appropriate.
13. Determine the location for a potential link to the linear park network through the Lillibridge Planning District.
14. Investigate the potential future open space and outdoor recreation use of the Camp Fogarty National Guard Facility lands.
15. Develop play field facilities at Fox Run and Southridge on the recreation land dedicated to the Town for this purpose during the subdivision review and approval process.
16. Consider opportunities for dog-friendly parks where owners can allow dogs to run off-leash.

³ Note that this Comprehensive Plan is proposing an amendment to the Zoning Ordinance to adopt Conservation Development in place of the existing cluster zoning.

Appendix A

In 1995, the National Park and Recreation Association published the classification table presented below. It represents NRPA's most recent thinking on classification for parklands and facilities. Due to the local variations and the diversity of collection methods NRPA has not attempted to update the Classifications since 1995. With the advent of automated GIS systems, NRPA is currently developing guidelines for the GIS mapping of Park and Recreation Lands and exploring the addition of facilities as a GIS attribute that can be mapped. Thus the data included in this document are considered as guidelines that jurisdictions can use to establish their own desired service levels.

Table 4C
NRPA Parks and Open Space Classifications (1995)

Classification	General Description	Location	Size Criteria
Mini-Park	Used to address limited, isolated or unique recreational needs	Less 1/4 mile distance in residential setting	Between 2500 sq. ft. and one acre in size
Neighborhood Park	Neighborhood park remains the basic unit of the park system and serves as the recreational and social focus of the neighborhood. Focus is on informal activity and passive recreation	1/4 mile to 1/2 mile distance and uninterrupted by non-residential roads and other physical barriers	5 acres is considered minimum size. 5 to 10 acres is optimal
School-Park	Depending on circumstances, combining parks with school sites can fulfill the space requirements for other classes of parks, such as neighborhood, community, sports complex, and special use	Determined by location of school district property	Variable depends on function
Community Park	Serves broader purpose than neighborhood park. Focus is on meeting community-based recreation needs, as well as preserving unique landscapes and open spaces	Determined by the quality and suitability of the site. Usually serves two or more neighborhoods within a 1/2 to 3 mile distance	As needed to accommodate desired uses. Usually between 30 and 50 acres
Large Urban Park	Large Urban parks serve a broader purpose than community parks and are used when community and neighborhood parks are not adequate to serve the needs of the community. Focus is on meeting community-based recreational needs as well as preserving unique landscapes and open spaces	Determined by the quality and suitability of the site. Usually serves the entire community.	As needed to accommodate desired uses. Usually a minimum of 50 acres with 75 or more acres being optimal
Natural Resource Areas	Lands set aside for preservation of significant natural resources, remnant landscapes, open space, and visual aesthetics or buffering	Resource availability and opportunity	Variable
Greenways	Effectively tie the park system components together to form a continuous park environment.	Resource availability and opportunity	Variable
Sports Complex	Consolidates heavily programmed athletic fields and associated	Strategically located Community-wide	Determined by projected demand;

	facilities to larger and fewer sites strategically located throughout the community	facilities	usually a minimum of 25 acres with 40 to 80 acres being optimal
Special Use Park	Covers a broad range of parks and recreation facilities oriented toward single-purpose use	Variable – dependent on specific use	Variable
Private Park/Recreation Facility	Parks and recreational facilities that are privately owned yet contribute to the public park and recreation system	Variable – dependent on specific use	Variable
Park Trail	Multi-purpose trails located within greenways, parks, and natural resource areas. Focus is on recreational value and harmony with the natural environment	Type I: Separate/single-purpose hard-surfaced trails for pedestrians or bicyclists/in-line skates Type II: Multipurpose hard-surfaced trails for pedestrians, bicyclists, and in-line skaters Type III: Nature trails for pedestrians, which may use either hard or soft surfaces	
Connector Trails	Multipurpose trails that emphasize safe travel for pedestrians to and from parks and around the community. Focus is as much on transportation as it is on recreation	Type I: Separate/single-purpose hard-surfaced trails for pedestrians or bicyclists/in-line skates located in independent Rights-of-ways (ROWs) e.g., old railroad ROW Type II: Separate/single-purpose hard-surfaced trails for pedestrians or bicyclists/in-line skates. Typically, located within road ROW	
On-Street Bikeways	Paved segments of roadways that serve as a means to safely separate bicyclists from vehicular traffic	Bike route: Designated portions of the roadway for the preferential or exclusive use of bicyclists. Bike Lane: Shared portions of the roadway that provide separation between motor vehicles and bicyclists, such as paved shoulders	
All-Terrain Bike Trail	Off-road trail for all terrain (mountain) bikes	Single-purpose loop trails usually located in larger parks and natural resource areas	
Cross-Country Ski Trail	Trails developed for traditional and skate-style cross-country skiing	Loop trails usually located in larger parks and natural resource areas	
Equestrian Trails	Trails developed for horseback riding	Loop trails usually located in larger parks and natural resource areas. Sometimes developed as multipurpose with hiking and all-terrain biking where conflicts can be controlled	

Appendix B - The Case for New Outdoor Recreation Fields⁴

In support for Goal # 3, which is to acquire additional playing fields and active recreation facilities to meet the Town's growing needs, the Director of Parks and Recreation supplied the following field use grids (next seven pages) for the past three years (six seasons), to illustrate how often and by whom the fields are used.

The grid does not show how the youth teams are doubling up on fields to get in practices each week and that they are playing on undersized fields. For example, the Frenchtown fields do not fit regulations lacrosse fields, but the teams have to use them. The grid also does not show that each year a football league approaches the Town and wants to start a league in East Greenwich. This group has been denied every year, as there is not enough space to accommodate another group in the fall season.

In 2011, a field hockey group has advertised starting a girls' field hockey league in East Greenwich. After hearing about this group via an interschool email and reaching out to the League Director, this group has yet to come to the Town to request a field permit. They are accepting applications for play without having a place to play, a move that is clearly untenable. Signing up children prior to having a place to play puts pressure on the Town to come up with field space. In the fall of 2011, there is not enough space to host another youth league.

The Youth Lacrosse program is a new league to the Town and they started out stating they would only play in the spring season. In their second year in Town, they asked for 2 fields in the fall. This year they asked for six fields. Six fields could not be accommodated for them. This is part of a growing trend of playing certain sports in non-traditional seasons. Youth lacrosse is now competing with youth baseball and youth soccer for field space.

Youth teams are playing on spaces at the High School that weren't designed as field space, but to ease the burden of lack of space they are playing behind the JV softball field just to have space to put teams. This grass area is not irrigated and will be nothing but dirt if they continue to play there out of necessity.

Lighting fields to gain additional space for youth groups is not practical in East Greenwich. The youth groups' seasons take place in the spring and fall during the school year. Outdoor sports for children under the age of 12 are not practical during the school season, given other considerations such as homework and the like.

Lighting fields for adult play is more practical. Currently the Town has two lighted multi-purpose fields, Eldredge and the HS Synthetic Turf field, which can be used for adult play. However, there has not been an increased demand from additional adult groups to play in the evening. The Town does sponsor several adult pick up soccer groups and an adult softball league that are accommodated at these two light fields. The High School synthetic turf field is more limited, as the High School Teams do not finish up with games and/or practices until 7:30-8 PM.

Based on the metrics supplied by the Director of Parks and Recreation, it is clear that the Town needs to aggressively pursue the development of new playing fields for the Town's youth sport programs. Lighting fields for youth programs offers little value but is certainly an option to extend adult field play for spring and fall programs.

⁴ Source: Catherine E. Bradley, Director of Parks and Recreation, September 19, 2011

9/19/2011

2009 Spring Use Chart

Field	Cragan	Academy	Cole Upper	Hanaford 1	Hanaford 2	Hanaford Dedford	Meadowbrook	Frenchtown School	Frenchtown Lower	Frenchtown Upper	Showlin	EGHS Softball	EGHS JV Baseball	Eldredge
School Teams			Cole Boys Baseball					HS Lacrosse until 5pm	HS Lacrosse until 5:30pm	HS Lacrosse until 5pm		HS Girls Softball until 5:30pm	HS Baseball until 5:30pm	HS Lacrosse Games until 6pm
Monday	Little League	Little League	Youth Lacrosse 110x60 Youth Soccer 2-U8, U-10, U-12	Little League	Little League	Little League	Little League	Youth Lacrosse 84x70	Little League	Little League	Youth Soccer U14, U16, U19	Little League	Little League	Adult Softball
Tuesday	Little League	Little League	Youth Lacrosse 110x60 Youth Soccer 2-U8, U-10, U-12	Little League	Little League	Little League	Little League	Youth Lacrosse 84x70	Little League	Little League	Youth Soccer U14, U16, U19	Little League	Little League	Adult Softball
Wednesday	Little League	Little League	Youth Lacrosse 110x60 Youth Soccer 2-U8, U-10, U-12	Little League	Little League	Little League	Little League	Youth Lacrosse 84x70	Little League	Little League	Youth Soccer U14, U16, U19	Little League	Little League	Adult Softball
Thursday	Little League	Little League	Youth Lacrosse 110x60 Youth Soccer 2-U8, U-10, U-12	Little League	Little League	Little League	Little League	Youth Lacrosse 84x70	Little League	Little League	Youth Lacrosse 110x60	Little League	Little League	Adult Softball
Friday	Little League	Little League	Youth Lacrosse 110x60 Cove 9-11am	Little League	Little League	Little League	Little League	Youth Lacrosse 84x70	Little League	Little League	Youth Lacrosse 110x60	Little League	Little League	Youth Lacrosse 110x60
Saturday AM	Little League	Little League	Youth Lacrosse 110x60 Cove 9-11am	Little League	Little League	Little League	Little League	Youth Lacrosse 84x70	Little League	Little League	Youth Soccer U14, U16, U19	Little League	HS 10-12pm Little League	Youth Lacrosse 110x60
Saturday PM	Little League	Little League	Youth Lacrosse 110x60	Little League	Little League	Little League	Little League	Youth Lacrosse 84x70	Little League	Little League	Youth Soccer U14, U16, U19	Little League	Little League	Youth Lacrosse 110x60
Sunday AM	Little League	Little League	Youth Lacrosse 110x60	Little League	Little League	Little League	Little League	Youth Lacrosse 84x70	Little League	Little League	Men's Soccer 9-11am	Men's Soccer 9-12pm Other Baseball	Men's Soccer 9-12pm Other Baseball	Youth Lacrosse 110x60
Sunday PM	Little League	Little League	Youth Soccer 2-U8, U-10, U-12	Little League	Little League	Little League	Little League	Youth Lacrosse 84x70	Little League	Little League	Youth Soccer U14, U16, U19	Little League	HS 12-2pm Little League 2pm-7pm	Adult Softball

Spring Op
Re-seed

Alternative areas : Goddard Park

*Youth Lacrosse until 6:15pm M-Th & Su when no school games. Available through mid-May or until resseeded

Eldredge Not Available 4/24 after 5:30pm, 4/25 11am-3pm, 5/6, 5/22, 5/24

9/19/2011

2009 Fall Use Chart

FINAL

Field	Cragan	Academy	Cole Upper	Cole Lower	Hanaford 1/2	Hanaford Dedford	Meadow brook	Frenchtown School	Frenchtown Lower	Frenchtown Upper	Shovlin	Eldredge	HS Synthetic
School Teams				Cole Soccer 2:30-5pm	Field Hockey 2:30-5pm							High School 2:30-5pm	High School 2:30-5pm
Monday 5-8pm	Little League	Little League	Little League	(1) Soccer	(1) Soccer U-10		(1) Soccer U-8	(2) Soccer U-8	(2) Soccer U-10	(1) Soccer U-12	(1) Soccer U-15	High School	High School
Tuesday 5-8pm	Little League	Little League	Little League	Little League	(1) Soccer U-10		(1) Soccer U-8	(2) Soccer U-8	(2) Soccer U-10	(1) Soccer U-12	(1) Soccer U-15	High School	High School
Wednesday 5-8pm	Little League	Little League	Little League	(1) Soccer	(1) Soccer U-10		(1) Soccer U-8	(2) Soccer U-8	(2) Soccer U-10	(1) Soccer U-12	(1) Soccer U-15	High School	High School
Thursday 5-8pm	Little League	Little League	Little League	Little League	(1) Soccer U-10		(1) Soccer U-8	(2) Soccer U-8	(2) Soccer U-10	(1) Soccer U-12	(1) Soccer U-15	High School	High School
Friday 5-8pm	Little League	Little League	Little League	Little League	(1) Soccer U-10		(1) Soccer U-8	(2) Soccer U-8	(2) Soccer U-10	(1) Soccer U-12	(1) Soccer U-15	High School	High School
Saturday 8-12pm	Little League	(3) Soccer U-6	Little League	Little League	(1) Soccer U-10		(1) Soccer U-8	(2) Soccer U-8	(2) Soccer U-10	(1) Soccer U-12	(1) Soccer U-15	High School	High School
Saturday 12-5pm	Little League	(3) Soccer U-6	Little League	Little League	(1) Soccer U-10		(1) Soccer U-8	(2) Soccer U-8	(2) Soccer U-10	(1) Soccer U-12	(1) Soccer U-15	High School	High School
Sunday 9-12pm	Little League		Little League	Little League									
Sunday 12-6pm	Little League	(3) Soccer U-6	Little League	Youth Lacrosse	(1) Soccer U-10		(1) Soccer U-8	(2) Soccer U-8	(2) Soccer U-10	(1) Soccer U-12	Youth Lacrosse	(1) Soccer U-15	High School 12-5pm

Field Off Re-seed

High School Synthetic field can not be used by Youth groups at this point. Contractor wants to ensure the site is safe and protected for users. A greater portion of the entire facility may need to be finished prior to additional users.

9/19/2011

2010 Spring Use Chart

Field	Cragan	Academy	Cole Upper	Hanaford 1	Hanaford 2	Hanaford Dedford	Meadow brook	Frenchtown School	Frenchtown Lower	Frenchtown Upper	Showlin	Eldredge
School Teams			High School Var & JV, Cole Boys	Cole Lacrosse	Cole Softball			HS Girls Lacrosse	HS Softball	HS Boys Lacrosse		HS Lacrosse Games until 5-3:30pm
Monday	Little League	Little League	Little League	Little League	Little League	Little League	Little League	Youth Lacrosse 80x50	Little League	Little League	Youth Lacrosse U14, U16, U18	Youth Lacrosse (see below) Adult Softball 6:45-10pm
Tuesday	Little League	Little League	Little League	Little League	Little League	Little League	Little League	Youth Lacrosse 80x50	Little League	Little League	Youth Soccer U14, U16, U18	Youth Lacrosse (see below) Adult Softball 6:45-10pm
Wednesday	Little League	Little League	Little League	Little League	Little League	Little League	Little League	Youth Lacrosse 80x50	Little League	Little League	Youth Soccer U14, U16, U18	Youth Lacrosse (see below) Adult Softball 6:45-10pm
Thursday	Little League	Little League	Little League	Little League	Little League	Little League	Little League	Youth Lacrosse 80x50	Little League	Little League	Youth Lacrosse	Youth Lacrosse (see below) Adult Softball 6:45-10pm
Friday	Little League	Little League	Little League	Little League	Little League	Little League	Little League	Soccer 2-U8	Little League	Little League	Youth Soccer U14, U16, U18	Youth Lacrosse 6-Dark
Saturday AM	Little League	Little League	Little League	Little League	Little League	Little League	Little League	Youth Lacrosse 80x50	Soccer U10	Little League	Youth Lacrosse	Youth Lacrosse
Saturday PM	Little League	Little League	Little League	Little League	Little League	Little League	Little League	Youth Lacrosse 80x50	Soccer U10	Soccer U12	Youth Soccer U14, U16, U18	Youth Lacrosse
Sunday AM								Soccer 2-U8			Adult Soccer	Men 65 + Softball
Sunday PM	Little League	Little League	Little League	Little League	Little League	Little League	Little League	Soccer 2-U8	Soccer U10	Soccer U12	Youth Soccer U14, U16, U18	Youth Lacrosse

Handwritten notes:
 HJ Under construction
 Galle Under construction
 Under construction

No Academy
 5/2/10
 May/Fair

Yth Lacrosse
 3/22-4/3 M-Th 5-6pm
 5/3-6/30 M-Th 5-6:45pm
Eldredge not available:
 4/20/10 6pm-9:30pm,
 5/01/10 9am-1pm,
 5/15/10 10am-3pm,
 6/4/10 5pm-10pm

8/12/2010

2010 Fall Use Chart

FINAL

Field	Cragan	Academy	Coie Upper	Hanaford 1	Hanaford 2	Meadowbrook	Frenchtown School	Frenchtown Lower	Frenchtown Upper	Showlin	HS Space Behind Softball	HS Esasment 1st-12th Sod	HS Practice Field	HS Synthetic	HS Varsity B-ball	HS JV Baseball	HS Varsity Softball	Eliteledge	HS Esasment Middle-2 seed	HS Esasment End 3- seed	HS JV Softball	
School Teams			Coie Soccer 2:30-5:30pm									High School 2:30-5:30pm	High School 2:30-5:30pm	High School 2:30-5:30pm								
Monday 5:30-8pm	Little League	Little League	(1) Soccer U-15	(1) Soccer U-10	Youth Lacrosse	(1) Soccer U-8	(2) Soccer U-3	(2) Soccer U-10	(1) Soccer U-12	(1) Soccer U-12	(1) Soccer U-8	G		Rec. Men Pick Up 7-9pm	Little League	Little League	Little League					
Tuesday 5:30-8pm	Little League	Little League	(1) Soccer U-15	(1) Soccer U-10	Youth Lacrosse	(1) Soccer U-8	(2) Soccer U-3	(2) Soccer U-10	(1) Soccer U-12	(1) Soccer U-12	(1) Soccer U-8	A		GA	Little League	Little League	Little League					
Wednesday 5:30-8pm	Little League	Little League	(1) Soccer U-15	(1) Soccer U-10	Youth Lacrosse	(1) Soccer U-8	(2) Soccer U-3	(2) Soccer U-10	(1) Soccer U-12	(1) Soccer U-12	(1) Soccer U-8	M		M	Little League	Little League	Little League					
Thursday 5:30-8pm	Little League	Little League	(1) Soccer U-15	(1) Soccer U-10	Youth Lacrosse	(1) Soccer U-8	(2) Soccer U-3	(2) Soccer U-10	(1) Soccer U-12	(1) Soccer U-12	(1) Soccer U-8	E		E	Little League	Little League	Little League					
Friday 5:30-8pm	Little League	Little League	(1) Soccer U-15	(1) Soccer U-10	Youth Lacrosse	(1) Soccer U-8	(2) Soccer U-3	(2) Soccer U-10	(1) Soccer U-12	(1) Soccer U-12	(1) Soccer U-8	S		S	Little League	Little League	Little League					
Saturday & 12pm	Little League	(3) Soccer U-5	(1) Soccer U-15	(1) Soccer U-10		(1) Soccer U-8	(2) Soccer U-3	(2) Soccer U-10	(1) Soccer U-12	(1) Soccer U-12	(1) Soccer U-8	High School Practice	High School Practice	High School Practice	Little League	Little League	Little League					
Saturday 12-6pm	Little League	(3) Soccer U-5	Youth Lacrosse	(1) Soccer U-10		(1) Soccer U-8	(2) Soccer U-3	(2) Soccer U-10	(1) Soccer U-12	(1) Soccer U-12	(1) Soccer U-8	High School Practice		(1) Soccer U-15	Little League	Little League	Little League					
Sunday 9-12pm																						
Sunday 12-6pm	Little League	(3) Soccer U-5	Youth Lacrosse	(1) Soccer U-10		(1) Soccer U-8	(2) Soccer U-3	(2) Soccer U-10	(1) Soccer U-12	(1) Soccer U-12	(1) Soccer U-8			(1) Soccer U-15	Little League	Little League	Little League					

Sunday 6-9pm

Fall 10 Re-seed

7/26/2011

2011 Spring Use Chart

FINAL

Field	Cragan	Academy	Cole Upper Lacrosse	Hanaford 1	Hanaford 2	Hanaford Deedford	Meadow brook	Frenchtown School	Frenchtown Lower	Frenchtown Upper	Shovlin	Eldredge	HS Stadium Turf Field	HS Stadium Track	HS Practice Field	Easement 1	Easement 2
School Teams			Cole Boys Baseball	Cole Lacrosse	Cole Softball Practice				Cole Softball Games				BIG Lacrosse M-F	BIG Track		BIG Lacrosse	
Monday	Little League	Little League	Youth Lacrosse	Little League	Little League	Little League	Little League	Youth Lacrosse 80x50	Soccer U10-U12	Little League	Youth Soccer U12-U15	Youth Soccer (see below) Adult Softball 6:30-10pm	FLAX 8:30-10 AM Softball 20-30			Youth Lacrosse	
Tuesday	Little League	Little League	Youth Lacrosse	Little League	Little League	Little League	Little League	Youth Lacrosse 80x50	Soccer U10-U12	Little League	Youth Soccer U12-U15	Youth Soccer (see below) Adult Softball 6:30-10pm	Youth Lacrosse 6:30-9pm			Youth Lacrosse	
Wednesday	Little League	Little League	Youth Lacrosse	Little League	Little League	Little League	Little League	Youth Lacrosse 80x50	Soccer U10-U12	Little League	Youth Soccer U12-U15	Youth Soccer (see below) Adult Softball 6:30-10pm	Youth Lacrosse 6:30-9pm			Youth Lacrosse	
Thursday	Little League	Little League	Youth Lacrosse	Little League	Little League	Little League	Little League	Youth Lacrosse 80x50	Soccer U10-U12	Little League	Youth Soccer U12-U15	Youth Soccer (see below) Adult Softball 6:30-10pm	Youth Lacrosse 6:30-9pm			Youth Lacrosse	
Friday	Little League	Little League	Youth Lacrosse	Little League	Little League	Little League	Little League	Youth Lacrosse 80x50	Soccer U10-U12	Little League	Youth Soccer U12-U15	Youth Soccer (see below) Adult Softball 6:30-10pm	Youth Soccer U15 6:30-9pm	Field & Parkways		Youth Lacrosse	
Saturday AM	Little League	Little League	Cole 5-11pm Little League 11-2pm	Little League	Little League	Little League	Little League	Youth Lacrosse 11-2:30pm	Soccer U10	Little League	Youth Soccer U12		Youth Lacrosse 8:30-12:30pm			Youth Lacrosse 8:30-2:30pm	
Saturday PM	Little League	Little League	RI Ametaur B-Ball 2-5pm	Little League	Little League	Little League	Little League	Soccer U3	Soccer U10	Little League	Youth Soccer U12		Youth Soccer 12:30-6:30pm			HS Lacrosse 3:00-5:30pm	
Sunday AM			RI Ametaur B-Ball					Soccer U3					Adult Soccer 9-11am				
Sunday PM	Little League	Little League	Little League	Little League	Little League	Little League	Little League	Soccer U3	Soccer U10	Youth Soccer U12			Youth Soccer U15 12-6pm			Youth Lacrosse 4:30-8pm	

Youth Groups
3/21-5/1 M-Th 5-8pm
5/2-6/30 M-Th 5-8:30pm

X-out fields are closed for re-seeding

No Academy
5/1- May Fair
or
9/2-Ann Festival

Eldredge not available:
4/29/11 8pm-9:30pm,
4/30/11 9am-1pm,
5/20/11 5-9pm,
6/4/11 4pm-10pm

2011 Spring Use Chart

FINAL

Field	Easement 3	HS Varsity Baseball	HS JV Baseball	HS Varsity Softball	HS JV Softball	Rear of Softball
School Teams		HS Boys Varsity	HS Boys JV	HS Girls Varsity	HS Girls JV	
Monday		Little League	Little League	Little League	Little League	Soccer U6 (3)
Tuesday		Little League	Little League	Little League	Little League	Soccer U6 (3)
Wednesday		Little League	Little League	Little League	Little League	Soccer U6 (3)
Thursday		Little League	Little League	Little League	Little League	Soccer U6 (3)
Friday		Little League	Little League	Little League	Little League	Youth Lacrosse
Saturday AM		HS Boys Varsity 10-12pm	Little League	Little League	Little League	Youth Lacrosse 11-12:30pm
Saturday PM		Little League	Little League	Little League	Little League	
Sunday AM		HS Boys Varsity 10-12pm	Men's Baseball			
Sunday PM		Little League		HS Girls Varsity	Little League	Soccer U6 (3)

Chapter 5 - Historic and Cultural Resources

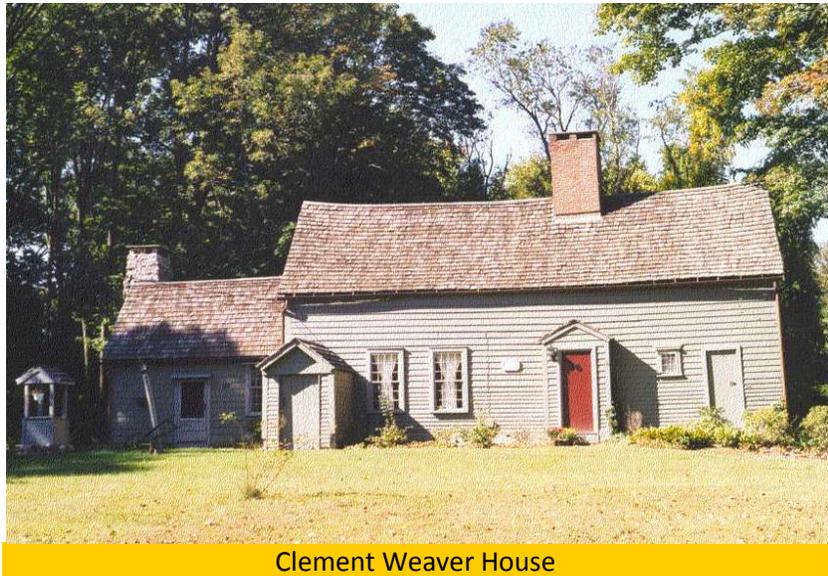
Introduction

The historic resources of East Greenwich embody a rich cultural heritage spanning over three centuries of settlement, with many prior centuries of Native American habitation. The Town, originally part of Narragansett Indian lands which included most of western and southern Rhode Island, was not settled by Europeans until after King Philip's War of 1675-1677. The Town was founded as an entity in 1677.

Early History

The Cowesetts, a sub tribe of the Narragansetts, are said to have occupied a village on the Pequot Trail (now Post Road) where it crossed the Maskerchugg River near Bleachery Pond. There are other prehistoric sites including Pott's Bog.

The Clement Weaver House on Howland Road, now listed in the National Register of Historic Places, was built in 1679, two years after the founding of the Town. The earliest buildings of the Town were located in what are now Shippeetown, Fry's Corner, and the Middle Road area. The community of early settlers, many from Newport, was farmers. The remaining farm complexes of the western portion of Town, including those of the



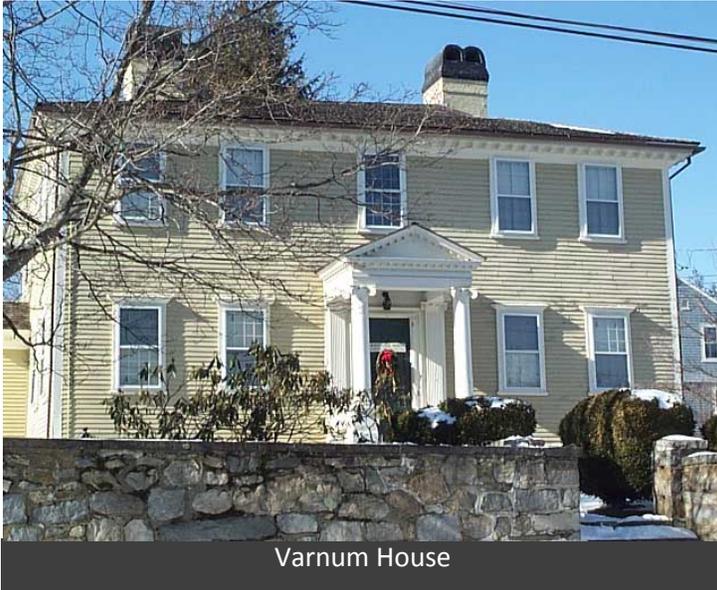
Clement Weaver House

National Register-listed Fry's Hamlet and Tillinghast Road Historic Districts and National Register-eligible Tibbitts Farm, remain as representative examples of the agrarian roots of the Town with their outbuildings, stone walls, and open fields.

This agrarian community had a trading and transportation outlet to the sea at Greenwich Cove, which is one of the most protected anchorages in Narragansett Bay. It was not until later in the 18th and 19th centuries that the urban, commercial center of the Town developed in the Hill and Harbour District.

As the Town grew into a mercantile center for the productive farmland to the west, houses and stores were built on city lots of one-quarter acre first surveyed in 1700. Because of its advantageous and protected location on Narragansett Bay, urban East Greenwich became a relatively prosperous port, specializing in shipbuilding and fishing and in 1750 was made the county seat of Kent County.

The Hill and Harbour District was a thriving 18th and 19th century village oriented on the old Post Road (Main Street) and the Cove; and is representative of an early New England port type found also



Varnum House

at nearby Newport. In such New England towns, the County Court House or seat of government was on high ground linked to the waterfront via a major and wide thoroughfare, such as King Street in East Greenwich. Landmark buildings of this area include the Varnum House, the Kent County Courthouse, and the Jail House at the foot of King Street, with the street itself a solid row of significant colonial and early Federal homes.

The diverse and large collection of historic resources which represent this rural agrarian and urban port heritage add significantly to the

quality of life in East Greenwich. This heritage is worthy of preservation. It has been threatened by less sympathetic land use – more so in recent decades than in the preceding 280 years.

Historic Preservation Planning

In 1974, the RI Historical Preservation Commission published: *East Greenwich, Rhode Island Statewide Preservation report K-EG-1* which contains a detailed description of the Town's cultural heritage and historic resources, proposed National Register nominations, and an assessment of current problems and opportunities and recommendations for actions.¹ The 1974 Plan also recommended a number of programs to ensure the preservation of historic resources both urban and rural. Many of the recommendations for the urban district have been met, including historic district designation and zoning, implemented in the 1980's. The 1991 Comprehensive Plan placed a great emphasis on the preservation of the Town's historic and cultural heritage. The successful revitalization efforts in the Hill and Harbour District have ensured support for historic preservation activities.

Superhighways strip shopping centers, and large residential tract developments were undermining the visual character of what was rural, agrarian East Greenwich. This was predicted in the 1974 Historic Preservation Plan as a pattern of less sensitive development took hold. In the ensuing years, the sprawl of residential development continued to consume much of the countryside with significant loss of the Town's attractive rural and small Town character. This sprawl has led to a loss of farmland. The distinctive heritage of the Town represented by the setting of historic structures in open and natural landscape will be lost to the potentially non-descript sameness of suburbanization unless specific strategies are undertaken to preserve the distinguishing physical features of the Town found chiefly in historical patterns of development, streetscape, landscape, and architecture.

Some of the many problems and opportunities evaluated in the 1974 Plan remain. These are described below:

¹ Rhode Island Historical Preservation and Heritage Commission, *East Greenwich, Rhode Island Statewide Preservation report K-EG-1*, 1974.

1. Improperly controlled or managed development exists in the countryside from unsympathetic residential and spotty commercial development. The Downtown is subject to further intrusions of unsuitable alterations and additions that disrupt the essential neighborhood and pedestrian scale, quality, and character.
2. The architectural and environmental aspects of East Greenwich's heritage must become a part of a planned relationship with continued growth.
3. The demand for wider and safer highways, shopping centers, and large new tract-style subdivision developments have begun to negatively affect the visual character of the countryside lying west and south of the Downtown. Industrial areas have been contained in the Route 2 corridor but threaten the visual integrity of the Fry's Hamlet Historic District. The sprawl of residential development is changing much of the open rural countryside, by threatening individual agricultural holdings as well as the Tillinghast Road Historic District.

Historic District Zoning

There are three levels of historic protection in East Greenwich: properties or districts protected by local zoning; National Register Historic Districts or properties, and properties listed with the State Register of historic places.

The Town presently has over 600 historical resources in locally zoned historic districts and another roughly 30 individual properties zoned for protection. Many of the historic resources are concentrated in the historic Hill and Harbour District and environs. In addition there are rural historic hamlets and properties west of the district, including the Tillinghast Road Historic District.

The East Greenwich Historic District Commission reviews projects affecting the resources that are protected by local zoning for compatible alterations and design. The Secretary of the Interior's rehabilitation design guidelines are the basis for the review process. Many historic preservation activities are already underway including limited educational programs, commission members training, and ongoing historic resources survey and nominations to the National Register of Historic Places.

Most of the preservation and protection activity in the past 15 years has focused on the historic Hill and Harbour District and other areas east of Route 4, since this is the area where much development has occurred. These historic preservation programs operate well. However, with changing development patterns there is a need to direct part of the preservation activities to the western portion of the Town, including historic farmsteads, where significant future development potential exists.

In addition to the existing East Greenwich Downtown Historic District, four districts listed in the National Register of Historic Places, are:

- Tillinghast Road Historic District
- Fry's Hamlet Historic District
- Tillinghast Factory Archaeological District
- Kent County Court House District

The Tillinghast Road Historic District has been zoned as a local historic District but the Fry's Hamlet District remains a priority for such inclusion. Every reasonable effort should be made at this time to secure the preservation of large rural agricultural open areas within these districts through the acquisition of development rights. This may be possible via open space acquisition programs and/or

the East Greenwich Land Trust. Land acquisition activities should be combined with open space and recreation land acquisition activities.

A local property tax credit for certified restoration and rehabilitation projects has been instituted to support historic preservation activities and is available to all historically zoned properties for qualified work. There also exists a state loan program for historic rehabilitations which qualified individual owners should be encouraged to use. Federal investment tax credits are still available for substantial rehabilitation of income producing National Register listed properties.

Historic properties not currently enjoying the protection of local historic district zoning are listed below and are considered a priority for such zoning inclusion if or when individual property owners are amenable. Note that such inclusion is voluntary and that this Plan is not suggesting such rezoning. However, if the owners of these parcels opt for inclusion, there is nothing in this Plan that would prevent them.

1. Lucius Eldredge House, 100 Kenyon Avenue - MPL 84-2-68
2. Weaver Howland House, 776 Division Street - MPL 82-10-371
3. Howland Place/Charing Hall, 846 Division Street - MPL 82-10-24
4. Beehive House, 2233 South County Trail - MPL 43-16-52
5. Henry Tillinghast House, 2678 South County Trail - MPL 29-17-48
6. Job Greene House, 1059 Frenchtown Road - MPL 28-16-16

Future Preservation Considerations

This subsection addresses potential preservation considerations but is not necessarily being listed as actionable items at this time. The Town should consider designating additional cultural heritage areas for protection. Current zoning protection, which helps ensure the quality and integrity of historic resources should be maintained and improved.

The impact of new development on Town character and its historic resources should be assessed. Historical preservation should be incorporated into overall planning and development activities, particularly with economic development strategies and the approval of new subdivisions in or near rural historic resources, both inside and outside of existing historic districts.

As the embodiment of the Town's valued cultural heritage, the historic resources of the Town need to be preserved. This cultural heritage is a basic building block of the quality of life and Town character and is awarded substantial value by the community. The Town agencies, boards, and commissions should recognize the contribution of historic resources to the landscape and the effect development has on the integrity and cultural value of these resources. New planned development and subdivision development should be evaluated for impacts to historic resources and their environmental settings. Site plan review of all new development should account for the existence of historic resources and the impact of development upon historic features. Consideration should be given to historic preservation in relation to economic development of Main Street and other areas.

There is a need to address the status of archaeological resources in the Town. It is recommended that, in the future, an inventory of archaeological resources be conducted, key resources determined for protection, and a detailed plan developed.

Ongoing surveys of historic resources by the Historic District Commission or Planning Department should be encouraged. This activity is largely funded by Town appropriation and matching state grants in aid. The Town of East Greenwich and the Historic District Commission have been granted

Certified Local Government status by the Department of Interior for this purpose. In the consideration of a future local district or individual property listings for historic zoning, the Town should consider the value of additional historic and architectural periods contributing to the Town’s heritage.

Town regulatory activities which protect historic resources should be supported. Relaxation of regulatory standards will jeopardize the preservation of historic resources. Regulations should be improved to mandate consistent architectural and maintenance review standards. This should be combined with the site plan review process recommended in the residential Element of the Plan.

Significant concerns remain for East Greenwich’s outlying historic resources west of South County Trail. Therefore, the following recommendations from the 1974 report are still valid:

1. The nomination of outstanding individual properties and districts to the National and State Registers and the establishment of historic zoning. As noted, the Fry’s Hamlet National Register District has not yet come to enjoy the protection of local historic zoning and this should remain an action item going forward.
2. Protection of the remaining agricultural heritage to a feasible extent, perhaps by obtaining or purchasing preservation easements or development rights or fee simple acquisition of open space.
3. Special attention to the presentation of parts of early roads such as the western portion of Middle Road. Other traditional elements of scenic roadway landscape such as early stone walls (and trees) should be preserved whether or not surrounding lands are developed.
4. The Town should carefully consider redevelopment plans for the government lands of the Davisville Reservation (Camp Fogarty) off South County Trail should they become available. Archaeological studies should be undertaken here, as it is the site of the 1686 Huguenot settlement.
5. Various mill ponds and ruins should be protected, including the stabilization of the Tillinghast Factory ruins to be undertaken by the Town.
6. Efforts should be made to retain the farm complexes of Route 2 including the Fry’s Hamlet Historic District. Again, no strip commercial development should be allowed along Route 2.
7. An educational program should be organized and conducted by an appropriate local organization like the Chamber of Commerce, Realtors Association, or the East Greenwich Preservation Society.

Goals, Objectives, Policies, and Actions

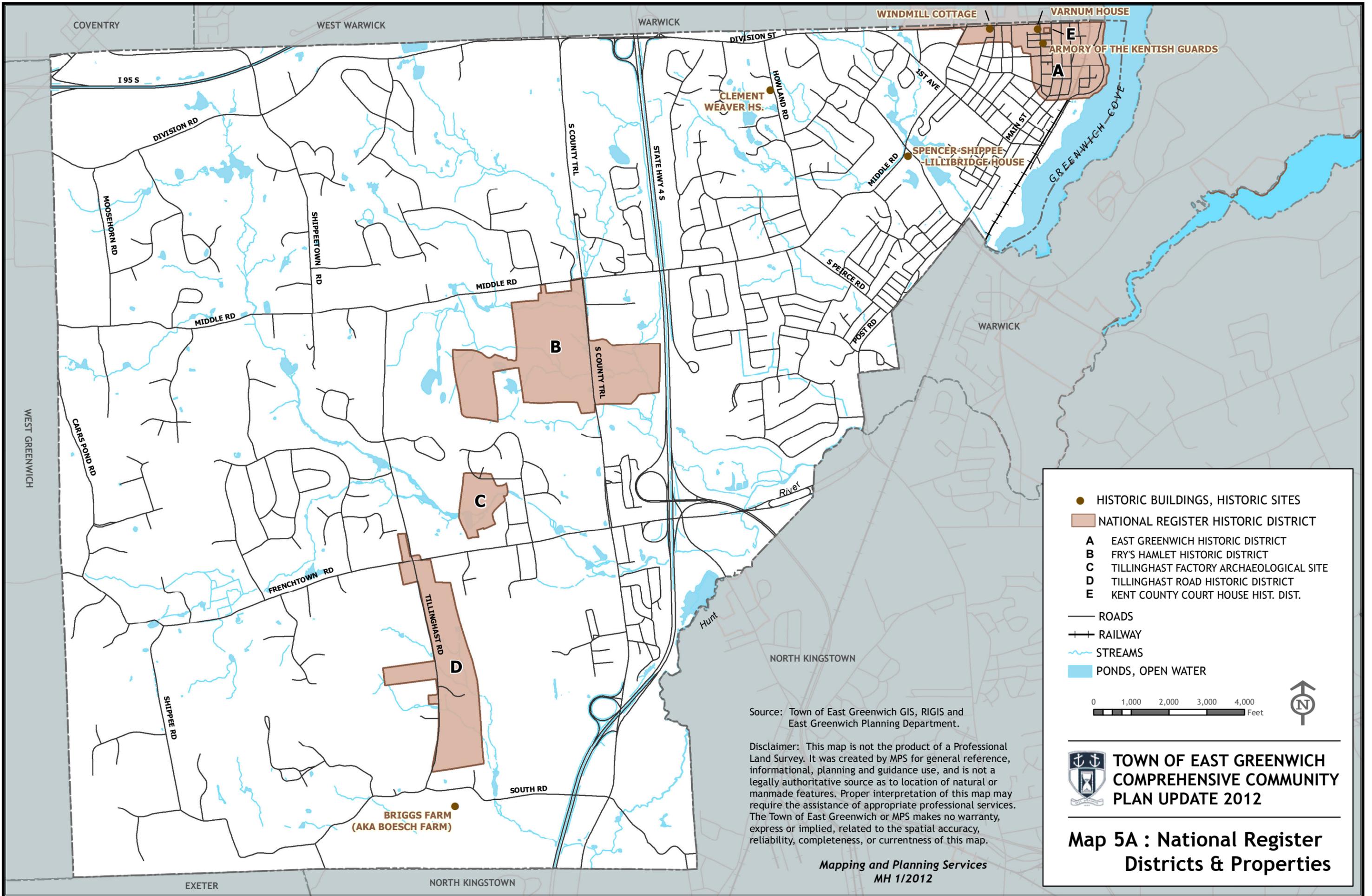
Goals

- HC 1. Promote an appreciation and understanding of the value of the Town’s historic and cultural resources to its character and vitality.
- HC 2. Promote National Register District areas.
- HC 3. Maintain and enhance East Greenwich’s identity as a center of historic and cultural assets and activities.

Objectives, Policies, and Actions

	Objectives	Policies	Actions
HC 1	Promote an appreciation and understanding of the value of the Town’s historic and cultural resources to its	Continue to identify methods of educating citizens about these resources.	<ul style="list-style-type: none"> • Work with the East Greenwich Historic Preservation Society and

	character and vitality.		the Rhode Island Historical Preservation & Heritage Commission to provide educational programs.
HC 2	Promote National Register District areas.	Consider adding designated areas and/or properties to the National Register, and identify effective methods of nominating historic buildings as landmarks.	<ul style="list-style-type: none"> Identify and protect historic buildings, districts, structures, and archaeological sites in the Town. Nominate areas to the National and State Registers.
HC 3	Maintain and enhance East Greenwich’s identity as a center of historic and cultural assets and activities.	Preserve and enhance the historic commercial and neighborhood features of the Downtown by continuing to implement the recommendations of the Downtown Plan, and preserve and enhance the historic features of other historically zoned districts and properties as appropriate.	<ul style="list-style-type: none"> Enforce existing local historic zoning.



- HISTORIC BUILDINGS, HISTORIC SITES
- NATIONAL REGISTER HISTORIC DISTRICT
- A EAST GREENWICH HISTORIC DISTRICT
- B FRY'S HAMLET HISTORIC DISTRICT
- C TILLINGHAST FACTORY ARCHAEOLOGICAL SITE
- D TILLINGHAST ROAD HISTORIC DISTRICT
- E KENT COUNTY COURT HOUSE HIST. DIST.

- ROADS
- + RAILWAY
- ~ STREAMS
- PONDS, OPEN WATER

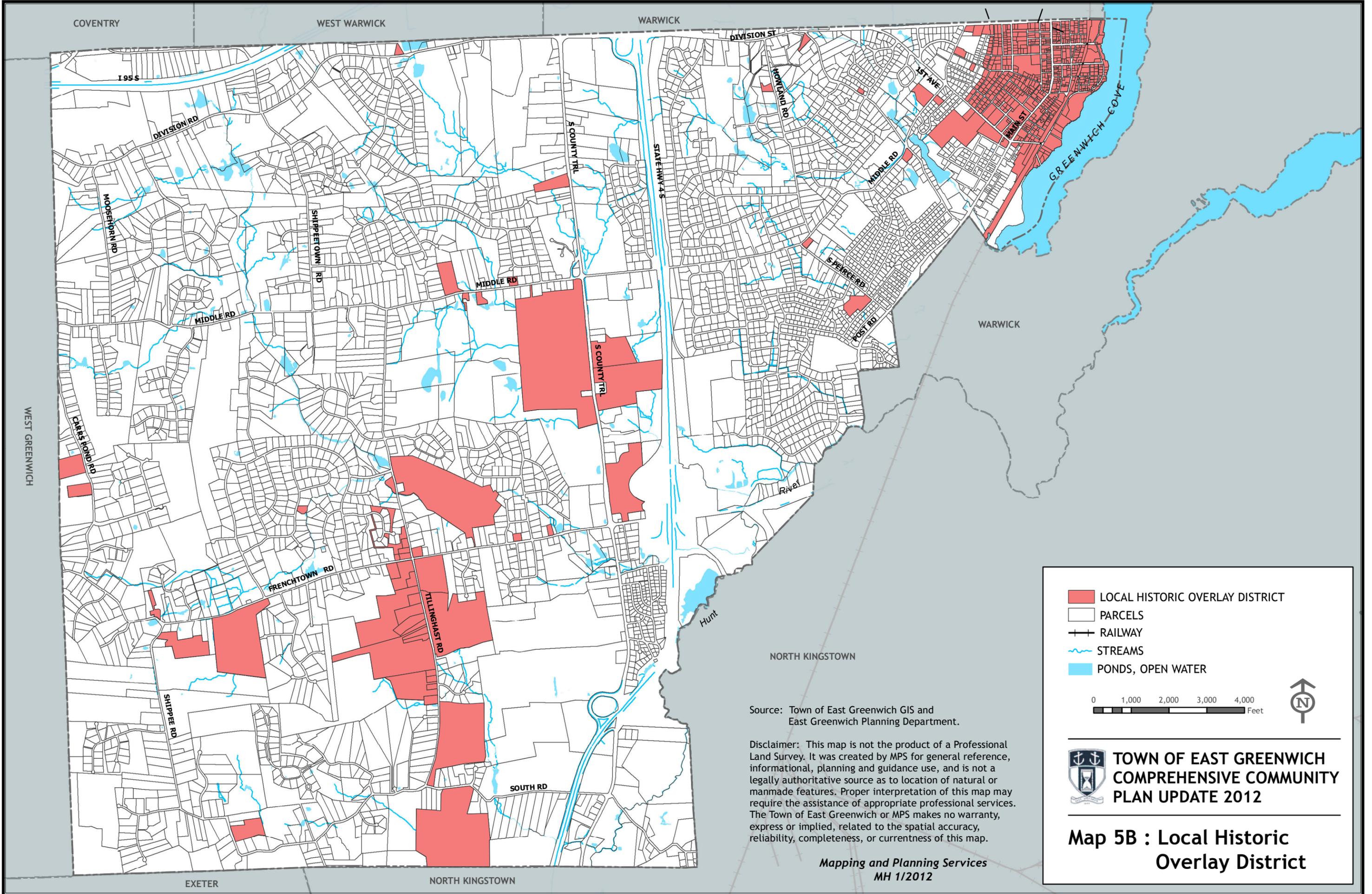
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**TOWN OF EAST GREENWICH
COMPREHENSIVE COMMUNITY
PLAN UPDATE 2012**

**Map 5A : National Register
Districts & Properties**

Source: Town of East Greenwich GIS, RIGIS and East Greenwich Planning Department.

Disclaimer: This map is not the product of a Professional Land Survey. It was created by MPS for general reference, informational, planning and 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 Town of East Greenwich or MPS makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currentness of this map.



- LOCAL HISTORIC OVERLAY DISTRICT
- PARCELS
- RAILWAY
- STREAMS
- PONDS, OPEN WATER

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**TOWN OF EAST GREENWICH
COMPREHENSIVE COMMUNITY
PLAN UPDATE 2012**

**Map 5B : Local Historic
Overlay District**

Source: Town of East Greenwich GIS and East Greenwich Planning Department.

Disclaimer: This map is not the product of a Professional Land Survey. It was created by MPS for general reference, informational, planning and 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 Town of East Greenwich or MPS makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currentness of this map.

*Mapping and Planning Services
MH 1/2012*

Chapter 6 - Housing Plan and Affordable Housing Plan

Introduction

This Housing Plan was prepared in accordance with both the Rhode Island Comprehensive Planning Act (R.I.G.L. 45-22.2) and the Low- and Moderate-Income Housing Act (R.I.G.L. 45-53), as amended.

Housing prices in East Greenwich are among the highest in the state. In 2011, the Town's median price for a single family house was \$423,000, more than twice the statewide median of \$195,000. The Town ranked fifth overall behind Block Island, Little Compton, Jamestown, and the East Side of Providence.¹

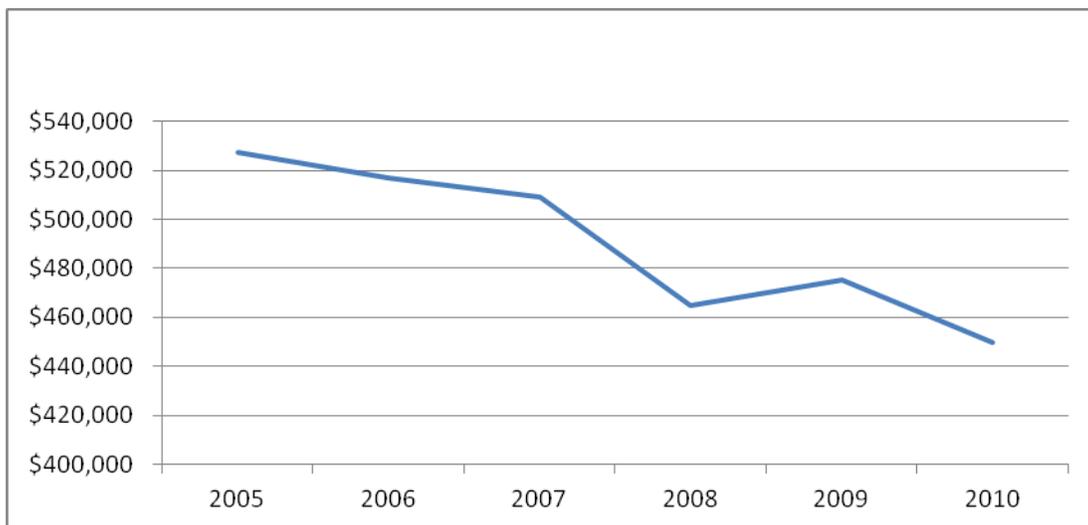
The median sales price of homes in Town dropped from a high in 2005 of \$527,500 to \$450,000 in the first quarter to 2010, shown in Table 6A and illustrated in the following chart.

Table 6A
Median Sales Price of Single Family Homes
2005 to 2010

Year	Single family Home Median Sales Price
2005	\$ 527,500
2006	\$ 517,000
2007	\$ 509,000
2008	\$ 465,000
2009	\$ 475,000
2010	\$ 450,000

Source: State-Wide Multiple Listing Service

Figure 6A
Median Sales Price of Single Family Homes
2005 to 2010



Despite a decline of housing prices from 2005 to 2010, East Greenwich housing values continue to remain high and housing in Town is among the most expensive in the state.

¹ Source: Statewide Multiple Listing Service, Year End 2011.

The Land Use Plan contains a Buildout Analysis that indicates a slow growth in housing units. The projected buildout year is 2072, at which time every parcel will be theoretically developed (in accordance with 2010 zoning) and produce another 2,022 housing units. The current housing stock is 5,403 units. This growth rate is somewhat parallel to the population trend through 2040.

The following table shows a very slow rate of growth for the first ten year period as housing development works its way out of economic recession. The numbers provided are consistent with the current rate of New Construction Residential Building Permit activity. Thereafter, growth in dwellings increases to match the Buildout Analysis annual rate of 32 units per year or 160 for each 5 year period.

**Table 6B
Population and Housing Growth
East Greenwich 2010 to 2040**

Year	Population*	Rate	Dwelling Units**	Rate
2010	13,146		5,403	
2015	13,270	0.9%	5,451	0.9%
2020	13,465	1.4%	5,551	1.8%
2025	13,784	2.3%	5,701	2.7%
2030	14,053	1.9%	5,861	2.8%
2035	14,245	1.3%	6,021	2.7%
2040	14,342	0.7%	6,181	2.6%

* Draft Overview of Rhode Island Population Projections 2010–2040, November 30, 2012.

** Residential Buildout Analysis, Land Use Plan, 2010

While the Town, as with most of the country, has experienced a decline in the rate of new subdivision activity, any economic recovery will likely result in increased housing development. For the most part, the primary demand for market rate housing is for single family dwellings. Given the quality of the Town's housing stock, most of them are in excellent condition. If there is a shortage of any particular type of housing it's in rental units. See section on affordable housing for a fuller discussion of rental housing.

Jobs and Housing

Growth in service jobs has resulted in worker salaries that are too low to afford the purchase of a home in East Greenwich. It may be unsurprising that cashiers, waitresses, and fast food workers would not be able to purchase a home in East Greenwich, but new homes in the Town are also out of reach for school teachers, most municipal employees, registered nurses, and accountants.

The employment status of East Greenwich residents, based on the U.S. Census data, shows a total population 16 years and over at 9,818, with 6,448 in the labor force, and 6,106 actually employed. The labor force participation rate was 65.7 percent and unemployment was 3.4 percent in the year 2000. The tables below describe the characteristics of the Town’s civilian labor force, 16 years of age and over:

**Table 6C
Town of East Greenwich Employment by Occupation Year 2010**

Occupation	Number	Percent
Management, professional, & related	3,742	58
Service	623	9.7
Sales & Office	1,547	24
Construction, extraction, maintenance, & natural resources	224	3.5
Production, transportation	312	4.8
Total Civilian Employment	6,448	100.00

Source: US Census 2010

Based on the types of residential and non-residential development being proposed and approved in East Greenwich in the Route 2 corridor, Downtown, along Post Road, and west of Route 2, the Town offers the prospect for substantial job growth. The likely occupations or industries to be most affected are construction, management, professional, health, finance, real estate, insurance, office, sales, and food service. Clearly from the table above, employment in East Greenwich is concentrated in higher wage professional, managerial and office jobs and current construction projects bear that fact out by being high end, grade A office (largely medical) and research facilities. Job growth is likely to come from those sectors which is highly consistent with the dwelling types being built predominantly, i.e. high dollar value, large scale homes.

Housing Types and Conditions

The Town of East Greenwich is largely a community of single family housing units. The majority of households are headed by a resident between 35 and 54 years of age, and 71 percent of housing units contain three or more people. East Greenwich has a high rate of year-round occupied housing units and in most cases, households are occupied by families. This seems to lend some stability to the housing stock as its condition is supported by continuous investment in residential properties. This is in contrast to some other areas around the state where a large percentage of housing units are vacant, seasonal, or occupied by unrelated householders, sometimes in tenuous leasing arrangements. The following data from the 2010 US Census as presented on the RI Statewide Planning Program’s website supports these statements.

	% Units Vacant	% Owner Occupied	% Family Households
East Greenwich	7.1	78.5	71.4
State of Rhode Island	10.7	60.7	62.8

A review of the Town Tax Assessor’s records reveals a wide range of housing options in East Greenwich within both the rental and home-ownership categories; from small one bedroom units of several hundred square feet to expansive construction on large lots offering upwards of 4,000 square feet of living space. East Greenwich has an excellent supply of modest older housing stock appropriately sized for young families, empty nesters and other population groups that are well served by a median price point. The Town also has a steady supply of high end housing for homeowners at that end of the market spectrum.

The urbanized section of downtown consists of a mix of upper, middle and lower income families but the Town's multi-family housing as a type is concentrated here. The one small, downtown Block Group that sits in the East Greenwich Downtown Historic District and which contains the National Register Hill and Harbor Historic District is home to nearly half the Town's renter occupied dwelling units. This concentration is important because tenure type seems to associate certain benefits with owner-occupied property (like neighborhood stability and better property maintenance). Some of the rental properties have suffered from obvious long-term neglect. The housing in this area is quite old, with roughly 58 percent of all units being built before 1940. The Statewide Preservation Report for East Greenwich makes special mention of the "still extant late eighteenth century street grid and the large concentration of 18th and 19th century buildings." The Report was accompanied by a recommendation concerning a long-term program of rehabilitation. This recommendation has been implemented with the Town operating a rehabilitation program in the area for more than 20 years. The program manager continues to report peeling paint, failing roofs and windows which are no longer operable or weather-tight but would note that great strides have been made. The Town's rehab program receives funds annually from the Community Development Block Grant Program and has also received lead paint abatement funds, HUD HOME funds and other State and federal assistance to continue this important work to maintain the quality of the housing stock.

The Town's Community Development Manager assists property owners in gaining low-interest loan funds, finding assistance specific to septic systems or lead paint, or meet any other needs their property maintenance obligations might present. The Manager is a great resource for all homeowners regardless of income level. He assists residents located outside the downtown target area in addition to running the rental rehab program there, but there is far less demand outside that area. Beyond the downtown target area, no other pockets of need have been identified in terms of physical housing conditions in East Greenwich.

The Town is making increasingly strong efforts to meet the needs of special segments of the housing market like the elderly and the handicapped. In-law apartments are allowed by Special Use Permit in all zones in Town and other accessory apartment types are also allowed by similar permit in many areas. The Town approves several such petitions each year and many of them include handicap access provisions. While current data does show East Greenwich as having an aging population and housing needs for seniors could increase as baby boomers age, the Town does not appear to have a higher than average proportion of elderly householders living alone than similar communities and we have not identified their housing needs as exceptional or urgent. For example, the percentage of householders living alone over age 65 in East Greenwich is 12.1%. In Cranston, this number is 12.4 percent; in Bristol, it is 13 percent; in Narragansett, it's 11 percent; and in Barrington, it is 10.5 percent. We would also note that among official deed-restricted affordable housing units in Town, nearly half of them are for elderly occupancy (versus family or special needs occupancy). We have, however, tried to increase our percentage of other housing types, like those in the special needs category. As an example, the Town gave a density bonus to a residential project in 2006 to create two ground-level handicapped accessible units downtown.

Low and Moderate Income Housing

The Low- and Moderate-Income Housing Act promotes the development of low- and moderate-income housing. The goal of this plan is to achieve at least 10% of housing units that are affordable to East Greenwich residents earning \leq 80% area median income (AMI). In 2012, the AMI was calculated for the Providence – Fall River RI–MA HMFA. The Town of East Greenwich is within this area. The 80% AMI is \$42,350 for a single person household, \$48,400 for a two-person household,

\$54,450 for a three-person household, \$60,500 for a four-person household, and \$65,350 for a five-person household.²

On December 14, 2004 the Town Council adopted the affordable housing plan as part of the Housing Element of its Comprehensive Plan. This is an update of the 2004 Plan and is targeted for implementation by 2025.

An Affordable Housing Commission was created by the Town Council to serve in an advisory capacity to the Town Council, with staff support from the Town Manager.³ The Commission has helped to develop the suggested strategies to create low- and moderate-income (LMI) housing outlined in this plan. In addition, the Commission has the responsibility of raising public awareness of the need for affordable housing, supporting affordable housing development proposals that are consistent with this Affordable Housing Plan, advocating the maintenance of existing LMI stock, and monitoring the Town’s progress toward implementation of the plan. The Commission has been meeting to assist in devising strategies that both create opportunities for LMI units and upgrade the standard of living for all of East Greenwich’s residents while maintaining the character of the community.

In the past thirty years, the Town of East Greenwich built 230 units of affordable housing, well short of the required 10% or 540 units. To keep pace as new housing units are built by the target year 2025, the Town must produce at least 343 new affordable housing units.

Goals, Objectives, Policies, and Actions:

Goals

- H 1. A diversity of housing opportunities which are affordable for the various population groups of East Greenwich will be maintained, ensuring that the needs of current and future residents are met.
- H 2. Housing locations and types will be closely related to the presence of existing services and facilities, and will be easily accessible to the range of targeted population groups in Town.
- H 3. At least 10% of all housing units will be affordable to East Greenwich residents earning less than or equal to 80% of area median income.

² Source: Rhode Island Housing, February 9, 2012.

³ Sections 34-31 through 34-34 (Article IX) of the Code of Ordinances of the Town of East Greenwich.

Objectives

- H 1. Existing residential development patterns will continue for most housing, but some zoning changes will be needed, including an allowance for Conservation Development as recommended elsewhere in this Plan.
- H 2. Strategies will be developed to promote affordable housing units to achieve the 10% goal by 2025.

Policies

The Actions outlined below have been identified as reasonable opportunities to reach the Town's LMI housing goal of 10% by 2025. There are currently 230 affordable units, but the Town should have 540 units.⁴

As will be seen in the policies, projected outcomes, and analysis that this Plan proposes, the Town must commit itself to an active and sustained effort to build affordable housing for the next fifteen years. The existing 230 units were built over a time span of more than thirty years. In the next fifteen years, when the 10% LMI target will rise to 573 units, the Town must produce at least 343 new LMI units.

The East Greenwich Housing Authority (EGHA), as authorized by the Town Council, may be the monitoring agent for any of the privately or Town developed units. Projects that are funded by the Federal Department of Housing and Urban Development (HUD) or HOME⁵ will be monitored by HUD and Rhode Island Housing. The policies described below demonstrate that this can be done, but only with the persistent efforts by all parties - the Town Manager, Planning Department, the Housing Authority, Affordable Housing Commission, Planning Board, and Town Council, along with nonprofit housing providers and with assistance from Rhode Island Housing and federal housing programs.

- H 1. **Create a new Zoning District:** The Town will amend the Zoning Ordinance to create a new zoning district in the northwest quadrant (Shippeetown area: west of Shippeetown Road, south of Crompton Road, and north of Middle Road) by changing the current zoning from Commercial (CH) and Farming (F2) to Residential Mixed Use (MUPD) Zoning District.⁶

The new District will allow mixed-use development, thereby helping to arrest the strip-style suburban development that has begun to emerge near that area. The dimensional requirements will allow commercial structures and will also require upper-story residential use, which will require at least 20% LMI units, and commercial development at the street level. These zoning measures are intended to implement policies and recommendations of the Comprehensive Plan's Land Use Element relative to retaining and enhancing the Town's villages as vital centers, for curbing sprawl outside the village centers, and for ensuring that the character of new development is consistent with the traditional development patterns of the Town. All new subdivisions on vacant acreage will also be required to have at least

⁴ Source: Rhode Island Housing.

⁵ HOME is the largest Federal block grant to State and local governments designed exclusively to create affordable housing for low-income households.

⁶ MUPD allows for multiple uses on one parcel. It is offered as a development option as an encouragement to construct and develop low-density commercial uses to offset the tax burden of higher density residential units. Low- and moderate-income residential units are particularly encouraged in an MUPD.

20% LMI units. Attached single family units will be allowed as-of-right in the District. The intent is to promote walkable communities and concentrated areas of public space. The new District will permit a density bonus, appropriate to the carrying capacity of the land, for a density ranging from 12, 16 and 20 units per acre, in areas that are currently zoned CH and F2, for developments that provide at least 20% of units to be affordable for 30 to 99 years to households \leq 80% AMI. The Town will encourage developers to make affordable units permanently affordable by working with the EGHA. Multi-family will be allowed by right in projects utilizing the density bonus.

Table 6E
Strategy 1 - New Affordable Housing Units - Northwest Quadrant

Strategy	Zoning Changes	Total Area of Net Developable Land (acres)	Estimated Units at 12u/ac	Estimated Units at 16u/ac	Estimated Units at 20u/ac	Estimated Market Units*
Four Vacant Parcels that can be subdivided	From F-2 & CH to MUPD with Density Bonus	90.15	87	115	144	865

* Estimated market units are based on the middle density of 16 units per acre.

Number of LMI units created: 87 to 144 (over build-out) for \leq 80% AMI, family/elderly ownership/rental. There are approximately 90 buildable acres in the area, which would allow a range of 87 to 144 new units of affordable housing (depending on zoning density applied).⁷ These projections were made by identifying vacant land in the northwest quadrant of the Town, as identified by the Town’s Tax Assessor’s Database. A parcel-level, geospatial analysis was conducted of the available land to determine parcel size, current zoning, available infrastructure, surrounding land use, and environmental constraints to development. An approximation of the net developable land was made as the basis for projecting build-out by subtracting areas of wetlands, FEMA flood zones, and slopes over 15%. In addition, due to the fact that this area of the Town is not sewered, an assumption was made that 20% of the net developable land would be dedicated to roads and utilities and thus was subtracted from the area of developable land. For the final build-out projection, the net developable areas of all the parcels included in the analysis were aggregated so as not to portray a parcel-by-parcel projection. Also, three different zoning densities were applied (12, 16, and 20 units per acre) to the developable area to calculate build-outs.

The intent is that once the MUPD zoning is applied to this area, the Planning Board will consider, on a case-by-case basis, density bonuses ranging from 12 to 20 units per acre. In addition to maximizing LMI units, other considerations will include the overall site plan, design, carrying capacity of the land, and compatibility with surrounding neighborhoods.

- H 2. **Scattered Site Housing Development:** Pursue development opportunities for scattered site housing development in areas of Town that could accommodate new infill development, such as a new Transit Oriented Development (TOD) and new mixed use developments.

For the purpose of estimating the potential for this new affordable housing, a list of scattered vacant parcels was identified by the Town based on the Tax Assessor’s database,

⁷ For area known as NW Quadrant (Shippeetown area: west of Shippeetown Road, south of Crompton Road, and north of Middle Road).

staff input, and stakeholder suggestions. In most cases, the parcels identified were undeveloped and located within established (developed) areas of the Town where infrastructure is available and new development could be blended into the existing character of the community. In a few cases, parcels were identified where residential structures exist and new development, including affordable housing units, would be a part of an expansion of the current use (e.g. St. Elizabeth’s). A parcel-level, geospatial analysis was conducted on the list of vacant parcels to determine parcel size, current zoning, available infrastructure, surrounding land use, and environmental constraints to development. An approximation of the net developable land was made as the basis for projecting build-out by subtracting areas of wetlands, FEMA flood zones, and slopes over 15%.

Once the approximation of net developable land was made, the list of parcels was examined to determine where the Town’s strategies for new affordable housing could be applied. The determination was based on the land use and/or community character surrounding each parcel, gross available land, and proximity to infrastructure. This sorting process resulted in groups of parcels that could be developable under certain strategies, assuming a variety of zoning densities, density bonuses, and affordable housing inclusion ratios. Ultimately, the areas of the groups of parcels were aggregated to calculate a gross area of net developable land where each strategy would be applied. This information is summarized below:

Table 6F
Strategy 2 - for New Affordable Housing Units - Scattered Sites

Strategy Name	Zoning Assumption	Density Bonus	Total Area of Net Developable Land (acres)	Projected Range of New Affordable Housing Units (100% - 20% Affordable)	Estimated Number of Market Units ⁴
Affordable Housing Infill Development R10 Zones	R10	20%	2.0	11 - 2	5
Affordable Housing Infill Development R30 Zones	R30	20%	3.5	6-1	4
Affordable Housing within Transit Oriented Development ¹	R10	25%	7.3	38 - 10 ³	19
Affordable Housing within MUPDs and PDs – Sewered Areas	Underlying zoning (R4, R6, & R10)	20%	52.6	363 - 73	227
Affordable Housing within MUPDs and PDs – Not Sewered ²	R10 or Underlying (F1)	20%	38.8	57 - 11	38
TOTAL				476 - 97	293

Footnotes for previous table:

1. This is proposed to be a new zoning district.
2. The net developable area for areas without sewers was further reduced by 20% to accommodate for the installation of utilities.
3. Transit Oriented Development would have a minimum affordable housing inclusion ratio of 25%.
4. Additional market rate housing units assumes 80% balance of net developable land (after the 20% dedicated to LMI units) with zero density bonus applied.

To make development of these areas feasible the Zoning Board and the Planning Board should be encouraged to relax standards so as to permit lots that are undersized, or deficient in setback, minimum buildable area, etc. to be built exclusively as affordable housing. The idea is to give the Town enough flexibility to incentivize new development in the identified areas of Town that makes sense for affordable housing based on the

objectives of this Plan and the Comprehensive Plan. The Town predicts that development of these areas will occur as a result of public and private development opportunity. Certainly, the EGHA will participate, along with other nonprofit housing corporations, also called community development corporations (CDCs) to develop these sites. Private developers, specializing in the development of affordable housing such as Women’s Development Corporation, are also seen as key players in implementing this Element of the Plan.

Number of LMI units created: Low of 97 and high of 476 units (over build-out) for <=80% AMI, family/elderly ownership/rental.

- H 3. **Acquisition of Existing Houses:** The Town is advancing the strategy to acquire (by nonprofit housing developers, such as Cove Homes) properties which could become countable as LMI with requisite deed restrictions.

These units become viable with a local subsidy of property tax payment equal to 8% of rental income and a 99 year deed restriction for affordable housing. Recent activity includes the following South County Trail example:

- 2880 South County Trail - EGHA has secured funding for 10 deed restricted units.

Number of LMI units created: Low of 16 and high of 32 units.

- H 4. **Inclusionary Zoning:** Amend Sections 260-98 and 99 of the Zoning Ordinance to change the required 15% affordable housing to 20% affordable housing.

The original recommendation was that all major and minor subdivisions and major residential land development should be required to provide 15 percent affordable housing as a component of the subdivision or residential land development. The major recommendation of this subsection is to raise the minimum from 15 percent affordable housing to 20 percent affordable housing. The following amendments in **red** are recommended, as follows:

§ 260-98 Purpose; statutory authority.

- A. The purpose of this article of the Zoning Chapter is to implement the Affordable Housing Plan, a section of the Housing Element of the Comprehensive Community Plan, adopted by the Town Council on December 14, 2004, as amended from time to time.
- B. The authority for adoption and implementation of the Affordable Housing Plan is conferred by RIGL §§ 42-128-8.1(d)(2) and (3), 45-22.2-4(33), and 45-22.2-6(3).

§ 260-99 Incentives for production of affordable housing.

- A. The zoning districts established by Article III are modified as follows:
 - i. Districts R-4 and MUPD: At least 20% of the dwellings units shall be affordable **to households at or below 80% AMI** with a density bonus of 20% of the number of dwelling units otherwise authorized. When a developer submits a comprehensive permit application, there may be flexibility with the AMI rate.
 - ii. Districts R-6, R-10, R-20, R-30, F/F-1, F-2, CD-1 and CD-2: At least ~~15%~~ **20%** of the dwelling units shall be affordable.

- iii. District PD: At least ~~15%~~ **20%** of the dwelling units shall be affordable with a density bonus of 15% of the number of dwelling units otherwise authorized.
- iv. District W: At least ~~15%~~ **20%** of the dwelling units shall be affordable with a density bonus of 15% of the number of dwelling units otherwise authorized if the development is of the multifamily or multi-single-family type and is authorized by special permit.
- v. District RHF: The number of dwelling units that shall be affordable is established by Ordinance No. 750 in amendment to the Zoning Ordinance, adopted by the Town Council on October 26, 2004.

Number of LMI units created: 27 (over build-out) for \leq 80% AMI, family/elderly ownership/rental. Based on build-out assumption that approximately 136 new units will be built by 2025, of which 20% or 27 units will be LMI.

- H 5. **Local Housing Trust Fund:** Sections 34-31 B of the Code of Ordinances of the Town of East Greenwich established an "Affordable Housing Trust Fund." The Fund is partially financed with local Community Development Block Grants (CDBG). The Fund would be used to acquire and develop permanently affordable housing in the community.

If the State legislature enacts enabling legislation that would allow the Town to collect fees in lieu of providing affordable housing units, it is recommended that such fees be adopted by the Town Council.

- H 6. **Monitor Implementation of the Affordable Housing Plan:** The Town will monitor progress in implementing the Affordable Housing Plan, which will include an annual report to the Town Council.
- H 7. **Reduction of Fees:** In order to promote affordable housing in East Greenwich, the Town may consider reduction in development-related fees, such as but not necessarily limited to impact fees, building permit fees, sewer connection fees, and the like.

Actions and Expected Outcomes

In addition to the strategies enumerated above, the Town is engaged in several actions, as noted below, to promote affordable units in East Greenwich.

The Town's zoning ordinance provides for cluster residential subdivisions and for Planned Development and Mixed Use Planned Development (MUPD). The MUPD currently allows an increase of residential density of up to six units per acre with a 10 percent affordability requirement. The MUPD also allows other uses without an affordability component. Generally, however, the MUPD has attracted little realistic interest from developers since its incorporation into the zoning ordinance in the mid-1990s. Therefore, in keeping with Strategy # 4 above, it is recommended that the inclusionary zoning provision for the MUPD be increased to a 20 percent affordability requirement and that residential density bonuses be increased to up to twenty units per acre.

The only property currently developing as an MUPD is the St. Elizabeth Community on Post Road, at the site of the former Hill Top Drive-in Theater. There, the owners have built a 120 bed nursing home with an Alzheimer's component, and the Scandinavian Home/Steere House assisted living facility, known as "The Seasons," with 84 units, 12 of which are tenant based section 8 units through the East Greenwich Housing Authority. As tenant based units, they do not count towards the Town's inventory of low and moderate income housing, but they present an opportunity for conversion to

permanent affordable units through the Affordable Housing Trust Fund. In addition, there are five leases at the Seasons.

Two pad sites at the St. Elizabeth Community remain undeveloped and one, fronting on Post Road, is proposed for an office building while the other, situated to the rear of the property adjacent to the nursing home, is planned to be a congregate care facility, which could accommodate affordable units. The congregate care facility was proposed in 1999 for a future phase of development at this site. Discussions focused on a 120 unit facility and assuming that the pad site is ultimately developed as proposed, the 20 percent requirement for MUPD's will yield 24 affordable units with an average estimated size of 800 square feet per unit. The Master Plan approval for this phase of the development has lapsed, but it remains the intent of the St. Elizabeth Community to develop the pad site for congregate care and according to the Executive Director. This phase of development will provide one and two bedroom units with 100 percent of the units being for low and moderate income persons with a subsidy through HUD section 202.

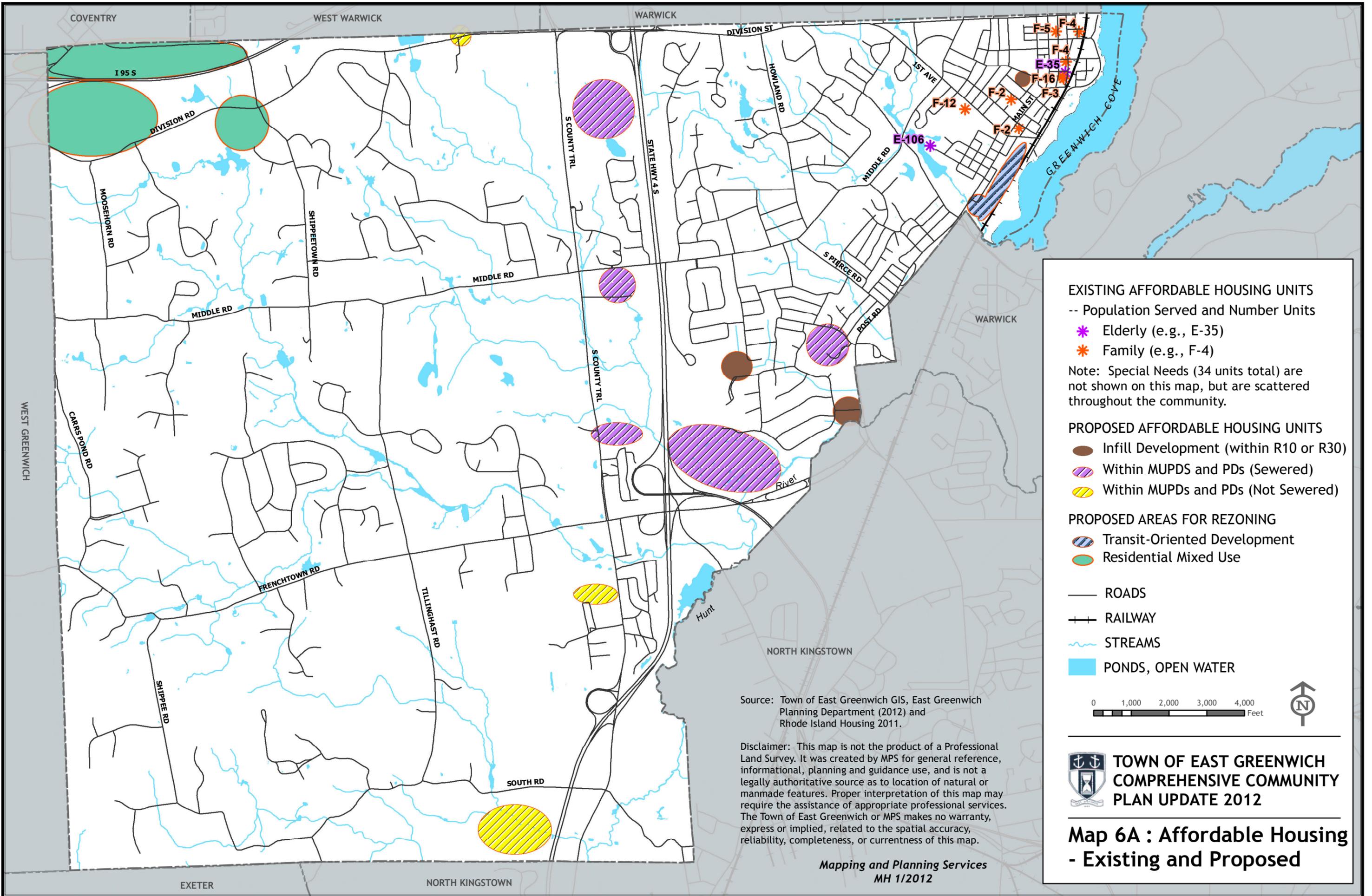
In the year 2000, the Town amended the Comprehensive Community Plan by creating areas for very high density and multi-family residential development, and amended the zoning ordinance to create a Residential R-4 district with the requirement that a minimum of 10 percent and a maximum of 20 percent of the R-4 housing meet the state's affordability criteria. At that time the Town also rezoned an eight acre property with municipal sewer and public water service on the eastern side of Route 2 as Residential R-4. A 63 unit apartment/condominium complex with 7 affordable units received Final Plan approval at this site on January 19, 2005. The number of affordable units at 11 percent is on the lower end of the 10 percent to 20 percent ordinance requirement. The developer received a density bonus of 7 units and increased the number of affordable units from six to seven.

In addition, the Town is considering a mixed use Transit Oriented Development (TOD) concept on a total of 16 acres, adjacent to Downtown. The plan calls for up to 40 residential units, with a 25 percent density bonus (10 units) being affordable, to be developed on approximately six acres with the potential associated development of a Commuter Rail Station, parking, and commercial uses on the remaining ten acres. The property now is predominately in a Light Industry and Office (LI/O) district. The location of the proposed residential development is 75 percent in a LI/O district, 19.5 percent in a MUPD zone, and .5 percent in a Commercial Highway district. Of the three zones, only the MUPD allows for residential development. If the developer proceeds under a comprehensive permit as planned, no zone change will be required, yet the density will be greater than one dwelling unit per 4,000 square feet.

Meeting the Need by 2025

The key strategies described in this plan are based on developments that are either approved, are in the planning stages prescribed by the Town's Development and Subdivision Review Regulations, or represent potential development based on zoning text and map changes. The Zoning Ordinance must be amended to allow greater density and to mandate increased percentages of affordable housing. Further, while the plan targets the 10 percent LMI goal within the fifteen year time frame, the plan also attempts to identify areas on the future land use and zoning maps locations for the creation of additional low and moderate income housing units.

In aggregate the four workable strategies described above can add up to 679, but no less than 227, units of affordable housing units to the current 230 units over the next fifteen years.



EXISTING AFFORDABLE HOUSING UNITS
 -- Population Served and Number Units

- * Elderly (e.g., E-35)
- * Family (e.g., F-4)

Note: Special Needs (34 units total) are not shown on this map, but are scattered throughout the community.

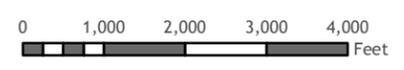
PROPOSED AFFORDABLE HOUSING UNITS

- Infill Development (within R10 or R30)
- Within MUPDs and PDs (Sewered)
- Within MUPDs and PDs (Not Sewered)

PROPOSED AREAS FOR REZONING

- ▨ Transit-Oriented Development
- Residential Mixed Use

- ROADS
- + RAILWAY
- ~ STREAMS
- PONDS, OPEN WATER



Source: Town of East Greenwich GIS, East Greenwich Planning Department (2012) and Rhode Island Housing 2011.

Disclaimer: This map is not the product of a Professional Land Survey. It was created by MPS for general reference, informational, planning and 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 Town of East Greenwich or MPS makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currentness of this map.



Map 6A : Affordable Housing - Existing and Proposed

Table 6G Summary of Strategies

Summary of Strategies	Low	Breakeven	High
10% LMI Target (based on projected 5,733 units by 2025)	573	573	573
Existing 2010 Town LMI Units	230	230	230
Strategy 1 - Northwest Quadrant	87	105	144
Strategy 2 - Scattered Sites	97	187	476
Strategy 3 - Acquisition of Existing Houses	10	24	32
Strategy 4 - Inclusionary Zoning	27	27	27
Total Existing + Projected LMI Units (adding strategies 1 through 4)	457	573	909
Delta (Shortfall) Or Surplus	(110)	0	336

The summary of strategies is intended to realistically portray the range of possibilities to achieving the 10% goal of LMI units. For each strategy there is a low and high estimate. The low represents the minimum units possible under each strategy. But the low is not an acceptable number, nor does it represent the policy of the Town of East Greenwich. It would project a shortfall of 166 units, which is not acceptable. Moreover, the high column on the right, projects that maximum that each strategy can produce. If the maximum is achieved, the Town will have produced almost 16% of its housing stock in LMI units. But this figure may be hard, but not impossible, to achieve. The most realistic scenario is the middle or breakeven column. This indicates that the Town can achieve its 10% LMI goal by 2025, provided that the strategies cited are enacted.

In 2010, US Census revealed that the Town had 5,403 housing units of which 540 units must be affordable. By 2025, the Town will have about 5,733 units. The LMI requirement will rise from 540 to 573 units by 2025. The Town may still have a shortfall of about 110 units by 2025, if no new affordable units are built. The key will be to aggressively promote this plan and try to achieve more than the targeted 20% so that along the continuum of 457 to 909 units, the Town can try to achieve at least 573 LMI units by 2025. It took some 35 years to achieve the first 230 units. In 15 years the Town will have to produce some 336 units of affordable housing. While the minimum requirement will be to have most developments have 20% affordable units, the Town should encourage nonprofit housing producers and its own Housing Authority to get as much as 100% in certain targeted developments.

The next table compares the need with the projected estimate of need satisfaction by type of household. Affordability needs are broken down by elderly, families, and special needs, in accordance with the state Comprehensive Housing Affordability Strategy (CHAS). The columns on the far right indicate the distribution of the projected 2025 units (low to high) according to the 2002 CHAS need.⁸ For example, the low end of 227 units will be distributed to 84 units or 37% elderly, 75 units or 33% family and so on.

Table 6H Comparison of Need with Estimate of Need - CHAS

Type Household	2002 % Need	2010 # Units	2010 % Units	2025 To Be Added	
				Low	High
Elderly	37%	141	61%	84	251
Family	33%	48	21%	75	224
Special Needs	30%	41	18%	68	204
Total	100%	230	100%	227	679

⁸ Source: Rhode Island Housing. CHAS data are only available as far as 2002. This was confirmed on March 8, 2012.

Note that only 21% and 18% of LMI units are for family and special needs, respectively, while the 2002 CHAS need was 33% and 30%; the Town must place more emphasis in balancing those needs against the elderly units which, at 61% are almost two-thirds higher than 37% CHAS need.

Going forward, the Town must make concerted efforts to balance the actual housing units with the needs expressed above. In particular, special needs housing at a mere 18% must be brought closer to the 30%. As noted, the only available CHAS data from HUD are ten years old. New CHAS data may become available in the coming years and the Town must respond to any changes in policy that may ensue.

The next table takes the median of the 2025 low to high units and allocates the units among projected rental and owner-occupied units. It assumes that elderly units will be 50-50% rental to owner-occupied units, family units will be 25-75% rental to owner-occupied units, and special needs will be all rental.

Table 6I Projection of Rental vs. Owner-Occupied Units Based on CHAS Needs in 2025

Type Household	Rental	Owner Occupied	Total
Elderly	84	84	168
Family	37	112	149
Special Needs	136	-	136
Total	257	196	453

Source: Rhode Island Housing, 2011.

Note that these are current projections that may change as market conditions warrant. The Town should monitor these projections annually and adjust them as necessary.

Demographics and Housing Facts

In 2000, East Greenwich had a population of 12,948 persons and 4,960 housing units. In 2010, the population grew to 13,146 and the number of housing units grew to 5,403.

The population of East Greenwich grew slower than predicted by the Statewide Planning Program in 1999. The State Planning agency projected the Town's population to have been 13,648 in 2010. The recently released (March 23, 2011) US Census data show that East Greenwich grew to 13,146 in 2010, a 1.5% increase over the 2000 population of 12,948.

The Town had 230 affordable units in 2010, representing 4.3 percent of the total housing stock of 5,403 units. To achieve the state mandated ten percent goal, the Town should have a total of 540 units that are considered affordable. Affordable units can be gained either in existing dwellings that become or are converted to affordable units or via new units to be built over time.

The East Greenwich Housing Authority operates, maintains, or manages low and moderate income housing at several locations, as follows:

Table 6J Affordable Housing Units in East Greenwich 2010

Population	Name	Type	Tenure	Address	Units
Elderly	Regal Court	RIH Elderly	Rental	33 Long Street	35
	Shoreside Apts.	HUD Section 8-Elderly	Rental	300 Sixth Street	106
Family	Cove Homes	RIH Family	Rental	1 Crop Street	4
	Dedford Farms	Public Housing-Family	Rental	146 First Avenue	12
	Duke Street	RIH Family	Rental	111 Duke Street	4
		RIH Family	Rental	153 Duke Street	3

Population	Name	Type	Tenure	Address	Units
	Marlborough	RIH Family	Rental	41 Marlborough	5
	Marlborough Crossing	Public Housing-Family	Rental	145, 165 Duke Street	16
	Village on the Vine	Other-Family	Homeownership	620 Main Street	2
	Cottages on Greene	Other-Family	Homeownership	48 Greene Street	2
Special Needs	N/A	Group Home Beds	N/A	Group Home Beds	41
TOTAL					230

Source: Rhode Island Housing, 2011.

Of these 230 low and moderate income housing units (that qualified under the State's Low and Moderate Income Housing Act of 2004), 141 units are for elderly, 41 for disabled and special needs, and 48 for families.

In 2000, the median household income in East Greenwich was \$70,063 and the median sales price per housing unit was \$260,000. By 2003, the median income had risen to \$77,948 and the median sales price per housing unit had increased to \$360,000.

Based on an analysis of year 2000 U.S. Census data, twenty-seven percent of all East Greenwich households in the year 2000 were defined as being low/moderate income households. There were 723 cost burdened households, of which 44.4 percent were homeowners and 55.6 percent were renters. A total of 230 housing units, or 4 percent of the total, are classified as affordable in 2010. The current shortfall of the required 10 percent affordable housing mandate is 325 units.

By 2009, the median price rose to \$475,000 and required an income of \$119,054 and a monthly housing payment of \$2,976 to afford that house.⁹ In addition, the average monthly rent for a two-bedroom apartment was \$1,208 in 2009. In order to be affordable, a household income of at least \$48,320 was required.

There is a stark contrast between the annual income of renters at \$25,900 and that of homeowners at \$92,900. On the far end of the spectrum, 17 East Greenwich residents were reported as homeless in the Rhode Island Emergency Shelter Annual Report, July 1, 2003 – June 30, 2004 which dropped to 3 in the updated report, July 1, 2007 to June 30, 2008. Guidelines established by the U.S. Department of Housing and Urban Development recommend that households pay no more than 30 percent of their incomes for housing, including rent and utilities. More than 40 percent of East Greenwich’s 1,177 renter households had 1999 incomes of less than \$20,000 and two thirds of these paid more than 30 percent of their income for rent. Among renter households with incomes between \$20,000 and \$35,000, forty percent paid more than 30 percent of their income for rent. Overall, the Town has a total of more than 440 cost burdened renter households. These are distributed among 130 elderly, 97 family, and 175 single-person and non-relative households.

Section 8 Vouchers

Project-based housing is the ability to designate some Section 8 vouchers to a unit, rather than a tenant. Tenant based vouchers are portable, meaning they can leave East Greenwich and, therefore, cannot be counted toward the target number of permanent affordable housing. Project based vouchers do count towards the Town's number. The Town is at capacity for project based

⁹ Calculated using a 30-year mortgage at 5.04% interest (2009 average rate) with a 5.75% down payment (which includes a 3.5% down payment and a 2.25% one-time mortgage insurance fee), property taxes (the state's average rate of \$14.36 per \$1,000 of the home's valuation), hazard insurance (\$60/month), and monthly mortgage insurance (0.6%/month).

Section 8 vouchers. Between July 1, 2009 and June 30, 2010, the EGHA issued fifty-four Section 8 vouchers. Thirty expired before the family could locate a unit in Town.

Housing Affordability

The U.S. Department of Housing and Urban Development’s Comprehensive Housing Affordability Strategy (CHAS) data finds that 723 East Greenwich households at or below 80 percent of median income have an outstanding need for affordable housing. When coupled with the current gap of 325 units of low and moderate income housing, the data suggest that the need for affordable housing exceeds the ten percent standard.

The 2004 housing plan determined that the Town has relatively greater rental options for low income families than the Washington County region. In the year 2000, almost one-third of rental households paid less than \$500 per month compared to 25 percent of rental households in the Washington County region. By 2009 average rents rose to \$742 for studio apartments, \$856 for one-bedroom, \$1,208 for two-bedroom, and \$1,845 three-bedroom apartments.¹⁰ In contrast, the 2010 HUD HOME Program Rent Limits, effective June 26, 2010, indicated the following rent limits:

	Efficiency	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom	5 Bedroom	6 Bedroom
Low	640	685	822	951	1,061	1,170	1,281
High	751	837	963	1,151	1,323	1,441	1,560

It is likely that the need for housing units will be distributed fairly evenly between elderly households and households between the ages of 35 and 64 years of age. Current needs calculated by the CHAS are 37 percent elderly, 33 percent families, and 30 percent single households and nonrelated households.¹¹

Of the existing affordable housing stock, 64 percent are classified as elderly or senior housing. There is a need for a greater and more even distribution of affordable housing that includes family and single-occupant households as well as elderly. Almost all homes for sale in East Greenwich are priced out of reach of low and moderate income households.

Rental Housing

Rental housing opportunities in East Greenwich are limited by the absence of new construction of affordable units. Very few multi-family rental housing has been constructed in East Greenwich over the last five years. The number of building permits issued annually, on average approximately 32 per year, is insufficient to reasonably overcome the Town’s entire deficit of affordable housing units in the next ten years without implementing the policies contained in the Plan.

In addition, in most parts of East Greenwich, the high cost of land greatly increases development costs. Low densities resulting from minimum lot sizes of one acre or more increases the cost of development and inhibit the construction of multi-family developments. However, the large lot sizes are not without supportive rationale. Seriously limiting development options in the one and two acre zoning districts are inadequate infrastructure characterized by no public water service or inadequate public water supply, low ground water yields, no municipal sewer service, localized difficult topography, wetlands, and generally poor soil conditions characterized by poor drainage, isolated instances of ledge, and generally moderate to extreme stoniness. This is the character of the land throughout the Town west of Route 2. In this environment the certification and cost of construction of on-site sewage disposal systems for new housing posed major barriers to the

¹⁰ Source: RI Housing.

¹¹ Source: RI Housing.

creation of affordable housing in the past. Expansion of sewer systems and new technology for handling Onsite Wastewater Treatment Systems (OWTS) offers new opportunities for affordable housing.

Through the Town’s use of CDBG funds for rental rehabilitation and home rehabilitation, the Town has invested in physical improvements to more than 30 dwelling units.

The Town needs to build about 257 new rental units as part of its obligation to meet the CHAS needs by 2025.

Affordable Housing Plan Accomplishments

The December 14, 2004 version of the Affordable Housing Plan had many recommendations. The Affordable Housing Commission prepared the following assessment of the accomplishments to date. (See pages 24-29 of the original plan). The wording of the action items in the first column are taken verbatim from the 2004 plan.

Action	Status	Reference
1. Establish by ordinance AH Trust Fund and adopt administrative rules for receiving payments of fees in-lieu of.	Denied	Denied by the courts.
2. Amend Zoning Ordinance (ZO) to require 15% AH or at discretion of Planning Board (PB) and Town Council (TC) payment of fee in-lieu of in new subdivisions and development in all residential districts except in Residential R-4 and Mixed Use Planned Development districts (as adopted 12/14/04) No density bonus (DB) in single family residential districts.	Done	Article XV Affordable Housing 280-101 A (2). Fee in-lieu is denied by the courts.
3. Action 3 Amend ZO to require 20% affordable housing in Residential R-4 and Mixed Use Planned Development districts prohibiting the payment of fee in-lieu of. The subsidy is the 20% density bonus.	Done	Article XV Affordable Housing 280-101 A (1)
4. Amend ZO to require 15% AH in Planned Development district prohibiting the payment of the fee in-lieu of. The subsidy is the 15% density bonus.	Done	Article XV Affordable Housing 280-101 A (3) Fee in-lieu is denied by the courts.
5. Establish an ad hoc affordable housing Commission, and prepare annual reports on the status of plan implementation, as required by Town Code Sec 34-33 C.	Done	Affordable Housing Commission is active in the current housing plan update
6. Adopt rules and regulations to administer the Comprehensive Permit (CP) application process.	Done	EG Town Code-Chapter 63 Comprehensive Permit
7. Adopt a subsidy ordinance that will provide one or more of the following subsidies as describe in the text: (1) DB in according with the provision of ZO; (2) waive the building permit fee and/or waive the development impact fee for AH units; and (3) require participation in subsidies through state or federal housing programs.	Still under consideration	Council voted for density bonus. The Town is exploring ways to waive impact fees, permit fees, and other fees for affordable housing
8. Create Transit Oriented Development (TOD) district as recommended in Downtown Village Mixed Used Development	Still under consideration	Commuter Rail Station is advocated in the latest update

<p>Plan adopted by TC in July, 2004. The subsidy is a 25% density bonus.</p>		<p>of the Comprehensive Plan. Mixed use development with 25% AH in TOD.</p>
<p>9. Identify locations for additional affordable housing and amend the Future Land Use and Zoning Maps as needed to supplement the existing inventory.</p>	<p>Done</p>	<p>Needs to be revisited</p>
<p>10. Amend ZO to allow development of AH on non-conforming lots.</p>	<p>Done</p>	
<p>11. Establish annual reporting procedures and responsibilities.</p>	<p>Done</p>	
<p>12. Advocate for (a) legislation to redefine affordable housing to include mobile homes and section 8 vouchers; (b) apportionment of regional affordable housing among local communities; and (c) enabling legislation for local revenue taxes to fund development of affordable housing.</p>	<p>No longer under consideration</p>	
<p>13. Update affordable housing plan in 2010 following the decennial census and at five year intervals thereafter.</p>	<p>In process</p>	<p>Being done now</p>
<p>14. Amend ZO and Zoning Map (ZM) from F-I to R-4 for Sun Valley Mobile Home Park to bring zoning into conformance with Comp Plan Future Land Use Map amendments, adopted July 25, 2000, that identified this property for very high density residential development.</p>	<p>Done</p>	
<p>15. Amend ZO and ZM from F-I to R-4 for National Grid (formerly Narragansett Electric Co.) property to bring zoning into conformance with Comp Plan Future Land Use Map amendments, adopted July 25, 2000, that identified this property for very high density residential development.</p>	<p>Still under consideration</p>	

A closer look at the “Year 2025 Affordable Housing Plan” that was adopted by the East Greenwich Town Council in December, 2004 leads to a deeper understanding of the rationale behind the strategies now proposed. The strategies adopted by the Town and accepted by the State in that original plan (labeled as *Items a* through *j* on pages 16 and 17 of the 2004 Plan) involved conceptual efforts and philosophical exercises that would not and did not produce tangible affordable housing units as a result. Further, regarding the proposed strategies that **did** provide the basis for action items that could realistically be implemented by the Town, in hind-sight, their outcomes were grossly over-estimated and the predictions associated with them, in terms of new affordable housing units that would be created, were completely unrealistic. The severe downturn in the economy played a major role in the Town’s inability to meet its targets, as did the fact that it did not have ownership or control over the parcels of land that weighed heavily into the projections. The original 2004 strategies are addressed below in individual detail to illustrate why the Town has essentially abandoned the vast majority of them in favor of the new strategies outlined herein. The reader can see how the fundamental approach has veered away from an over-reliance on large, currently undeveloped parcels being used to address the affordable housing mandate in large chunks (although we are still hopeful that at least some of that will occur) and more toward the use of scattered, smaller sites, in-fill developments, and conversion of exiting housing stock to meet the need. Further, while the Town still strongly believes that the State needs to give greater flexibility to municipalities in finding ways to meet the Affordable Housing mandate, references to strategies that expressly rely on such changes have been removed for obvious reasons. While the Town will continue to exert any influence it can at the state level to help ensure good law-making as pertains to housing, we have no direct control over those outcomes and will not pin our local strategies to their success.

Paraphrasing from the 2004 Housing Plan, the Town proposed the following strategies:

- (A) East Greenwich intended to lobby the State of Rhode Island in hopes that the laws pertaining to low and moderate income housing might be modified in the following ways:

The definition of “Affordable or Low and Moderate Income Housing” might be expanded statutorily to include things like Section 8 certificates, mobile homes, and possibly other options; regional solutions to the affordable housing need might be accepted; and Towns could be empowered to raise money for affordable housing development through the local tax levy.

Result: The Town did raise its voice, via its elected representatives, regarding these issues, but it has no direct control over law-making at the state level and the desired changes did not come to pass. The Town is still hopeful that, as the State, through an oversight committee or other means, assesses the impact of the Low and Moderate Income Housing Act, it will take some action to provide greater flexibility to municipalities in meeting the mandates, including possibly expanding the statutory definition. Again, this is essentially a philosophical exercise and the Town cannot and did not associate any actual units of affordable housing production with this “strategy.”

- (B) East Greenwich proposed the creation of an “Affordable Housing Trust Fund” at the local level to be used for affordable housing development.

Result: A housing trust fund was created and this strategy was on its way to being a success for a brief time. While the Town never managed to capitalize the fund via local tax levy or grants, the fund was ultimately created with monies paid as the so-called “fee-in-lieu” (where affordable units under inclusionary zoning were not provided – see item (D) below). However, the ability of the Town to impose such fee was challenged and ultimately, Rhode Island’s Court system ruled that there was no specific enabling legislation in place to allow for imposition of the fee and thus it was not legal or authorized. All fees were returned and there is no balance in the trust fund. The Town has continued to advocate for the introduction of enabling legislation that would allow us to resurrect the fee but it has not advanced. Again, this is a conceptual effort and one where actual implementation is beyond the Town’s control. In terms of trying to capitalize the fund through other means, it must be noted that gaining tax revenue for these purposes in such tight budgetary times and given the tax levy limitations imposed by the State, this seems an unrealistic approach. Also again, the Town did not associate any actual units of affordable housing creation with this “strategy.”

- (C) East Greenwich declared that all new subdivisions and major land developments should have an affordable housing provision. At least 15 percent of all new units in such developments were proposed to be designated as affordable.

Result: The Town did amend its local zoning and land development regulations to create this “inclusionary zoning” provision. The Town has continued to require such deed restricted and subsidized units as part of all new development and has found some success with this strategy. This is a strategy we intend to continue to pursue and in the current Plan, we propose to expand it by increasing the required percentage of affordable units in all new developments to at least 20%.

While the Town has had success in adding to the affordable housing stock with this strategy, those additions have not been anywhere near the range originally anticipated. In the years leading up to the 2004 Housing Plan, East Greenwich was issuing upwards of 50 Certificates of Occupancy for new residential units per year. In subsequent years, after the economic downturn, the number of new units annually fell to 20 percent of that. It is therefore necessary to revise the estimates for new affordable unit creation resulting from this strategy dramatically downward. The original Year 2025 Housing Plan predicted that over a 20 year span, more than 1,000 units of new housing would be built in East Greenwich and 159 of those would be “Affordable.” As noted elsewhere herein, the Town now expects only 136 new units of housing to be built by 2025 via developments that would be subject to the inclusionary provision, and 27 of those would be deed restricted for persons of low and moderate income. While this is a significant reduction from earlier estimates, the Town still sees this as an important strategy in reaching our goal and intends to continue using it effectively going forward.

- (D) East Greenwich proposed that money (a fee) in lieu of affordable residential development be paid per unit required by inclusionary zoning but not built.

Result: The Town did create and impose a fee as an option where any affordable residence(s) or fraction thereof was required but not built on site. In the original 2004 Housing Plan, it was anticipated that payments into the Affordable Housing Trust Fund would be used to rehabilitate and/or purchase and deed restrict existing housing units as a means of adding to the Affordable Housing stock. Fees were expected to come largely from the so-called “fractional unit requirement” wherein the 15 percent inclusionary requirement would be imposed on new developments which,

depending on the number of units proposed, might result in some fractional number. Rather than rounding the number of required affordable units up or down, the option was provided to allow some proportional share based on the expected sales price of units to be paid to the Affordable Housing Trust Fund instead. As noted above, the Town's ability to collect the fee was challenged and lost in Court, in spite of the State's approval of the strategy, and this venue for adding to our affordable housing stock cannot currently be legally utilized.

- (E) MUPD (Mixed Use Planned Development) and R-4 (high-density Residential) Zones would get a density bonus in new developments but the percent affordable would have to increase to 20% from 15%.

Result: The Town did revise its Zoning Code following adoption of the 2004 Housing Plan to provide for the density bonuses described but projects on the targeted properties did not come to fruition. For example, the Town called for dwelling units to be developed as part of a mixed use project on the Rocky Hill Fairgrounds property. Subsequently, however, that property was acquired by the New England Institute of Technology and is currently being developed as an academic campus. Thus the 12 deed-restricted Affordable condo units that were anticipated there will not be developed nor will the additional 150 units of affordable elderly housing that the Town hoped would be built with HUD assistance.

Another example offered of the MUPD zoning strategy in the 2004 Plan was a parcel of land adjoining an anticipated Transit-Oriented Development project near the Amtrak line. It was projected that 16 acres there could accommodate up to 80 units with 16 of them (20%) being Affordable as part of a mixed use village development adjacent to downtown. Housing development is about to occur on that site and Affordable units will be generated but not via the MUPD strategy. The developer instead chose to pursue a Comprehensive Permit for 4.5 acres of the subject land with no zone change involved. The result will be 40 units in total with 25% of them (10) being Affordable. The project has Master Plan approval and we consider the proposed project a success and an asset.

The Town projected that an area near a mobile home park in Town (Sun Valley) could be maximized via an R-4 zoning designation which would provide for up to 225 units of housing with 45 of them being Affordable. The private property owner, however, decided to use the subject land for expansion of the mobile home park instead, which could be accomplished by right. The result has been 49 new pad sites for mobile homes, which do not qualify as Affordable Housing by the State's definition.

Further, the 2004 Plan specifically targeted roughly 46 acres of land owned by Narragansett Electric Co. for up-zoning from F-1, Farm to R-4. The zone change took place and the site was expected to accommodate up to 100 dwelling units. It was hoped that 50 to 100% of them would be Affordable. No development has occurred in the intervening years and the property is still zoned R-4.

Other, smaller-scale projects mentioned in the 2004 Housing Plan were developed exactly as anticipated therein. Two downtown parcels that were already zoned to accommodate mixed-use development were re-developed with density bonuses to yield Affordable units for the Town. One project, a former CVS pharmacy site, was converted to a three story building with office and service uses on the first floor and residential units above. 14 dwellings exist on site with two being handicapped accessible affordable units, exactly as described in the Plan. The other parcel housed a Shell gas station and was redeveloped to include a commercial first floor and four residences above, with one of them being affordable again, exactly as described in the Plan.

Finally, another project, outside of downtown's boundaries but still served by municipal water and sewer, was the subject of development by right following a re-zoning to R-4. A density bonus was granted to leverage one additional affordable unit over the required minimum of 6 in the development. The final plan, known as The Vistas, called for 63 units in three buildings with 21 units each. A total of 7 affordable units would be provided. The first of the three buildings is built with two deed restricted units. The project subsequently ran into economic difficulties and there is not word on when the balance of the site will be built out but the final plan approval with all relevant conditions remains in place.

(F) Create a process to administer Comprehensive Permits.

Result: The Town has created a Comprehensive Permit process that is consistent with State Law and has successfully used said process to approve a number of Affordable Housing units, including the 10 mentioned above as part of the mixed use village/TOD project. At the time of the 2004 Housing Plan, there was a Comp Permit under review under an old process that did not mirror the language in relevant state enabling. An application was rejected under that process and an appeal to the SHAB (State Housing Appeals Board) was filed. The town has refined that process within the Zoning Code since then.

The project under review at the time of the 2004 Plan would have yielded 88 affordable housing units over 10 years. Ultimately, the local approvals and SHAB involvement were rendered moot, however, when the developer sold the property to the New England Institute of Technology, a non-profit educational institution of higher learning that is using the property for campus development rather than for housing (market rate or "affordable").

(G) Town Council to designate a Task Force to maintain and update the affordable housing plan.

Result: The Town has a permanent appointed board, the Affordable Housing Commission, charged with reporting annually on the status of affordable housing and the Plan. The Commission was heavily involved in the development of the current Plan and continues to advocate for workforce and affordable housing throughout the Town. They have created an informational brochure and have given numerous presentations to community groups and organizations to educate, build support, and gather feedback to inform Plan updates.

(H) Comprehensive Plan Map should show where affordable housing is most feasible.

Result: The Town has re-thought this strategy due to concerns expressed by private property owners who did not want their parcels called out in a Plan and from owners of adjacent or nearby properties. There was considerable push-back when the Town advanced this idea as property owners feared that such specific designation would affect their values and re-sale opportunities. The Town has taken a different approach which is to identify the Zones (rather than the parcels) where the permitted density of development would specifically encourage Affordable units but it has no current intention of marking specific parcels for that very limited development approach.

(I) Planning and Zoning Boards to relax standards pertaining to lot size, setbacks, buildable area, etc. for lots accommodating affordable housing.

Result: The Planning and Zoning Boards in East Greenwich are well-versed in the State mandates for affordable housing and take their role in facilitating such development very seriously. On a number of occasions, they have granted relief and/or waivers to encourage affordable unit creation. For example, the Vistas project, mentioned elsewhere herein, required building height relief from the ZBR to allow for the proposed multi-story building. Other projects, like the CVS redevelopment, where the affordable units were allowed by right, obtained relief from setback and parking requirements and the Board balances the deviations requested against the Town's shortage of affordable units in rendering their decisions. This approach is still actively used by the Town's regulatory boards.

(J) Promote conversion of existing properties to "affordable" housing.

Result: The strategy of converting existing units to affordable housing was closely tied to acquiring those units via the Affordable Housing Trust Fund. The 2004 Housing Plan proposed the purchase and rehab of existing housing stock with subsequent deed restrictions to ensure long-term affordability. There were not a specific number of units tied to this strategy in the Plan but given that, as previously described, there is not a "Fund" in place, no units have been added via this strategy. The current Plan also proposes conversion as a strategy but suggests the use of partnerships with non-profit housing developers and other mechanisms to ensure success of the strategy rather than relying on capitalization of the "Fund."

Chapter 7 Economic Development

Introduction and Purpose

East Greenwich's economic viability in twenty years will depend on astute planning to keep the best attributes of the Town, while accommodating appropriately scaled economic growth to make the Town a highly desirable place for people to settle in and work. This chapter promotes East Greenwich's unique attributes: Main Street, the waterfront, commercial corridors, and a living environment that makes the Town among the most desirable in New England. These attributes make East Greenwich highly desirable for a variety of economic development initiatives and investment.

The 21st century demands a break from the traditional economic development approaches that were taken in the past, including the last update of the Comprehensive Plan. The new approach must recognize rapidly evolving technology and how existing and future businesses can adapt and compete, not only on a local or regional scale, but also in the global marketplace. Fortunately East Greenwich has a fundamentally strong economic base in its Downtown and waterfront areas, and highly desirable transportation access.

East Greenwich is well situated within a highly accessible portion of Rhode Island, with good highway access (I-95, Route 4, Route 2, and Route 1) and proximity to T.F. Green Airport. Two of the cornerstones of East Greenwich's economic development efforts lie with its Downtown - Main Street and its unique waterfront. As traditional industrial and manufacturing activities continue to cease, the Town must capitalize on new sources of economic activity. The potential to put East Greenwich on a solid footing to meet the challenges for the next two decades is dependent upon the vision and creativity of its leaders and business investors and upon new ways to grow the economy. The recession of 2008/2010 will end and the Town must be poised to take full advantage of its many geographic, cultural, and economic assets.

The Town's principal economic development ambassadors are its top leaders: the Town Council and the Town Manager. As the chief executive for the Town, the Manager is the first point of contact for new and expanding businesses. As part of the Manager's office, the Executive Assistant to the Manager serves as the regulatory liaison to the Rhode Island Economic Development Commission (RIEDC) office of regulatory reform. The Town Council's role in keeping stable and efficient local government services contributes to the business-friendly climate that can cultivate the local economy. All other arms of local government, and private organizations like the Chamber of Commerce, help to support the primary mission of the Town Council.

While the Town is fortunate in having a vibrant Downtown, which largely withstood the recession of 2008/2010, and a highly popular waterfront as economic engines going forward, the Town is also

ECONOMIC ASSETS

- *Downtown - Main Street*
- *Waterfront*
- *Existing commercial and retail*
- *Existing industries*
- *Transportation and access*
- *New England Institute of Technology*
- *Proximity to T.F. Green Airport*

poised to capitalize on emerging features that have the potential to contribute to a strong 21st century economy in East Greenwich. These are:

1. The proposed Commuter Rail Station along the mainline Amtrak rail would enable residents to commute to Providence, Boston and beyond. Combined with an innovative zoning district for Transit Oriented Development (TOD), the Town will gain an edge to attract mixed use housing with specialty businesses and for locally based ventures. In a 2011 citizen survey, 75% of East Greenwich respondents said they support the proposed commuter rail and 51% said they are *very supportive*. When asked how likely they would be to use the Commuter Rail Station, 62% said they would likely use it. Although these numbers are down from a 2007 survey, support for commuter rail remains strong.¹



2. Economic development activities have traditionally been associated with commercial and industrial development in the Town. However, the realities of the continuing decline of the traditional industrial base mean that economic development must turn to innovation and not rely solely on last century solutions.
3. There are some economic sectors where there is growth potential that could capitalize on existing clusters or resources that maximize East Greenwich’s appeal as a business location. These include:
 - a. Life sciences, pharmaceutical, and biotech companies which have the potential to create well-paying jobs. New England Institute of Technology (NEIT or New England Tech) is a potential partner for such recruitment, as well as the University of Rhode Island which has a degree program in Biotech, making it an effective feeder to local industry.
 - b. High Tech Manufacturing – The “new” manufacturing provides good, high-paying jobs when it demands high skills related to either the technology or the assembly. An example of this type of 21st century enterprise is Yardney Technical Products, which relocated to East Greenwich in April 2011, to an existing 140,000-square-foot manufacturing and research and development facility at 2000 South County Trail. The company produces high-performance lithium-ion batteries and will create 150 jobs. The project was made possible by an array of state financing and tax incentives.²

¹ Source: The 2011 East Greenwich, RI Resident Survey, Alpha Research Associates, June 20 - 29, 2011, pages 9 and 10.

² Source: Providence Business News April 20, 2011

- c. White Collar professions – including insurance, investments, banking, and brokerage (examples: Met, Fidelity). Also medical, especially as adjacent to the life science cluster.
4. The recent relocation of NEIT to East Greenwich has the potential to assist the Town with new high technology businesses.

The new realities also reinforce the need for East Greenwich to protect its character and market itself in the context of its existing and potential assets. To this end, this chapter addresses a wide range of activities, including promoting East Greenwich's distinctive qualities. The purpose of economic development is to promote development in a sensitive manner in order to ensure a sound financial standing for the Town, and balance the Town's tax base by generating nonresidential tax revenues and reducing the reliance on residential property tax revenues. In addition, a good economic development strategy can support other Town goals such as open space preservation, provision of housing diversity, active and passive recreation, and maintenance of Town character. Astute economic development seeks activities that boost local property tax revenues, foster existing business, support entrepreneurs and create jobs. In the context of this Comprehensive Plan, economic development also takes a broader perspective that overlaps other Elements of the Plan, including the Circulation and Land Use Elements.



Goals

- ED 1. To promote continued revitalization of Downtown Main Street in order to maintain and enhance retail and employment opportunities for residents.
- ED 2. To promote the waterfront as a unique place for restaurants and commercial fishing (including related commercial maritime activities), as well as residential and recreational uses.
- ED 3. To promote the full development of the proposed Commuter Rail Station and establish a Transit Oriented Development (TOD) zoning district.
- ED 4. To capitalize on the recent move of the New England Institute of Technology (NEIT) to the Town as an economic engine.
- ED 5. To provide incentives for existing businesses to expand and for new businesses to relocate in East Greenwich.
- ED 6. To promote the continued presence of working farms in East Greenwich, which contribute to economic diversity, and protect the Town's semi-rural character.
- ED 7. To promote selective development of industrial and commercial areas in a sensitive manner in order to: generate tax revenues to reduce the reliance on residential property tax revenues, ensure a sound financial status for the Town, and promote Town goals such as open space preservation, provision of housing diversity, full employment for residents, active and passive recreation, and maintenance of Town character.

Objectives, Policies, and Actions

	Objectives	Policies	Actions
ED 1	Promote specific activities on Main Street to achieve and enhance retail activities and employment opportunities.	<p>Support activities of the Downtown Merchants Association and the Chamber of Commerce.</p> <p>Set aside funds through the Capital Improvement Program to maintain and enhance Main Street infrastructure.</p> <p>Continue active promotion of Main Street events and programming.</p> <p>Support valet parking for restaurants on Main Street.</p> <p>Support the Odeum Theatre as an arts and entertainment center.</p> <p>Promote arts and entertainment on Main Street.</p> <p>Promote a boutique hotel on Main Street.</p> <p>Retain Town government functions in the Downtown area.</p>	<p>Implement the Downtown Plan with improvements to:</p> <ul style="list-style-type: none"> • Streetscape • Lighting • Street furniture • Signing • Bus Shelters • Odeum Theatre • Town owned buildings, such as Town Hall & the Swift Community Center <p>Work with the RIDOT to find ways to allow valet parking for restaurants on Main Street.</p>
ED 2	Promote the waterfront's unique attributes by encouraging public access, restaurants, commercial fishing activities, and residential and recreational uses.	<p>Consider a zone change that will consolidate waterfront, restaurants, and other appropriate uses.</p> <p>Maintain and encourage public access to the waterfront.</p> <p>Encourage restaurants along the waterfront.</p> <p>Ensure continued commercial fishing activities in the waterfront along with municipal, commercial, residential, and recreational uses.</p> <p>Explore potential sea food processing businesses in conjunction with commercial fishing.</p> <p>Implement the Harbor Management Plan.</p>	<ul style="list-style-type: none"> • Draft a zoning amendment to consolidate a waterfront zoning district. • Clarify access to the waterfront with improved signage. • Enforce existing Harbor Management ordinances. • Encourage water-dependent uses when the opportunity arises. • Provide parking solutions. • Continue historic district zoning to protect historic buildings in the waterfront.
ED 3	Support the proposed Commuter Rail Station and establish a Transit Oriented Development (TOD) zoning district.	Work with RIDOT to implement the development of the Commuter Rail Station within the Town.	<ul style="list-style-type: none"> • Lobby state government and Congressional delegation to secure funds for construction of the Commuter Rail Station.

	Objectives	Policies	Actions
			<ul style="list-style-type: none"> • Encourage the formation of a citizens committee to promote the Commuter Rail Station. • Amend the zoning ordinance to establish a TOD zoning district.
ED 4	Work with officials of the New England Institute of Technology (NEIT) to partner with Town officials to assist in promoting local economic development initiatives.	Encourage NEIT to develop workforce development and training for East Greenwich residents. Explore spinoff industries that would benefit from proximity to NEIT.	<ul style="list-style-type: none"> • Prepare workforce development plans for Town residents. • Target specific business that can benefit from skilled workforce graduates of NEIT. • Other initiatives that can grow the local economy.
ED 5	Identify opportunities for appropriate business expansion, both for existing and new businesses, primarily in areas currently zoned for such purposes, but also consider rezoning for new commercial activity in an effort to broaden the tax base.	Broaden the tax base and reduce the dependence on residential tax revenues. Promote commercial and industrial development in areas currently zoned for such purposes. Expand commercial zones where appropriate new development is proposed.	<ul style="list-style-type: none"> • Work with the Chamber of Commerce and others to expand existing businesses. • Rezone certain areas to allow new commercial establishments.
ED 6	Provide incentives for working farms to be economically viable, to remain in operation, and to maintain local agriculture.	Support working dairy and other farms. Allow farm stands by right.	<ul style="list-style-type: none"> • Purchase development rights for farms like Bailey's Farm. • Permit farm stands by right.
ED 7	Implement the State's Land Use 2025 designation of the Urban Services Boundary.	Reinforce the Urban Services Boundary by proposing to retain the distinction between the Town's eastern urban and western rural areas.	<ul style="list-style-type: none"> • Encourage growth within the Urban Services Boundary which shows optimum areas for accommodating the bulk of the Town's development needs through 2030. These are areas where growth should be encouraged (examples include Downtown, Route 2, and the TOD).

The following is a more detailed discussion of the major goals, policies and actions as summarized above.

Downtown Main Street

In 2001, the Town prepared a Main Street Plan that was part of the Comprehensive Plan. That Plan called for certain streetscape improvements to Main Street and to create a "village aesthetic." Main Street is a major thoroughfare in the Downtown area and has long been the hub of commercial and civic activity for the Town. The original plan proposed specific strategies and actions to improve Main Street. Such planned improvements included enhancing pedestrian amenities, as well as creating a uniform urban fabric through patterns of streetlights and trees, and eliminating sign clutter. Most of the recommended actions were not implemented, but not because they were not worthy. This update of the Comprehensive Plan seeks to reinforce the need for timely action to continue the revitalization of Main Street.

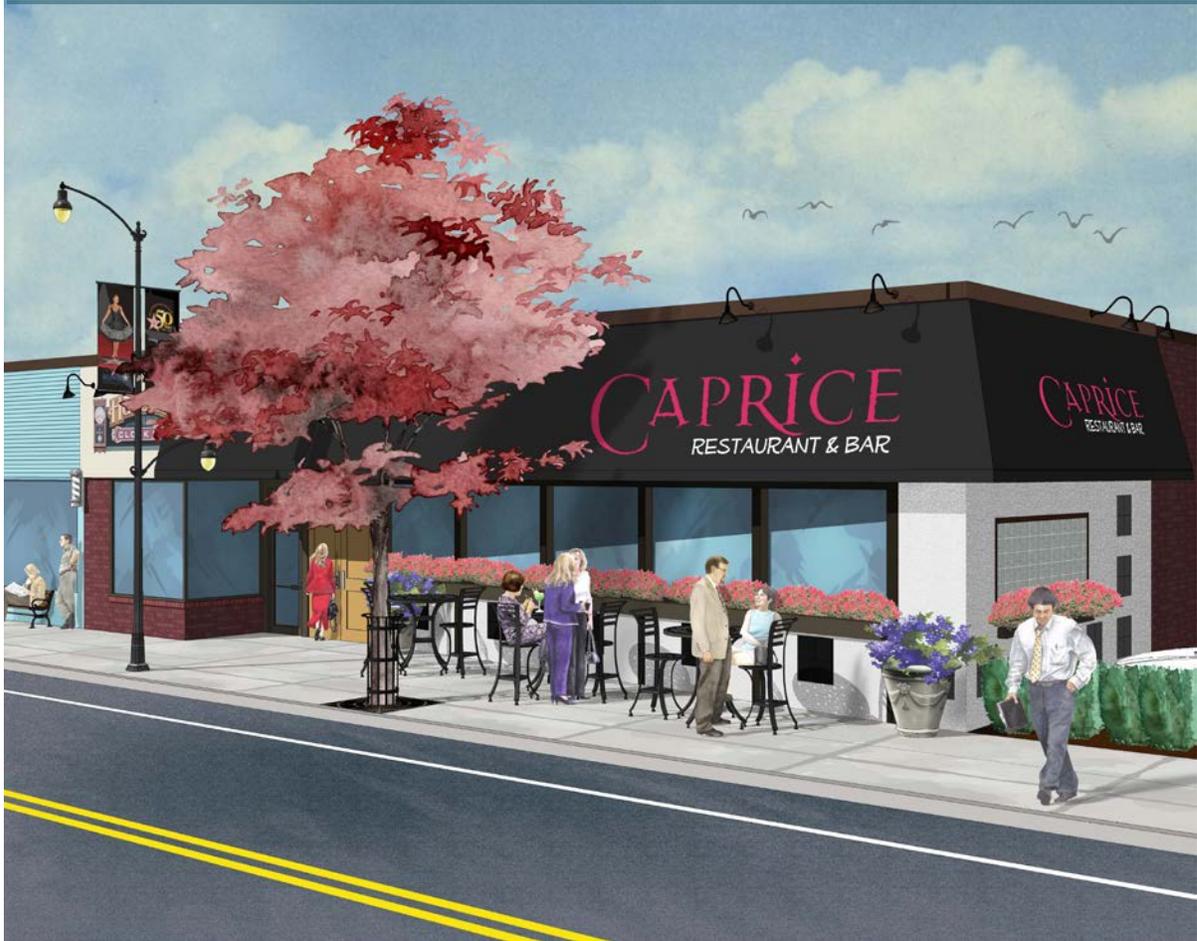
The 2001 Plan sought to capitalize on the unique physical and social aspects of Main Street that make Downtown East Greenwich a vital, attractive place where people go to interact and access a variety of services. The physical assets of Main Street continue to include:

- *Pedestrian scale:* Compact, walkable urban fabric, with amenities that facilitate safe pedestrian travel, such as crosswalks and traffic calming measures.
- *Well-articulated street edge:* Street edges are defined by well-maintained buildings and fencing set close to street.
- *Coherent streetscape:* Two- and three-story buildings are "human-scaled" with varied, but complementary architecture, and a pattern of street trees, lights, sidewalks, and benches that give Main Street a unified feeling.
- *Mixed use:* Commercial businesses, office space, government buildings, and residential units coexist along Main Street, which encourages diversity in the area.
- *Defined Gateways:* Visitors are welcomed to Main Street by attractive signage at obvious Downtown "Gateways."

Streetscape

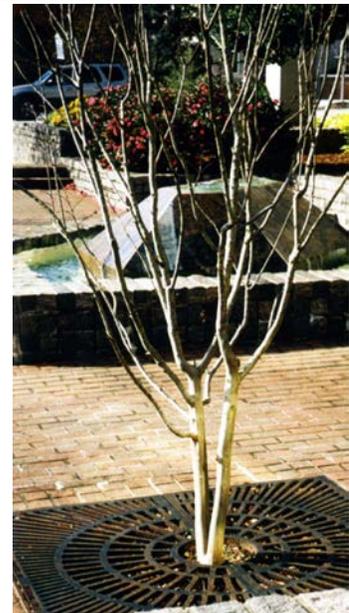
A coherent, well-defined streetscape is an important aspect of an attractive, pedestrian-scaled Downtown. Installing a uniform pattern of streetlights, street trees, and other plantings will make Main Street a pleasant place for people living and working in the Downtown area. Additionally, an attractive streetscape would lend the Downtown a "cleaner," less cluttered feeling, attracting more people to the Downtown area.

A Vision of Main Street, East Greenwich



Parts of the streetscape program were implemented, such as planting street trees and installing smaller plantings along Main Street. Maintenance of these amenities is needed to keep the charm of Main Street. Other elements that are still needed include:

- Install tree grates and tree guards around street trees: Ornamental tree grates at the base of street trees on Main Street would fit well with the historic aesthetic of the Downtown area. Tree grates minimize weed growth and the accumulation of litter around the base of the trees, thereby reducing maintenance. The grates would be in compliance with the Americans with Disabilities Act. Tree guards around tree trunks would protect street trees from urban "wear and tear."
- Replace existing sidewalks, where needed: Existing concrete sidewalks along Main Street will be removed and replaced with new concrete sidewalks, due to the installation of new street trees and lighting, and the possible relocation of underground



Tree Grate that can be widened to accommodate tree growth

utilities. New sidewalks will help to give Main Street a fresh appearance.

- Explore innovative ways to replace existing decorative crosswalks: Present crosswalks are concrete (or concrete stamped), making it difficult to repair or replace existing asphalt road surfaces. A type of stamped asphalt surface should be considered. See below:
- Continue to explore cleanup of utilities along Main Street and include the possibility of relocating the overhead utilities underground. This action step requires further analysis and design.
- Install brick or similar decorative sidewalk and concrete curbing at the Varnum House Museum.



Stamped asphalt is less expensive than concrete and is attractive

- Continue to develop the municipal parking lot. Implement Town design plans developed for the existing municipal parking lot. These improvements may include landscaping, sidewalks, pavement, a mural, and fencing.

Street Furniture

Pedestrian amenities, such as benches and trashcans, entice people to spend time in Downtown areas. Such amenities complement the pedestrian scale of Downtown Main Streets.

In East Greenwich, street furniture and trash receptacles exist, but should be improved.

proved.

- New street benches should fit with the historic feel of the Downtown area. They should be placed on both sides of Main Street, particularly in areas with heavier pedestrian traffic. Benches should be metal and wood.

Lighting

Lighting is one of the physical elements that help define the image of Downtown Main Street. In East Greenwich, Main Street is a well-lit street; however, the assorted styles of lights detract from the unified aesthetic that the Town is striving to achieve.



Low maintenance bench

Removing existing lights and installing new attractive, historic-style streetlights would ensure that the area continues to be well lit, and it would contribute to the Downtown aesthetic. As funds become available, the following are recommended:



Replacement Light Fixtures on Main Street

- Remove industrial-style cobra lights and overhead lights on utility poles, and
- Remove existing period street lighting on Main Street and replace it with new, upgraded light standards.

Installing new, uniform streetlights will give the area a stately, cohesive look. Lights would be placed so as to give adequate illumination for pedestrian and vehicular traffic. These new lights will also provide weatherproof receptacles, banner arms, and hanging basket attachments.

If feasible, the Town should convince National Grid to bury electric power lines underground.

Bus Shelters

The RIPTA bus line runs through East Greenwich along Main Street. Currently, passengers waiting for busses

wait at unprotected, sidewalk locations. Providing bus shelters with benches will add to the ambience of Main Street by providing public amenities and making transportation more pleasant. First Avenue is the southern terminus of the route; therefore, bus shelters should be placed on the eastern (northbound) side of the street. Exact locations will be determined in the final design.

Signs & Signals

A Downtown Main Street should be well marked, and easy to navigate. Sign clutter should be kept to a minimum, and signposts should be uniform and attractive, but durable. Sign and signal enhancements along Main Street will give the area a more coherent style, and enhance the area in keeping the Plan's goal. These include:

- Replacing the existing state traffic signal systems with ornamental-type signal system components at key intersections on Main Street.
- Consolidating directional, guide, regulatory, and warning signage along Main Street.

- Relocating street name signs with decorative, 4x4 sign posts similar to those recommended for directional and guide signs.

Odeum Theatre

The Odeum Theatre opened in 1926 as a vaudeville house. In 1933 it was converted to a motion picture theatre and showed movies right up until it closed in 1990. Later the Odeum became an arts center to survive competition from multi-screen cinema complexes, but in 2007 it was closed due to persistent fire code violations. Efforts by private organizations have resulted in correcting the violations and reopening the theater.



It is important that the Odeum Theatre remain open as an arts center to maintain the continuing revitalization of Downtown. Organizational issues must be resolved in order for the Odeum Theatre to invest in ongoing improvement to ensure a viable arts and entertainment center thrives in this location.

Boutique Hotel

As economic conditions improve, consider converting the Greenwich Hotel on Main Street into a boutique hotel.

WATERFRONT

The East Greenwich waterfront is defined as the area east of the railroad tracks between Division Street at the north and the outlet of the Maskerchugg River at the south end. This area borders on Greenwich Cove, one of the most protected harbors of Narragansett Bay. The East Greenwich waterfront is not large compared to the shorelines of other towns on Narragansett Bay, but its location, proximity to Downtown, and popularity among boaters and restaurant owners makes it an important economic engine for the Town.



In 1837, a railroad was constructed between Providence and Stonington, CT. It was routed, at the insistence of the Town, along the East Greenwich waterfront. This railroad line, with a double-access stone bridge on King Street, is the major barrier separating the residential neighborhood and Main Street from the waterfront. With the elimination of all grade level crossings by the RI Department of Transportation (RIDOT) in 1988, the railroad further separates the waterfront into a distinct district. Grade crossings at Division Street, Queen Street, London Street, Bridge Street, and Rocky Hollow Road have been closed.

Existing land use in the waterfront include: the East Greenwich Yacht Club with its large areas of parking and boat storage, extensive docks, and mooring field; three marinas; four restaurants with liquor licenses; several offices (some of which are waterfront related); institutional functions; a large multi-unit apartment complex (in a restored mill building); a large geographically isolated district of historic single family homes; a sewage treatment plant; several street and access ways; and an abandoned land fill and developed and developing municipal parks (one of which is a boat ramp, the other a tot lot/picnic area). There are also multiple paved and unpaved parking lots, particularly between London and Division Streets.

This mixture of land use raises a number of issues and concerns:

- The range and mix of land use suggests and represents conflicting uses, many of which are not water-related.
- Vehicular access to the waterfront from residential neighborhoods to the west is now constrained to Rocky Hollow Road and King Street. Pedestrian access is from the residential neighborhoods provided at King Street, Rocky Hollow Road, and London Street. All of these access ways are poorly designed or remote.
- Pedestrian access to the Cove along the waterfront is accommodated by Town-owned street ends at Division, Long, London, and Bridge Streets and Rocky Hollow Road. Three waterfront restaurants have built access ways to the Cove with permits from the CRMC that included public access plans. The Town-owned land at the sewage treatment plant and municipal boat dock retains frontage on the Cove that is accessible to the public. Improvements on land south of London Street adjoining the sewage treatment plant, which include a park and pathway along the Cove to connect the park with the boat ramp, will provide additional public access.
- Parking associated with specific land uses is not adequate. These uses include Milt's Marina, Twenty Water Street, The Warehouse Tavern, The East Greenwich Preservation Society, and 100 Water Street. Other uses, including the East Greenwich Yacht Club, Bay Mill Condominiums, Veteran Firemen's Hall and the Harbourside Restaurant, appear to have adequate parking.
- A concern of users of the Cove, both for recreational and commercial shellfishing, is the amount of pollution resulting from the increased demand in moorings and docking facilities. In cooperation with Warwick, the Town should set a cap on the number of moorings to be determined by the Interstate Shellfish Sanitation Conference formula per the Harbor Management Plan. A marine sanitary pump-out facility is operational at the Yacht Club. The pump-out is connected to the municipal sewer system. The Cove is a designated no discharge area.
- Shell fishing is a viable, traditional economic activity with a base of operations in East Greenwich Cove. Over 100 quahog skiffs are operating out of two principal locations. Shell fishermen, principally of quahogs, do not have a permanent land base. The economic vitality of this traditional and valuable water-dependent use is subject to influences which can be minimized by policy that ensures the retention of docking facilities and supporting land use. One way to

stabilize the shell fishing industry is to promote sea food processing and aquaculture in conjunction with the University of Rhode Island Oceanographic Institute.

A detailed waterfront development plan was prepared in 2005. This is briefly touched upon in the Harbor Management Plan which contains policies for land and water use on the Cove.

Incentives for particular types of waterfront development should be considered to promote water-dependent uses with low volume parking requirements. Incentives may also include government funding sources for economic development aid, Town-funded capital improvement projects, and initiatives in concert with the waterfront plan.

Waterfront goals and policies, developed from extensive community participation before and during the Comprehensive Plan development process, are:

- Improved public access to the Cove, both visual and physical.
- Water-dependent uses should be encouraged as a priority over non-water-dependent uses.
- Innovative solutions will be required to solve the problem of inadequate parking on the waterfront. Sufficient parking facilities should be required of new development projects and should be planned in accordance with the detailed master waterfront development plan.
- The commercial shell-fishing industry is a vital and historic waterfront activity which generates a significant economy and is beneficial to the Town and the State. Every reasonable effort should be made to ensure this activity has a permanent home on the waterfront and every effort should be made to ensure that this industry does not decline.

Concept Plan

The goals and policies generated by the community were incorporated into the 2005 Waterfront Plan and included the special policies and guidelines of the Rhode Island Coastal Resources Management Council for Greenwich Cove. It is due to be updated and could include additional action items pertaining to temporary docking facilities, increased water depths for larger boats, and better linkages to Main Street.

The following are development recommendations of the Waterfront Plan and are included in this chapter as goals and policies ED2. Note that the statements below are in support of ED2, but are not necessarily stated as actionable recommendations, unless funding for such become available.

- An interconnected pedestrian walkway needs to be constructed. This would consist of a sidewalk and boardwalk with Town-owned right of way easements, to link Town-owned street ends, parks, and facilities from Division Street to Scalloptown Park. This walkway, the Water-



Existing Public Right-of-Way to the Waterfront

front link of the Town's proposed linear park, will be the main street of the waterfront district and the primary public access to the water both physically and visually.

- Public access to the waterfront district should be encouraged by improving sidewalks in selected areas, including the King Street Road Bridge and the London Street underpass.
- As primary focal points along the boardwalk, street ends should be landscaped and, where appropriate, include benches and trash receptacles.
- Parking decks need to be considered in at least one location to alleviate existing parking deficiencies.
- The Town should recommend to the CRMC a harborline at a line equal to the distance from the shore to the outermost existing dock, and running from Division Street to the abandoned cove landfill. This harborline will establish the outermost boundary of riparian ownership and rights and will limit the construction of wharfs, docks, and piers into the Cove.
- The Town should maintain all rights-of-ways to the shore as designated by CRMC.
- Following state and federal approval, additional marina development may be allowed within the harborline provided there is adequate parking. Existing marinas should be encouraged to install toilet facilities. Any new marinas should be required to install toilet facilities as a condition of approval.
- In order to retain commercial fishing in East Greenwich, wharfage for shellfishers should be provided. Docks and mooring tackle used for this purpose must meet CRMC requirements. In negotiation with waterfront developers and landowners, the Town should have policies and programs designed to preserve wharf spaces for shellfishers.
- The fish shanties known historically as Scalloptown represent a 200 year old cultural heritage. These buildings should be preserved and rehabilitated. Use of these buildings for shell fishing support services and other water dependent uses is appropriate.
- Relocation of the transfer station to an alternative appropriate site should be studied in order to ensure the highest and best use of the land.
- The Castle Street neighborhood should be preserved as a single family neighborhood of detached historic homes.
- Mixed use development of retail, commercial, office, and multi-family residential is encouraged in all areas other than the Castle Street neighborhood provided that a high percentage of commercial uses are water dependent or water oriented uses.

Mixed use development will benefit the area by creating a district identity. The Crompton Avenue neighborhood already contains multi-family dwellings and may be further developed for multi-family use provided the present historical buildings are retained. Most of these old houses are of

high quality and their demolition would substantially decrease the value of the historic waterfront district. The East Greenwich Yacht Club should remain in its current status, with the inclusion of a public sidewalk along Water Street between Division Street and King Street.

To implement the waterfront development plan in accordance with the Harbor Management Plan it is proposed that the zoning for the area be amended to designate the area as a special waterfront zone specifying permitted uses as water dependent with restrictions. New development projects should be assessed impacts and should be required to provide public access (boardwalk) to the waterfront.

Growth Centers

The Town should take advantage of the State's initiative to promote *growth centers* by recommending the adoption of a State investment strategy that would act as an incentive. This investment strategy would prioritize State discretionary investments (to include State managed federal funds) as well as technical assistance and expedited regulatory review to the Town designated and State approved centers. Growth centers are defined as having “a core of commercial and community services, residential development, and natural and built landmarks and boundaries that provide a sense of place, making them dynamic and efficient centers for development.”³

The Downtown Main Street together with the waterfront is an area contained within the Hill and Harbour District. This area is an ideal candidate for a growth center because it meets the major criteria for such designation: a compact area connected by an infrastructure and transportation corridor, Main Street, which is part of a constellation connecting neighboring municipalities and framed by an extensive greenspace network, including all at one level and the small and large centers at another.

Another growth center area should be the commercial areas at the intersection of Route 2 and Division Street. In addition, the state's Urban Services Boundary⁴ encompasses most of the eastern part of the Town, including Main Street, all of the commercial districts, and NEIT. See Map 7A. Note that Map 7A parallels *Land Use 2025* “Future Land Use 2025” in that the line is drawn to reflect the Urban Services Boundary and is designated as “urban development” on the state map. The Town will reinforce the Urban Services Boundary by proposing to retain the distinction between the Town’s eastern urban and western rural areas. The areas within the Boundary are identified as optimum areas for accommodating the bulk of the Town’s development needs through 2030. These are areas where growth should be encouraged (examples include Downtown, Route 2, and the TOD), and be supported by Town policies and private investments.

New England Tech's Potential Economic Impacts on East Greenwich

New England Tech should reflect the regional economies of which it is a part, confirming the positive dynamic between the New England Tech campus and industry clusters. In addition to its direct impact on local employment, New England Tech should invest in research to improve productivity through innovation. The fastest growing careers that New England Tech promotes are computer software and systems software engineers, database administrators, computer systems analysts, forensic science technicians, medical assistants, computer applications software engineers, network systems and data communications analyst, automotive technician, graphics, multimedia and web

³ Rhode Island State Guide Plan Element 121, Land Use 2025, Page 2-3.

⁴ Rhode Island State Guide Plan Element 121, Land Use 2025.

design, game development and program simulation, architectural building engineering technology, electrical technology with renewable energies, video audio production, and electronic systems engineering technology.⁵

These careers can lead to business start-ups in East Greenwich. The economic and social benefits derived from New England Tech innovations and knowledge are greatest when that research can be quickly used by private industry and put into practical applications and products for the office or home. Private firms recognize the value of New England Tech by contributing financial resources for research. In addition to this collaborative research, New England Tech is also an important generator of ideas and technologies, which will be measured in part by the reporting of inventions created by New England Tech researchers and graduates. As the foundation for start-up firms, many technologies developed at New England Tech also serve as an important engine for economic growth.

ECONOMIC INITIATIVES

- *Workforce development and*
- *Clearinghouse for New England Tech graduates*

To enhance the negotiation, a cooperative agreement between the Town and New England Tech is proposed. Town Staff needs to be fully engaged in specific efforts such as the development of a workforce plan and the creation of a clearinghouse for recent New England Tech graduates in East Greenwich businesses.

Commercial Areas

Commercial activities are located in areas currently zoned for commercial purposes, including the CH and CD zones, the Downtown area, and the Route 1 and Route 2 corridors.

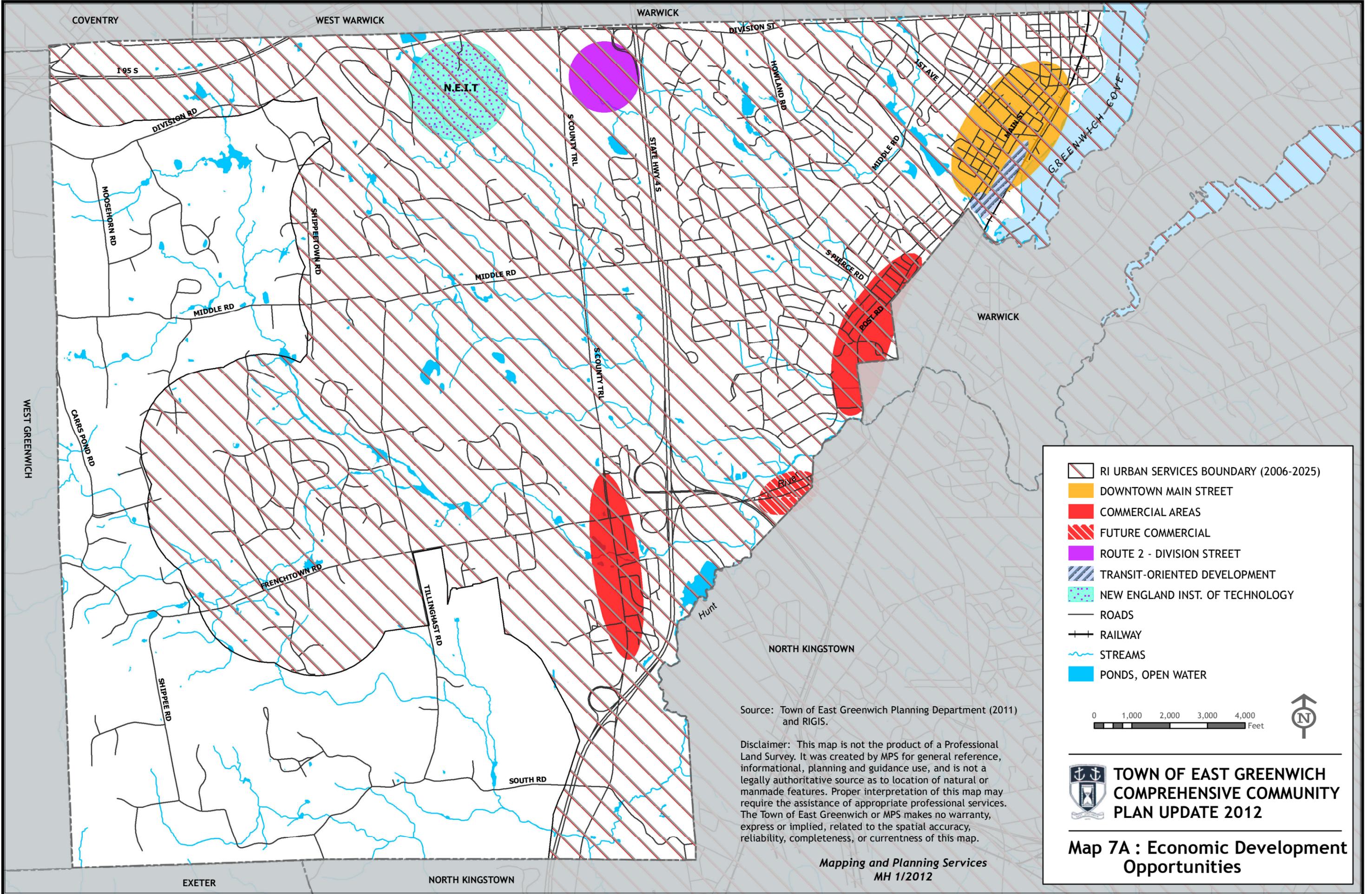
While Main Street commercial activities are supported through a mix of retail uses and by retaining Town governmental functions and cultural activities in the Downtown area, Route 1 commercial development is appropriate for land use development such as office, storage, parking, and retail/commercial. Landscaping, sign, and façade control are important in this area to improve the look of the commercial strip.

NEW BUSINESS OPPORTUNITIES

- *Rezone areas appropriate for new commercial ventures*
- *Town to attract new businesses*

Route 2 economic developments should take the form of light industrial or office functions and should be different in scale from the Downtown area. Small village or corporate office development will be allowed in selected areas with overlay zones. Route 2 should be divided into areas of development interspersed with landscaping in order to avoid continuous commercial strip development.

⁵ New England Tech website.



Source: Town of East Greenwich Planning Department (2011) and RIGIS.

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[Dashed Line] RI URBAN SERVICES BOUNDARY (2006-2025)
 [Yellow] DOWNTOWN MAIN STREET
 [Red] COMMERCIAL AREAS
 [Red Hatched] FUTURE COMMERCIAL
 [Purple Circle] ROUTE 2 - DIVISION STREET
 [Blue Hatched] TRANSIT-ORIENTED DEVELOPMENT
 [Green Dotted] NEW ENGLAND INST. OF TECHNOLOGY
 [Black Line] ROADS
 [Black Line with Cross-Ticks] RAILWAY
 [Blue Wavy Line] STREAMS
 [Light Blue] PONDS, OPEN WATER

0 1,000 2,000 3,000 4,000 Feet

**TOWN OF EAST GREENWICH
 COMPREHENSIVE COMMUNITY
 PLAN UPDATE 2012**

**Map 7A : Economic Development
 Opportunities**

Route 2 and Route 4 in their close parallel tracks form gateways to East Greenwich at the West Warwick and North Kingstown Town lines. These areas are important because they establish the character of the Town in the eyes of visitors. It is therefore important that quality development occurs at each gateway location.

Industrial Areas

Existing industries should be encouraged to remain in East Greenwich. New industrial and office development should be located in areas already zoned for such purposes. The recent closing of long-term industrial users such as Bostitch should spur efforts to find appropriate uses in emerging technologies. The location of NEIT in East Greenwich is an opportunity to encourage spin-off businesses in its vicinity. Economic development in the Town can include offices and light industrial uses, which provide significant tax revenues. An economic development strategy should take a two-pronged approach:

- First, to target activities attracted to the natural advantages of the Town, such as location and living environment, and
- Second, to focus on encouraging development of indigenous (such as coastal related) activities; spin-off activities (activities supporting existing industries and offices); and regional activities (supporting activities in neighboring industrial parks).

Chapter 8 Community Services and Facilities

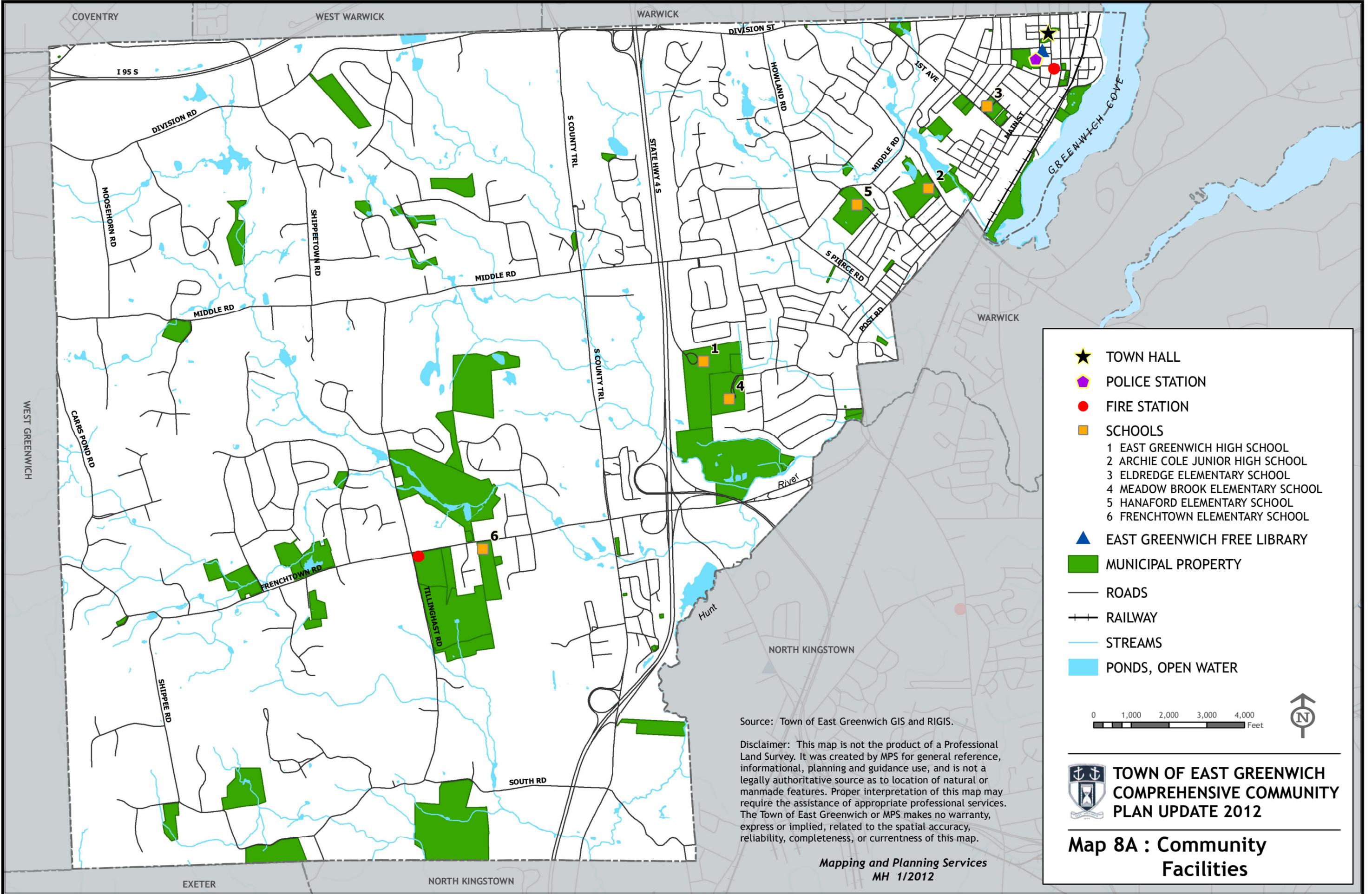
Introduction

The Community Service and Facilities Element includes an inventory and discussion of the services and facilities provided by East Greenwich and other community groups that help to ensure the public's health, safety, and welfare. The adequacy of the facilities and programs are discussed, as are plans for needed improvements.

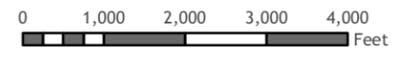
SUMMARY OF ASSETS

Citizens of East Greenwich are well-served by a number of municipal agencies that maintain a high quality of public services. These include:

- 1) **SCHOOLS** - The East Greenwich school system is among the best in Rhode Island. Modern facilities are part of the success of the school system.
- 2) **WATER** - Water distribution is by the Kent County Water Authority which is upgrading and expanding its service in East Greenwich, including managing resources in periods of drought.
- 3) **WASTEWATER TREATMENT** - The Town's wastewater treatment facilities include a collection system and a treatment facility. In addition, the Town has extensive onsite wastewater treatment in areas that are not sewered.
- 4) **SOLID WASTE** - The Town provides residential curbside collection of trash and recyclables and a transfer station.
- 5) **POLICE** - The Town has a highly professional Police Department with community policing, and a new police station completed in 2009.
- 6) **FIRE AND EMERGENCY SERVICES** - The Town's Fire Department has operated for over two hundred years.
- 7) **ADMINISTRATIVE** - Town Hall, renovated Swift Community Center and other Town facilities serve as the seat of local government.
- 8) **LIBRARY** - East Greenwich Free Library, a 140-year institution, on Peirce Street is one of the busiest libraries in the state.
- 9) **PARKS AND RECREATION** - Department of Parks & Recreation operates and maintains numerous physical facilities and conducts recreational activities.
- 10) **ANIMAL PROTECTION** - Town and the East Greenwich Animal Protection League share the role of taking care of abandoned and stray animals.
- 11) **SENIOR AND HUMAN SERVICES** - Offices are located on the main floor of Swift Gym, which was renovated in March of 2010 and renamed the Swift Community Center.



- ★ TOWN HALL
- ⬠ POLICE STATION
- FIRE STATION
- SCHOOLS
 - 1 EAST GREENWICH HIGH SCHOOL
 - 2 ARCHIE COLE JUNIOR HIGH SCHOOL
 - 3 ELDREDGE ELEMENTARY SCHOOL
 - 4 MEADOW BROOK ELEMENTARY SCHOOL
 - 5 HANAFORD ELEMENTARY SCHOOL
 - 6 FRENCHTOWN ELEMENTARY SCHOOL
- ▲ EAST GREENWICH FREE LIBRARY
- MUNICIPAL PROPERTY
- ROADS
- RAILWAY
- STREAMS
- PONDS, OPEN WATER



Source: Town of East Greenwich GIS and RIGIS.

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Map 8A : Community Facilities

The overall goal of this Element of the Comprehensive Plan is to establish and maintain a Six-Year Capital Improvement Program (CIP) with an annual Capital Budget to appropriately address the continuing needs to maintain, upgrade, and promote capital and infrastructure needs of the Town of East Greenwich. A CIP involves scheduling the cost of public infrastructure over several years. It is a valuable municipal tool designed to anticipate and meet the needs of the community, while at the same time spreading the costs in a deliberate approach.

The overall goal of the Community Facilities and Services element is to establish and maintain a Six-Year Capital Improvement Program (CIP) with an annual Capital Budget

Preparation of the CIP is based on studies of the Town’s needs for specific improvements to be constructed for a fixed period into the future, while considering the Town’s fiscal resources. The Capital Budget is the one-year budget that becomes part of the Town’s adopted annual budget. The longer-term CIP commits the Town to a program of expenditure, but is allowed some flexibility when the actual annual budget is fixed.

Capital improvements include new or expanded physical facilities that are large, expensive, and permanent. Examples include schools, public safety buildings, roads, public libraries, and park and recreation facilities and the upkeep and maintenance of the Town Hall. Such facilities are expensive and cannot normally be financed on a “pay-as-you-go” basis. They may require setting up reserve accounts in the annual budget, and borrowing, usually through general bond issues or revenue bonds, if applicable. Some capital costs are reimbursable by state aid according to set formulae.

This is a twenty-year plan, with a horizon looking to 2030. Many of the goals, policies, and actions are aimed at a much shorter time-frame, with some looking to implementation within 18 months of the completion of the Comprehensive Plan and others requiring action within five or more years. The Town will be well served to examine these goals, policies, and actions at least every five years and make adjustments or amendments as necessary.

STATEMENT OF GOALS & POLICIES

The item-specific goals, policies, and actions of the Element are listed below.

	Facility and/or Service	Goal	Policies	Actions
SF 1	SCHOOLS	Provide the highest possible educational experience for East Greenwich students via quality programs and facilities.	A. Maintain and improve school facilities in support of a high quality educational program.	<ol style="list-style-type: none"> 1. Establish fiscal policies for the maintenance of the physical facilities. 2. Coordinate the activities of the Town Council and School Committee for the betterment of the school program.
SF 2	WATER	Support a high quality water supply and delivery system.	A. Maintain and improve the supply and delivery system.	<ol style="list-style-type: none"> 1. Coordinate water supply activities with the Kent County Water Authority. 2. Monitor and improve remaining on-site wastewater disposal systems, including upgrading treatment levels above minimum standards.

	Facility and/or Service	Goal	Policies	Actions
				<ol style="list-style-type: none"> <li data-bbox="1084 264 1429 453">3. Improve the conditions of the Hunt River aquifer; investigate the feasibility of treating effluent recycling to increase withdrawal levels. <li data-bbox="1084 459 1429 615">4. Review existing land use and land use plans and evaluate the need for an aquifer protection plan for the Hunt River aquifer. <li data-bbox="1084 621 1429 768">5. Implement conservation measures; the Town should augment the KCWA efforts by enforcing water conservation.

	Facility and/or Service	Goal	Policies	Actions
SF 3	WASTEWATER TREATMENT	Maintain and improve the existing sewer system.	<p>A. Consider expanding the collection system to west of Route 2 only if a major wastewater generator locates in the area and if appropriate financial arrangements can be made. For generators of small flows and for residential housing, on-site treatment of the wastewater is recommended.</p> <p>B. Consider providing treatment of wastewater generated in the City of Warwick only if the cost of a collection system and the construction of the connecting link(s) are financed entirely by Warwick. If additional flows require the expansion of the treatment plant, it must also be financed by Warwick. If no expansion is required, the loss of reserve treatment capacity needs to be evaluated and the Town appropriately compensated. The treatment costs of wastewater originating in Warwick can be recovered by appropriate user charges.</p>	<ol style="list-style-type: none"> 1. Identify long term maintenance requirements and develop a fiscal policy for implementation. 2. Identify the upgrades required for the wastewater treatment plant and the monetary commitment required; prepare and periodically update schedule and estimated cost. 3. Study and evaluate the possibility of adopting a Groundwater Overlay Ordinance for inclusion in the Zoning Ordinance to minimize adverse impacts on groundwater quality. 4. Examine the impacts of sea level rise on the sewage treatment plant on the waterfront. Consider data as it becomes available from the State as a result of Light Detection and Ranging (LiDAR) technology, as it may affect sea level rise predictions.
SF 4	SOLID WASTE	Maintain and improve the existing collection system, particularly with respect to meeting recycling requirements.	<p>A. Continually monitor performance and effectiveness of collection and disposal.</p> <p>B. The Town will achieve a minimum 35% recycling rate and 50%</p>	<ol style="list-style-type: none"> 1. Improve recycling efforts. 2. Maintain the transfer station, but re-evaluate the need for and siting of the facility on a periodic basis. 3. Examine the impacts of sea level rise on the transfer station. Consider data as it

	Facility and/or Service	Goal	Policies	Actions
			diversion rate.	becomes available from the State as a result of Light Detection and Ranging (LiDAR) technology, as it may affect sea level rise predictions.
SF 5	POLICE	Maintain an effective force; provide the needed facilities.	A. Monitor performance and continually assess the needs of the Police Department.	1. Construct a firearm practice facility including shooting range with bullet trap.
SF 6	FIRE AND EMERGENCY SERVICES	Maintain the existing effective services.	A. Monitor performance and continually assess the needs of the Fire Department.	1. Monitor performance and continually assess the needs of the Fire Department.
SF 7	ADMINISTRATIVE	Maintain and improve administrative offices including Town Hall, Public Works facilities and equipment, and Parks and Recreation facilities.	A. Consider building a new Public Works garage and a Parks and Grounds garage facility, as funds become available and as needed.	1. Consider building a new Public Works garage and a Parks and Grounds garage facility, as funds become available and as needed.
SF 8	LIBRARY PROGRAM	Improve existing programs and assist with physical improvements.	A. Maintain coordination with the Board of Trustees regarding internal and external goals. B. Assess accessibility needs and consider better signage and improved parking. C. Stay current with changing technology affecting library services.	
SF 9	PARKS/ RECREATION	Maintain and augment current facilities and services.	A. Continuously monitor playing fields' availability and utilization. B. Maintain detailed plans for existing and proposed fields including an implementation schedule for improvements.	1. Undertake an evaluation of playing fields and their availability and utilization. 2. Develop a long term plan for maintaining existing fields as well as additional fields. 3. Develop a physical and cost plan and a schedule for implementation.

	Facility and/or Service	Goal	Policies	Actions
			C. Consider a municipal swimming pool.	
SF 10	ANIMAL PROTECTION	Provide for a continuation of animal protection services.	A. Make the necessary financial commitment to the program.	
SF 11	SENIOR AND HUMAN SERVICES CENTER	Continue services provided by the Human Services Department, especially those provided at the Swift Community Center.	A. Continue to support senior and human services.	
SF 12	ENERGY EFFICIENCY AND SUSTAINABILITY	Adopt practices for living and working today in East Greenwich that will complement, without depleting, opportunities for high quality of life here tomorrow.	A. Plan for resource and energy use to achieve long term sustainability and reduce environmental impacts of energy use.	<ol style="list-style-type: none"> 1. The Town shall endeavor to meet LEED standards of energy efficiency and environmental sensitivity in its public facilities. 2. The Town shall promote solar energy technology. 3. The Town Council shall appoint a special Renewable Energy Study Commission (RESC) for the purpose of defining policy and proposing actions with respect to a full range of renewable energy initiatives, including but not limited to solar, wind, rain, tides, and geothermal heat.

INVENTORY AND DISCUSSION

1. SCHOOLS

The East Greenwich School system is among the finest in the state. The primary goal of this Comprehensive Plan is to support the School Department by ensuring sound, purpose-built facilities in support of its fine educational program. The Plan does not deal with the education curriculum.

Whenever new buildings are



needed or existing buildings altered or expanded, the Town shall endeavor to meet LEED standards of energy efficiency and environmental sensitivity.¹

The Department operates four elementary schools, one middle school and one high school. The administrative offices are located on the second level of Town House on Peirce Street.

About twenty-five years ago, the School Department embarked on an ambitious plan to add significant new capacity to the then existing facilities in order to cope with projected increases in enrollment. The program implementation included a new Cole Middle School.

Enrollment and teaching staff information is provided in the following table.

Table 8A

SCHOOL	LOCATION	2010-11 ENROLLMENT	2010-11 TEACHING STAFF	PROJECTED 2020-21 ENROLLMENT	PROJECTED 2020-21 TEACHING STAFF
Eldredge	First Avenue	266	21	N/A	N/A
Frenchtown	Frenchtown Rd.	369	31	N/A	N/A
Hanaford	LeBaron Dr.	266	24	N/A	N/A
Meadowbrook	Chestnut Dr.	319	37	N/A	N/A
Cole Middle	Cedar Ave.	419	53	N/A	N/A
E. G. High School	Avenger Dr.	758	76	N/A	N/A
Total		2,397	242	N/A	N/A

Source: East Greenwich School Department.

The next table provides class size and student teacher ratios.

Table 8B

SCHOOL	AVERAGE CLASS SIZES	STUDENT TEACHER RATIO
Elementary	Primary: 21	14:1
	Intermediate: 26	14:1
Middle	28	16:1
Senior High	28	11:1

Source: East Greenwich School Department.



¹ Leadership in Energy & Environmental Design (LEED) is an internationally recognized green building certification system, providing third-party verification that a building or community was designed and built using strategies intended to improve performance in metrics such as energy savings, water efficiency, CO₂ emissions reduction, improved indoor environmental quality, and stewardship of resources and sensitivity to their impacts.

East Greenwich per pupil expenditure is \$14,086 for the FY 2009 on a total expenditure of \$32,679,739. This ranks right in the middle for the state as the Rhode Island average is \$14,186.² Student to teaching staff ratios, and academic and sports programs are determined by the Department.

The following projections for enrollment in the planning period have been made by the Department:

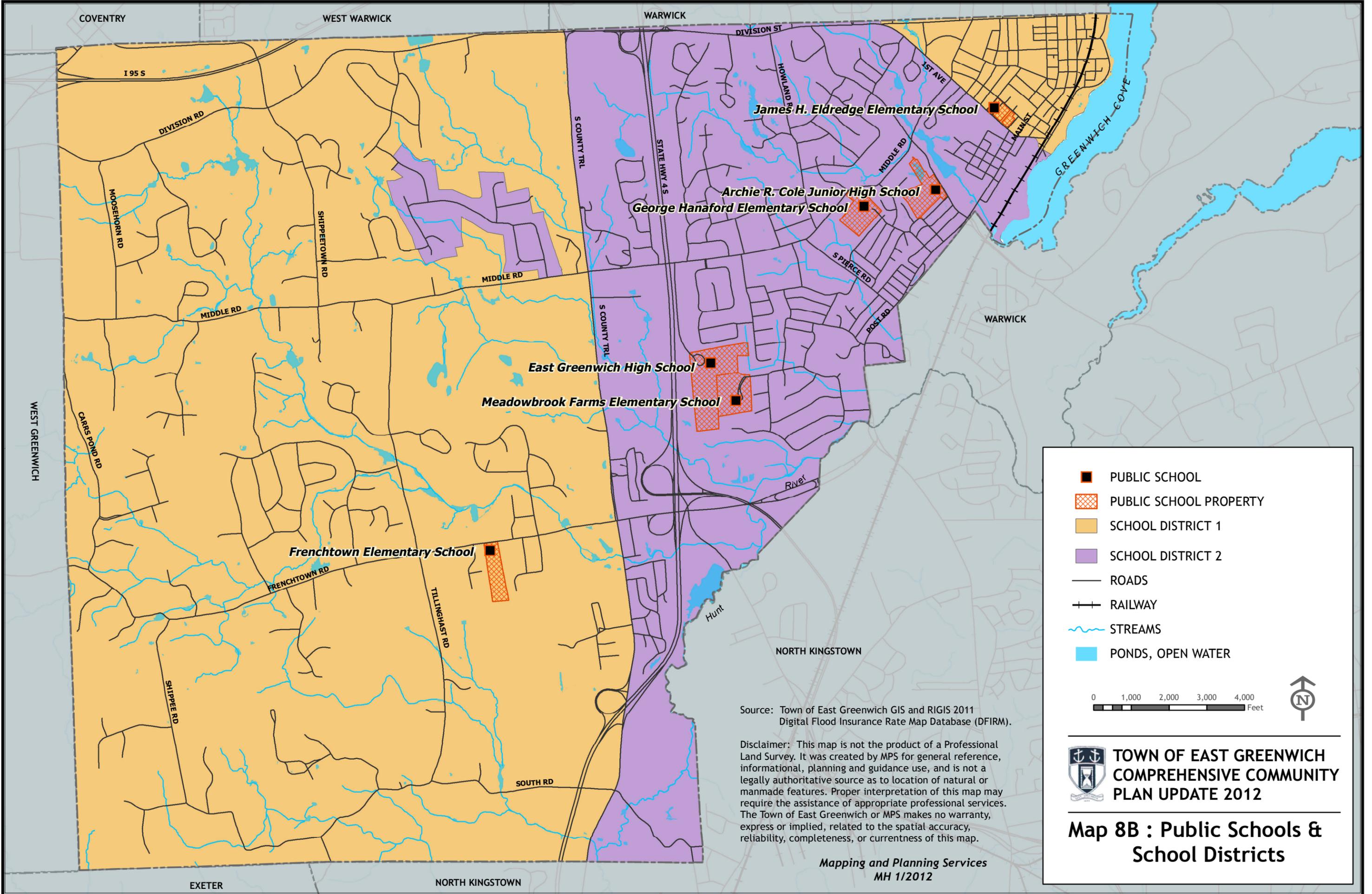
Table 8C

ACADEMIC YEAR	ELEMENTARY ENROLLMENT	MIDDLE SCHOOL ENROLLMENT	HIGH SCHOOL ENROLLMENT	TOTAL
2011-2012	1069	542	747	2,358
2012-2013	1072	539	735	2,346
2013-2014	1101	565	693	2,359
2014-2015	1096	579	683	2,358
2015-2016	1098	585	682	2,365
2016-2017	1115	597	659	2,371
2017-2018	1099	611	711	2,421
2018-2019	1110	601	721	2,432
2019-2020	1109	619	711	2,439

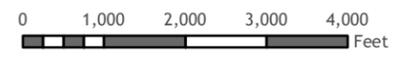
Source: East Greenwich School Department.

The School Department presently leases space at the Armory on Main Street for its maintenance garage. There are no plans to change this arrangement in the near future.

² RI Department of Education, April 22, 2010



- PUBLIC SCHOOL
- PUBLIC SCHOOL PROPERTY
- SCHOOL DISTRICT 1
- SCHOOL DISTRICT 2
- ROADS
- RAILWAY
- STREAMS
- PONDS, OPEN WATER



Source: Town of East Greenwich GIS and RIGIS 2011 Digital Flood Insurance Rate Map Database (DFIRM).

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Map 8B : Public Schools & School Districts

2. WATER

The general laws of Rhode Island permit the Kent County Water Authority (KCWA) to operate and maintain a public water system coterminous with the county's political boundaries outlined in the laws and in areas where expansion had been authorized by the Public Utilities Commission (PUC). One of the communities served is East Greenwich.

KCWA draws its supply from the Scituate Reservoir and from a number of wells. The groundwater resources include three independent well fields, the Mishnock, the Spring Lake, and the Hunt River in East Greenwich.

Approximately 80% of the Town is served by the KCWA public water system, accounting for about 95% of the population. As of January 2010 there were 3,960 service connections in East Greenwich. Consumption rates are apportioned based on 100 cubic foot consumption and the average customer bill is approximately \$135.00 per quarter. The Authority is subject to the rules and regulations of the Rhode Island PUC, which provides the transparency and the public confidence that only the required increases are approved.

There are currently 3 pressure gradients in the East Greenwich area: the high service (500 foot), the low service (334 foot), and the reduced low service in the low lying coastal areas.

There are areas of concern on the part of the KCWA in connection with the quality and the quantity of water delivered in East Greenwich. These concerns are the following:

- A) The increased installation of sanitary sewers and the resulting outer basin transfer has an impact on the aquifer. While the sewer system is predominantly thought of as a mechanism to promote water quality, it effectively contributes to the depletion of the ground water reserves and on the ability to continue the provision of water during drought conditions. Planning and implementation strategies that promote the infiltration of treated wastewater back to the aquifer, instead of outflow into rivers and the Bay, seems to be the best approach to manage the cycle of wastewater and aquifer recharge concerns.
- B) The current general consensus, based on reviews by RIDEM, the RI Water Resources Board, and others, is that the Hunt River aquifer is severely stressed and reduction in withdrawals is warranted. Recycling of the treated wastewater would return the water drawn from this aquifer and reduce the overall impact on the river and the environment. Inasmuch the concern regarding the Hunt Aquifer is shared by the KCWA and the Water Resources Board; any measures taken to relieve the aquifer should be the shared financial responsibility of these parties and the Town.
- C) Effective protection of the aquifer needs to be undertaken. The Town should explore an active enforcement role in both zoning and development of the remaining areas within the Hunt River aquifer in order to protect this source of drinking water. Land use, zoning, road salt, individual sewage systems and disposal rules and regulations, and special overlay districts are intrinsic components to the protection strategies that should be considered.
- D) Conservation measures need to be implemented to an increased level. KCWA offers its customers free residential retrofit kits that include conservation tips, a low flow adjustable massage shower head, a package of toilet tank leak detection tablets, a kitchen faucet, and two bathroom faucet aerators. The conservation program also includes mandatory year round odd/even day outdoor water use. The Town should augment the KCWA efforts by enforcing water conservation.

Over the past several years the KCWA has invested 30 million dollars in infrastructure rehabilitation projects in the Town, replacing old and undersized and failing water lines and mains. Of the approved 46 million dollar Capital Plan, 12 million is slated for work in East Greenwich. The largest of the projects is the approximate 8 million dollar treatment facility at the East Greenwich well field.

In the event of a declared long-term drought, the Town should coordinate and communicate with the RI Water Resources Board and the KCWA to preserve water supplies through water conservation, including taking a “lead role in preparing for and managing all stages of drought at the community level. Drought preparedness measures include assuring plans for drought in Water System Supply Management Plans and local emergency plans, as well as coordinating with adjacent municipalities and their water suppliers to ensure emergency interconnections.”³

Kent County Water Authority Infrastructure Plan⁴

Since enactment of the Infrastructure Replacement Act by the Rhode Island legislature in 1995, the KCWA has undertaken an ambitious 20-year infrastructure rehabilitation program to meet the replacement requirements of that law. Besides development of the initial plan, the state requires progress updates every five years.

This law requires a planned approach with an infrastructure replacement fund, which must be segregated from the general accounts. This account is funded on a cash basis derived from rates. Regulated utilities have an additional oversight requiring the Public Utilities Commission to determine the allowable funding based on merits of the plan and if it is fair and equitable to the customers. As a regulated utility, KCWA is subject to scrutiny in determining an actual value for the renewal and replacement program in accordance with the Clean Water Infrastructure Replacement Act.

KCWA has successfully rehabilitated over 70,000 linear feet of water main since 1999 and will continue to do so as long as proper funding is available. Currently, the overall replacement value of the KCWA assets exceeds \$300 million and will require an annual spending of some \$6 million per year to keep the system operating properly and perpetually renewed as required by the Infrastructure Act.

KCWA is committed to providing a safe, reliable, and adequate potable water supply to its customers. The Clean Water Infrastructure Plan and adequate funding provides the Authority with the tools needed to continue in this commitment to its customers. The program ranking protocol that has been established in the planned replacement of this program provides a full and equitable solution to the aged infrastructure of the Authority's system and will ensure a modern up-to-date water supply system for the future.

³ State Guide Plan Element 724 Rhode Island Drought Management Plan Page 4-9.

⁴ Source: Kent County Water Authority.

**Table 8D
Water Main Replacements for 2022 Planning Horizon**

Phase Schedule	Expenditures	Linear Feet of Main Replaced
2003-2007	\$22.2 M	167,223
2008-2012	\$22.6 M	171,365
2013-2017	\$23.1 M	175,194
2018-2022	\$23.0 M	177,212
Total 20 years	\$90.9 M	690,994

3. WASTE WATER TREATMENT

The Town’s sewerage system consists of two elements: the collection system and the wastewater treatment facility.

A) Collection System. The components are the sanitary sewers and the pump stations. During the past decade the sewer system expanded from serving about twenty-five percent (25%) of the Town’s population to approximately fifty percent (50%). The total length of the collection system is about fifty (50) miles, pipe sizes ranging from six to thirty inches in diameter. The collection system encompasses all the areas east of Route 2.



Sewer Expansion - Ayrault Street

In order to limit the infiltration of ground water and the inflow of storm runoff into the collection system, a remedial program was instituted in 2008 by the Town and approximately 200,000 gallons of excess Infiltration/Inflow (I/I) (generated by a 1” rainfall) was removed. It is estimated that all high priority I/I had been removed and further efforts to reduce it would not be cost effective. Accordingly, the I/I program is considered completed and no future construction is planned.

There are no specific plans for extending the collection system, although the possibility of sewerage the Potowomut area exists. Since the built-up portion of the area is in the City of Warwick, the program would need to be undertaken under an inter-municipal agreement by the Town of East Greenwich. .

B) On-site Disposal. Areas west of Route 2 are not sewerage and the wastewater is treated and disposed with Onsite Wastewater Treatment Systems. In general, the parcels are large and the need to build sewers would only arise by major rezoning that would allow dense development or if a very large number of system failures took place.

In order to maintain groundwater quality, the Town may consider mandating the use of innovative treatment technologies for new construction. During the recent past RIDEM has accepted and licensed new on-site systems which achieve high treatment levels of domestic wastewater, reduce the total nitrogen discharge and greatly extend the life of the disposal fields. The use of these technologies would preclude the need to extend the sewer system west of Route 2 and would not necessitate an expansion of the wastewater treatment plant to treat the additional influent.

The Hunt River aquifer supplies about half of the water for East Greenwich (geographically) and significant amounts to activities in North Kingstown. The Town recognizes that much of its drinking water is from this aquifer and that no reasonable alternate source exists. Therefore, a Town priority is the protection of the groundwater resources. Because the ground and surface waters are interconnected, strategies must be implemented to preserve quality of ground and surface waters. To protect this resource, the Town should consider rezoning certain areas, including the enactment of a Groundwater Overlay Ordinance, in order to minimize adverse impacts on groundwater quality.⁵

- C) Wastewater Treatment Facility. Originally constructed in 1928, the plant has been subject to significant expansions and updates in 1956, 1972, 1989, 2004, and most recently in 2006 for denitrification. The result of the last upgrade is the improvement in effluent quality, which ranks best of all treatment plants in Rhode Island. The existing rated capacity (permit) of the plant is 1.7 MGD and the present 12-month average flow is 1.18 MGD.

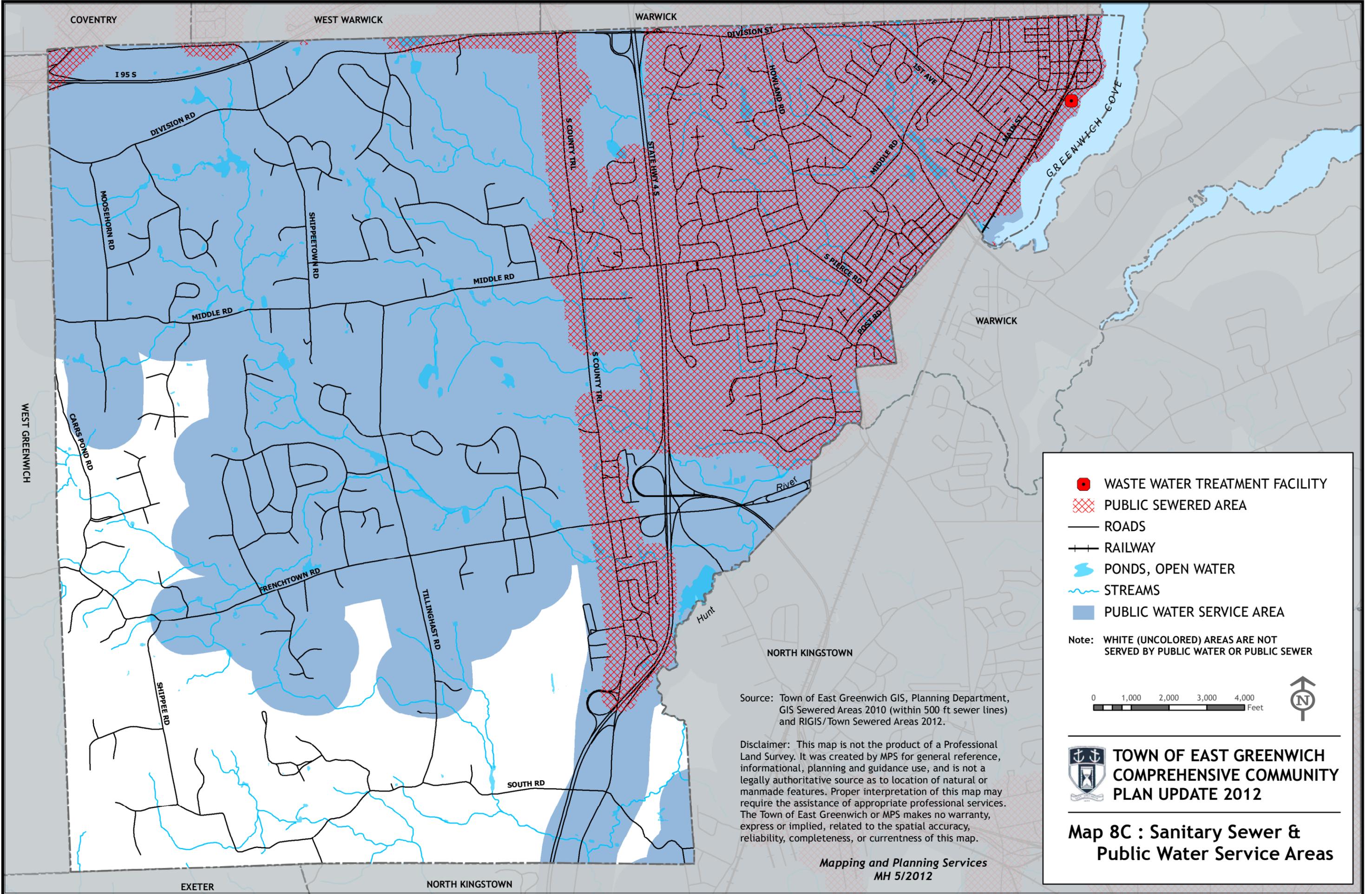
The plant is not accepting any septage⁶ as it is not designed to treat this type of wastewater. With the anticipated closing of the Stanley-Bostitch plant on Route 2, the majority of the influent to the plant will be domestic wastewater, with little or no industrial component.

There are no present plans for further upgrades but it is recognized that the rotating biological contactors (RBC's) will need to be updated in the foreseeable future at an estimated cost of \$1.5M. The plant would require further enlargement if the Potowomut area is sewered and the wastewater is conveyed to the plant. The capital cost of such expansion would be the responsibility of the City of Warwick.

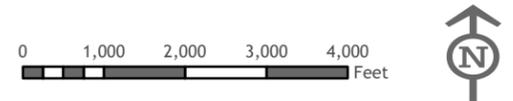
- D) Conservation measures need to be implemented to an increased level. KCWA offers its customers free residential retrofit kits that include conservation tips, a low flow adjustable massage shower head, a package of toilet tank leak detection tablets, a kitchen faucet, and two bathroom faucet aerators. The conservation program also includes mandatory year round odd/even day outdoor water use. The Town should augment the KCWA efforts by enforcing water conservation.
- E) Examine the impacts of sea level rise on the sewage treatment plant on the waterfront. Consider data as it becomes available from the State as a result of Light Detection and Ranging (LiDAR) technology, as it may affect sea level rise predictions.

⁵ The 2005 Comprehensive Plan called for a proposed aquifer and watershed protection district ordinance. However, Article X of the Zoning Ordinance, Aquifer / Wellhead Protection Regulations, Sections 260-45 through 260-54 are blank - reserved. Apparently a Groundwater Overlay Ordinance had been drafted for inclusion in the Zoning Ordinance.

⁶ Septage is partially treated waste stored in a septic tank. It generally consists of household liquid wastes, or effluent, that are disposed of through a home's plumbing system and do not drain out into the soil.



■ WASTE WATER TREATMENT FACILITY
▨ PUBLIC SEWERED AREA
 — ROADS
 —+— RAILWAY
■ PONDS, OPEN WATER
— STREAMS
■ PUBLIC WATER SERVICE AREA
 Note: WHITE (UNCOLORED) AREAS ARE NOT SERVED BY PUBLIC WATER OR PUBLIC SEWER



Source: Town of East Greenwich GIS, Planning Department, GIS Sewered Areas 2010 (within 500 ft sewer lines) and RIGIS/Town Sewered Areas 2012.

Disclaimer: This map is not the product of a Professional Land Survey. It was created by MPS for general reference, informational, planning and 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 Town of East Greenwich or MPS makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currentness of this map.


**TOWN OF EAST GREENWICH
 COMPREHENSIVE COMMUNITY
 PLAN UPDATE 2012**

Map 8C : Sanitary Sewer & Public Water Service Areas

Mapping and Planning Services
 MH 5/2012

4. SOLID WASTE

The Town of East Greenwich has entered into an agreement with the Rhode Island Resource Recovery Corporation (RIRRC) to deliver the Town's municipal solid waste and recyclables to the landfill facility in Johnston. The solid waste and the recyclables are collected curbside and at the transfer station, and transported to the landfill by a private contractor hired by the Town.

The collection program includes all residential dwellings up to four units in a weekly 5-day pick-up schedule. The Town has a mandatory recycling ordinance, requiring residents to separate certain recyclable materials from the waste stream and place them into approved containers. The Town also has a voluntary recycling program for businesses on Main Street, from First Avenue to Division Street, with weekly curbside pick-up.

The Town operates a transfer station on Crompton Avenue, adjacent to the wastewater treatment plant. The station may be utilized by residents with a permit sticker. The transfer station accepts all curbside items and has available several containers for segregating different waste items, such as mixed paper, bottles and cans, yard waste, metals, and construction and demolition debris. These containers are transported to the RIRRC landfill by the Town.



Transfer Station Crompton Avenue

Current rates for municipal solid waste are \$32 per ton up to the cap limit of 4,415 tons for FY-2011, and \$60 per ton over the cap. There is no tipping fee⁷ for recyclables brought to the RIRRC facility. The cap limit is adjusted annually by the RIRRC to reflect changes in population and waste tonnage delivered. During the fiscal year of 2010 the Town delivered 4,405 tons of municipal solid waste and 1,751 tons of recyclables.

State law requires that recycled material must reach 50% of municipal solid waste. In 2010, the Town was at the 28.5% level with curbside pickup (the blue and the green bins), at the 38.2% level when yard waste is added, and at 40.4% when "other" material, which is diverted, is included (mattresses, large goods, etc.). According to the RIRRC, the law is unclear as to what can be included in the recycling to reach the 50%. Nonetheless, the 40.4% is short of the 50% goal and the Town will need to address the issue of how it will improve its rate going forward.⁸

It is the intent of the Town to maintain the present operation of a transfer station. The location of the current facility on Greenwich Cove, however, is inconsistent with the fact that most new development in East Greenwich will occur west of Route 2, rendering it geographically inconvenient to most of the community. Further, its siting on the waterfront limits the property's alternative potential uses. This plan recommends further discussion of the environmental, development, and public waterfront access issues related to transfer station operations at this site, and its potential

⁷ A tipping fee is the charge levied upon a given quantity of waste received at the Central Landfill, a waste processing facility.

⁸ Email communication by Sarah Kite, Director of Recycling Services, Rhode Island Resource Recovery Corporation dated December 22, 2011.

relocation to a more appropriate location. This Plan also acknowledges that in the far-reaching future, as advances like single-stream recycling and automated curb-side waste pick-up may take hold in the community, the need for a transfer station could decline significantly. The Plan therefore recommends re-evaluating the need for and siting of such facility on a periodic basis. Examine the impacts of sea level rise on the transfer station. Consider data as it becomes available from the State as a result of Light Detection and Ranging (LiDAR) technology, as it may affect sea level rise predictions.

5. POLICE

The Police Department is headquartered at its new facility at 176 First Avenue. This new 20,000-plus square foot facility was constructed on a 2.08 acre lot and was first occupied in 2009.

The Police Force consists of 34 sworn and 9 civilian positions when at full compliment. The vehicle fleet is comprised of 11 marked patrol cars, 4 unmarked detective cars, 2 unmarked administrative cars, and an ACO truck, a van for the Special response Team, a mobile command vehicle, and a police boat.



Police Headquarters

In addition to the department's regular local law enforcement duties, it regularly participates in statewide and national initiatives, such as DUI enforcement and speed management. The department's records are completely computerized and each patrol vehicle is outfitted with a Mobile Data Terminal, allowing patrol officers access to local, state, and national databases from their vehicles.

The department's overall operating strategy is heavily based on the Community Policing model with traffic enforcement and quality of life issues dominating call response of the patrol division. Although the department does not have a separate traffic division, there is the probability that more patrol officers may be needed in the future to handle the growing number of traffic complaints in and around the South County Trail corridor.

Call response times are excellent with an over-all average of four to six minutes per call. The volume of these calls increased dramatically over the past several years, mostly due to the continuing commercial and residential growth in the west end of Town as well as the vibrancy of the Downtown and the waterfront districts.

In addition to the department's response to the increasing call volumes, three special situations almost certainly will present a need for additional resources in the future. These are the following:

- The opening of the new campus of New England Institute of Technology on Division Road and the continuing growth of the commercial district along South County Trail;
- The vibrancy of the Downtown area that attracts large number of people for shopping, entertainment, and residency;

- The popularity of the waterfront, especially during the summer months.

6. FIRE/EMERGENCY MEDICAL SERVICES

The East Greenwich Fire Department was chartered by the State of Rhode Island in 1797. The Fire Department, recently merged with the Town of East Greenwich, presently maintains two stations. Station One (Headquarters), located on Main Street, houses an ALS Engine Company staffed with three firefighters and an ALS Rescue Vehicle staffed with two firefighters who also cross-man the Ladder Tower stationed at the Main Street Station. Additionally, the offices of the Fire Chief, Deputy Fire Chief, Fire Marshal, and two administrative positions (Chief Clerk and Administrative Assistant) are also housed in Station One.



Fire Department Headquarters

Station Two, located on Frenchtown Road west of South County Trail, has an ALS Engine Company with a crew of two firefighters and an ALS Rescue with two firefighters. Station Two also houses a Reserve Fire Engine and Rescue to replace the front line vehicles during routine maintenance. The Fire Department's Training Grounds are also located at Station Two, including a state of the art Training Tower, Self Contained Breathing Apparatus (SCBA) Firefighting Burn Simulator, and a 10,000 gallon drafting tank. An antennae tower constructed by the Rhode Island

Emergency Management Agency (RIEMA) for 800 megahertz radios is also on site.

The Fire Department maintains two boats for water incidents. The larger of the two is docked at the East Greenwich Yacht Club on Water Street and the smaller is an inflatable stored at the Main Street Station for immediate use in the community.

The Fire Department has a firefighting work force of 36 firefighters, all of which are EMT-Cardiac, NIMS Compliant, and HAZ-MAT Operations certified, at Firefighter Level I and Level II. The Fire Department has a Fire Marshal whose functions include the review of building plans for compliance with applicable fire codes, enforcement of the fire codes, fire investigation, and public education. The Fire Chief works closely with the Town's Emergency Management Director to coordinate all functions that may be necessary during natural disasters.

In 2004 the Fire Department replaced its 1972 Tower Ladder with a state-of-the-art firefighting vehicle called a Quint. A Quint is a multi-purpose vehicle that can perform five (5) functions. It has a water tank, ground ladders, an aerial, a pump, and supply line hose. The advantage of this vehicle is it can respond as an engine in the place of one that may be out of service.

The Fire Department purchased a compressed air foam system Engine in 2007 to be housed at the Station on Frenchtown Road. This Engine has a 1,000 gallon water tank and, when mixed with air and foam, gives three times the firefighting capacity as regular water. The purpose of this purchase

was to protect the areas in Station Two’s district that have no public water or have reduced pressure.

In 2009 an engine at Station One was replaced with a new one with a larger tank capacity, a set of extrication equipment (Jaws of Life), and compartments designed to carry the Advanced Life Support (ALS) equipment.

Response times to calls are an issue in the northwest corner of the community, due to the present locations of Stations One and Two. Some discussion of a possible third station has occurred, with no detailed future plans at this time.

7. ADMINISTRATIVE OFFICE NEEDS

About twenty years ago the Town's Space Needs Committee examined municipal office facilities and projected needs. In addition to the inventory and projections, the Committee developed a number of options for satisfying the required spaces. These options included the renovation of Swift Gym, the building of a remote school administration facility, and an addition to Town House with or without placing the Public Works department there. The Committee also addressed the renovation of the Library and the addition to the Frenchtown Learning Center.



In 2010, the space requirements of the Town have been largely met. This came about through the expansion of the Town Hall, the renovations at the Swift Community Center, the reallocation of office space at the Town House on Peirce Street, and the construction of a new police station on First Avenue.

The remaining space needs are now limited to the following:

**Table 8E
Administrative Space Needs**

FACILITY	PRESENTLY AVAILABLE	NEEDS THROUGH 2020	ADDITIONAL AREA REQUIRED
Public Works Garage (gross area)	5,000 SF	10,000 SF	5,000 SF
Parks & Grounds Garage	4,000 SF	5,500 SF	1,500 SF
School District Warehouse*	2,606 SF Leased Varnum Armory	2,600 SF	0

* School District currently leases a 2,606 SF warehouse space at the Varnum Armory at a cost of \$21,600 annually. Utilities are included, and include a live in caretaker on the premises. The space is deemed adequate for the School District, as it houses a maintenance garage/warehouse, a small office, a small area for secure storage, IT storage/workspace, and a secure fenced parking area. The Town may wish to provide Town-owned space to save the lease cost. (Source: Director of Facilities, East Greenwich School Department. January 5, 2011).

8. LIBRARY

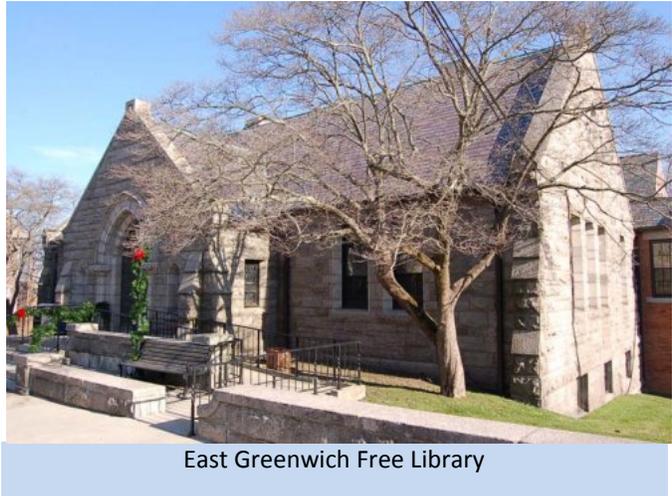
The East Greenwich Free Library, located at 82 Peirce Street in the Hill and Harbour District, has

been a pillar of the community since its founding in 1869, enhancing the cultural, educational, recreational, and professional life of its citizens. The Library introduces children to reading in the earliest years, partners with local schools by maintaining current resources and offering educational programs for students, and provides people of all ages with affordable access to more diverse information and resources than ever before. The Library is one of the busiest in the State with 8,392 active borrowers. It is open six days for a total of 52 hours per week and offers programs for all ages. The average number of visitors is 423 people per day.

Over the years, the East Greenwich population has grown and the Library has added materials, technology, and services to keep pace with growth and changing expectations.

In 2004, the Library completed an addition to the existing building. The size of the building went from 6,000 sq. ft. to 16,500 sq. ft. The Library's ability to serve all people and all interests to its full potential include:

- The collection that has grown to over 85,000 items, including DVDs, books on CDs, large print books, and mainstay items such as fiction and non-fiction, periodicals, and reference materials.
- Borrowing through the statewide inter-library loan system has increased from 884 items in 1990 to 56,800 in 2010. Each day, hundreds of incoming and outgoing items are processed in a cramped area never designed for such high volume use.
- The Library has kept pace with technology which has revolutionized how resources are stored, retrieved, and disseminated. Computers give patrons access to a vast world of information through the electronic card catalog, CD-ROM's, the Internet, and on-line databases. Public computer workstations have been added to all departments, for a total of twenty five.
- Use of the Library by young people. Preschoolers to teens attend the Library daily to check out books, use computers to access the internet, and attend story hours and other programs. Shelving and seating are at a premium. The new addition has provided a new large children's room with computers and a separate room for young adults, with its own collection, seating, and study area.
- A new community room that was included in the addition. It is used often for story times, book clubs, and other library programs. It is also used as a meeting space for non-profit groups in the community and as an art gallery for local artists.



The mission of the East Greenwich Free Library is to provide comprehensive library services to enhance the cultural, educational, recreational, and professional life of the residents of East Greenwich and surrounding communities through the continuous collection and development of relevant materials and services. The long term goals of the Library are:

- Improve access to electronic information,

- Develop the collection to reflect community needs,
- Keep awareness of programs and services,
- Improve and maintain the building and landscaping,
- Provide space for quiet study and tutoring,
- Increase parking for staff and patrons,
- Improve visibility from Main Street,
- Reach out to promote library services, and
- Increase staff and volunteers.

One of the immediate needs of the Library is assigned parking. The site is almost fully occupied by the building and can accommodate no more than two (2) parking places. The parking demand on Peirce Street is high, making it difficult for visitors to the facility. There are approximately 12 unassigned parking spaces on Peirce Street in the vicinity of the Library (2 hour limit), first come, first served. A second immediate need is improved visibility from Main Street. There are no signs that identify and direct people to the Library. At present there is a driveway/parking space on Armory Street for one staff member and trash pickup and on-street parking for six cars in front of the Library, including a handicapped space. There is on-street parking on Peirce, Armory, and Church Streets. The Library is situated on a hill and both sides streets are difficult to park on in the winter.

While these short term measures are needed to improve accessibility of the Library, the twenty-year horizon will bring major changes to library services. Already libraries across the country are adapting to changes in which the public receives information and knowledge. The past reliance on hard copy books and periodicals are being replaced with digital media in the form of videos, e-books, and the internet. Is there room for the traditional library such as the stately granite edifice on Peirce Street that served the Town so well for 140 plus years? Will books become obsolete by 2030? While these questions cannot be answered with any certainty, it remains true that over 8,000 people who borrow books every year will continue to do so for many years to come, and it is not likely that the Town will abandon its Library any time soon.

9. PARKS & RECREATION

The East Greenwich Department of Parks & Recreation operates and maintains a number of physical facilities and conducts a series of activities to enhance the quality of life in Town. The present staffing includes three (3) administrative and seven (7) parks & grounds full time personnel. The program staff is comprised of fifty (50) part time and seasonal employees.

The long range aspirations of the Parks & Recreation Department include four or five multi-purpose fields and the development of an approximately 10,000 square-foot



Frenchtown Recreation Facility

Recreation Center for activities and events. Presently the Department uses school gyms and the Senior/Community Center for many of its programs, but these spaces are heavily booked. These Parks & Recreation Department aspirations are subject to an evaluation of the need based on Goal/Policy SF9.

The most significant immediate need is additional playing fields for the Town's youth groups. Due to the recent renovation of the High School fields, one multi-purpose field was lost. The second phase of the project, which is to build two fields, is on hold due to lack of funding and the needs of wetland permits.

The facilities include 9 playing field complexes, tennis courts in 3 locations, basketball courts in 4 locations, 12 playgrounds, 2 skating areas, 2 water access points, 1 fitness station, 5 nature parks, and the Swift Gymnasium. The locations of these facilities are as follows:

Playing fields:

- Academy Field at Spring, Rector, and Church Streets
- Cragan Field at Reilly Avenue
- Cole Middle School at Cedar Avenue
- East Greenwich High School Fields at Avenger Drive
- Eldredge Field at First Avenue and Cliff Street
- Frenchtown Fields at Frenchtown Road
- Hanaford Field at LeBaron Drive
- Meadowbrook Field at Chestnut Drive
- Shovlin Facility at Middle Road and Lenihan Lane

Tennis Courts:

- 6 (six) courts adjacent to East Greenwich High School
- 3 (three) courts on Frenchtown Road, west of Tillinghast Road
- 3 (three) courts at the Cole Middle School

Basketball courts:

- 2 (two) courts at Cliff Street and First Avenue
- 1 (one) court on Frenchtown Road
- 2 (two) courts on Spring Street (the Academy Courts)
- 1 (one) court at the Cole Middle School

Playgrounds:

- Academy Playground at Spring, Rector, and Church Streets
- Barbara Tufts Playground at London Street and Crompton Avenue
- West Street Tot lot at West and James Streets

Sun Valley Playground on Pequot Trail
Shovlin Facility at Middle Road and Lenihan Lane
Fairfield Playground on Fairfield Avenue
Eldredge School Playground on Friendship Street
Hanaford School, Kid's Kastle on LeBaron Drive
Meadowbrook School Playground on Chestnut Drive
Frenchtown School Playground on Frenchtown Road
Frenchtown Recreational Facility on Frenchtown Road, west of Tillinghast Road
Recreational Office Playground on Frenchtown Road

Skate areas:

Skate Park on Avenger Drive
In-Line Rink at Middle Road and Lenihan Lane

Waterfront access:

Municipal Cove Overlook on Division Street
Boat Launch and Dock on Crompton Avenue

Fitness Station:

River Farm Stations on Franklin Drive

Nature Parks:

Frenchtown Park and the Frye Family Nature Preserve, 125 Acres located between Frenchtown Road and Tillinghast Road
Hunt River Preserve at Route 2 and Route 4 ramps
Mystic Woods on South Road
Boesch Farm on South Road

Swift Gymnasium and Community Center:

Located at Spring and Peirce Streets

The Department also runs a number of seasonal programs, dividing them as separate Winter-Spring, Summer, and Fall programs. In general, these programs are grouped (as shown below) and are tailored to fit the particular season.

Youth Athletics & Fitness
Youth Arts & Learning
Adult & Senior Programs
Pick-up Athletic Nights
Community Events

10. ANIMAL PROTECTION

Animal protection in the Town is provided by shared roles of the Town and by the East Greenwich Animal Protection League, Inc. (EGAPL). Abandoned or stray animals are picked up by the Animal Control Officer of the Town and taken to a private animal hospital in North Kingstown where they are confined for seven days, or claimed by their owners. The financial responsibility of the Town ends at that point.

Subsequently, all unclaimed and adoptable animals are claimed by EGAPL and full responsibility is assumed for medical treatment, vaccination, spaying and neutering, board, advertising for adoption and euthanasia, as necessary.

The EGAPL is a non-profit organization for private citizens that provide municipal services at private and municipal expense. Since the Town has no plans to build an animal shelter, it provides monetary support for the activities of the League by annual line item contribution. The FY 2011 Town funding is \$19,313 and the Town intends to continue funding in the future at reasonable levels.

11. SENIOR AND HUMAN SERVICES

Senior and Human Services offices are located on the main floor of Swift Gym which was renovated in March 2010 and renamed the Swift Community Center. The building was constructed in 1907 for the East Greenwich Academy. The Town of East Greenwich purchased the property in 1943 and it was used as a High School, until the Town built a High School on Cedar Avenue in 1956.

Senior and Human Services offers a meal program at noon Monday – Friday, 15 weekly activities, periodic educational workshops, and special events. The Department employs one case worker that provides help to seniors and low income residents in the areas of medical insurance, heating assistance, prescription assistance, food, clothing, and holiday programs (food baskets, gifts for children).

Emergency Management Agency offices are located on the lower level. The lower level also has storage space, an office for one maintenance employee, and a wood shop (employee use only). The building serves as the Town's emergency shelter. Parks and Recreation also offers programs at the Swift Community Center (adult exercise and pre-school programs).

12. ENERGY EFFICIENCY AND SUSTAINABILITY

One of the goals of this Plan is to review and evaluate the Town's options for a more efficient and sustainable use of energy. Since energy use is a component of every community project, planning for energy and resource use can help the Town achieve long-term sustainability. Taking steps to conserve energy and use energy more efficiently, while also developing renewable resources, will reduce the environmental impacts of energy use.

Building LEED

LEED stands for Leadership in Energy and Environmental Design. It sets a standard for construction and rehabilitation according to the Green Building Rating System, which include:

- Educating the public on the importance of energy conservation and the potential use of alternative energy sources by using 'green' Town buildings as examples.

- Planning Town's facilities and improvements based on future needs and long-term value.
- Basing plans on five and ten-year reviews of population projections, demography, available technology, and resource protection in compliance with the Comprehensive Plan.
- Ensuring that projections of maintenance costs are clearly included when planning for new facilities.
- Continuing to investigate opportunities for regional cooperation in providing services and purchasing of like goods.

Renewable Energy

Recognizing that a truly sustainable community goes beyond attaining energy efficiency and development of renewable energy sources, East Greenwich seeks to manage and steward its natural resources and environmental assets such that their value is preserved and enhanced for present and future generations. Such stewardship has implications for building practices, transportation policy, land use, and other elements of this Plan. The goal of incorporating this theme into the Comprehensive Plan is to establish sustainability as a guiding principle in all local planning and practices. Such practices by their very nature shall attempt to balance the environmental, economic, and social impacts of all public actions.

Renewable energy is energy that comes from resources which are continually replenished, such as sunlight, wind, rain, tides, waves, and geothermal heat. The Town Council will appoint a special Renewable Energy Study Commission (RESC), composed of elected and appointed officials, professional staff, and interested Town residents who may have experience or expertise in renewable energy, to do an in-depth analysis of the range of possibilities for the Town to adopt one or more initiatives to engage in renewable energy. The size of the RESC shall be determined by the Town Council, and in the course of its analysis the Commission may engage outside experts to advise them. The RESC shall report to the Planning Board and Town Council within eighteen (18) months of its appointment. The results of the RESC's efforts shall lead to definitive Town policies with respect to renewable energy in East Greenwich.

It is likely that the RESC may conclude that solar technology holds a great deal of promise for the Town as interest in this renewable source has grown locally and there seems to be considerable public support for its development. There are three main types of solar energy technology: solar electric, solar water heating, and solar space heating. Additional options include passive solar space heating and daylighting use building architecture, properly chosen and placed windows, and thermal storage (e.g., flooring materials that absorb and store radiant heat). Solar domestic water heating systems preheat water so that less electricity or gas heat is needed. Solar electric power systems, also called photovoltaic (PV) systems, generate electricity. If a utility customer's PV system produces more power than the customer uses, "net metering" laws require that the customer receive credit at full retail value for the surplus electricity that flows back to the power grid.

Chapter 9 Circulation and Transportation

The Circulation and Transportation Element encompasses all modes of transportation: vehicular, public transit with bus and rail, bicycles, and pedestrians as well as associated elements of parking. The Town's general objective for the Circulation Element is to provide safe and efficient access within and through the Town for all modes while maintaining the Town's rural qualities and scenic aesthetics.

This Element of the Comprehensive Plan is organized around the description of existing and future conditions which lead to the Town's policies and strategies for implementation. The existing conditions section intends to provide a knowledge base of the basic structure of the roadway network and its patterns of use, while the future conditions section outlines proposed transportation projects for both the Town and State.

Commuter Train Service is a High Priority in East Greenwich

STATEMENT OF GOALS AND POLICIES – CIRCULATION

Goals

- CT 1. To improve the ability to travel about Town with ease and efficiency.
- CT 2. To promote transportation alternatives to alleviate congestion, especially near the Route 2 (South County Trail) and Division St intersection.
- CT 3. To reduce air and noise pollution.
- CT 4. To develop a well-planned circulation network that will serve as a catalyst to further promote high quality economic development, without compromising key elements which contribute to the Town’s character.
- CT 5. To promote adequate parking throughout the Town.

Based on the key issues which have been provided in the various existing documents reviewed as part of this Comprehensive Community Plan Update, and other documents reviewed as part of this study, this section presents Goals and Polices for the Town of East Greenwich to serve as a guide for planning its circulation elements.

Objectives, Policies, and Actions

	Objectives	Policies	Actions
CT 1	Increase the ability to travel throughout the Town with ease.	A. Provide opportunities for residents and visitors to patronize the various businesses and services along Main Street, by all modes of travel: automobile, public transport, bicycle, and pedestrian. B. Provide (where none exist) and upgrade (where required) a pedestrian network throughout	1. Improve the links between neighborhood streets to the west and the waterfront area to the east. 2. Increase, where possible, the opportunities to improve the municipal parking system in the Main Street area. 3. Integrate neighborhoods, commercial areas, and

	Objectives	Policies	Actions
		<p>the Town. Special attention should be placed around the areas within the community where public facilities are located, specifically around the various educational facilities within the Town and the senior center.</p> <p>C. Manage parking requirements and permitted land uses. Require new developments to incorporate traffic calming strategies in development proposals, including but not limited to signs and speed limits which promote the protection and safety of pedestrians and encourage both walking and biking.</p> <p>D. Continue to encourage future development proposals link to the overall transportation network by utilizing interconnecting links as opposed to cul-de-sacs. Linked roadway systems are necessary for public safety reasons, such as access for emergency vehicles.</p> <p>E. Support the current Transportation Improvement Program (TIP) 2013 – 2016 and future TIP submissions.</p>	<p>recreational facilities with bikeways and walkways.</p> <p>4. Work with RIDOT to implement the development of the Commuter Rail Station within the Town.</p> <p>5. Institute a pavement management program as part of the Town’s Capital Improvement Program.</p>
CT 2	Alleviate congestion caused by regional traffic patterns.	<p>A. Encourage modes of transportation that are alternatives to the individual automobile.</p> <p>B. The recommendations of the Route 2 Access Management Plan should be followed by the Planning Board in addressing development on or near Route 2 (South County Trail).</p> <p>C. Reduce curb cuts along Route 2. Only consider new curb cuts if there is no other way to access a property. Consider a process of interconnecting abutting properties as a method to reduce curb cuts, especially along Route 2.</p> <p>D. Traffic solutions should benefit</p>	<p>1. Work with RIPTA in identifying, establishing, and promoting a designated park and ride lot near both the Main Street retail/commercial area, as well as Route 2 (South County Trail) and Division Street.</p> <p>2. Provide safer access at bus stops.</p> <p>3. Support Warwick/East Greenwich Bike Network (Crompton Avenue to Forge Road) and the completion of the multi-use path.</p>

	Objectives	Policies	Actions
		<p>neighborhoods and local businesses as well as providing regional solutions.</p> <p>E. Work closely with RIDOT to determine an efficient system to allow traffic to travel between Route 95 and Route 4.</p> <p>F. Encourage alternative forms of transit to minimize air pollution and other environmental impacts.</p>	
CT 3	Support economic development through a well planned transportation system.	<p>A. Maintain adequate and efficient traffic flows and parking alternatives in commercial/retail areas so as to support the local economy. Wayfinding systems should be promoted to encourage walking.¹</p> <p>B. Improve the quality of roads and/or transit systems to commercial and industrial areas.</p> <p>C. Work with RIDOT to determine the most efficient way of implementing a round-about in the area of Middle Road.</p> <p>D. Work closely with the Design Team for New England Institute of Technology to allow for a cooperative effort in managing the traffic impacts from the new facility at the corner of Route 2 (South County Trail) and Division Street.</p>	<ol style="list-style-type: none"> 1. Appoint (by Council ordinance) an advisory committee to promote the Commuter Rail Station and continue the dialogue with representatives of RIDOT with respect to the inclusion of such a station within the Town of East Greenwich. 2. Install strategically placed bicycle racks throughout the Town to promote alternative transportation and create an invitation for visitors from the bike paths and other commuting system alternatives to stay longer in Town, therefore promoting area businesses.
CT 4	Maintain a high quality transportation system.	<p>A. Work closely with RIDOT to conclusively determine the jurisdictional responsibilities for the various roadways that comprise the transportation system as a whole within the Town of East Greenwich.</p> <p>B. Maintain and improve the Town's roadways and drainage. Consider the establishment of an escrow fund reserved for operating and maintaining drainage facilities as part of the Development Impact Fee.</p>	<ol style="list-style-type: none"> 1. Create a funding stream for continuous roadway and drainage facility maintenance. 2. Actively participate in RIPTA's route planning process. 3. Provide in-kind or other services to make bus shelter construction financially feasible.

¹ Urban planner Kevin A. Lynch coined "wayfinding," which he defined as "a consistent use and organization of definite sensory cues from the external environment," in his 1960 book *Image of the City*."

	Objectives	Policies	Actions
		C. Work with RIPTA in identifying placement of bus shelters along the RIPTA Bus Route(s). Utilize to the fullest the financial incentives provided by RIPTA to construct shelters, as needed.	
CT 5	Provide adequate parking facilities for automobile users without losing key elements of the Town's character.	<p>A. Prohibit demolition of historic and other buildings important to the Town's character for the purposes of providing parking lots, especially within the Main Street commercial/retail corridor.</p> <p>B. Explore means to improve parking in the Downtown (Main Street) area to support economic development while protecting the area's character.</p> <p>C. Work with the private sector to provide parking facilities.</p> <p>D. Explore the creation of parking areas for anticipated regional transit facilities.</p>	<p>1. Amend the parking ordinance to update design requirements for parking facilities to include landscaping, buffering, handicapped accessibility, and lighting.</p> <p>2. Amend the Subdivision Regulations to incorporate low-impact development strategies and designs and allow flexibility in walkway and pavement techniques.</p>

Existing Conditions

East Greenwich continues to maintain a very strong transportation system, with its proximity to the convergence of Route 2, Route 4, and Interstate Route 95. In addition, the Town has the advantage of having a portion of US Route 1 pass through the eastern portion of the community. The following quote provides a historical perspective and lends insight into the Town's current philosophies related to the circulation system: "It may not be the longest or the most scenic or even the most inviting of the old roads, but U.S. Route 1 is easily the most celebrated. It is after all, Number One, and by that very digit attains a certain primacy. More than that, like a strong and slender thread it seems to bind its varied regions along a route that reflects the historical continuity of the eastern seaboard."² These pass-through routes, even with their historic significance, have the ability to generally keep traffic off the local roadway system, thus reducing the traffic burden on a local level; the exception being Route 1 which traverses through the heart of the Downtown Main Street area.



Main Street, East Greenwich, RI

In total the roadway system in the Town of East Greenwich is comprised of approximately ninety (90) miles of roadway, of which seventy (70) miles are operated and maintained by the Town. The

² *Where The Old Roads Go, Driving the First Federal Highways of the Northeast*, by George Cantor.

State of Rhode Island Department of Transportation (RIDOT) operates and maintains the remaining approximately twenty (20) miles of roadways within the Town; specifically, Main Street (Route 1), South County Trail (Route 2), Division Road, Frenchtown Road (Route 402), and Route 4. A review of the inventory of roads listed on the RIDOT Scenic Roadway System indicates none of the roadways within the Town of East Greenwich fall within that designation.

Based on observations at various times and locations throughout the community, there appears to be adequate capacity within the roadway system. Further, through the continued efforts of the Public Works Department, the roadways are well maintained and in generally good shape. Recent expansions to the sanitary sewer system within the community have included resurfacing roadways at the conclusion of construction, and have provided updated wearing surfaces on many of the roadways as a result.



Because of its generally central location within the State, the Town of East Greenwich offers easy commutes to the Metropolitan Providence area and points north, as well as to southern destinations, given the proximity of Routes 2, 4, and Interstate 95. Providence is a fifteen (15) minute ride from East Greenwich and TF Green airport is a ten (10) minute commute to the north by car.

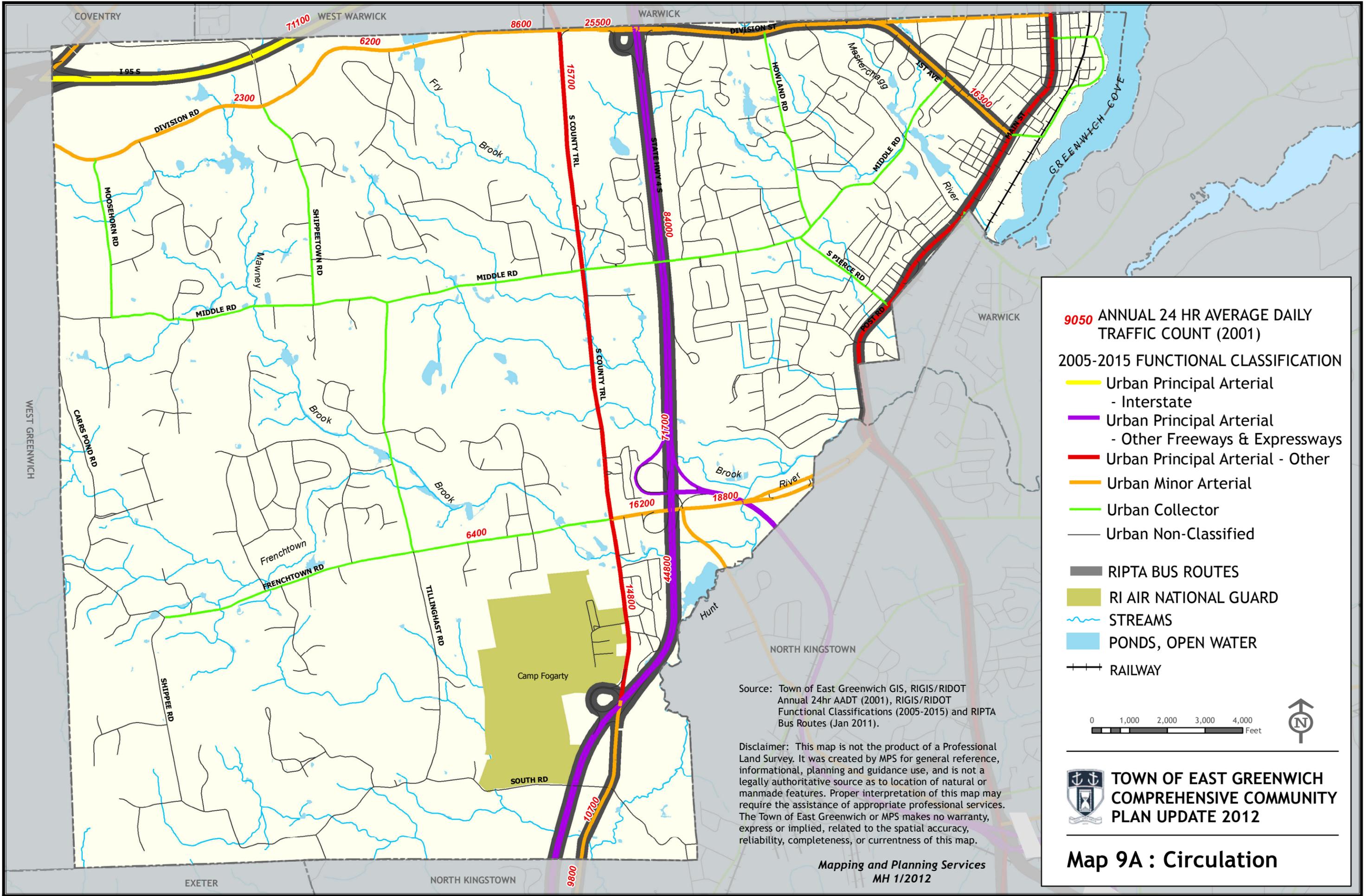
The Rhode Island Public Transit Authority (RIPTA) provides bus service along Route 1 that connect to points north and south.

Also important to note is the potential for development of a Commuter Rail Station located along the current Amtrak Northeast Corridor. Germane to any effective transportation system is the inclusion of an adequate intermodal system, especially components which encourage the use of walking and/or biking. The Town has recently undertaken several studies to address effectively linking additional bike path facilities to current inter-municipal routes that are currently within the general geographic area.

The major strategies for maintaining and improving the circulation patterns within the Town that were outlined in the 2005 update of the Comprehensive Community Plan are still valid.³ These include addressing the congestion along Route 2, specifically in the area of the National Amusements Cinema located at the intersection of Route 2 (South County Trail) and Division Street and continued improvement of circulation and parking along the waterfront, as well as the historic areas of the Hill and Harbour District. The most recent version of the Comprehensive Community Plan makes several references to increasing the availability of parking in the Downtown Main Street area. These include the construction of parking facilities. Other improvements to the flow of traffic include enforcement of traffic speeds and the development of a Pavement Management System for monitoring the behavior and structural performance of the various roadway surfaces.

The intersection of Route 2 and Division Road is among the most critical traffic issues in East

³ East Greenwich Comprehensive Plan, Updated version 2005.



9050 ANNUAL 24 HR AVERAGE DAILY TRAFFIC COUNT (2001)

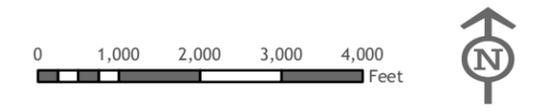
2005-2015 FUNCTIONAL CLASSIFICATION

- Urban Principal Arterial - Interstate
- Urban Principal Arterial - Other Freeways & Expressways
- Urban Principal Arterial - Other
- Urban Minor Arterial
- Urban Collector
- Urban Non-Classified

- RIPTA BUS ROUTES
- RI AIR NATIONAL GUARD
- STREAMS
- PONDS, OPEN WATER
- RAILWAY

Source: Town of East Greenwich GIS, RIGIS/RIDOT Annual 24hr AADT (2001), RIGIS/RIDOT Functional Classifications (2005-2015) and RIPTA Bus Routes (Jan 2011).

Disclaimer: This map is not the product of a Professional Land Survey. It was created by MPS for general reference, informational, planning and 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 Town of East Greenwich or MPS makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currentness of this map.



**TOWN OF EAST GREENWICH
COMPREHENSIVE COMMUNITY
PLAN UPDATE 2012**

Map 9A : Circulation

Past Transportation PlansRoute 2 Access Management Plan

Undertaken by the Maguire Group, Inc. and completed in April 2007, the study made recommendations for short and long term as follows:

Short term:

- Accelerate the improvements to the Rt 2/Rt 4 and I-95 interchange
- Reduce curb cuts and promote shared access
- Improve signage

Long term:

- Extend Hamilton Boulevard within the Rocky Hill Commons development
- Continue connection from BankRI to Fairgrounds Way
- Install a roundabout at Middle Road
- Limit new access drives on South County Trail, south of Middle Road
- Refine entrance to Stanley-Bostitch
- Promote public transit, pedestrian, and bicycle accommodation

Downtown Parking Study

Undertaken by Pare and completed in February 2005, the report made observations and recommendations that include the following:

- Extension of parking enforcement to Saturdays
- Improve cooperation of waterfront businesses to resolve parking issues
- Re-evaluate Code requirements and restrictions
- Standardize restrictions and improve signage for public off-street parking
- Lengthen the time restricted by residential parking
- Improve pavement markings in various locations

Mixed Use Transit Oriented Development Master Plan (TOD)

Undertaken by Barbara Sokoloff Associates, Inc. and completed in July 2004, the Master Plan addressed the construction of a Commuter Rail Station (either on the northern or the southern part of the subject area), a parking structure, and the creation of a residential village.

Mixed use Commuter Rail Feasibility

Also undertaken by Barbara Sokoloff Associates, Inc. and completed in March of 2004, the study addressed the following related information:

- State Guide Plan Elements
- RIDOT Studies
- 2000 U.S. Census

RIPTA service

Town of East Greenwich Survey

With respect to the Commuter Rail Station, the study reviewed the following:

Existing conditions

Station location options

Issues related to rail service

Station elements

Congested Areas

Consistent with the findings presented in the most recent East Greenwich Comprehensive Community Plan, the main transportation problems generally relate to congestion issues associated with Route 1-95/ Route 2/Route 4 and Division Street intersection, and within the Hill and Harbour District, and the need for increased parking in the Downtown Main Street area. Congested intersections continue to remain at Howland Avenue and Division Street, although the recent addition of a traffic signal at this particular location has helped to alleviate congestion. Other intersections exhibiting congestion include First Avenue at Cliff Street, Kenyon Avenue and the Police Station, Division Street and Cedar Avenue, and King and Water Street in the waterfront area.

Also of importance is the continued growth of traffic observed at the Intersection of Route 2 and Division Street at the location of the National Amusements Cinema and the ramps to Route 4. Several retail businesses, industrial facilities, and high density residential traffic emerging from the communities of Warwick and West Warwick seem to be generating traffic volumes during peak daily hours. This area will be further impacted with the relocation of the New England Institute of Technology (NEIT), a short distance to the west of the Route 2 and Division Street intersection at the former Brooks Pharmacy campus.

The Town needs to carefully monitor and balance the circulation patterns within the Downtown/Main Street area. The Town has continued to promote the initiative of alternative forms of transportation, especially in the Downtown, Hill and Harbour and the waterfront districts. The general historic nature of this area and limited right-of-way widths limit the ability to expand the infrastructure. In addition, because parking is allowed along many of the roads in the Downtown area along with the presence of RIPTA bus routes, conflicts arise and are difficult to avoid. Although widening is not feasible, it is strongly recommended that the Downtown area be evaluated for potential turning lanes and/or pedestrian lanes. It is also recommended that the Town continue to promote the possibility of a Downtown/Main Street streetscape improvement program and include a sidewalk upgrade initiative as part of that program. This initiative would help to improve handicap accessibility and uniformly reconstruct the sidewalk system vital to the Main Street area. This initiative also becomes important as the current trend in the restaurant business includes al fresco dining which further constricts the limited sidewalk area.

Quonset Industrial Highway

The recent substantial completion of the Quonset Industrial Highway now provides limited access to the Quonset Point Business Park via Route 2 at Frenchtown Road. In an effort to maintain current levels of service through this area the RIDOT is in the process of undertaking the design of a round-about turn in the area of Middle Road and Route 2. While only an approximate one half mile section of the Quonset Industrial Highway passes through the Town of East Greenwich, the Town should be

provided the opportunity to review traffic studies as the popularity of the Quonset Point Business Park increases. To that end, any development proposals within the Town of East Greenwich in the vicinity of the Middle and Frenchtown Road area should be required to include any potential increases in traffic resulting from the Quonset Point Industrial Park into their respective analysis. The logical traffic pattern for both vehicles and trucks attempting to access Interstate Route 95 will be along Route 2 and through the intersection at Division St, which is already experiencing increased levels of service.

New Roadway Access Points (Residential and Commercial)

One consistent theme emphasized in the circulation information reviewed to date was the need to moderate and thoroughly review the addition of new curb cuts that service either residential subdivisions, or commercial development, especially in the South County Trail (Rt 2) area. The addition of further curb cuts or access points have the possibility of further degrading levels of service along the roadways, thus further contributing to the congestion problem the Town would like to alleviate. Another common theme was the need to consider good planning strategies when reviewing residential subdivision applications to determine if linking access ingress/egress points can be implemented into the various designs.

It is recommended the Town further work with RIDOT to improve and enhance the access to Route 95 to and from Route 4 and Division Street. The Town needs to constantly make itself aware of any plans related to this critical intersection, especially as the New England Institute of Technology campus comes to reality and the popularity of the Quonset Point Business Park continues to expand.

RIDOT Transportation Improvement Program (TIP)

A review of the RIDOT Transportation Improvement Program (TIP) adopted by RIDOT for the period of FY 2009-2012 includes the following initiatives for the Town of East Greenwich:

1. Statewide High Hazard Intersection Improvements. While no specific intersections were identified, it is important to note the Division St/South County Trail intersection is categorized as a High Hazard Intersection;
2. Reconstruction of Route 4/Route 1, as a portion of these highways pass through the Town;
3. East Greenwich Bicycle Network from Crompton Avenue to Forge Road;
4. Rehabilitation of the Middle Road Bridge over Route 4;
5. Rehabilitation of the Division Street Bridge over Route 4;
6. Post Road (Route 1) reconstruction; and
7. Route 95/Route 4 Interchange Improvements.

It is important for the Town to continue its work with RIDOT and State Officials to ensure the funding of these projects can be completed under the current RIDOT schedule. Several discussions were conducted with representatives from RIDOT's Intermodal Transportation Division to determine where the East Greenwich commuter rail proposal was in respect to the design process.

In 2010 RIDOT initiated a Feasibility Study for the East Greenwich Commuter Train Station and expects it to be completed by the end of 2012. The station would be located south of Rocky Hollow Road, with a 1,000 foot long platform. The feasibility study will address cost, operational options, and facility ownership along with the physical and parking requirements. The program is a long-term one, anticipated to be developed during the next ten to fifteen years.

The Town is strongly in support of the facility as it would provide numerous benefits to the residents. The ride time to Providence would be fifteen minutes or less, reducing commuting time. It would ease local peak hour congestion, reduce the cost of travel, and provide a fast and convenient alternate mode of transportation.

Other State Transit and Transportation Initiatives

The Town needs to work directly with RIPTA in the promotion of public transportation through the improvement of the commuter experience in East Greenwich. These include further developing and enhancing designated Park and Ride facilities within the Town of East Greenwich, especially in the areas of Main Street/Downtown, the Division St/South County Trail area, and Frenchtown Road and South County Trail. In addition, RIPTA needs to construct protected bus stops that match the surrounding environment and which provide safe access for boarding at bus stops. The ability for a bus to pull closer to the curb allows better access to the bus and does not impede the flow of traffic, especially in the Downtown/Main Street area. The Town needs to take advantage of any financial incentives promoted by RIPTA to achieve the above.

Indicating the interest of RIDOT in taking a lead position in transportation related work, the following TIP projects were initiated:

Bike/Pedestrian Program

Warwick/East Greenwich Bike Network (Crompton Avenue to Forge Road)
2009 & future, a total of \$2,450,000 for the completion of the multi-use path.

Bridge Program

Middle Road Bridge #761 over Route 4, with future funding of \$1,000,000
Division Street Bridge #760 over Route 4, with future funding of \$4,000,000

Highway Program

Post Road reconstruction, from Franklin Road to Austin Road, with future funding of \$9,140,000

Pavement Management Program

Route 2, with future funding of \$1,250,000
Reconstruction of Division Street, from Love Lane to First Avenue, with improved drainage system, and new sidewalks (not yet programmed).

Study & Development Program

Route I-95/Route 4 Interchange (not yet programmed)

Traffic Safety Program

Drainage improvements at First Avenue & Division Street, with present and future funding of \$2,780,000

Signage inventory & improvements, Exit 8, Route I-95, with funding of \$3,500,000

SAFETEA-LU Earmarks

Route 4 and Route I-95 interchange with funding of \$4,600,000

TIP Recommendations

The Preliminary Project Recommendations - FY 2013 - 2016 TIP are as follows:

TIP Program	Project /Program	Limits	PTS ID	Status	Priority	Recommended (In Millions)	Recommendation
Arterial Traffic Signal Synchronized Systems	Arterials - Contract 2 (US Route 1, RI Route 3)	Division Street to Grandview Rd./Clemente Dr.	0070B	In Design 30%	4	\$1.00	TS - Recommended
Bike/Pedestrian Program	East Greenwich Bicycle Network, East Greenwich Multi-Use path	From Crompton Avenue (E. Greenwich) to Forge Road (Warwick). This is part of an overall 40 mile Bicycle network that links an on-road bicycle route with an off road multi-use path along Greenwich Cove	0110C	In Design, Town is to put out bid	1		FY 2012
Bike/Pedestrian Program	Maskerchugg River Bridge Multi-Use Path				RIDOT	\$0.50	BP - Recommended
Bridge Program	Division Street Bridge #760				RIDOT	\$3.00	BR - Recommended
Bridge Program	Middle Road Bridge # 761	Middle Road Bridge Over Rt. 4	0156E	In Design Currently Not Active	6	\$1.00	BR - Recommended
Highway Program	Post Road Reconstruction	C-1 & C-2 Franklin Road to School Street. Shopping Center Intersection outside project limits added to the project	0055A	In Design 90% on hold	5	\$12.00	HW - Recommended FUT
Highway Program	Post Road Reconstruction	Landscaping - Franklin Road to Austin Road	0055C	In Design 90% Currently Not Active	5		HW - Not Recommended
Pavement Management Program	Route 4	US Rt. 1 (Tower Hill Road) and Route 403 to Oak Hill Road and I-95			RIDOT	\$3.00	PM - Recommended
SAFETEA-LU Earmarks	Route 4 & I-95 Interchange	HP- 974		In Design, Environmental Assessment Phase	2		SD - Recommended
State Traffic Commission	STC - Division Street	Rte. 2 to NEIT Entrance	0071M	In Design	3	\$1.10	FY 2012

TIP Program	Project /Program	Limits	PTS ID	Status	Priority	Recommended (In Millions)	Recommendation
(STC)	Improvements						

New England Institute of Technology - Off-Site Roadway Improvement Summary

Earlier studies by the Town, including the Route 2 Access Management Plan, determined that Division Road between Route 2 and the Route 4/95 ramps operate in a constrained manner with periodic congestion between the closely spaced intersections on a daily basis, but only during the late afternoon period between 4:00 and 6:00 PM. During these periods, eastbound Division Road traffic is often queued from the Route 4 ramps back to Route 2.

To improve traffic operations and reduce congestion during the daily peak traffic condition, the NEIT obtained approval from the RIDOT to construct an additional eastbound lane between East Greenwich Square and the Route 4 Southbound On-Ramp. This additional lane will extend approximately 300 feet further west from East Greenwich Square, and operate as a dedicated right turn lane into the plaza and Route 4 Southbound On-Ramp. To accommodate this roadway widening, the traffic signal at East Greenwich Square/Showcase will be replaced with new modern equipment.

Additionally, when the CVS Pharmacy was approved for the corner lot formed by Route 2 and Fairgrounds Way, the Town required a traffic signal to be installed prior to opening. Also as part of the intersection improvement, Route 2 will be restriped to provide two southbound through travel lanes and a separate northbound left turn lane into Fairgrounds Way.

Finally, the original development approval for the NEIT property included a condition of roadway improvements on Division Road between Rocky Hill Boulevard and Route 2. These improvements included an additional eastbound travel lane, and construction of a roundabout at the Rocky Hill Boulevard/Amtrol Driveway intersection.

Chapter 10 Natural Hazards and Planning for Climate Change

This Natural Hazards and Climate Change Element of the Comprehensive Plan was produced with the assistance of the East Greenwich Hazard Mitigation Committee (EGHMC). Its overview of past natural occurrences verifies that the area is vulnerable to diverse events including severe winter storms and flooding. The discussion puts the likelihood of these events into historical perspective and recognizes that although the probability of a thunderstorm, high wind and lightning events may be higher; the intensity and potential impacts from less likely events such as hurricanes and earthquakes can be far greater.

The purpose of this component is to recommend actions, goals, and policies for the Town of East Greenwich to avoid or at least minimize the social and economic loss and hardships resulting from natural hazards, including those resulting from climate change and sea level rise. Actions recommended here should help the Town avoid the loss of life, destruction of property, damage to crucial infrastructure and critical facilities, loss/interruption of jobs, loss/damage to businesses, and loss/damage to significant historical structures that are associated with natural hazards and climate change. Hazardous events include severe weather, hurricanes, conflagration, floods, and earthquakes. To protect present and future structures, infrastructure, and assets, and to minimize the social and economic impacts, the Town of East Greenwich broadly recommends the following:

- Incorporation of certain data and action items from the local Hazard Mitigation Plan into the Town's Comprehensive Plan
- Incorporation of natural hazards consideration into the site plan review process
- State and local building code review
- Public education/outreach

Goal

- NH 1. Preserve and enhance the quality of life, property, and resources by identifying areas at risk from natural hazards, especially those exacerbated by climate change and sea level rise, and implement actions to protect East Greenwich's population, infrastructure, and economy and its historical, cultural, and natural resources.

Objective, Policy, and Action

	Objective	Policy	Action
NH 1	Plan for natural hazards and climate change by developing actions across four broad categories: Response and Preparedness; Protection, especially as pertains to infrastructure; Adaptation, with respect to nature and highly vulnerable areas; and Climate Change Mitigation, which should reduce the human contributions to climate change.	Ensure that existing critical facilities are improved and hardened to function in hazard and disaster situations, and all new facilities will be sited in areas not prone to flooding or other natural hazards.	Implement the Action Plan.

Specific activities carried out in furtherance of the goal shall be subject to availability of funds and shall be prioritized by the Town Council consistent with the priority order established for capital improvements programming, i.e.: protection of life; maintenance of public health; protection of property; conservation of resources; provision of necessary public services; replacement or improvement of obsolete facilities, etc.

Risk Assessment and Hazard Probability

Risk includes the characteristics of each hazard and takes into account the magnitude, duration, distribution, area affected, frequency and probability of an event. This section focuses on assessing the community’s risk to natural hazards by taking a look at the Town and the State’s hazard history.

The following Table identifies the hazards posing the greatest risk to East Greenwich. The East Greenwich Hazard Mitigation Committee discussed various hazards such as coastal erosion, drought, and extreme heat and noted that extreme heat days have been increasing in recent years and that the State is overdue for a significant drought based on long-term historical trends. While a near-term projection might yield a low probability of occurrence within the next five years, the Committee acknowledged that climate change could certainly contribute to more significant future impacts for hazards like droughts and extreme heat events. Recently, Super-storm Sandy was a dramatic reminder of what major Northeast storms and hurricanes can do to coastal areas in terms of erosion and destruction. It is difficult to imagine such a storm combined with significant sea level rise resulting from climate change.

The State is engaged in using Light Detection and Ranging (LiDAR) technology to predict and simulate sea level rise up to five feet. They are also engaged in preparing guidance for municipalities on how to incorporate this planning tool and other State data and policy provisions into local Plans and processes. The 5’ sea level rise simulations will allow for long-range metric assessments for Rhode Island communities. The State of Rhode Island, the University of Rhode Island, RI Sea Grant, and scientists and oceanographers at other State and Federal agencies and institutions seem to be in broad agreement that by the year 2100, coastal New England is likely see about a one meter rise in sea level. With specific impacts not expected to be felt for some time, the Town hopes to take advantage of a well-informed planning period. This 20-year Comprehensive Plan therefore serves as a starting point for discussing the future local implications of climate variability.

Table 1 Hazards Affecting East Greenwich

Hazard	Historical Dates	Probability (H,M,L)	Potential \$ Impact**
Severe Weather *	1978, 1993, 1996, 1997, 2001, 2005, 2010	High	\$500K +
Hurricanes	1938, 1954, 1985, 1991	Medium	1M +
Flooding and Dam Failure	1978, 1991, 1997, 2003, 2010	Medium	\$500K +
Conflagration	1996 (10 between 1994-2003)	Medium-High	5M +
Earthquake	1925, 1929, 1935, 1940, 1944, 1963, 1973, 2003	Low	1M +

* Severe Weather includes: Nor'easters, Winter Storms, Ice Storms, Severe Thunderstorms, and Tornadoes

** Amounts based on past disasters and repetitive losses

Local Geography and Hazards

East Greenwich is a community in which many economic, historical and cultural resources are at risk. A portion of the Town is bordered by Narragansett Bay. This section of the Town along the Bay contains A flood zones. The Maskerchugg River and several brooks are located throughout the Town and are susceptible to flooding. East Greenwich is home to one significant hazard dam and eight low hazard dams that pose a risk to East Greenwich. The Town relies on the Rhode Island Department of Environmental Management's (RIDEM) dam classification categories, i.e. a Significant Hazard dam means a dam where failure or misoperation results in no probable loss of human life but can cause major economic loss, disruption of lifeline facilities or be otherwise detrimental to the public's health, safety or welfare. A Low Hazard dam would be a dam where failure or misoperation results in no probable loss of human life and low economic losses.

Severe weather and hurricanes are the primary hazards affecting Rhode Island. Severe weather includes nor'easters, winter storms, ice storms, severe thunderstorms, and tornadoes. These hazards can result in flooding and high winds causing damage to residential homes, businesses, historical buildings, dams, bridges and other critical infrastructure and facilities.

Severe Weather History

The majority of Rhode Island lies outside the heavy snow and ice regions of the northeast. Due to its maritime climate, East Greenwich generally experiences cooler summers and warmer winters than inland areas. However, snow and ice do occur and can result in more extensive damage than one would expect. The two major threats from these hazards are loss of power due to ice on electrical lines and snow loading on rooftops. One of the most memorable winter storms was the "Blizzard of '78" which stalled over Lincoln, RI. The storm delivered 24 to 38 inches of snow. Motorists abandoned their cars on Interstate Highways and local roads. The governor declared a state of emergency, closing highways and businesses for the week required to remove snow. Recent blizzards and major snowstorms occurred in 1993, 1996, 1997, 2001, 2005 and again in 2013 causing millions of dollars in damage, widespread loss of power and even loss of life.

A severe snowstorm on January 7, 1996, better known as "the Blizzard of 96", disrupted transportation systems, closed schools/businesses, and damaged commercial and residential property. In the following week, several roofs on commercial and residential buildings collapsed. The most recent blizzard occurred in January of 2005. East Greenwich received about 2 feet of snow in less than a 24 hour period. Gusts were frequently in the 30-60 mph range, making visibility and travel difficult. The Governor declared a state of emergency and closed all municipal and state

offices. Historically, significant snow/ice storms for East Greenwich have resulted in the canceling of schools, the closure of businesses, power outages, fallen tree limbs, downed telephone/power wires, poor road conditions, and the collapse of several roofs.

Wind events are quite normal in Southern New England and happen regularly each year. In the winter months the area is susceptible to high winds from Nor’easters and winter storms. Spring and summer seasons usually bring a number of severe thunderstorms to the region. During the late summer and fall seasons the area is at risk from hurricane winds.

In June of 1997 a line of thunderstorms moved southeastward across Rhode Island bringing large hail, frequent cloud to ground lightning and wind gusts of up to 80 mph. In East Greenwich, a fire resulted in the evacuation of 75 residents. The fire was believed to have been started by lightning.

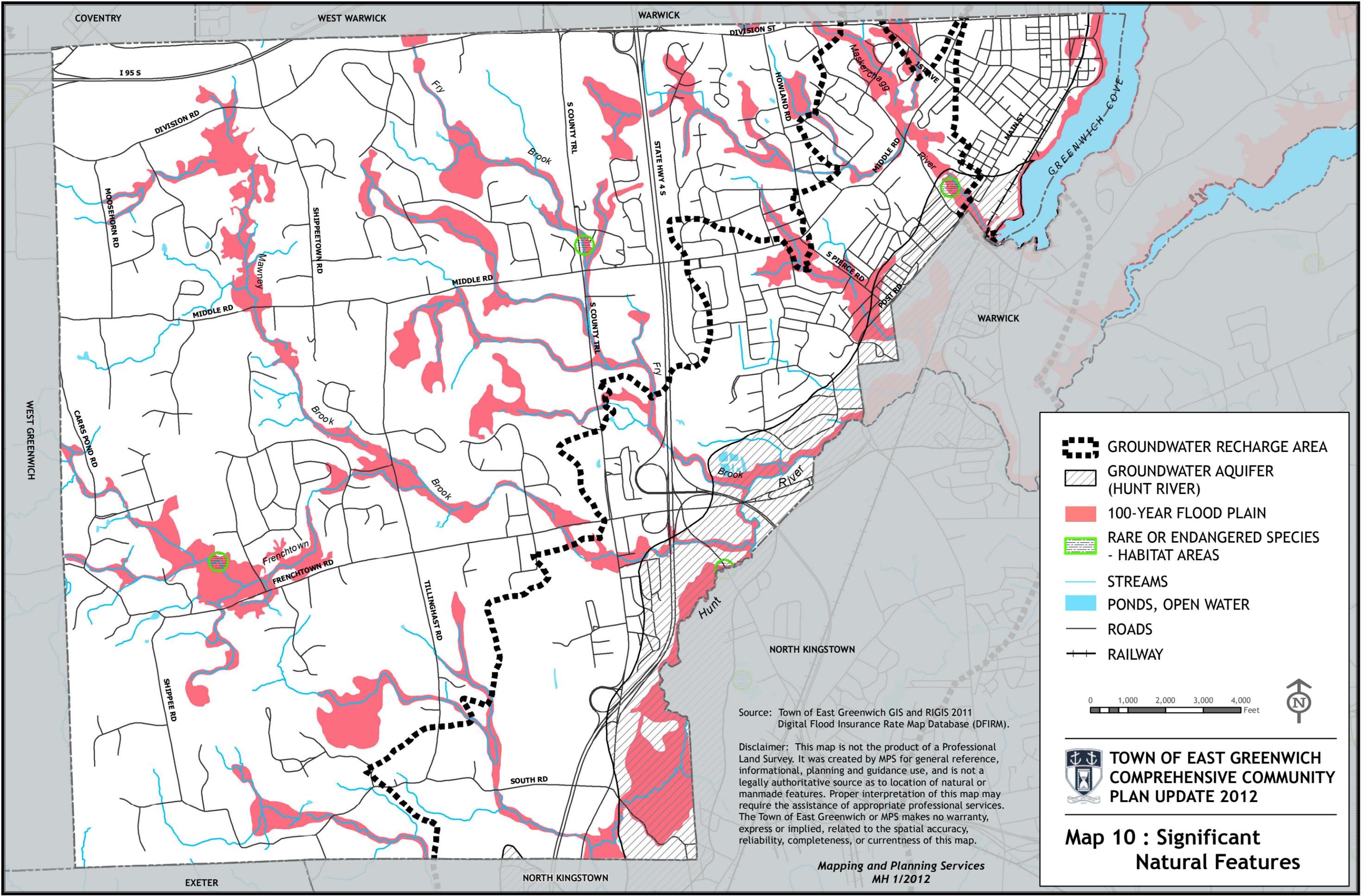
The most recent severe weather, aside from Super Storm Sandy in October, 2012, occurred during March of 2010 when Kent County received almost 17 inches of rain, making that March the Town’s all-time wettest month on record.

Hurricane History

Southern New England has been affected by 40 tropical weather systems since 1900; 25 hurricanes and 15 tropical storms. Nine of the 25 hurricanes made landfall along the southern coastline of Rhode Island and Massachusetts. In 1954, New England endured three hurricanes; Carol, Edna, and Hazel. Over the last seventy-five years Rhode Island was directly affected by six storms which had hurricane force winds at landfall. These included three Category 3 hurricanes directly impacting Rhode Island and causing millions of dollars in damage and hundreds of deaths. The most recent hurricane to directly impact Rhode Island was hurricane Bob in 1991, a Category 2 hurricane.

Table 2 Major Rhode Island Hurricanes

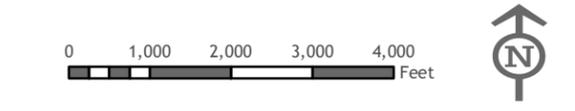
Hurricane	Category	Wind Speed at landfall	Damage to RI
Hurricane of 1938	3	Sustained to 91 mph, gusts to 121	Extensive - roofs, trees, crops. Storm surge 12 to 15 ft. destroyed costal buildings
Carol, 1954	3	Sustained to 100 mph, gusts to >125	Westerly to Narragansett coastal communities wiped out, Downtown Providence under 12 feet of water, 14 ft. storm surge in upper bay.
Edna, 1954	2	Sustained to 95 mph, gusts to 110	Inland flooding. Rivers rose several feet above flood stage. Knocked out electrical power.
Donna, 1960	3	Sustained to 95 mph, gusts to 130	Moderate storm surge, extensive beach erosion. Wind damage to trees and utility poles causing major power outages.
Gloria, 1985	2	Sustained to 81 mph, gusts to 100	Minor coastal flooding and erosion. Scattered power outages.
Bob, 1991	2	Sustained to 100 mph, gusts to >105	Storm surge of 5 to 8 feet, extensive beach erosion. Wind damage to trees & utility poles, 60% of South East RI lost power.



-  GROUNDWATER RECHARGE AREA
-  GROUNDWATER AQUIFER (HUNT RIVER)
-  100-YEAR FLOOD PLAIN
-  RARE OR ENDANGERED SPECIES - HABITAT AREAS
-  STREAMS
-  PONDS, OPEN WATER
-  ROADS
-  RAILWAY

Source: Town of East Greenwich GIS and RIGIS 2011 Digital Flood Insurance Rate Map Database (DFIRM).

Disclaimer: This map is not the product of a Professional Land Survey. It was created by MPS for general reference, informational, planning and 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 Town of East Greenwich or MPS makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currentness of this map.



 **TOWN OF EAST GREENWICH
COMPREHENSIVE COMMUNITY
PLAN UPDATE 2012**

**Map 10 : Significant
Natural Features**

East Greenwich Cove is located on Narragansett Bay and contains category A flood zones. Flooding in this area from hurricane storm surges can lead to erosion, salinization of the groundwater, contamination of the water supply, damage to agriculture, loss of life, and damages to public infrastructure. Hurricane winds can cause loss of power and disruption of communications for anywhere from a few hours to days. A business on Water Street was flooded during Hurricane Bob in 1991. The flooding resulted in content damage, exact damage amounts are unknown.

Flooding and Dam Failure History

Historically, torrential rainfall, thunderstorms, snowmelts, and hurricanes (due to rainfall and/or storm surge) are the primary causes of flooding in Rhode Island. They can result in urban street, basement, and riverine flooding. Since 1993, the National Climate Data Center has reported over 50 floods in Rhode Island. In addition to the major floods in 2010, flooding occurred in October 2005 when Rhode Island experienced 9 days of heavy rains causing major flooding, sewer plant failures and coastal damage. Two days after the rain ended a nor'easter, bringing moisture from Hurricane Wilma, brought more rain and strong winds to the area. Providence recorded a total of 15.07 inches of rain, making it the wettest month on record for the city. There are many dams throughout the state that are considered high hazard, significant hazard, and low hazard. The high hazard and significant hazard dams generally pose a risk of flooding in the event of failure.

In 1991, a storm brought heavy rains to a snow covered East Greenwich. The rain resulted in a large snowmelt that flooded Brookside Drive, Arrowhead Trail, and Tillinghast Road. There have been no known dam failures.

East Greenwich experienced heavy rain fall and documented hurricane-force winds during storms that affected the entire State between March 12, 2010 through March 31, 2010. The most affected area was Kent County with East Greenwich receiving between six to nine inches of rain, resulting in rises and breaching of the Frenchtown Brook, the Maskerchugg River, Mawney Brook and Pierce Brook. The Town's wastewater treatment plant was also overwhelmed and compromised by the flooding, leading to raw sewage being discharged into Greenwich Cove. On April 2, 2010 President Obama issued a federal disaster declaration for the entire state of Rhode Island and residents received an automatic extension for filing their state and federal income taxes.

Tornado History

There is no known tornado history for East Greenwich. Tornadoes are generally produced by severe thunderstorms and occasionally by hurricanes but Rhode Island ranks 49th out of 50 states for the occurrence of tornadoes. Based on data from 1950 to the present, the State had fewer than 10 tornadoes resulting in 23 injuries, no fatalities, and with a total cost in damages of well over \$1,000,000.

Conflagration History

In the past five years, Rhode Island has experienced between 100 and 215 wildfires per year. On average the fires consumed between one and two acres of land. The probability of a major fire is considered to be low in East Greenwich. The Town has had about eight small brush fires annually which are also typically less than 2 acres in size. The last major brush fire occurred off Wood Duck Court in 2009 and consumed 3 acres of brush. In April 2006 there was a brush fire off Pegwin Drive that consumed five acres. Most brush fires typically occur in the western, more rural part of Town.

Earthquake History

Although there is no known earthquake history for East Greenwich, earthquakes in New England are a greater risk than most people realize. There have been 31 recorded earthquakes in this state over the last 220 years. It is possible for Rhode Island to feel the effects of an earthquake occurring anywhere in the Northeast Region. Rhode Island has experienced several minor earthquakes in the last few years, but no extensive damage has occurred.

Assessing Vulnerability

Vulnerability indicates what is likely to be damaged by the identified hazards and how severe that damage could be. This section focuses on East Greenwich's vulnerable areas in regards to the identified hazards, what is at risk in these areas (structures, population, natural resources) and what the impacts will be (loss of life, environmental damage, inconvenience to residents). The Risk Assessment Matrix (Table 4) summarizes the major vulnerable areas in East Greenwich. This section also takes a look at East Greenwich's population at risk, the potential economic losses and future development trends.

With help from the University of Rhode Island's Environmental Data Center, East Greenwich mapped high risk areas in the Town (see Map on page 136). This map indicates the flood zones, repetitive loss areas, evacuation routes, dams, bridges, and American Red Cross-approved mass care facilities.

Repetitive Loss Properties

Repetitive loss properties are those for which two or more losses of at least \$1,000 each have been paid under the National Flood Insurance Program (NFIP) within any 10-year period since 1978. According to information provided by RIEMA, there are six repetitive loss properties, two commercial buildings near the waterfront and four residential properties in proximity to the Maskerchugg River.

Vulnerability – Severe Weather

East Greenwich rates its overall vulnerability to severe weather as medium. East Greenwich's location on Narragansett Bay makes it less vulnerable to heavy snowfall from severe winter storms than more inland areas of the state. However, snow and ice storms are considered to be a medium risk to East Greenwich and have a high probability of occurring in the future. Severe snow/ice storms have caused significant damage in the form of flooding, roof collapse and power outages. The low lying A-zones of the Hill and Harbor District are susceptible to flooding from nor'easters. The Hill and Harbor District also has many steep hills which make it difficult to navigate during ice and snow storms.

Vulnerability – Hurricanes

East Greenwich rates its vulnerability to hurricanes as high. East Greenwich's location on Narragansett Bay makes it very vulnerable to hurricanes. The portion of East Greenwich that sits on Narragansett Bay is the Hill and Harbor District, which is very vulnerable to flooding from hurricanes. This area is comprised of A-zones and contains many businesses, marinas, and the Town dock. There are approximately 200-400 residential and commercial structures, in this district, that could experience flooding from a hurricane. Historically Water Street, located in the flood zone area, has been evacuated due to flooding. There is also a low-lying section of Town between London St. and Rocky Hollow Rd. which would be vulnerable to flooding from large levels of run-off caused by heavy hurricane rains. Amtrak's Northeast Corridor line runs right through this section of Town.

Table 3 Summary of National Flood Insurance Program Activity in East Greenwich

Total Policies	Value of Property Covered	Policies in A-Zone*	Claims Since 1978
205	\$50,198,800	115	79

* A-zone refers to other areas within the 100-year flood zone with less than 2.9-foot waves (FEMA NFIP Insurance Report, 2011).

Vulnerability – Flooding and Dam Failure

East Greenwich rates its vulnerability to flooding and dam failure as medium. The topography in East Greenwich is typical of the coastal plain, with numerous wetlands and small streams joining to form the major streams and rivers in the area. The elevation ranges from Mean Sea Level in East Greenwich Cove to about 450 feet in the southeast corner of the Town. The Maskerchugg River and several brooks are located throughout the Town and are susceptible to flooding. East Greenwich is home to one significant hazard dam and eight low hazard dams.

The four main inland sources of flooding in East Greenwich are Frenchtown Brook, the Maskerchugg River, Mawney Brook and Pierce Brook. Frenchtown Brook flows across the lower part of the Town in a general west to east direction, entering from West Greenwich about 1.5 miles north of the Town of Exeter corporate limits. It flows about 1.25 miles towards the east, and then turns to flow northeast for about 0.5 miles where it is joined by Mawney Brook. It then turns and flows southeast to meet Hunt's River. The Maskerchugg River and its branches are located in the upper northeast portion of the Town. The Maskerchugg River enters the Town at the northern corporate limits within the City of Warwick, about 400 feet east of the junction of Cedar Road and Division Street, and flows in a generally southeast direction before turning into the Maschachawege Brook and emptying into Greenwich Cove. Mawney Brook is located in the northwest part of Town, flowing generally south-southeast until it joins with Frenchtown Brook to the east of Tillinghast Road. Pierce Brook originates north of Kent Dr. and flows south-westerly along South Pierce Rd. into Warwick.

Flooding problems along Frenchtown Brook are located in three major areas:

- 800 feet east of South County Trail (Route 2) and 1,200 feet south of Frenchtown Road.
- Between Frenchtown Brook and Mawney Brook, from their confluence to 400 feet east of High Hawk Road and from High Hawk Road 800 feet west to Frenchtown Brook.
- From Woodbridge Drive west for 3,400 feet.

Flooding problems along Maskerchugg River are located in four major areas:

- Occurs between the Conrail Bridge and the Bleachery Pond Dam.
- Approximately 350 feet above the Middle Road Bridge to about 900 feet above the Sylvan Drive Bridge.
- On the East Branch Maskerchugg River from Brisas Circle to Division Street.
- On the West Branch Maskerchugg River from the confluence of the branch with the main stream to 300 feet above Cedar Avenue.

Flooding problems along Mawney Brook are located in two major areas:

- From the pond below Middle Road to approximately 1,000 feet up from the pond.
- From Middle Road to Division Street.

Flooding problems along Pierce Brook are located in two major areas:

- Extends from Post Road (Route 1) to Middle Road.
- From Winthrop Road to Nichols Lane.

There are approximately 100 homes located in each of these areas. Based on past events and experience, flooding would be expected to be limited to basements and local access roads, although increased precipitation that might accompany climate change could impact flood severity in the future.

The intersection at Middle Rd. and Rt. 2 is vulnerable to flooding from heavy rains. King St. and Water St., evacuation routes in the Hill and Harbor District, are vulnerable to flooding from run-off during heavy rains events.

East Greenwich is home to one significant hazard dam, the Greenwich Bleachery Pond Dam, and eight low hazard dams, Las Brisas Park Pond Dam, Hannah Farm Pond Dam, Gale Farm Pond Upper Dam, Kroian Farm Pond Dam, Paine's Pond Dam, Gale Farm Pond Lower Dam, Frenchtown Park Pond #1 Dam and the Scholefield Pond Dam.

The Town of East Greenwich is responsible for maintaining the Frenchtown Park Pond #1 Dam and the Greenwich Bleachery Pond Dam. If the Frenchtown Park Pond #1 Dam failed the water would flow through a wooded area and could affect approximately 15 residential structures. If the Greenwich Bleachery Pond Dam failed, the water would empty into the Maskerchugg River and would also most likely affect the Christ Church property and Post Road.

Vulnerability – Conflagration

East Greenwich rates its vulnerability to conflagration as medium. East Greenwich has developed a Conflagration Plan with the highest level of vulnerability focused on the following areas located in the compact downtown business/historical district:

- Intersection at Division St. and First Avenue, easterly to Greenwich Cove.
- Intersection at Division Street and First Avenue, southeasterly along First Ave. to Greenwich Cove.
- All areas between Division Street and First Avenue, including properties and areas east of the Northeastern corridor railway.

There are approximately 700-1,000 vulnerable residential and commercial structures in this area.

Wild/forest fires are considered a low risk in East Greenwich because the majority of residential and developed areas are covered by fire hydrants. The areas in East Greenwich where wild/forest fires are likely to occur are a half mile to either side of the following roads, Carrs Pond Road, Shippee Road, and South Road. These areas are particularly vulnerable because they are all wooded areas

with no fire hydrants nearby. There are approximately 400-500 homes located in these areas primarily in cluster developments.

Vulnerability – Earthquakes

East Greenwich rates its vulnerability to earthquakes as low. The buildings most vulnerable to earthquakes are those constructed of masonry, cinder block, un-re-enforced concrete, and any buildings built on filled/made soils. In East Greenwich these buildings include approximately 100 commercial masonry buildings in the Hill and Harbor District. While East Greenwich is in an area of low probability for a seismic event, a moderate earthquake could also cause significant damage to sewer lines, water lines, other underground infrastructure, communication and power lines, dams, and bridges.

Population at Risk

Currently, three mass care facilities exist in the Town of East Greenwich, one of which is approved by the American Red Cross. East Greenwich is also addressing the joint responsibilities and actions of the Town and the American Red Cross in the event of a natural disaster. The Town has already taken steps to assure the comfort and security of certain special population groups in severe weather situations that don't rise to the level of a natural disaster. For example, the elderly are particularly vulnerable in extreme heat events and the Town has opened public facilities as "cooling centers" as an accommodation.

According to FEMA, in the event of a natural disaster that requires mass care facilities, twenty percent of an evacuated population will seek public mass care facilities. Currently East Greenwich is capable of providing mass care for 800 people in the event of a natural disaster. According to the 2010 U.S. Census East Greenwich has a population of 13,382 people. This results in over 2600 people needing mass care according to FEMA and also results in a current deficit of 1800 mass care spaces for the Town. East Greenwich will open Town facilities for mass care in the event of overcrowding at the designated mass care facilities.

It is important to note that East Greenwich has experienced continuous population growth over the years. There has been a 13 percent increase in population from 1980 to 1990, a nine percent increase in population from 1990 to 2000 and another three percent increase from 2000 to 2010. This plan recognizes that residential development is occurring, although at different paces over the decades, and has proposed actions that not only address the current needs of the Town in the event of a natural disaster but also the future needs of the Town. East Greenwich has established evacuation routes, sections of which are vulnerable to flooding. Evacuation signs have been posted.

Local Economy at Risk

Since property taxes account for eighty five percent of East Greenwich's revenues, it is imperative that the community and its residents take precautions to protect their investments. According to East Greenwich's Finance Department, the FY 2012 annual budget for East Greenwich is \$47.4 million and the local Tax Assessor reports that approximately \$43.5 million comes from property taxes. As seen in Table 3, FEMA estimated that the value of property insured by the NFIP in East Greenwich is \$50,198,800. Table 1 lists the potential monetary impact that severe weather, hurricanes, flooding, conflagration and earthquakes can have on East Greenwich. Any one of these hazards could also cause the loss of local business, furthering the community's loss.

The Hill and Harbor District is a major commercial area within the Town. The small shops, businesses and restaurants located in this area are vulnerable to flooding and conflagration which could result in the loss of revenue and tax base.

Future Development Trends

Other than the original settled farmsteads in East Greenwich, the community essentially grew up and out from Greenwich Cove. Known in the 1700's as "Scalloptown," the Town's main economic activity centered around shell fishing, boat building and the like. The Waterfront area and adjacent neighborhoods extending west toward Main Street, remain the most densely settled part of Town. Some important vulnerable public facilities lie there, including the Town's wastewater treatment plant and the solid waste transfer facility. While it is not currently feasible to relocate either facility, the Town looks forward to gaining a better understanding of potential impacts of climate change on the area as the State's LiDAR project wraps up. The Town also has plans to rezone portions of the area (see separate recommendations in Land Use) currently shown for residential and commercial purposes to an actual "Waterfront" zone that better accommodates the water dependent uses desired there.

East Greenwich has experienced an increase in population from 11,880 persons in 1990 to 12,948 persons in 2000 and 13,382 in 2010. The Town is predominantly characterized by single-family residential development in varying densities. Commercial development is focused on Route 1 (Main Street and Post Road), and Route 2 (South County Trail). Main Street is characterized by small stores, boutiques, antique dealers, and restaurants. Post Road is a mixture of stores, gas stations, small shopping centers, and restaurants. South County Trail is characterized by a mix of office, high-density residential, light industrial, and Army National Guard uses, along with the remaining dairy farm in Town. The western half of the Town was primarily rural and semi-rural, but has undergone significant development in the last fifteen years. There are however, large areas of vacant land still remaining in the western section of Town, which implies significant future development potential, depending on the strength of the real estate market and economic climate. The amount of land dedicated to agricultural uses has declined due to the increase in residential, commercial and industrial development.

East Greenwich is characterized by marginal soil conditions, with areas of extreme stoniness, ledge, excessively permeable soils, and wetlands. In addition, 85% of the Town is within the aquifer catchment area for the Hunt River groundwater reservoir, a key source of drinking water for the Town and part of the U.S. EPA designated sole source aquifer for North Kingstown. In response to these sensitive conditions, the Town subdivision regulations protect wetlands and flood plains and require proper management of stormwater runoff to prohibit increases in runoff greater than existing conditions. During the past decade the Town's sewer system has expanded from serving 25 percent of the Town's population to about 50 percent essentially encompassing neighborhoods east of Route 2. The total length of the collection system is approximately 50 miles with pipe sizes ranging from 6-30 inches in diameter. New residential development west of Route 2 in un-sewered areas is zoned one and two units per acre and all on-site sanitary sewage disposals must meet the new Rhode Island Stormwater Management Guidance for Individual Single-Family Residential Lot Development design standards. Additionally, all new and redevelopment projects in Town must now follow the new RI Stormwater Design and Installation Standards Manual which went into effect on January 1, 2011 which uses low impact development (LID) techniques as the primary method of stormwater control.

The Town encourages cluster development of single-family homes particularly in areas with significant environmental constraints, in prime agricultural areas, and in areas with historical significance. Cluster development permits developers to reduce the size of individual single-family residential lots while reserving undeveloped land for public and/or neighborhood uses. Increases in the overall density over that permitted in the existing zone are not allowed, and open space easements to the Town are placed over the “common land” to ensure that it is not built upon in the future. Another approach that the Town has encouraged is use of Planned Development zones, which allow a site to be developed as a unit, and through flexible standards encourages developers to be innovative in site design and use of the land. Wetlands are not included in the zoning density calculations for the cluster development and planned development zones in order to protect the integrity of the wetlands and the associated surface and groundwater resources. This exclusion provides protection for the wetlands and assures that non-wetlands will be dedicated for open space and recreation use in cluster development.

The Town’s priority list for open space acquisition includes areas with wetlands, marginal soils, streambelts, and those areas within the Hunt River groundwater recharge area.

The Town’s development review process works to ensure that residential, commercial, and industrial developments have minimal impact on surrounding land uses and the environment. The plan review process includes technical review by staff members of the planning, building, public works, police, fire, and school departments. The Public Works Department reviews plans for completeness of storm water management and all state environmental permits are required for on-site sanitary sewage disposal and for sites with freshwater wetlands. Retention and detention basins are utilized where appropriate to mitigate downstream impacts including flood prevention and the protection of water quality. The Building Official reviews plans to ensure up-to-date code and zoning compliance. The Planning Department requires approvals from RIDEM, CRMC, or relevant agencies, and ensures that plans reflect the Town’s high design standards. Police and Fire departments review plans for public safety and emergency standards.

State Building Code regulations contain a “freeboard” provision that requires habitable space to be built 12 inches above the FEMA flood elevation.

The Town’s Development and Subdivision Review Regulations, section 23 (b)(3) c. and d. state:

- c. To the greatest extent practical, plans should be consistent with the reasonable utilization of land. The below listed land forms and environmental features shall remain in an undeveloped or open space status:
 1. Land under water;
 2. Unique and/or fragile areas, including freshwater wetlands and coastal wetlands as defined in Title 2, Chapter 1, of the General Laws of Rhode Island;
 3. Lands in the flood plain or flood hazard areas; as defined by the Federal Emergency Management Agency (FEMA) and Rhode Island Department of Environmental Management (RIDEM);
 4. Steep slopes in excess of fifteen (15) percent as measured over a ten (10) foot interval;
 5. Habitats of endangered wildlife; as defined by Rhode Island Department of Environmental Management or Federal Agencies;

6. Historically significant structures and sites, as listed on Federal or State or East Greenwich inventory of historic places;
 7. Significant archaeological sites as identified by the State Archeologist; and
 8. Significant trees or stands of trees, or rare vegetative species.
- d. The development shall be designed in a manner that avoids adverse water impacts, especially in terms of protecting the Hunt River Aquifer drainage basin, wellhead and aquifer recharge area; minimizes cut and fill; to avoid unnecessary impervious cover, to prevent flooding, to provide adequate access to lots and sites; and to mitigate adverse effects of shadow, traffic, drainage and utilities on neighboring properties.

Section 24 (e)(6) states: "The proposed drainage system shall be designed to accommodate stormwater such that post-construction conditions do not result in peak run-off increases in rate from preconstruction conditions.

Capability Assessment

East Greenwich has initiated many studies and activities over the years that have laid the foundation for the development of its mitigation strategies. In 1988 the Town developed its first comprehensive plan. East Greenwich recognized that incorporating natural hazards considerations (both pre-disaster and post-disaster) into the comprehensive plan would not only benefit the community by reducing human suffering, damages and the cost of recovery, but would also assist in building and maintaining the economic health of the Town.

East Greenwich implements and enforces the state building code, International Residential Code and International Building Code. The State building codes were updated in 2009 to require all new structures to withstand a minimum of 110 mph winds.

The Town is planning to participate in the Community Rating System (CRS) of the National Flood Insurance Program. When necessary, East Greenwich works with neighboring communities to address open space, land use and development issues as they relate to natural hazards. The CRS is a way for communities that commit to implementing activities that contribute to reduced flood risk to reduce the cost of flood insurance premiums for policy holders. The RI Emergency Management Agency has offered to work with the Town as a pilot community in order to implement the CRS. Examples of eligible actions the Town could take include: permanently preserving open space within the floodplain; enforcing higher standards for safer development; maintain drainage systems; monitor flood conditions and issue warnings; obtain grants to buyout, elevate or otherwise flood-proof structures including houses and businesses.

East Greenwich's Emergency Operations Plan was revised in 2004 and 2011. The revised Emergency Operations Plan details the Town's responsibilities and actions in the event of an extraordinary emergency situation associated with natural, man-made and technological disasters. As part of the EOP update, the hazards identified have been reviewed, assessed, and prioritized so they may be linked to mitigation actions identified in this plan. East Greenwich's EOP offers pre- and post-disaster strategies and measures designed to utilize emergency response organizations for protection of East Greenwich's population and infrastructure, thus reducing the loss of life and limiting damage to private and public property. The Plan addresses the need for Mass Care facilities and other shelters, including those for personal warming, cooling and personal care. It also addresses alternate power sources for Town facilities, emergency communications infrastructure,

and other technology, software, and resources that assist in responding to natural disasters. The Town will continue to amend/update the EOP approximately every five years going forward.

On November 8, 2010 the Town amended an ordinance entitled “Flood Hazard Areas” to include a statement of purpose as well as standards and use regulations as required by FEMA. The revised 2010 FEMA Flood Insurance Rate Maps, the official map of a community on which FEMA has delineated both the special hazard areas and the risk premium zones, can be found at <http://www.fema.gov>.

Risk Assessment Matrix – Vulnerable Areas

The EGHMC reviewed and discussed the 2006 Risk Assessment Matrix of vulnerable areas; the Committee agreed the vulnerable areas have remained the same. Organization of projects and actions was accomplished by thoroughly reviewing the hazards, identifying areas in East Greenwich which are at risk and identifying present dangerous situations to East Greenwich’s population which are susceptible to costly damage. The result of these efforts was the Risk Assessment Matrix that follows. Vulnerable areas have been prioritized and ordered as such.

Table 4 Risk Assessment Matrix

	Vulnerable Areas (in order of priority)	Location	Ownership	Natural Hazard	Primary Problem/Effect	Mitigation Objective	Risk H -Historical P - Potential
1	Dams	Greenwich Bleachery Pond Dam, Las Brisas Park Pond Dam, Hannah Farm Pond Dam, Gale Farm Pond Upper Dam, Kroian Farm Pond Dam, Paine’s Pond Dam, Gale Farm Pond Lower Dam, Frenchtown Park Pond #1 Dam and the Scholefield Pond Dam	Public and Private	Flooding, hurricane and severe weather	- Structural damage and lack of maintenance - Risk to public safety - Evacuation and emergency services hindered	Protection of infrastructure, public safety and evacuation routes.	P
2	Essential Services	Town-wide	Town	Severe weather, high winds, hurricane and conflagration	- Downed power and communications lines - Snow and debris blocked roads - Conflagration damage	Protection of power and communications lines, roads, property and public safety	H,P
3	Culverts	Town-wide (See list in Appendix D)	Town	Severe weather, hurricanes and flooding	- Flooding of roads and surrounding areas due to blockage or structural failure	Prevent flooding of roads and surrounding areas.	H,P

4	Bridges	Town-wide	State	Hurricane and flooding	- Public safety, emergency services and evacuation routes at risk	Protection of infrastructure, public safety and evacuation routes	P
5	Critical Roads	Town-wide (See list in Appendix D)	Town and State	Hurricane, flooding and severe weather	- Evacuation and emergency services hindered	Increase public safety	H,P
6	Wastewater Treatment Facility	21 Crompton Ave.	Town	Flooding, hurricanes and severe weather	- Pollution of Greenwich Cove and surrounding area	Prevent pollution	P
7	Detention Basins and Drainage Ditches	Town-wide	Town	Severe weather, high winds, hurricanes and flooding	- Flooding of roads and surrounding areas due to blockage	Prevent flooding of roads and surrounding areas	H,P
8	Residential and Commercial Land Use	Town-wide	Private	Flooding	- Structural damage	Prevent structural damage to residences and businesses	H,P

Action Plan

State law [RIGL 45-22.2-6(b)(10)] requires that a local Comprehensive Plan “include an identification of areas that could be vulnerable to the effects of sea-level rise, flooding, storm damage, drought, or other natural hazards. Goals, policies, and implementation techniques must be identified that would help to avoid or minimize the effects that natural hazards pose to lives, infrastructure, and property.” With the help of further State guidance, the Town has identified action items in four broad categories that would seem useful in avoiding and minimizing those effects. Those categories would be: Response Actions; Protection Actions; Adaptation Actions; and Climate Change Mitigation Actions.

Protection Actions

1 – Annual inspection and maintenance of the Frenchtown Park Dam. The Frenchtown Park Dam is an earthen dam with a stone retaining wall on the downstream side and an earthen pedestrian trail on the crest of the dam. There are two spillways that are located on the north and south sides and are made of large stacked stone buttresses which support two wooden pedestrian cross bridges. The Frenchtown Park Dam is a Town-owned dam in East Greenwich. Inspections should be performed after every heavy rain and at the end of winter during the winter thawing. The stone retaining wall should be checked for missing/loose stones, the toe of the dam should be checked for seepage and the stone buttresses should be checked for water seepage between the stones. The vegetation growth should also be inspected and overgrowth should be removed so it does not weaken the structure of the dam. Maintenance measures include leveling the trail and minor repairs to the two wooden bridges; one spillway was replaced and reinforced during the summer of 2010 by the Town. Other long-term repairs per engineering recommendations should also be programmed.

2 – Notify dam owners of their responsibility for inspection, maintenance and repair of their dams. There are seven privately owned dams in East Greenwich; Las Brisas Park Pond Dam, Gale Farm Pond Upper Dam, Kroian Farm Pond Dam, Paine’s Pond Dam, Gale Farm Pond Lower Dam, Hannah Farm Pond Dam and Scholefield Pond Dam. Dam owners are responsible for the upkeep of their dams to ensure public safety and property protection and should be reminded of such annually via written notice.

3 – Continue the annual tree-trimming program. The program focuses on trimming trees adjacent to utility lines to avoid power and communications outages and trimming overhanging limbs and branches to help reduce the risk of blocked evacuation routes. The Town has a tree warden who assists in evaluating trees throughout Town. National Grid periodically trims trees in an effort to limit damage to their infrastructure.

4 – Retrofitting/Resilience Construction Assistance: Implement a public education series focusing on available building code resources, compliance and retrofitting. The building official is available to assist residents with code compliance and retrofitting. Retrofitting can protect a structure against flooding and earthquakes. Implement and share information about any new state building code requirements that emphasize more resilient specifications for new construction in hazard areas.

5 – Bury electrical wires and other suspended cables. Under the Town’s Development and Subdivision Review Regulations, Section 24 General Provisions; Public Improvement Design Standards, Subsection (F) Utilities it states “All electric, communication and street lighting lines shall be installed underground.” This standard should be continued in the future. On existing streets

where utilities are above ground, i.e. Main, Hill and Harbor area and older subdivisions, the utilities should be placed underground. Although not financially feasible at this time, the idea has been discussed and should be considered in the future.

6 – Continue culvert inspection and grading system and implement repairs/cleaning/upgrades to culverts as necessary. The DPW has created a list of all the culverts in Town and a grading system from 1 to 5 (1 being the worst) based on their condition. The culverts should be inspected on an annual basis and the grading should be updated accordingly. (See Appendix F for a list of Culverts in Town.)

The DPW assigned a grade to culverts based on their condition. The grading is as follows:

- 1 = immediate repair, flooding or road surface damage can occur due to complete blockage.
- 2 = severe blockage, pipes are starting to collapse, or basin failure is occurring. Repairs are needed as soon as possible.
- 3 = culverts with this grading are in working condition but are in need of maintenance, or catch basins leading into culverts could possibly need maintenance.

There are currently three grade 1 culverts, five grade 2 culverts and twenty-six grade 3 culverts. The list of culverts with their current grade is contained in the Town's Hazard Mitigation Plan.

7 – Monitor the Wastewater Treatment facility and perform routine maintenance. The Wastewater Treatment Facility is located in an A-zone. Monitoring operations and performing routine maintenance are necessary to ensure that the facility is capable of running properly during potential flooding events.

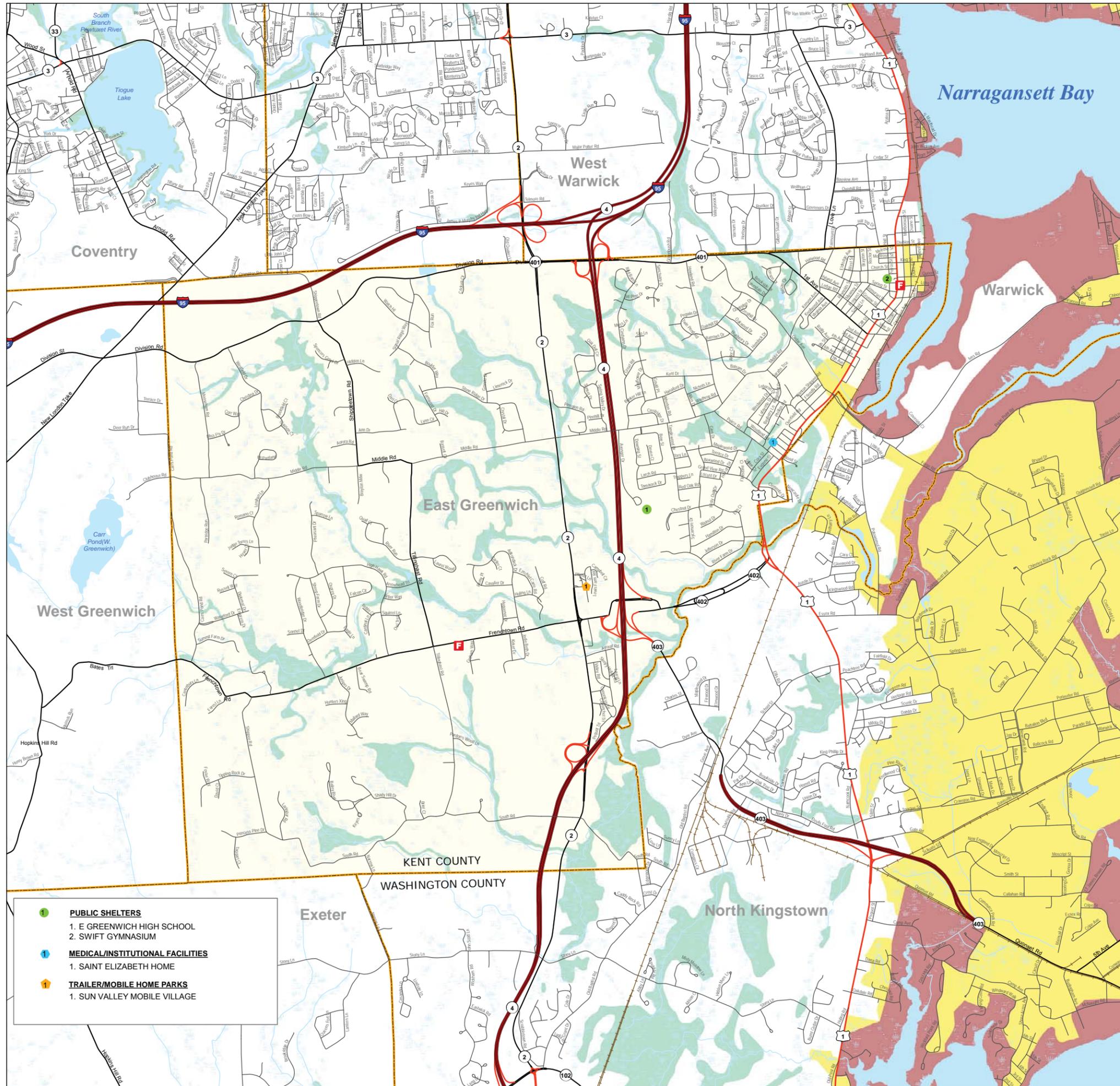
8 – Monitor and clear Town detention basins and drainage ditches. The Town needs to keep detention basins and drainage ditches clear of debris in order to prevent flooding of nearby streets and property.

Response Actions

1 – Identify evacuation routes around all dams and culverts. Evacuation routes need to be identified to ensure safe evacuation in the event of structural or other failure.

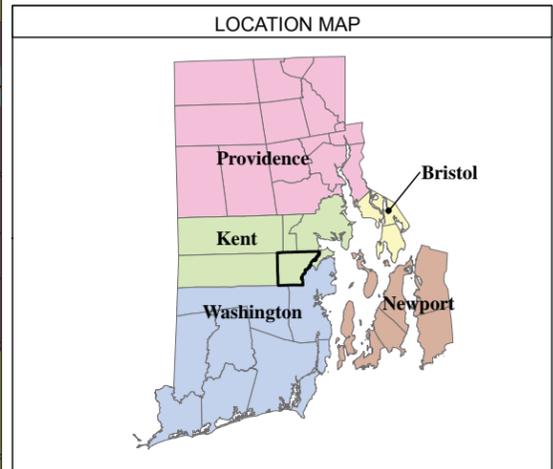
2 – Identify alternate routes in the event of critical road closures due to flooding. Many roads in Town are located in A Zones (Special Flood Hazard Areas) making them vulnerable to velocity wave action of less than three feet and flooding. Alternate routes need to be identified to ensure safe evacuation. (The list of Critical Roads in East Greenwich is contained in the Town's Hazard Mitigation Plan).

3 – Continue training exercises consistent with the Southern New England Mutual Aid for fire personnel and any others as recommended by the American Red Cross, RIEMA or others. The New England Fire Chiefs created a master plan for mutual aid. Rhode Island is part of the Southern New England Mutual Aid Group. East Greenwich Fire District personnel must complete the course training in order to ensure the proper response to events requiring mutual aid.



LEGEND

Hurricane Evacuation Zones	Facility Location Key
 Zone A (Category 1 & 2)	 Public Shelter
 Zone B (Category 3 & 4)	 Medical/Institutional Facilities
FEMA 100 year flood zone	 Mobile Home/Trailer Park
	 Fire Station
Transportation	 Police Station
 Limited Access Highway	Hydrographic Features
 US Highways	 Water
 State/Local Highways	 Wetlands
 Local Road	Political
—+— Railroad	 Town Boundary
✈ Airport	 State Boundary



NOTES & SOURCES

This map shows shaded Hurricane Evacuation Zones that are recommended to be evacuated from potential worst-case Hurricane Surge Inundation. Areas that may become isolated by worst-case Hurricane Surge Inundation are also included in the Evacuation Zones. Inland areas which may be exposed to fresh water flooding only are not included in the Evacuation Zones.

Evacuation Zone "A", shown in red, is recommended to be evacuated prior to an expected category 1 or 2 hurricane. Evacuation Zone "B", shown in yellow, is recommended to be evacuated prior to an expected category 3 or 4 hurricane.

Hurricane surge elevations were determined by the National Hurricane Center using the Boston 2 (PV2) SLOSH model basin, and assumed peak hurricane surge arriving at mean high water.

The Evacuation Zones are based on the Hurricane Surge Inundation that can be expected to result from a worst case combination of hurricane landfall location, forward speed, and direction for each hurricane category. For the Hurricane Surge Inundation Areas, see the map series entitled "Rhode Island Hurricane Evacuation Study, Hurricane Surge Inundation Mapping", May 2009.

The source of basemap transportation features such as roads and railroads is Tele Atlas 2008. The source of other basemap features is the Rhode Island Geographic Information System (RIGIS).

The horizontal projection of this map is Rhode Island State Plane NAD83 feet.

- PUBLIC SHELTERS**
- 1. E GREENWICH HIGH SCHOOL
- 2. SWIFT GYMNASIUM
- MEDICAL/INSTITUTIONAL FACILITIES**
- 1. SAINT ELIZABETH HOME
- TRAILER/MOBILE HOME PARKS**
- 1. SUN VALLEY MOBILE VILLAGE

TITLE

Rhode Island Hurricane Evacuation Study
Hurricane Evacuation Mapping
August 2012
East Greenwich

4,000 2,000 0 4,000 Feet

US Army Corps of Engineers
New England District

FEDERAL EMERGENCY MANAGEMENT AGENCY
FEMA

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NOAA

4 – Develop and implement public/staff education and outreach programs for preparedness and emergency response. Distribute and make material available to the public concerning evacuation routes, emergency shelters, and maps of risks and critical facilities of East Greenwich. Organize and conduct training programs for Town officials, employees, boards, and commissions regarding hazard mitigation, including flood mitigation, and actions/responsibilities during a natural disaster. Develop public outreach programs that advocate the purchase of National Flood Insurance.

5 – Implement a public education series focusing on available building code resources, compliance and retrofitting. The building official is available to assist residents with code compliance and retrofitting. Retrofitting can protect a structure against flooding and earthquakes.

6 – Develop and implement public/staff education and outreach programs regarding the impacts on human health resulting from climate change. Weather and climate have always had a key influence on human health – either through our direct exposure to the elements or by providing conditions that help or hinder the spread of disease. The State Department of Health was recently awarded Federal grant funds to create an action plan and coordinate activities to investigate, prepare for, and respond to the anticipated health effects of climate change. Examples of potential impacts include: direct exposure to extreme temperature variability; diminished air quality and a higher number of “bad air days;” and absence of clean water and shelter in storm and disaster situations. The Town will work with the RI Department of Health, Statewide Planning and other involved agencies to publicize findings as they become available and implement appropriate recommendations.

Adaptation Actions

1 – New construction of public facilities in vulnerable areas shall be avoided. All private new floodplain construction shall meet FEMA guidelines for floodplain construction and all relevant State Building Code requirements, especially any new requirements promulgated in response to recent storms. Variances from flood regulations for new residential or commercial construction located within a floodplain shall be discouraged.

2 – The State’s LiDAR – Light Detection and Ranging – mapping technology project will be used to inform the Town’s efforts to adopt appropriate measures to address sea level rise from both a Land Use and a Facilities Siting perspective. Specifically, the Town will examine the impacts of sea level rise on the transfer station and sewage treatment facility on the waterfront, utilizing data from the State’s LiDAR project as it becomes available. Plans for appropriate “hardening,” or reinforcement actions can then be devised.

3 – The new Waterfront District as recommended in the Land Use Chapter shall address sea level rise and restrict uses that may be vulnerable to storm surge and potential inundation as a result. Data and results from the State’s LiDAR project will be used as it becomes available in the design of the Waterfront Zone.

4 – The Town will support State efforts to improve the siting and design of Onsite Wastewater Treatment Systems. Systems that are not adequately set back or separated from areas vulnerable to flooding, storm surges, or increasing coastal erosion stand to contribute significantly to increased surface and groundwater contamination and the public and environmental health threats that are associated. Similarly, systems that don’t rely on technologies like shallow soil dispersal of wastewater and proactive management of soils also have negative effects. Efforts to increase setbacks and require retrofitted technologies shall be supported.

5 – The Town will continue to encourage “Cluster development” in new residential projects and create provisions for Conservation Development in new subdivisions going forward. These techniques seem to be effective in promoting new development away from vulnerable areas as they allow for concentration of new roads and structures in appropriate upland locations.

Climate Change Mitigation Actions

1 – Support and implement the recommendations of the Rhode Island Climate Change Commission and its functional working groups where locally appropriate and as funds allow.

2 – Continue to implement Energy Efficiency projects recommended by a comprehensive 2011 audit of the Town’s public facilities, including schools. The Town has already completed several projects like replacement of Main Street streetlights with high efficiency LED light technology; installing new boilers and heating systems at the Town’s Wastewater Treatment facility and Highway Garage; and installing insulation in the attic of Town Hall. The Town will continue to identify and implement “green building techniques” along with water and energy conservation actions as appropriate.

3 – Realizing that Climate Change itself is closely linked to carbon dioxide equivalent (“greenhouse gas”) emissions, East Greenwich seeks to decrease its carbon footprint in ways beyond the conservation and efficiency methods already mentioned. For additional positive impacts, the Town will: A) explore energy efficient transportation options; and B) pursue smart growth strategies in selected areas. We see these two objectives as closely linked and feel certain land use strategies like appropriate infill development can embody both. The Town is already working with RIPTA regarding adequacy of bus shelters in Town in hopes of increasing ridership on its energy efficient fleet. The Town is also pedestrian-friendly having one of the more walkable downtown’s in the State and is working to improve its bike-friendliness too via a local bicycle network with connections to Statewide routes. Recent developments, like the award-winning “Cottages on Greene” project and the planned Greenwich Boulevard TOD (as discussed in Land Use) which are designed with New Urbanist and Smart Growth principles in mind, augment the ability to live and work in East Greenwich without dependence on an automobile. Specifically, the Town proposes to: acquire energy efficient fleet vehicles as funds allow; continue to work with RIPTA regarding transit opportunities; maintain the bicycle network and sidewalks, including appropriate markings; enact the TOD Ordinance as discussed elsewhere; approve appropriate infill development as proposals arise.

Chapter 11 Land Use

East Greenwich is a community with character and heritage that is recognized and valued by its residents. The great sense of community, scenic beauty of its waterfront, and viable Main Street are part of what makes up the character of the community, conveys a “small town feeling,” and, are among the most highly valued features of the Town. Most of the residents are very satisfied with the quality of life in the Town and feel that the quality of life is staying the same or getting better.¹ East Greenwich is located in the center of the state of Rhode Island, on the western shore of Narragansett Bay, and about 15 miles south of the City of Providence. It is on the dividing line between the rural towns to the south and the more urban communities to the north, and is characterized by both urban and rural land uses.

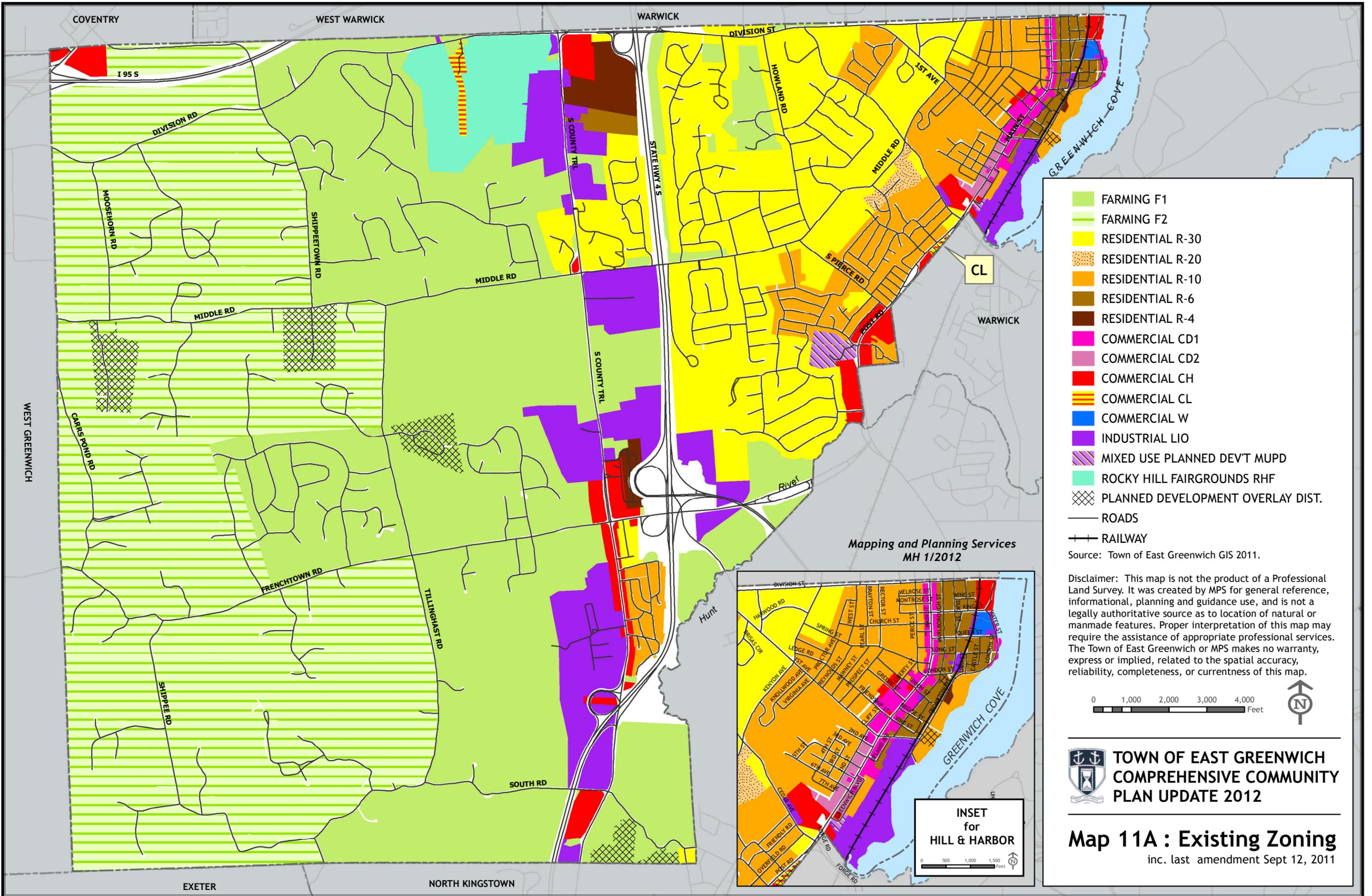
Until World War II, East Greenwich was the southern most intensely developed Town on the west side of the Bay. However, development of Navy Stations at Quonset Point and Davisville resulted in a southward shift in development activity. The eastern portion of the Town is predominantly urban and suburban in character. Until recently, the western portion was largely rural, and displays significant potential for future development.

Historically, development has been predominantly residential with some commercial and industrial development concentrated in corridors lining parts of Route 1 (Main Street/Post Road) and Route 2 (South County Trail). Most development within the past twenty years involved new construction on previously vacant land with some replacement or infill activity on existing developed land. Redevelopment in the past two decades was focused primarily east of Route 2. The most significant recent development activity is occurring in the western portion of Town. Recent subdivision applications indicate a trend that the western half of the Town is likely to be the focus for development in the near future.

The Town is characterized by predominantly single-family dwellings. The urban area that corresponds approximately with the historic Hill and Harbour District is composed of high-density single and multi-family residential and commercial development. Lot sizes mostly range from 6,000 to 10,000 square feet, with provisions in the Zoning Ordinance to protect the historic character of this area. The suburban area east of Route 4 is composed of medium density single-family development on mainly 10,000 to 30,000 square foot lots. The development is focused along frontage roads, with a few areas of open space interspersed between the houses. The rural area, west of Route 4, is zoned agricultural and permits residential development on one and two acre lots. Most of the recent residential development has occurred in this “rural” or semi-rural zone.

During the past thirty years, East Greenwich has experienced substantial development of what was previously vacant or farmed land. East Greenwich is considered a desirable community in which to live due to its location in relation to Providence, Warwick, and other surrounding communities offering employment opportunities; to its rural or semi-rural character; and to its few geographic features severely constraining future development. In particular, the Town is an attractive community for middle and upper income executives. Because of this, East Greenwich has been a popular site for high end large lot subdivision developments. See Map 11A : Existing Zoning.

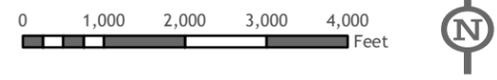
¹ See Alpha Research Associates, East Greenwich Resident Survey, June 20 - 29, 2011



FARMING F1
FARMING F2
RESIDENTIAL R-30
RESIDENTIAL R-20
RESIDENTIAL R-10
RESIDENTIAL R-6
RESIDENTIAL R-4
COMMERCIAL CD1
COMMERCIAL CD2
COMMERCIAL CH
COMMERCIAL CL
COMMERCIAL W
INDUSTRIAL LIO
MIXED USE PLANNED DEV'T MUPD
ROCKY HILL FAIRGROUNDS RHF
PLANNED DEVELOPMENT OVERLAY DIST.
ROADS
RAILWAY

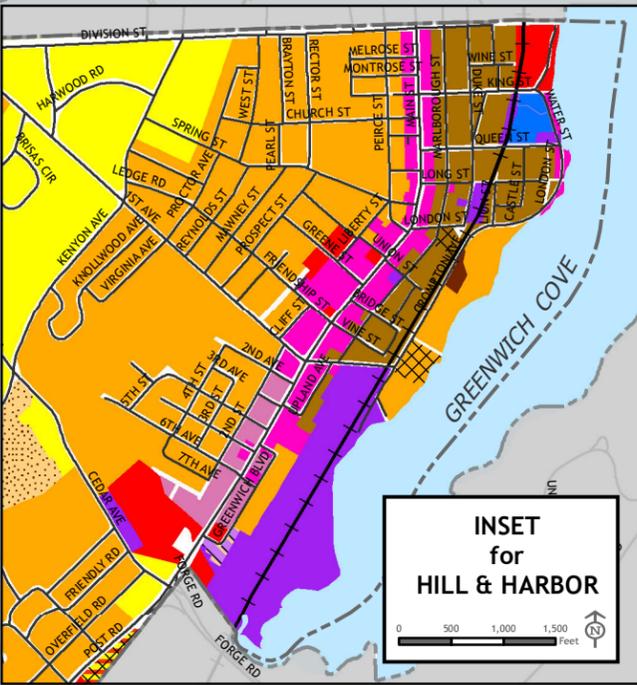
Source: Town of East Greenwich GIS 2011.

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TOWN OF EAST GREENWICH
COMPREHENSIVE COMMUNITY
PLAN UPDATE 2012

Map 11A : Existing Zoning
 inc. last amendment Sept 12, 2011



Mapping and Planning Services
 MH 1/2012

This Land Use Element of the Comprehensive Plan is focused on keeping the best aspects of East Greenwich and building upon the factors that attracted residents here in the first place, while at the same time protecting the natural resources, open spaces, and built environment for future generations to enjoy.

In order to arrive at these desired outcomes, this Land Use Element examines the future through a Residential Build-out Analysis, followed by Land Use Policy. The purpose of residential build-out is to determine the current and projected residential build-out patterns in East Greenwich. It provides a data-based portrait of what the Town would look like if it continues with its existing subdivisions and subdivision regulations, its residential buildings and patterns of residential permit distribution, and its current zoning regulations of private land. After that analysis, the section titled “Land Use Policy” further organizes the data on the Town that has been accumulated throughout this section and this report with a particular eye on the kinds of forward-looking land use actions that can help the Town preserve the best aspects of East Greenwich while enabling access for future generations. The Land Use Strategies section, therefore, which completes this Element of this report, looks at three basic land use strategies available to the Town: (1) land use regulations, which include zoning and subdivision controls, (2) stewardship of lands currently owned and used by the Town among its various agencies, including the Parks and Recreation Department and School Department, and (3) acquisition of additional lands for open space (passive use) and outdoor recreation (active use).

Residential Build-out Analysis 2010²

Introduction

This 2010/2011 Build-out Analysis is conducted in support of the Town of East Greenwich’s Comprehensive Community Plan Update. It estimates both the amount and location of future residential development allowed under the Town’s Zoning Ordinance, Zoning Map, and Subdivision Regulations. It provides an update to the Town’s earlier build-out Analysis that was conducted in September 2005. The slowing US and Rhode Island economy in the last several years, and its impact on Town policies or planning of housing, infrastructure, schools, recreation, open space, and other large capital improvement programs and the like needs to be accounted for in the build-out. An updated build-out analysis will assist the community in determining whether to amend or sustain current policies and regulations and whether or not to update and amend the Town’s vision, goals, policies, and objectives as adopted in the Comprehensive Plan.

Overview of Methodology

This residential build-out analysis is conducted using digital data from the Town of East Greenwich Geographic Information System (GIS), the Assessor’s CAMA database as of December 31, 2009, and the US Census Bureau 2010. Building permit information was obtained from the Town’s Building Department to July 31, 2010. Projections are conducted on a lot-by-lot basis under current zoning conditions. A projection date for build-out is also provided, recognizing the sensitivity of projecting existing patterns into the future.

Growth Centers

The Town’s economic development and land use policies are in compliance with the State’s *Land Use 2025* in that the Town will reinforce the Urban Services Boundary by proposing to retain the distinction between the Town’s eastern urban and western rural areas. The areas within the Urban

² Prepared by Mapping and Planning Services in October 2010, and revised in December 2011 and April 2012.

Services Boundary are identified as optimum areas for accommodating the bulk of the Town's development needs through 2033, and include areas like downtown Main Street, the Route 2-Division Street node, the proposed TOD area, and others, where growth is proposed or occurring. See also Chapter 7, Economic Development and Map 7A where a line is drawn to reflect the Urban Services Boundary and is designated as "urban development" on the state map. Conversely, the western rural areas of Town are expected to remain rural and Town residents feel strongly about preserving that character. Lower density zoning will persist and be augmented by conservation development to keep large contiguous tracts undeveloped. It is also these areas that are targeted by the Land Trust for obtaining properties and development rights to protect both sensitive lands and rural character.

Assumptions

The following is a list of the major assumptions that were used to prepare the residential analysis.

Permitted As-of-Right: Only single-family residential dwelling units that are permitted as-of-right in the residential zoning districts are considered.

Zoning and Density: Existing lots split by two or more zoning districts (e.g., R-30 / F1) are considered and any existing dwelling units allocated to the appropriate portion of the lot (using build-out footprint data from the Town's GIS and 2008 aerial imagery). This enables the subdivision and development potential to be more accurately calculated based on the differently zoned portions of a lot.

Existing Open Space & Public Land: No new development will occur on any protected open space lands (Federal, State, Town, East Greenwich Land Trust, Audubon Society of Rhode Island, farms with purchased development rights, etc), easements (drainage, conservation, etc), cemeteries, other exempt properties (churches, hospitals, schools, Town, etc.), or the 370-acre Army National Guard's Camp Fogarty property. See Map 11B : Existing Land Cover/Land Use.

Adjacent Lots: All contiguous substandard lots in the same ownership that would be required to be merged under Section 260-12 B of the Ordinance are not considered.

Existing Dwelling Units: The number of existing dwelling units per lots is estimated using various information from the Assessor's database, including State Class Code ('01'/single-family, '02'/two-five family, etc.), main building design ('2' family, '3' family, colonial, etc), notes in the CAMA data, and the Rhode Island E-911 points dataset.

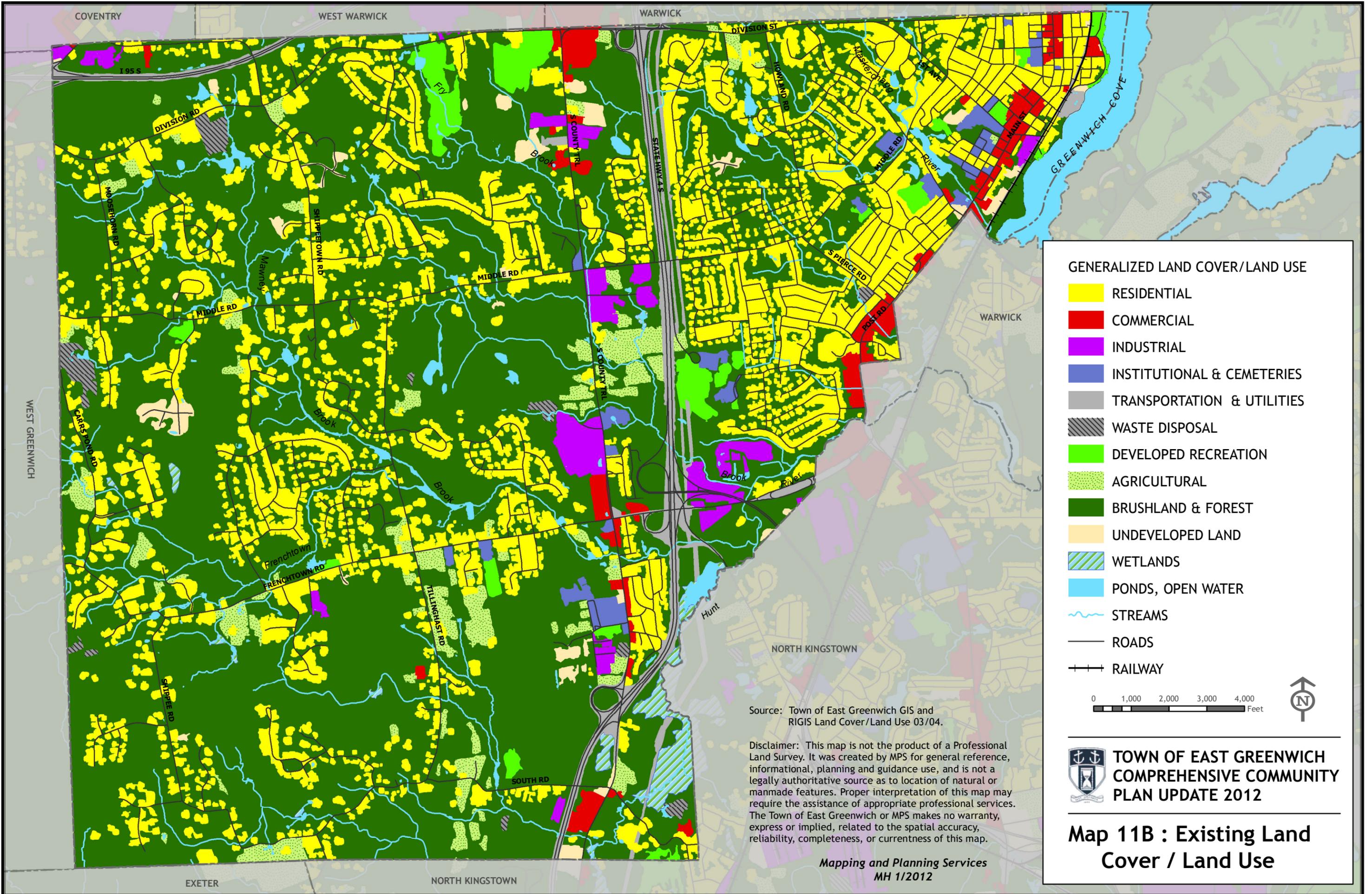
Lot Area: The GIS-calculated area of lots is used for all of the build-out calculations, so that all lots had an area.

Environmental Constraints: The 1995 RIGIS Wetlands dataset is considered to be the best available Town-wide wetlands information and is used to calculate the "Suitable for Development" on all existing lots.

Land Suitable for Development: The potential number of additional lots that could be created by subdivision (as-of-right) is based on the minimum lot size within each zoning district and the land area calculated as Suitable for Development. The Area Suitable for Development is calculated on a lot-by-lot basis using the following formula:

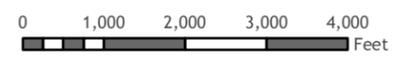
$$\text{Suitable Development Area (SF)} = \text{Lot Area (GIS calculated)} - \text{Area of Wetland on Lot (SF)}$$

See Map Fig 2 : Areas Constrained for Residential Development.



GENERALIZED LAND COVER/LAND USE

- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- INSTITUTIONAL & CEMETERIES
- TRANSPORTATION & UTILITIES
- WASTE DISPOSAL
- DEVELOPED RECREATION
- AGRICULTURAL
- BRUSHLAND & FOREST
- UNDEVELOPED LAND
- WETLANDS
- PONDS, OPEN WATER
- STREAMS
- ROADS
- RAILWAY

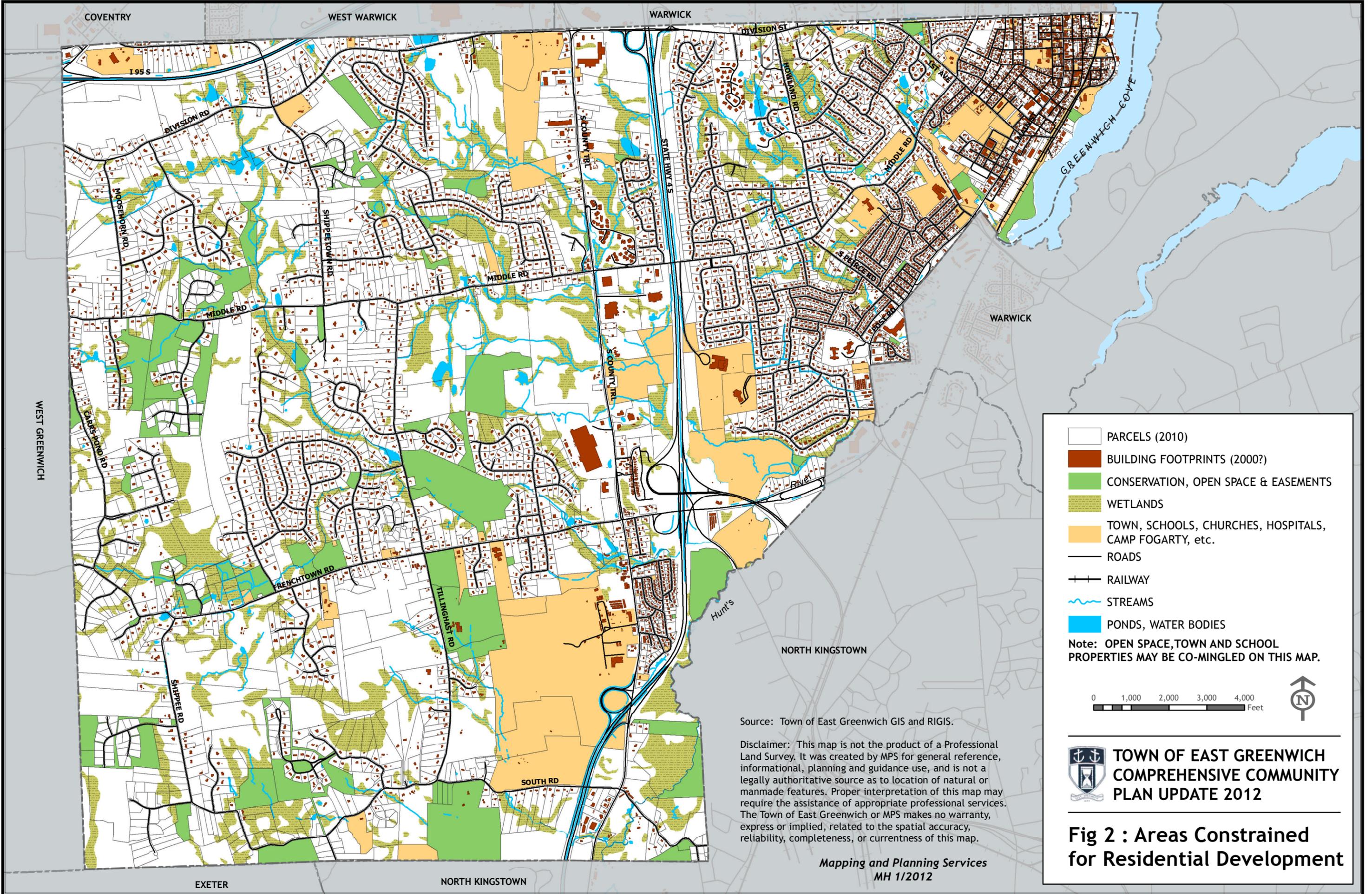


Source: Town of East Greenwich GIS and RIGIS Land Cover/Land Use 03/04.

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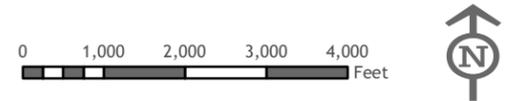
**TOWN OF EAST GREENWICH
 COMPREHENSIVE COMMUNITY
 PLAN UPDATE 2012**

**Map 11B : Existing Land
 Cover / Land Use**



- PARCELS (2010)
- BUILDING FOOTPRINTS (2000?)
- CONSERVATION, OPEN SPACE & EASEMENTS
- WETLANDS
- TOWN, SCHOOLS, CHURCHES, HOSPITALS, CAMP FOGARTY, etc.
- ROADS
- RAILWAY
- STREAMS
- PONDS, WATER BODIES

Note: OPEN SPACE, TOWN AND SCHOOL PROPERTIES MAY BE CO-MINGLED ON THIS MAP.



Source: Town of East Greenwich GIS and RIGIS.

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Fig 2 : Areas Constrained for Residential Development

Access and Frontage: It is assumed that each parcel has road access (or accessibility can be obtained) and has the required frontage for subdivision. Neither the shape, minimum frontage or location of an existing lot, nor the shape, minimum frontage, or location of potential lots is considered.

Cluster Development: Since the total number of lots in a cluster shall not exceed the total otherwise attainable in a conventional development (per Section 260-43 A (2) of the Ordinance) the impact of cluster is not a factor in this analysis.

Subdivision Potential: The following formula is used to calculate the potential lots that could be created from an existing lot. Potential lots are rounded down.

$$\text{Potential Lots} = \text{Area Suitable for Development (SF)} \times 0.85 / \text{Allowable Minimum Lot Size (SF)}^3$$

If Potential Lots > 0, then

$$\text{Potential Additional Lots} = \text{Potential Lots (rounded down)} - 1$$

Potential Dwelling Units: The potential number of dwelling units per lot is based on the existing number of units and the number of potential lots, using the following logic and formulae:

If Existing Units = 0, then

$$\text{Potential Additional Units} = \text{Potential Lots (rounded down)}$$

If Existing Units \geq 1, then

$$\text{Potential Additional Units} = \text{Potential Lots (rounded down)} - \text{Existing Units}$$

See Map Fig 4 : Existing Units & Projected New Units.

For example:

An 80,000 sf lot in the R-30 zoning district with no wetlands and one existing house. Minimum lot size is 30,000 sf.

$$\text{Area Suitable for Development} = 80,000 \text{ SF}$$

$$\text{Potential Lots} = 2.26 \quad (\text{that is, } 80,000 \times 0.85 / 30,000)$$

$$\text{Potential Lots (rounded down)} = 2$$

$$\text{Potential Additional Lots} = 1$$

$$\text{Potential Additional Units} = 1$$

A 10-acre lot in the F2 zoning district with 36,558 sf wetlands and one existing house. Minimum lot size is 87,120 sf.

$$\text{Area Suitable for Development} = 399,042 \text{ SF} \quad (\text{that is, } 435,600 - 36,558)$$

$$\text{Potential Lots} = 3.89 \quad (\text{that is, } 399,042 \times 0.85 / 87,120)$$

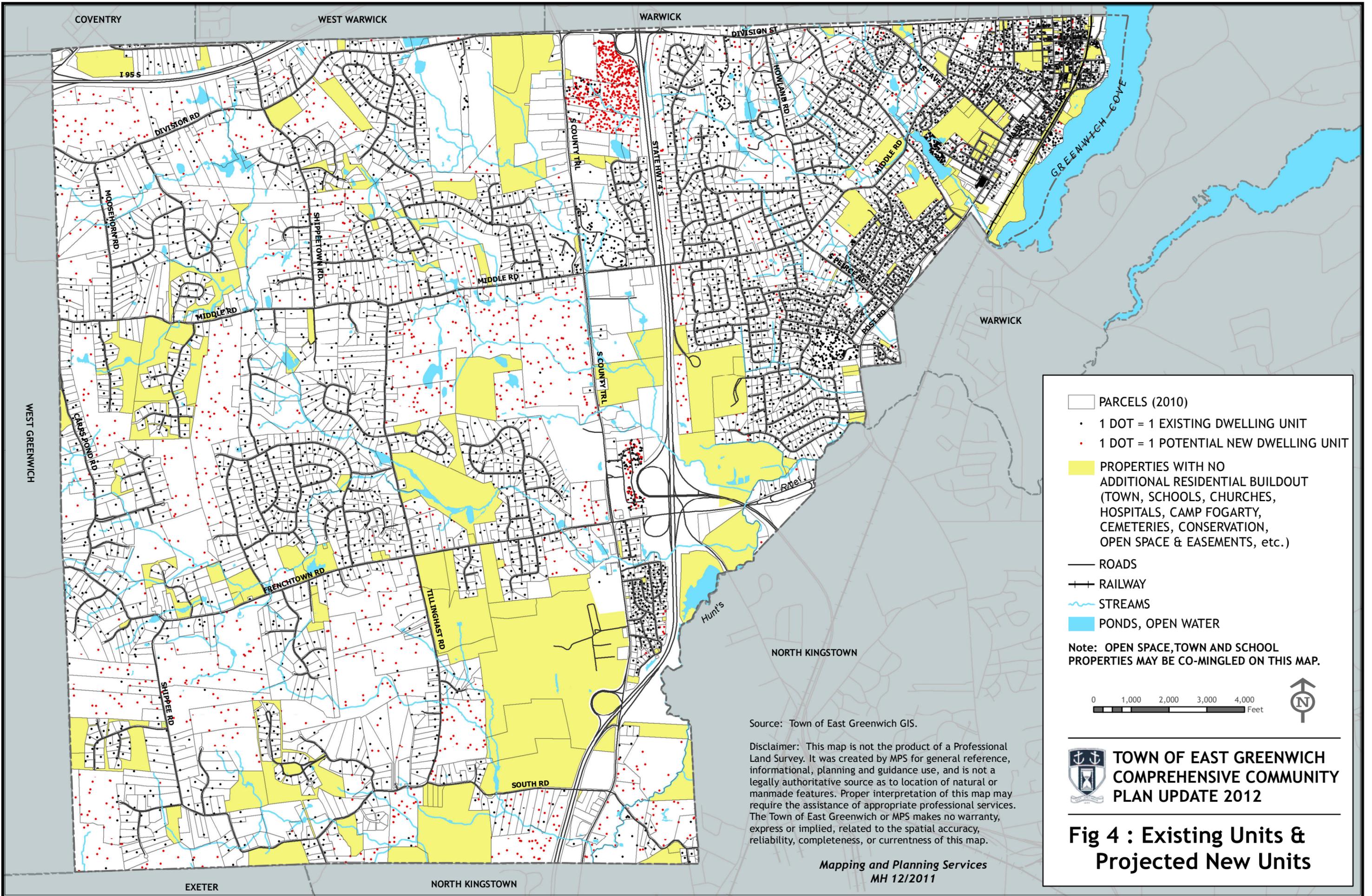
$$\text{Potential Lots (rounded down)} = 3$$

$$\text{Potential Additional Lots} = 2$$

$$\text{Potential Additional Units} = 2$$

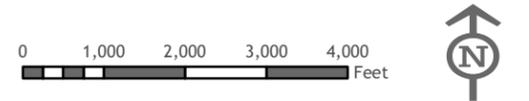
Population Projection: It is assumed that the multipliers to calculate future population will remain constant until build-out. The 2010 US Census's Average Household Size of 2.57 persons for East Greenwich is used as the basis to estimate both the existing (2010) and projected population of the Town. This is a combination of owner and renter households.

³.85 refers to the assumption that only 85% of the land can be used for development; the rest devoted to roads, etc.



PARCELS (2010)
 1 DOT = 1 EXISTING DWELLING UNIT
 1 DOT = 1 POTENTIAL NEW DWELLING UNIT
 PROPERTIES WITH NO ADDITIONAL RESIDENTIAL BUILDOUT (TOWN, SCHOOLS, CHURCHES, HOSPITALS, CAMP FOGARTY, CEMETERIES, CONSERVATION, OPEN SPACE & EASEMENTS, etc.)
 — ROADS
 —+ RAILWAY
 ~~~~~ STREAMS  
 PONDS, OPEN WATER

Note: OPEN SPACE, TOWN AND SCHOOL PROPERTIES MAY BE CO-MINGLED ON THIS MAP.



Source: Town of East Greenwich GIS.

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**Fig 4 : Existing Units & Projected New Units**

**Build-out Results**

**Existing Dwelling Units:** The 2010 US Census counted 5,403 total housing units in East Greenwich.

Using the Town’s Parcel GIS and CAMA data (including verification and updating using E-911 data and 2008 E-911 aerial imagery), the “best-estimate” of dwelling units on a parcel-by-parcel basis as of December 31, 2009 was 5,416.

**Projected Lots and Dwelling Units:** At build-out it is projected that an additional 2,002 residential lots could be created, as well as an additional 2,022 residential dwelling units built. Under current zoning conditions this translates into a projected total of 7,425 dwelling units in the community. See Table 11A.

**Population:** The total population of East Greenwich at the 2010 US Census was 13,146 persons. At build-out it is projected that the population would increase by 5,197 persons to bring the Town’s population to 18,343. See Table 11B.

**Projected Build-out Date:** The effect of a slowing economy is evident in the number of building permits issued annually by the Town. Based on building permits statistics provided by the East Greenwich Building Department there were a total of 325 units issued during the 10-year period 2001 to 2009 inclusive. See Figure 11A. This translates to an average of 32 (technically 32.5) new units per annum over this period.

Assuming that this average number of 32 units per annum for new housing construction is maintained, East Greenwich can expect to reach build-out conditions by 2072 (2,022 / 32 = 63), or 63 years from the base date used for this analysis (December 31, 2009).

**Table 11A: Projected Housing Growth in East Greenwich, 2010**

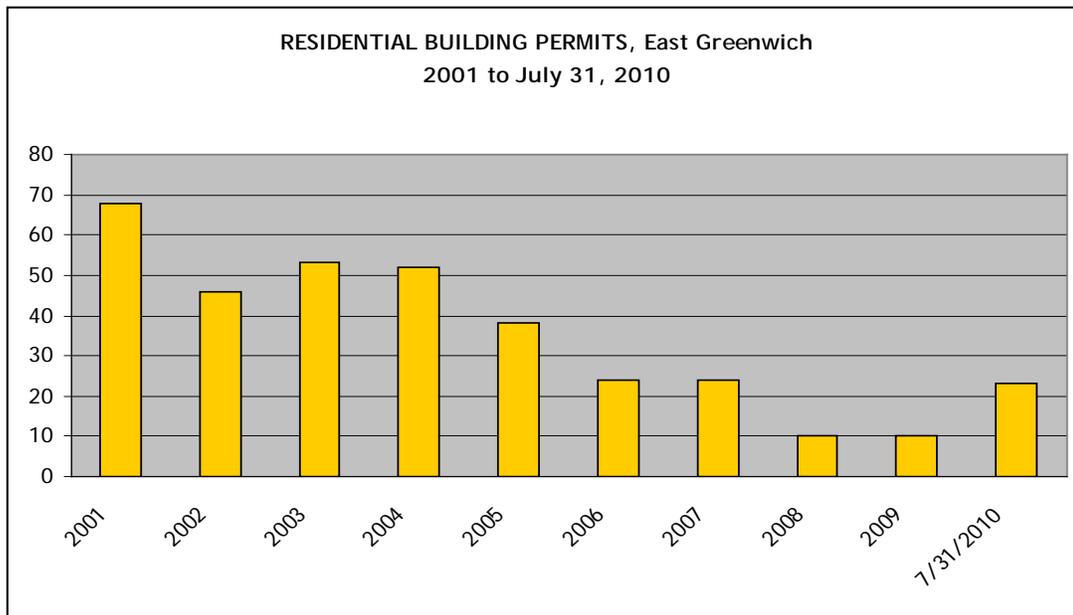
| US Census 2010 Housing Units | Potential New Units | Total Units at Build-out | Projected Build-out Date |
|------------------------------|---------------------|--------------------------|--------------------------|
| 5,403                        | 2,022               | 7,425                    | 2072                     |

**Table 11B: Projected Population Growth in East Greenwich, 2010**

| US Census 2010 Population | Projected Pop’n Increase | Total Population at Build-out | Projected Build-out Date |
|---------------------------|--------------------------|-------------------------------|--------------------------|
| 13,146                    | 5,197                    | 18,343                        | 2072                     |

*Note: Housing unit multiplier is 2.57 persons (East Greenwich’s Average Household Size per 2010 US Census).*

**Figure 11A: Residential Building Permits Issued by Town of East Greenwich, 2001 to July 31, 2010.**



Source: East Greenwich Building Department

**New Residential Growth:** Both the amount and location of new residential growth in East Greenwich is important to all aspects of planning. To assist with this understanding, the 2010 Build-out Analysis projections are presented using various charts, tables, and graphics.

The large number of projected new units in the vicinity of Route 4 and Division Street (Barton’s Corner) is particularly clear, necessitating careful planning for the impacts on traffic, public transportation, public utilities, and the like. This area is zoned R-4 for high density residential multi-family and affordable housing development. It is also apparent that most growth will occur west of Route 4, and in several large parcels between Route 4 and the south-eastern part of Town, as well as in the north-western corner of the Town.

The build-out projections on a zoning district basis are summarized in Table 11C and in Figure 11B below. The majority (53%) of all new subdivisions and housing is projected to occur in the F1 and F2 districts primarily on agricultural and other undeveloped land. It is further estimated that over 25% of all new housing in the F1 and F2 districts will occur on just 8 lots.<sup>4</sup>

<sup>4</sup> For general planning purposes only lots are 69-12-111, 43-16-1, 51-16-4, 51-16-50, 16-18-15, 4-18-20, 67-13-53 and 40-15-5.

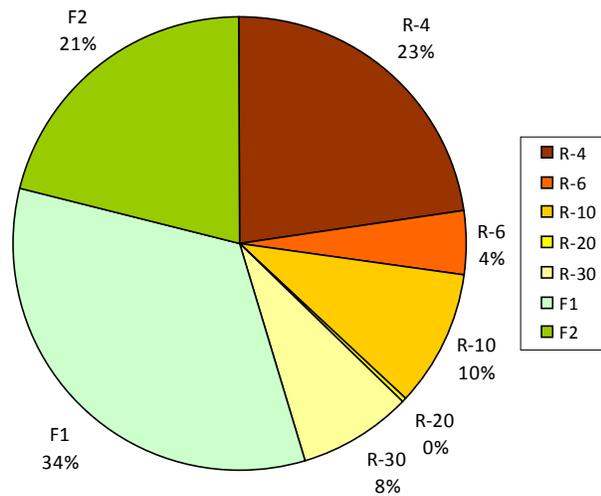
**Table 11C: Projected Growth in Residential Zoning Districts, East Greenwich, 2010**

| Zoning District | Total Area Zoning District (AC) | Min. Lot Size (SF) | Existing Units | Potential New Lots | Potential New Units | Projected Total Units | Population Increase |
|-----------------|---------------------------------|--------------------|----------------|--------------------|---------------------|-----------------------|---------------------|
| R-4             | 67                              | 4,000              | 83             | 540                | 461                 | 544                   | 1,185               |
| R-6             | 61                              | 6,000              | 492            | 89                 | 90                  | 582                   | 231                 |
| R-10            | 459                             | 10,000             | 1,360          | 186                | 195                 | 1,555                 | 501                 |
| R-20            | 18                              | 20,000             | 23             | 4                  | 5                   | 28                    | 13                  |
| R-30            | 1,229                           | 30,000             | 1,109          | 148                | 165                 | 1,274                 | 424                 |
| <b>Subtotal</b> |                                 |                    | <b>3,067</b>   | <b>967</b>         | <b>916</b>          | <b>3,983</b>          | <b>2,354</b>        |
| F1              | 3,024                           | 43,560             | 976            | 639                | 680                 | 1,656                 | 1,748               |
| F2              | 3,330                           | 87,120             | 830            | 396                | 426                 | 1,256                 | 1,095               |
| <b>Subtotal</b> |                                 |                    | <b>1,806</b>   | <b>1,035</b>       | <b>1,106</b>        | <b>2,912</b>          | <b>2,843</b>        |
| <b>Totals</b>   | <b>8,188</b>                    |                    | <b>4,873</b>   | <b>2,002</b>       | <b>2,022</b>        | <b>6,895</b>          | <b>5,197*</b>       |

\* Note: Population total does not total due to rounding.

**Figure 11B**

**PERCENTAGE OF NEW UNITS PER RESIDENTIAL ZONING DISTRICTS East Greenwich**



Comparison with the 2003 Build-out Analysis:

**Table 11D: Comparison of Build-out Analysis 2010 to Build-out Analysis (2003-2036):**

|                                                               | 2010 Build-out Analysis | 2003 Build-out Analysis |
|---------------------------------------------------------------|-------------------------|-------------------------|
| <b>Base Population</b>                                        | 13,146                  | 13,348                  |
| <b>Base Housing Units (all zones)</b>                         | 5,403                   | 5,279                   |
| <b>Projected New Lots at Build-out (res only)</b>             | 2,002                   | 1,638                   |
| <b>Projected New Units at Build-out (res only)</b>            | 2,022                   | 1,638                   |
| <b>Projected Total Units at Build-out (all zones)</b>         | 7,425                   | 6,917                   |
| <b>Housing-Population Multiplier</b>                          | 2.57                    | 2.87                    |
| <b>Projected Population Increase</b>                          | 5,197                   | 4,701                   |
| <b>Projected Total East Greenwich Population at Build-out</b> | 18,343                  | 18,049                  |
| <b>Average Building Permits per annum *</b>                   | 32                      | 50                      |
| <b>Projected Build-out Year</b>                               | 2072                    | 2036                    |

\* Note: The 2010 Analysis utilized a 10-yr average, while the 2003 Analysis was based on a 3-yr average of building permits per annum.

## LAND USE POLICY

### Goals

- LU1. The existing development pattern, which is consistent with *Land Use 2025*, shall generally continue. Such pattern reinforces the Urban Services Boundary which distinguishes between the Town's eastern urban and western rural areas.
- LU2. Ensure that development does not adversely affect natural and ecological resources, the character of the Town, or the Town's ability to provide high quality public services and facilities.
- LU3. The Town will coordinate policies and administrative functions to effect a positive influence on growth by establishing the pace, location, and mix of land development while remaining flexible enough to respond to changing market and other conditions.

### Objectives

- LU1. To update the Town's Zoning Ordinance and Subdivision & Land Development Review Regulations to comply with this Comprehensive Plan.
- LU2. To encourage and foster stewardship in diverse realms, including respect for the environment, which is linked to the concept of sustainability.

- LU3. To provide financial support, as funds become available from state, federal, or private conservation organizations, or through voluntary land dedication, to bring more lands under public ownership.

In this section of this Element, the data and portrait provided by the build out analysis will be distilled with a particular eye on the kinds of land use patterns the Town should anticipate going forward, and also with an eye towards the specific land use policies that the Town can invoke to meet its goals of preserving the best of East Greenwich's character, amenities, and quality of life while also allowing access to the Town by future generations.

Also in this section, the data and portrait of the Town provided by the other Elements in this report will be distilled for their input into the appropriate strategies for land use planning. After all, of the eight Elements of the Comprehensive Plan, five deal with land use issues. For example, Natural & Cultural Resources speak to the need to protect groundwater and the Hunt River aquifer; Open Space & Recreation speaks to the growing needs for outdoor recreation sites, playing fields and the like; and the Housing Element includes certain zoning changes to encourage affordable housing in the Town. Thus, important suggestions from these five Elements will be summarized as the basis for determining the appropriate land use planning policies for East Greenwich for the next twenty years: Housing, Natural & Cultural Resources, Open Space & Recreation, Community Services & Facilities, and Economic Development.

#### **Build-out Results of Particular Relevance to Future Land Use and Development in the Town:**

- **Existing Dwelling Units:** Actual residential development between 2001 and 2009 is lower than anticipated, with 9% less than the anticipated number residential permits being issued in the past ten years. In addition, the slowing national and local economies will affect growth patterns going forward.
- **Population:** At the end of the sixty-three year build-out, it is projected that the population would increase by 5,197 persons to bring the Town's population to about 18,343.
- **Projected Lots and Dwelling Units:** At the end of the sixty-three year build-out, it is projected that an additional 2,002 lots could be created, as well as an additional 2,022 units built, making a projected total of 7,425 units in the community. This translates to a projected average of 32 (technically 32.5) new units per annum over this period.
- **New Residential Growth:** The spatial distribution of the new units are projected to be in these locales:
  - in the area west of Route 2,
  - in several large parcels between Route 4 and the south-eastern part of Town,
  - in the north-western corner of the Town.
- **Zoning Map locations of new subdivisions and housing:** The majority (53%) of all new subdivisions is projected to occur:
  - in the F1 and F2 districts primarily on agricultural and other undeveloped land.
  - approximately 25% of all new housing in the F1 and F2 districts will occur on just 8 lots.<sup>5</sup>
- **Student Housing at NEIT:**
  - Between 2014 and 2016, the New England Institute of Technology will begin construction of student dormitories on its campus. It is expected that between 2,000 and 3,000 students will be accommodated in these dormitories.<sup>6</sup>

<sup>5</sup> For general planning purposes only; these districts and plat/lot references are: F1 – 12/111, 16/1, 16/4, 16/50, 18/15, 18/20 and F2 – 13/53, 15/5.

These crucial results of the build out analysis suggest specific land use strategies if the overall goals to be met are preserving the Town’s character while allowing for the slow pace of development to generate reasonable access to housing for future residents. These land use strategies include: careful planning for traffic in the projected development areas around Route 4, rational consideration of enhanced public transportation to ease burdens on car and truck traffic, appropriate development of public utilities, consideration of impacts on other Town facilities and services, and adjustment to zoning regulations that will allow for open spaces and rural amenities to survive amidst the slow but steady residential growth.

The aforementioned list of areas of concern (raised throughout this Comprehensive Plan), have specific land use policies that can be applied as remedial actions. This list of actions may seem scattered, but in fact there are really only three categories of such actions, and these categories create an orderly approach to the Town’s needed land use policies. These functional categories are:

- Policies through Zoning Ordinance and Subdivision & Land Development Regulations,
- Policies through stewardship of the land by various Town agencies,
- Policies through public land acquisition by the Town.

The table below shows how each of these functional categories links the Town's planning needs to the appropriate land use policy.

|                                         | Zoning and Subdivision Regulations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Land Stewardship                                                                                                                                                                                                                                                                                                                    | Land Acquisition |
|-----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| <b>Housing</b>                          | Amend the Zoning Ordinance to create a new zoning district in the northwest quadrant (Shippeetown area: west of Shippeetown Road, south of Crompton Road, and north of Middle Road) by changing the current zoning from Commercial (CH) and Farming (F2) to Residential Mixed Use (MUPD) Zoning District. Create mixed use and <b>Transit Oriented Development (TOD)</b> zoned areas in the vicinity of the proposed commuter rail facility. Amend Sections 260-98 and 99 of the Zoning Ordinance to change the required 15 % affordable housing to 20 % affordable housing. |                                                                                                                                                                                                                                                                                                                                     |                  |
| <b>Natural &amp; Cultural Resources</b> | Study and evaluate the possibility of amending the Zoning Ordinance to include an <b>Aquifer Protection Overlay District</b> . Study and evaluate the possibility of amending the Town's Code of Ordinances to adopt a <b>Wastewater Management District Ordinance</b> . Amend the Subdivision Regulations to reflect <b>Low Impact Development (LID) standards</b> in accordance with the Site Planning and Design                                                                                                                                                          | Protect surface and groundwater quality, especially in the Hunt River and Hunt River aquifer recharge areas, and in Greenwich Cove. Promote and encourage development patterns that will protect and conserve water resources so as to increase the protection of groundwater quality including aquifer recharge zones, rivers, and |                  |

<sup>6</sup> NEIT Plan submitted to the Planning Board, 2011.

|                                 | Zoning and Subdivision Regulations                                                                                                                                                                                                     | Land Stewardship                                                                                                           | Land Acquisition                                                                                                                                                                                                                                                                                                                                                                  |
|---------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 | Guidance Manual.<br>Amend the Zoning Ordinance and Subdivision Regulations to enact a " <b>Conservation Development</b> " Ordinance.<br>Consider a Town ordinance that designates certain roads under the <b>Scenic Roads</b> program. | wetlands.                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                   |
| Open Space & Recreation         |                                                                                                                                                                                                                                        | Maintain and/or develop open space and recreational sites and programs.                                                    | Acquire additional playing fields and active recreation facilities, as funds become available, to meet the Town's growing needs.<br>Continue efforts to dedicate land to protect environmentally sensitive habitats.<br>Acquire or preserve through easements as much of the land as possible which comprises the wellhead for the Hunt River aquifer public water supply system. |
| Community Services & Facilities | Study and evaluate the possibility of adopting a <b>Groundwater Overlay Ordinance</b> for inclusion in the Zoning Ordinance to minimize adverse impacts on groundwater quality.                                                        | Maintain and augment current Parks and Recreation facilities and services.                                                 |                                                                                                                                                                                                                                                                                                                                                                                   |
| Economic Development            |                                                                                                                                                                                                                                        | Provide incentives for working farms to be economically viable, to remain in operation, and to maintain local agriculture. |                                                                                                                                                                                                                                                                                                                                                                                   |

**Zoning Ordinance and Subdivision & Land Development Review Regulations – Abbreviated as LUR for Land Use Regulations**

Map 11A depicts existing zoning in East Greenwich. As a result of the policies described in the many chapters of this Plan as well as land use policies, a new land use pattern is proposed. Map 11C depicts Future Land Use in East Greenwich. A close examination and comparison of both maps reveals that most land will remain unchanged. However, there are a few notable changes in land use and these will be implemented in a series of zoning map amendments following the final adoption and approval of this Plan. The following Land Use recommendations are keyed to symbols on Map 11D, the Inconsistent Areas Map. It shows all the areas that will need to have their zoning designations re-visited in order to bring the Town’s Zoning Map into compliance with this Plan. The paragraphs that follow explain each discrepancy, the goal of the designation, and the proposed remedy in terms of the anticipated zoning classifications.

- LUR 1. Amend the Zoning Ordinance to create a new zoning district in the northwest quadrant (Shippeetown area: west of Shippeetown Road, south of Crompton Road, and north of Middle Road) by changing the current zoning from Commercial (CH) and Farming (F2) to Residential Mixed Use (MUPD) Zoning District.

This action is referenced in the Housing Element and is proposed to permit increased housing density in a portion of the Town that can sustain it.

- LUR 2. Create mixed use and Transit Oriented Development (TOD) zoned areas in the vicinity of the proposed commuter rail facility:

Generally bounded by Rocky Hollow Road to the north, the railroad tracks to the east, eastern lot lines of house lots fronting on Greenwich Boulevard to the west, and the river to the south (said river runs from Bleachery Pond to Greenwich Cove). This action is found in both the Housing and Economic Development Elements. Its purpose is to promote higher density housing in the vicinity of the proposed Commuter Rail Station. A TOD can enhance pedestrian movement between the rail station, the proposed housing, and services in Main Street.

- LUR 3. Amend Sections 260-98 and 99 of the Zoning Ordinance to change the required 15 % affordable housing to 20% affordable housing.

Currently the Zoning Ordinance mandates that 15% of new residential development be affordable housing. This proposal will raise the requirement to 20% in order to achieve affordable housing goals of the Town.

- LUR 4. Study and evaluate the possibility of amending the Zoning Ordinance to include an Aquifer Protection Overlay District.

A model aquifer and watershed protection district (AWPD) ordinance was prepared in conjunction with the 2005 Comprehensive Plan. This model should be considered as part of the evaluation as well as AWPDP ordinances from around the region. See also Land Stewardship #1.

- LUR 5. Study and evaluate the possibility of amending the Town's Code of Ordinances to adopt a Wastewater Management District Ordinance.

See also Land Stewardship #2.

- LUR 6. Amend the Subdivision Regulations to reflect Low Impact Development (LID) standards in accordance with the Site Planning and Design Guidance Manual.

The Natural & Cultural Resources Element recommends that the Town use these techniques to promote low impact developments in future subdivisions.

- LUR 7. Amend the Zoning Ordinance and Subdivision Regulations to enact a "Conservation Development" Ordinance.

The Town's existing Cluster Ordinance does not go far enough in protecting the Town's natural resources. A Conservation Development Ordinance will achieve many of the goals of maintaining and sustaining the Town's natural resources.

- LUR 8. Study and evaluate the possibility of adopting a Groundwater Overlay Ordinance for inclusion in the Zoning Ordinance to minimize adverse impacts on groundwater quality.

- This will also protect a major drinking water source; such an ordinance has been drafted and was proposed in the last version of the Comprehensive Plan.
- LUR 9. Divide the existing Commercial Highway District (CH) zone into two: Commercial Highway District 1 (CH1) and Commercial Highway District 2 (CH2).
- CH1, which may be renamed Commercial Neighborhood (CN), would be a neighborhood-based commercial district, with the same general uses as the existing CH but on a neighborhood scale. It would be more appropriate for the Route 1 corridor. CH2 would more closely parallel the existing CH and be more appropriate for the Route 2 corridor.
- LUR 10. Lillibridge Plat – Change to a mixed-use zone, such as Commercial Highway 1 (CH1), that would allow residential to continue along with appropriate commercial uses.
- Rezone lots fronting on Post Road from Cedar Avenue to South Pierce Road (including the eastern halves of 55-7-125 and 55-7-117). The residential nature of Post Road has eroded for many decades and pressures to change to commercial through zoning variances are less desirable than a planned change to a mixed use zone.
- LUR 11. Waterfront District – Amend the Zoning Ordinance to expand the Waterfront District, while maintaining the historic overlay, to include all properties within the East Greenwich Waterfront.
- Presently there are several parcels that are zoned a mixture of R-4, CD, and other zones. Consolidating them all into one Waterfront District, from the railroad tracks to water's edge, would provide uniform standards and predictability of uses. The text of the Waterfront District should be amended also to include mixed uses because not all businesses, such as restaurants, are necessarily water dependent. The new Waterfront District shall address sea level rise and restrict uses that may be vulnerable to storm surge and potential inundation as a result of sea level rise. Consider data as it becomes available from the State as a result of Light Detection and Ranging (LiDAR) technology, as it may affect sea level rise predictions.
- LUR 12. Frenchtown Commons - Support a zone change from residential to commercial.
- The area is known as Frenchtown Commons and described as M-P-L 31-17-10 (parcel is bounded to the southwest by Route 403, to the north by Frenchtown Road, and to the southeast by North Kingstown, aka former Brown & Sharpe property) and a zone change would allow commercial development. Note that land use restrictions are placed on this lot by the Rhode Island Department of Environmental Management (RIDEM).
- LUR 13. Public District - Create a new Public Zoning District whose purpose will be to provide locations for uses that support local, state, and federal government buildings and facilities.
- These include but are not necessarily limited to the civic, cultural, recreational, health, and infrastructure aspects of the Town, such as public educational institutions, public schools, community and group meeting centers, fire and police stations, cemeteries, and libraries. This District would also accommodate large-scale public facilities such as stormwater detention/retention facilities, water treatment plants, solid waste treatment and transfer stations, recycling facilities, multi-modal facilities, transit station, and cemeteries. In addition, the new District would encompass Camp Fogarty and the McHale property (formerly Pawtucket Sand and Gravel site).
- LUR 14. Consider a Town ordinance that designates certain roads under the Scenic Roads program.

**Land Stewardship – Abbreviated as LUS for Land Use Stewardship**

Land stewardship is an important concept that is embodied in the Town’s ordinances as noted above. In particular, four (4) actions are required. These are: (1) an Aquifer Protection Overlay District, (2) a Wastewater Management District Ordinance, (3) Low Impact Development (LID) standards to be inserted into the Subdivision Regulations, and (4) a Conservation Development Ordinance. These are discussed in the policy statements below:

- LUS 1. Protect surface and groundwater quality, especially in the Hunt River and Hunt River aquifer recharge areas, and in Greenwich Cove.

It is necessary that the Town study and evaluate the Aquifer Protection Overlay District and its regulations. In addition to protecting the aquifer, these regulations could preserve the open, low-density character of the District.

- LUS 2. Promote and encourage development patterns that will protect and conserve water resources so as to increase the protection of groundwater quality including aquifer recharge zones, rivers, and wetlands.

It is recommended that the Town should consider a Wastewater Management District.

- LUS 3. Maintain and/or develop open space and recreational sites and programs.

The Open Space and Recreation Element notes that existing sites should be maintained to keep them available for maximum use by Town residents.

- LUS 4. Maintain and augment current Parks and Recreation facilities and services.

In addition to maintenance, it is also important to acquire additional parks, playgrounds, and open space to keep up with demand for outdoor recreational facilities. See Land Acquisition #1.

- LUS 5. Provide incentives for working farms to be economically viable, to remain in operation, and to maintain local agriculture.

**Land Acquisition – Abbreviated as LUA for Land Use Acquisition**

- LUA 1. Acquire additional playing fields and active recreation facilities, as funds become available, to meet the Town's growing needs.

- LUA 2. Continue efforts to dedicate land to protect environmentally sensitive habitats.

Three basic approaches to land acquisition for open space and recreation, and other community facilities, should be followed. These are 1) through the Municipal Land Trust, 2) through required dedications of land in subdivision approval, and 3) through acquisition of easements, bequests, and tax title land in the normal course of Town government operations. The Land Trust should be the principal agent in acquiring land for conservation and passive recreation, as funds become available.

- LUA 3. Acquire or preserve through easements as much of the land as possible which comprises the wellhead for the Hunt River aquifer public water supply system.

**Other Land Use Policies and Actions – Abbreviated as LUO for Land Use Other**

In addition to the policies and actions tied to other Elements of the Comprehensive Plan, the following policies and actions are proposed. These actions also require amendments to the Zoning Ordinance and Subdivision Regulations, as applicable.

LUO 1. **New England Institute of Technology (NEIT)** - Support any NEIT application for amendments to the Zoning Ordinance pertaining to the Private Education Center use and the Rocky Hill Fairgrounds (RHF) zone, as set forth in the "Transition Payment Memorandum of Agreement" dated May 28, 2010.

LUO 2. **Bostitch Property** – The Town should remain flexible and open to prospects of non-industrial uses at the former Stanley Bostitch plant, such as automotive, retail, and other commercial uses as long as future plans retain the district’s scenic qualities.

The property, at 10 Briggs Drive (M-P-L 36-16-36), is currently zoned as Manufacturing/ Light Industry Office (M/LIO) which may limit future prospects. The best outcome is low-density, low-impact industrial and office park development in keeping with the existing zone and therefore this Plan is not recommending a zone change at this time.

LUO 3. **Energy-efficient Technologies** - Promote energy efficiencies throughout the Town.

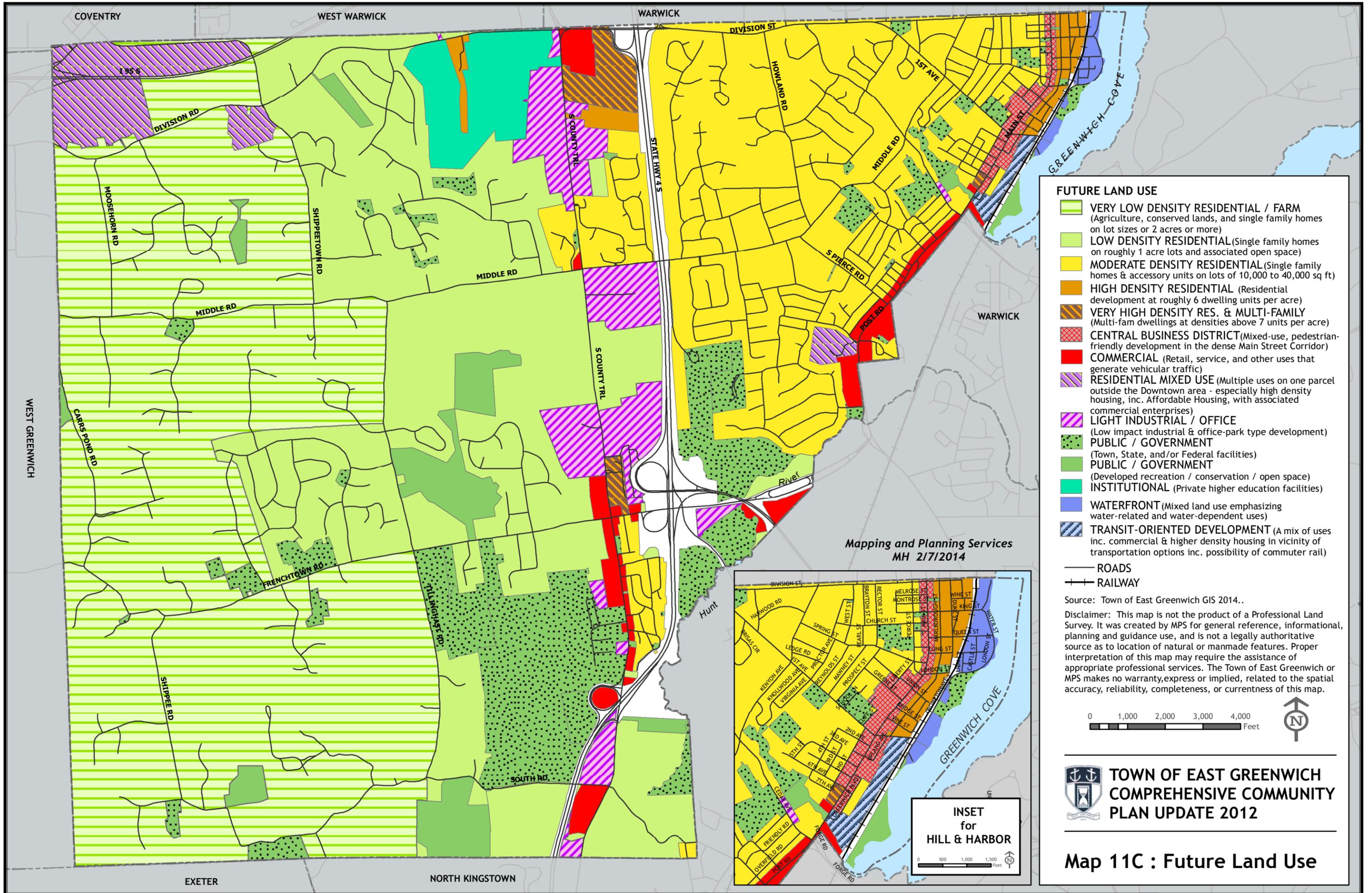
This includes:

- a. Encourage all municipal buildings to meet the latest LEED<sup>7</sup> standards and encourage the same for private construction, wherever economically feasible, and urge the State to amend the State Building Code to require green technology;
- b. Educate the public on the importance of energy conservation and the potential use of alternative energy sources by using "green" Town buildings as examples;
- c. Encourage roof mounted solar panels, with photovoltaic modules,<sup>8</sup> by-right in zoning districts, where suitable, except in the Historic District which would require HDC approval to install solar panels. "Solar farms" where an entire lot is used for solar panels and photovoltaic modules, may be permitted by special use permit on a case-by-case basis;
- d. Investigate the feasibility of using alternative fuels to heat and provide energy to Town buildings and vehicles, including geothermal methods.

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<sup>7</sup> LEED stands for "Leadership in Energy and Environmental Design" and is a green building rating system.

<sup>8</sup> A solar panel (photovoltaic module or photovoltaic panel) is a packaged, interconnected assembly of solar cells, also known as photovoltaic cells. The solar panel can be used as a component of a larger photovoltaic system to generate and supply electricity in commercial and residential applications.



COVENTRY

WEST WARWICK

WARWICK

WARWICK

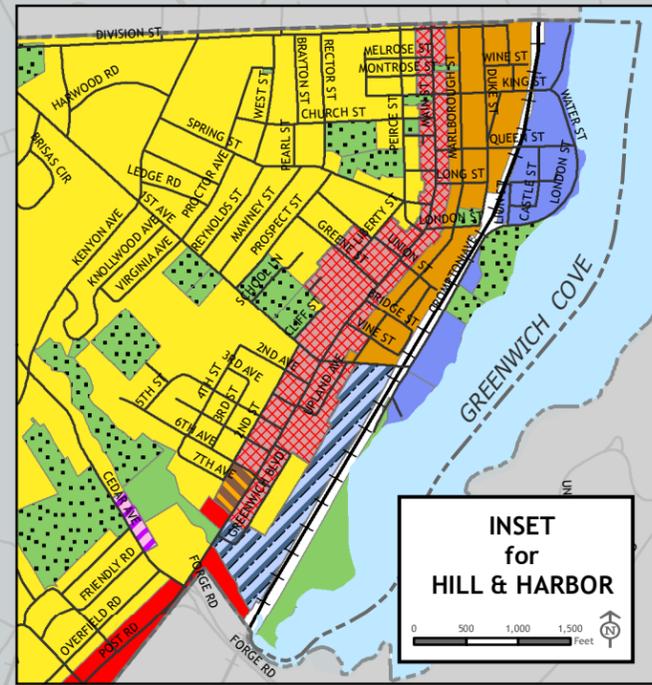
WEST GREENWICH

EXETER

NORTH KINGSTOWN

- FUTURE LAND USE**
- VERY LOW DENSITY RESIDENTIAL / FARM (Agriculture, conserved lands, and single family homes on lot sizes of 2 acres or more)
  - LOW DENSITY RESIDENTIAL (Single family homes on roughly 1 acre lots and associated open space)
  - MODERATE DENSITY RESIDENTIAL (Single family homes & accessory units on lots of 10,000 to 40,000 sq ft)
  - HIGH DENSITY RESIDENTIAL (Residential development at roughly 6 dwelling units per acre)
  - VERY HIGH DENSITY RES. & MULTI-FAMILY (Multi-fam dwellings at densities above 7 units per acre)
  - CENTRAL BUSINESS DISTRICT (Mixed-use, pedestrian-friendly development in the dense Main Street Corridor)
  - COMMERCIAL (Retail, service, and other uses that generate vehicular traffic)
  - RESIDENTIAL MIXED USE (Multiple uses on one parcel outside the Downtown area - especially high density housing, inc. Affordable Housing, with associated commercial enterprises)
  - LIGHT INDUSTRIAL / OFFICE (Low impact industrial & office-park type development)
  - PUBLIC / GOVERNMENT (Town, State, and/or Federal facilities)
  - PUBLIC / GOVERNMENT (Developed recreation / conservation / open space)
  - INSTITUTIONAL (Private higher education facilities)
  - WATERFRONT (Mixed land use emphasizing water-related and water-dependent uses)
  - TRANSIT-ORIENTED DEVELOPMENT (A mix of uses inc. commercial & higher density housing in vicinity of transportation options inc. possibility of commuter rail)
- ROADS  
 —+— RAILWAY

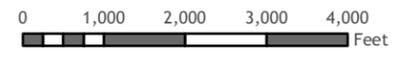
Mapping and Planning Services  
 MH 2/7/2014



**INSET  
 for  
 HILL & HARBOR**

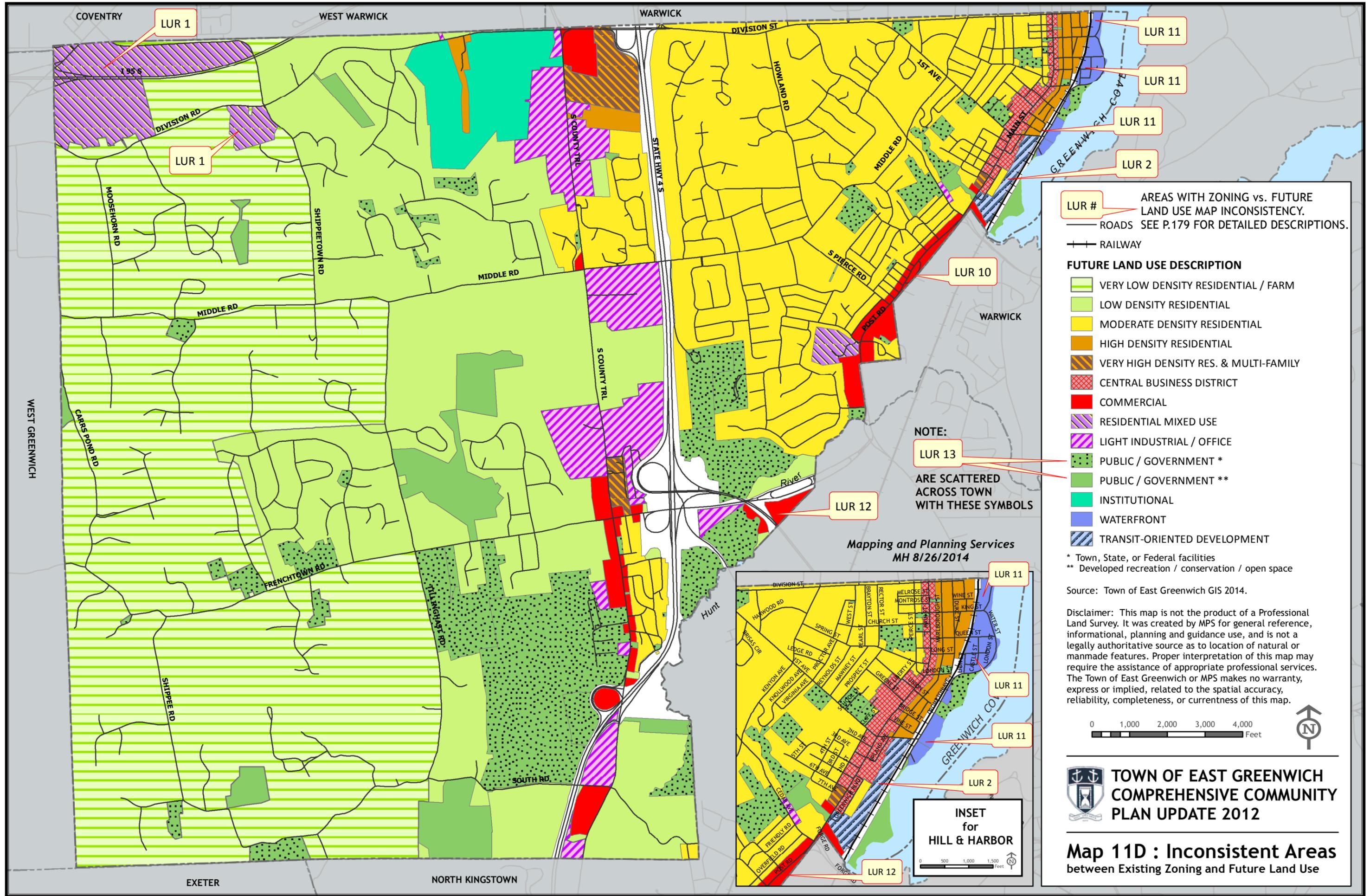
Source: Town of East Greenwich GIS 2014..

Disclaimer: This map is not the product of a Professional Land Survey. It was created by MPS for general reference, informational, planning and 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 Town of East Greenwich or MPS makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currentness of this map.



**TOWN OF EAST GREENWICH  
 COMPREHENSIVE COMMUNITY  
 PLAN UPDATE 2012**

**Map 11C : Future Land Use**



**LUR #** AREAS WITH ZONING vs. FUTURE LAND USE MAP INCONSISTENCY. SEE P.179 FOR DETAILED DESCRIPTIONS.

— ROADS

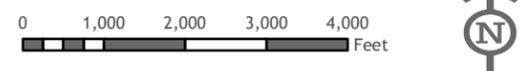
—+— RAILWAY

- FUTURE LAND USE DESCRIPTION**
- VERY LOW DENSITY RESIDENTIAL / FARM
  - LOW DENSITY RESIDENTIAL
  - MODERATE DENSITY RESIDENTIAL
  - HIGH DENSITY RESIDENTIAL
  - VERY HIGH DENSITY RES. & MULTI-FAMILY
  - CENTRAL BUSINESS DISTRICT
  - COMMERCIAL
  - RESIDENTIAL MIXED USE
  - LIGHT INDUSTRIAL / OFFICE
  - PUBLIC / GOVERNMENT \*
  - PUBLIC / GOVERNMENT \*\*
  - INSTITUTIONAL
  - WATERFRONT
  - TRANSIT-ORIENTED DEVELOPMENT

\* Town, State, or Federal facilities  
 \*\* Developed recreation / conservation / open space

Source: Town of East Greenwich GIS 2014.

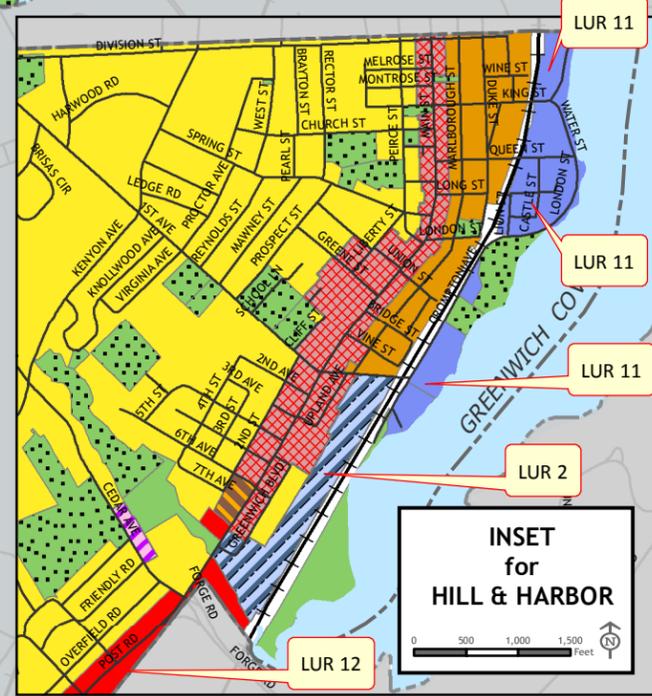
Disclaimer: This map is not the product of a Professional Land Survey. It was created by MPS for general reference, informational, planning and guidance use, and is not a legally authoritative source as to location of natural or manmade features. Proper interpretation of this map may require the assistance of appropriate professional services. The Town of East Greenwich or MPS makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currentness of this map.



**TOWN OF EAST GREENWICH  
 COMPREHENSIVE COMMUNITY  
 PLAN UPDATE 2012**

**Map 11D : Inconsistent Areas  
 between Existing Zoning and Future Land Use**

**NOTE:**  
 LUR 13  
 ARE SCATTERED  
 ACROSS TOWN  
 WITH THESE SYMBOLS



**INSET  
 for  
 HILL & HARBOR**

## Chapter 12 - Implementation

This chapter provides the framework for the implementation of the Comprehensive Plan. It identifies specific public actions to be undertaken in order to achieve the goals and objectives of each component of the Plan. Chapter 2 defined goals, objectives, and policies for each Element. Chapter 2 also defined an "action" to mean a recommendation or strategy. Specific actions are intended to further the advancement of the goals, objectives, and policies of this Plan. This Chapter 12 is concerned with actions and action agents. The action agents identified herein are the various arms of local government, and in some cases, state government and private organizations, which will bear primary responsibility for implementing the actions.

The preceding chapters provide detailed discussion, goals, policies, and actions for all the components, or Elements, which include: Natural Resource Identification and Conservation; Open Space, Conservation and Outdoor Recreation; Historic and Cultural Resources; Housing Plan and Affordable Housing Plan; Economic Development; Community Services and Facilities; Circulation and Transportation; Natural Hazards; and Land Use. Rather than follow the order of the Elements, this chapter groups all the implementation actions into one of the following categories. These are:

1. Regulatory Actions - Amendments to the Zoning Ordinance and the Development and Subdivision Review Regulations.
2. Capital Improvements - Scheduled expansion or replacement of public facilities. Capital improvements include land acquisition, infrastructure improvements, and any action that require appropriation of Town funds and/or state and federal grants such as Community Development Block Grants (CDBG) and the like. Some land may be acquired by dedication with no expenditure of Town funds. In all cases, capital improvements shall be subject to the availability of funds.
3. Transportation Initiatives - These are initiatives that are similar to capital improvements but do not require immediate or major expenditure of funds.
4. Stewardship of Resources - Maintenance of Town resources such as open space, water supply, waste water treatment, solid waste and recycling collections, and parks and outdoor recreation sites. These actions require annual budget appropriations but are not part of the larger capital projects as described above.
5. Information and Education - Keeping the public informed and engaged in the process of implementing the Comprehensive Plan.

Each category has specific time-lines, purposes, and action agents. Action agents are generally Town government authorities, including the Town Council, Town Manager, professional departmental directors and staff, Planning Board, and all boards and commissions. In other words, almost all of the Town's governmental apparatus is involved in the implementation the Plan. Other action agents will include state agencies, such as the Rhode Island Department of Transportation (RIDOT), Rhode Island Transit Authority (RIPTA), and the like. In addition, other public authorities or agencies, such as the Kent County Water Authority, will be part of the implementation program.

The following tables list the actions contained in the East Greenwich Comprehensive Plan. They include the purpose, action agent, and implementation time-line of each item. The "time-line" refers to four categories of activity: Short, meaning within 4 years of the State's approval of this Plan; Medium, meaning in 5-14 years; Long, meaning in 15-20 years; and Ongoing, meaning

activities that will be undertaken on a continuing basis. Refer to the specific Element in the Comprehensive Plan for more detailed discussion of action items.

**1. Regulatory Actions**

**The time-line for amending the East Greenwich Zoning Ordinance and Zoning Map is within eighteen (18) months following the date of certification of the Comprehensive Plan by the Statewide Planning Program.** All zoning text and map amendments require final adoption by the Town Council following public hearing(s). The languages of draft text and draft maps are the responsibility of the Planning Department. The Planning Board's role is make findings that the proposed amendments are in compliance with this Comprehensive Plan.

These actions also include amendments to the East Greenwich Development and Subdivision Review Regulations. These amendments are strictly the responsibility of the Planning Board to consider and adopt. As with zoning, the language of draft text would be prepared by the Planning Department.

Finally, these actions also include amendments to the Town's general Code of Ordinances. These require adoption by the Town Council following public hearing(s).

|                                          | <b>Regulatory Actions</b>                                                                                                                                                                                                                                                                                 | <b>Purpose</b>                                                                                                                                                                                                                                                                                                          | <b>Action Agent</b>                                                                                                 | <b>Time-Line</b> |
|------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|------------------|
| LUR 1 & H 1                              | Amend the Zoning Ordinance to create a new zoning district in the northwest quadrant (Shippeetown area: west of Shippeetown Road, south of Crompton Road, and north of Middle Road) by changing the current zoning from Commercial (CH) and Farming (F2) to Residential Mixed Use (MUPD) Zoning District. | This is part of the implementation of the Affordable Housing Plan. This rezoning, with its higher density, is intended to encourage development of housing that will have a minimum of 20% in affordable units.                                                                                                         | Town Council.                                                                                                       | Short.           |
| LUR 2, ED 3, ED 7, H 2, CT 1-4, & CT 3-1 | Create mixed use and Transit Oriented Development (TOD) zoned areas in the vicinity of the proposed commuter rail facility.                                                                                                                                                                               | This action has two purposes. It is part of the Housing Element and Economic Development. Its purpose is to promote higher density housing in the vicinity of the proposed Commuter Rail Station. The TOD will enhance pedestrian movement between the rail station, the proposed housing, and services on Main Street. | Town Council.                                                                                                       | Short.           |
| LUR 3 & H 4                              | Amend Sections 260-98 and 99 of the Zoning Ordinance to change the required 15 % affordable housing to 20 % affordable housing.                                                                                                                                                                           | The purpose of this zoning amendment is to raise the requirement to 20% in order to achieve affordable housing goals of the Town.                                                                                                                                                                                       | Town Council.                                                                                                       | Short.           |
| LUR 4, LUS 1, LUA 3, NR 2, & NR 7        | Study and evaluate the possibility of amending the Zoning Ordinance to include an Aquifer Protection Overlay District.                                                                                                                                                                                    | The purpose of this action is to protect surface and groundwater quality, especially in the Hunt River and Hunt River aquifer recharge areas, and in Greenwich Cove.                                                                                                                                                    | Town Council. This amendment can be inserted in Article X "Aquifer/Wellhead Regulations (§260-45 through §260-54)." | Short.           |
| LUR 5, LUS 2, & NR 4                     | Study and evaluate the possibility of amending the Town's Code of Ordinances to adopt a Wastewater Management District Ordinance.                                                                                                                                                                         | The purpose of this action is to promote and encourage development patterns that will protect and conserve water resources so as to increase the                                                                                                                                                                        | Town Council.                                                                                                       | Short.           |

|                            | <b>Regulatory Actions</b>                                                                                                                                                | <b>Purpose</b>                                                                                                                                                                                                                                                                                                                                                                                                                                               | <b>Action Agent</b>                                                                                                 | <b>Time-Line</b> |
|----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|------------------|
|                            |                                                                                                                                                                          | protection of groundwater quality including aquifer recharge zones, rivers, and wetlands.                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                     |                  |
| LUR 6, NR 3, & CT 5-2      | Amend the Subdivision Regulations to reflect Low Impact Development (LID) standards in accordance with the Site Planning and Design Guidance Manual.                     | The purpose of this action is to work with nature to manage stormwater as close to its source as possible. LID principles include preserving and/or recreating natural landscape features and minimizing effective imperviousness to create functional and appealing site drainage that treat stormwater as a resource rather than a waste product. Applied on a broad scale, LID can maintain or restore a watershed's hydrologic and ecological functions. | Planning Board.                                                                                                     | Short.           |
| LUR 7 & NR 5               | Amend the Zoning Ordinance and Subdivision Regulations to enact a "Conservation Development" Ordinance.                                                                  | The purpose of this action is to encourage conservation development techniques of single-family dwellings at existing densities as a means of preserving the maximum amount of open space possible, and ensuring access to open space from residential areas.                                                                                                                                                                                                | Town Council for the Zoning Ordinance and Planning Board for Subdivision Regulations.                               | Short.           |
| LUR 8 & SF 3               | Study and evaluate the possibility of adopting a Groundwater Overlay Ordinance for inclusion in the Zoning Ordinance to minimize adverse impacts on groundwater quality. | The purpose of this action is to protect drinking water quality from the potential adverse effects of discharge to groundwater and interconnected surface waters.                                                                                                                                                                                                                                                                                            | Town Council. This amendment can be inserted in Article X "Aquifer/Wellhead Regulations (§260-45 through §260-54)." | Short.           |
| LUR 9                      | Divide the existing Commercial Highway District (CH) zone into two: Commercial Highway District 1 (CH1) and Commercial Highway District 2 (CH2).                         | The purposes of this action are to differentiate between neighborhood type commercial, which are appropriate to Route 1; and highway oriented commercial which are appropriate to Route 2 and like areas.                                                                                                                                                                                                                                                    | Town Council.                                                                                                       | Short.           |
| LUR 10 & ED 5              | Change the Lillibridge Plat to a mixed-use zone, such as Commercial Highway 1 (CH1), that would allow residential to continue along with appropriate commercial uses.    | The purpose of this action is to recognize that the residential nature of Post Road has eroded for many decades, and pressures to change to commercial through zoning variances are less desirable than a planned change to a mixed use zone.                                                                                                                                                                                                                | Town Council.                                                                                                       | Short.           |
| LUR 11, ED 2, ED 5, & HC 3 | Amend the Zoning Ordinance to expand the Waterfront District, while maintaining the historic overlay, to include all properties within the East Greenwich waterfront.    | The purpose of this action is to consolidate waterfront properties into one Waterfront District, from the railroad tracks to water's edge, and to provide uniform standards and predictability of uses Any resulting ordinances should include mixed uses, and may accommodate vulnerabilities attributed to sea level rise. Presently there are several parcels that are zoned a mixture of                                                                 | Town Council.                                                                                                       | Short.           |

|                                    | Regulatory Actions                                                                                                                                                  | Purpose                                                                                                                                                                                                   | Action Agent                 | Time-Line |
|------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|-----------|
|                                    |                                                                                                                                                                     | R-4, CD, and other zones.                                                                                                                                                                                 |                              |           |
| LUR 12 & ED 5                      | Support a zone change for the area known as Frenchtown Commons from residential to commercial.                                                                      | The purpose of this action is to allow commercial development at this site.                                                                                                                               | Town Council.                | Short.    |
| LUR 13                             | Create a new Public Zoning District whose purpose will be to provide locations for uses that support local, state, and federal government buildings and facilities. | The purpose of this action is to encompass the civic, cultural, recreational, health, educational, and infrastructure aspects of the Town, and to accommodate large-scale public facilities.              | Town Council.                | Short.    |
| LUR 14 & NR 6                      | Consider a Town ordinance that designates certain roads under the Scenic Roads program.                                                                             | The purpose of this action is to retain semi-rural character through preserving farms, open fields, wetlands, and wooded areas by designating scenic roadways and protect views of and from these routes. | Town Council.                | Short.    |
| NR 7, LUR 4, LUS 1, LUA 2, & LUA 3 | Amend the Subdivision Regulations to require an evaluation of cumulative impacts when the Planning Board reviews new development proposals.                         | The purpose of this action is to address the cumulative impact of development on wetlands, marginal soils, streams, and those areas within the proposed Aquifer Protection Overlay District.              | Planning Board.              | Short.    |
| CT 5-1 & CT 1-2                    | Amend the parking ordinance to update design requirements for parking facilities to include landscaping, buffering, handicapped accessibility, and lighting.        | The purpose of this action is to ensure that parking facilities support economic development while complementing Town character.                                                                          | Town Council.                | Short.    |
| CT 5-2, LUR 6, & NR 3              | Amend the Subdivision Regulations to incorporate low-impact development strategies and designs and allow flexibility in walkways and pavement techniques.           | The purpose of this action is to improve safety, aesthetics, functionality, and convenience for parking lots and walkways.                                                                                | Planning Board.              | Short.    |
| NH 1                               | Implement pertinent actions from the four categories in the Action Plan.                                                                                            | The purpose of this action is to plan for natural hazards and climate change.                                                                                                                             | Town Manager and Town Staff. | Ongoing.  |

**2. Capital Improvements**

Capital improvements are major projects undertaken by the Town that generally do not recur on a year in, year out basis and fit within one or more of the following categories:

- a) Projects requiring debt obligation or borrowing.
- b) Acquisition or lease of land or buildings.
- c) Purchase of major equipment and vehicles valued in excess of \$7,500 with a life expectancy of five years or more.
- d) Construction of new buildings or facilities, including engineering, design, and other pre-construction costs in excess of \$10,000.
- e) Major building improvements that are not routine expenses and that substantially enhance the value of a structure with an estimated cost in excess of \$7,500, including equipment or furnishings appurtenant thereto.

The action agents listed in the table below are the departments or agencies responsible only for initiating the action. All the steps, as required by Town ordinance, are as follows:

The Capital Improvement Program (CIP) is initiated by the various departments and agencies on forms supplied by the Planning Board. Completed forms are submitted to the Town Manager, who in association with the Planning Director and Finance Director prepares a proposed CIP which is submitted to the Planning Board for review and evaluation. The Planning Board presents to the Town Council a proposed six-year CIP and an annual capital budget. The Town Council, by resolution, adopts the CIP. The annual capital budget is incorporated into the Town Manager's proposed operating budget for the ensuing fiscal year.

The costs of all the actions below are indeterminate at this time. Moreover, the timing of all the actions below shall correspond to availability of funds for such purposes. In order to comply with the Comprehensive Planning Act, the timeline for all capital improvements noted below shall be long term, meaning that they will be implemented by or before 2030. Sources of funds may include one or more of the following: (a) Town capital fund appropriations, including bond issue funds, (b) state grants such as RIDOT road improvements and the like, and/or (c) federal grants such as the Community Development Block Grant Program (CDBG).

|                                        | <b>Capital Improvement Actions</b>                                                                                                                                                                                                             | <b>Purpose</b>                                                                                                                                                                  | <b>Action Agent</b>                                           | <b>Time-Line</b> |
|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|------------------|
| NR 1, OS 3, OS 8, & LUA 2              | Set aside annual appropriations as available and secure funding from other sources to acquire land, easements, or development rights, and build up the Municipal Land Trust.                                                                   | The purpose of this action is to increase the acreage dedicated to open space.                                                                                                  | Town Council.                                                 | Ongoing.         |
| OS 1, OS 2, OS 6, SF 9, LUS 3, & LUS 4 | Undertake an evaluation of playing fields, their availability, and utilization; develop a long-term plan for maintaining existing fields as well as additional fields; and develop a physical and cost plan and a schedule for implementation. | The purpose of this action is to keep existing sites available for maximum use by Town residents.                                                                               | Department of Parks & Recreation and the School Department.   | Short.           |
| OS 2, SF 9, LUS 3, LUS 4, & LUA 1      | Acquire additional playing fields and active recreation facilities, as funds become available, to meet the Town's growing needs.                                                                                                               | The purpose of this action is to maintain and augment current Parks and Recreation facilities and services.                                                                     | Department of Parks & Recreation.                             | Ongoing.         |
| H 3                                    | Acquire (by nonprofit housing developers, such as Cove Homes) properties which could become countable as LMI with requisite deed restrictions.                                                                                                 | The purpose of this action is to increase the supply of affordable housing units.                                                                                               | East Greenwich Housing Authority.                             | Ongoing.         |
| H 5                                    | Continue to build up the local Affordable Housing Trust Fund, whose principal source is the local CDBG funds.                                                                                                                                  | The purpose of this action is to acquire and develop permanently affordable housing in the community.                                                                           | Town Manager.                                                 | Ongoing.         |
| ED 1, ED 7, HC 3, CT 4-2 & CT 5-1      | Implement the Downtown Plan with improvements to streetscape, lighting, street furniture, signage, bus shelters, the Odeum Theatre, and Town owned buildings, such as Town Hall and the Swift Community Center.                                | The purpose of this action is the continued revitalization of Downtown Main Street in order to maintain and enhance retail and employment opportunities for residents.          | Town Manager and Planning Department.                         | Short – Medium.  |
| ED 2, OS 7, CT 1-2, & LUR 11           | Clarify access to the waterfront with improve signage, encourage water-dependent uses when the opportunity arises, and provide parking solutions.                                                                                              | The purpose of this action is to promote the waterfront as a unique place for restaurants and commercial fishing (including related commercial maritime activities), as well as | Town Manager, Department of Public Works, and Town Solicitor. | Short.           |

|                          | Capital Improvement Actions                                                                                                   | Purpose                                                                                                                                                                                                                                | Action Agent                                                         | Time-Line |
|--------------------------|-------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|-----------|
|                          |                                                                                                                               | residential and recreational uses.                                                                                                                                                                                                     |                                                                      |           |
| ED 6, NR 1, & LUS 5      | Purchase development rights for farms like Bailey's Farm, and permit farm stands by right.                                    | The purpose of this action is to promote the continued presence and economic viability of working farms and provide continued opportunities for economic diversity in the Town, as well as protecting the Town's semi-rural character. | Town Council and Municipal Land Trust.                               | Ongoing.  |
| SF 7                     | Consider building a new Public Works garage and a Parks and Grounds garage facility, as funds become available and as needed. | The purpose of this action is to maintain and improve administrative offices including Public Works facilities and equipment and Parks and Recreation facilities.                                                                      | Department of Public Works and Department of Parks & Recreation.     | Medium.   |
| CT 1-1 & CT 2-1          | Improve the links between neighborhood streets to the west and the waterfront area to the east.                               | The purpose of this action is to promote greater cohesion and safety within the Town and among neighborhoods.                                                                                                                          | Planning Department, Department of Public Works, and Planning Board. | Medium.   |
| CT 1-3, CT 3-2, & CT 2-3 | Integrate neighborhoods, commercial areas, and recreational facilities with bikeways and walkways.                            | The purpose of this action is to promote greater use of bicycle and pedestrian travel and reduce dependence on the automobile.                                                                                                         | Department of Public Works.                                          | Ongoing.  |
| CT 1-5 & CT 4-1          | Institute a pavement management program.                                                                                      | The purpose of this action is to ensure the timely repairs of streets and sidewalks on a scheduled basis.                                                                                                                              | Department of Public Works.                                          | Short.    |
| SF 5                     | Construct a fire arm practice facility including a shooting range with bullet trap.                                           | The purpose of this action is to maintain an effective police force and to provide for needed facilities.                                                                                                                              | Town Manager, Town Council, & Police Chief.                          | Medium.   |
| NH 1                     | Implement pertinent actions from the four categories in the Action Plan.                                                      | The purpose of this action is to plan for natural hazards and climate change.                                                                                                                                                          | Town Council and Town Staff.                                         | Ongoing.  |

**3. Other Policy Initiatives Related to Transportation and Circulation:**

|                              | Transportation Initiatives                                                                                                                                                                                                                                          | Purpose                                                                                                                                  | Action Agent                                                       | Time-Line       |
|------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|-----------------|
| CT 1-4, CT 3-1, ED 3, & ED 7 | Appoint (by Council ordinance) an advisory committee to promote the Commuter Rail Station and continue the dialogue with representatives of RIDOT with respect to the inclusion of such a station within the Town of East Greenwich.                                | The purpose of this action is to provide alternative forms of travel and also use the commuter rail site in support of the proposed TOD. | Town Manager, Town Council, Department of Public Works, and RIDOT. | Short.          |
| CT 3-2, CT 1-3, & CT 2-3     | Install strategically placed bicycle racks throughout the Town to promote alternative transportation and create an invitation for visitors from the bike paths and other commuting system alternatives to stay longer in Town, therefore promoting area businesses. | The purpose of this action is to promote alternative means of transportation.                                                            | Department of Public Works.                                        | Short – Medium. |
| CT 4-1 & CT 1-5              | Create a funding stream for continuous roadway and drainage facility maintenance.                                                                                                                                                                                   | The purpose of this action is to ensure the continuing maintenance of major infrastructure in the Town.                                  | Department of Public Works.                                        | Medium.         |
| CT 4-2,                      | Actively participate in RIPTA's route planning process,                                                                                                                                                                                                             | The purpose of this action is to                                                                                                         | Planning                                                           | Medium.         |

|                                       | <b>Transportation Initiatives</b>                                                                            | <b>Purpose</b>                                                                                                                            | <b>Action Agent</b>                                                          | <b>Time-Line</b> |
|---------------------------------------|--------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|------------------|
| CT 4-3,<br>CT 2-1,<br>& CT 2-2        | and provide in-kind or other services to make bus shelter construction financially feasible.                 | promote greater safety and convenience in the use of mass transit.                                                                        | Department and Department of Public Works.                                   |                  |
| CT 1-2,<br>CT 5-1,<br>ED 1, &<br>ED 7 | Increase, where possible, the opportunities to improve the municipal parking system in the Main Street area. | The purpose of this action is to keep up the vitality, accessibility, and character of Downtown by providing safe and convenient parking. | Town Manager and Planning Department, Department of Public Works, and RIPTA. | Ongoing.         |

**4. Stewardship of Resources**

Most planning documents make extensive use of words like "maintain," "maintenance," "preserve," "sustain," and "sustainability." This Plan is no exception. East Greenwich is blessed with multiple resources that the residents and businesses located here know about and appreciate. In the Alpha Research Associates East Greenwich Resident Survey conducted on June 20 - 29, 2011, the question was asked: "How would you rate East Greenwich as a place to live? Would you say excellent, good, fair or poor?" 61% said excellent and 34% said "good." Combined, that makes it 95% of respondents who agree that East Greenwich is a good place to live.<sup>1</sup>

In order to maintain or preserve these resources, this Plan advocates the concept of "stewardship."

Stewardship is a concept that embodies the aforementioned words: "maintain," "maintenance," "preserve," "sustain," and "sustainability." It implies a greater sense of responsibility on the part of all citizens, businesses and organizations that have a stake in this Town to plan for and manage its resources. While the actions described below apply primarily to Town government to be the "action agent," the concept of stewardship requires that all citizens, businesses, and organizations must get involved in the process.

|                                          | <b>Stewardship Actions</b>                                                                                                                                                                                              | <b>Purpose</b>                                                                                                            | <b>Action Agent</b>                                                      | <b>Time-Line</b> |
|------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|------------------|
| ED 5,<br>ED 7,<br>&<br>LUO<br>2          | Provide incentives for existing businesses, to expand and for new businesses to relocate in East Greenwich, primarily in areas currently zoned for such purposes, including commercial and industrial zoning districts. | The purpose of this action is to promote economic development.                                                            | Town Council.                                                            | Medium.          |
| NR 1,<br>OS 4,<br>OS 8,<br>&<br>LUA<br>2 | Implement mandated open space dedication in existing Subdivision Regulations.                                                                                                                                           | The purpose of this action is to increase open space at no cost to the Town.                                              | Planning Board.                                                          | Short.           |
| H 7                                      | Consider reduction in development-related fees to promote affordable housing in East Greenwich.                                                                                                                         | The purpose of this action is to reduce obstacles to affordable housing development.                                      | Town Council.                                                            | Short.           |
| SF 1                                     | Coordinate the activities of Town Council and School Committee for the betterment of the school program and establish fiscal policies for the maintenance of the physical facilities.                                   | The purpose of this action is to maintain and improve school facilities in support of a high quality educational program. | Town Council, Town Manager, School Committee, and School Superintendent. | Medium.          |

<sup>1</sup> Alpha Research Associates, *East Greenwich Resident Survey*, June 20 - 29, 2011.

|                                                             | <b>Stewardship Actions</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <b>Purpose</b>                                                                                                                                        | <b>Action Agent</b>                                         | <b>Time-Line</b> |
|-------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|------------------|
| SF 2, NR 2, NR 7, OS 5, LUR 4, LUR 5, LUS 1, LUS 2, & LUA 3 | Coordinate water supply activities with the Kent County Water Authority; monitor and improve remaining on-site wastewater disposal systems, including upgrading treatment levels above minimum standards; improve the conditions of the Hunt River aquifer; investigate the feasibility of treated effluent recycling to increase withdrawal levels; review existing land use and land use plans and evaluate the need for an aquifer protection plan for the Hunt River aquifer; and implement conservation measures through enforcement of KCWA water conservation efforts. | The purpose of this action is to maintain and improve the water supply and delivery system to the Town.                                               | Kent County Water Authority and Department of Public Works. | Long – Ongoing.  |
| SF 3, NR 4, LUR 5, & LUR 8                                  | Identify the upgrades required for the wastewater treatment plant and the monetary commitment required, prepare and periodically update schedule and estimated cost, and identify long term maintenance requirements and develop a fiscal policy for implementation.                                                                                                                                                                                                                                                                                                          | The purpose of this action is to maintain and improve the existing sewer system.                                                                      | Department of Public Works.                                 | Ongoing.         |
| SF 3                                                        | Examine the impacts of sea level rise on the sewage treatment plant on the waterfront. Consider data as it becomes available from the State as a result of Light Detection and Ranging (LiDAR) technology, as it may affect sea level rise predictions.                                                                                                                                                                                                                                                                                                                       | The purpose of this action is to ensure the long-term viability of the sewer system in light of sea level rise.                                       | Department of Public Works and Planning Department.         | Medium.          |
| SF 4                                                        | Improve recycling efforts, and maintain the transfer station but re-evaluate its need and siting on a periodic basis especially as sea level rise data and mapping becomes available.                                                                                                                                                                                                                                                                                                                                                                                         | The purpose of this action is to maintain and improve the existing collection system.                                                                 | Department of Public Works and Planning Department.         | Short.           |
| SF 6                                                        | Monitor performance and continually assess the needs of the Fire Department.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | The purpose of this action is to maintain an effective fire fighting force.                                                                           | Town Council.                                               | Ongoing.         |
| SF 12 & LUO 3                                               | Pursue LEED standards in public facilities, promote solar technology, and appoint a RESC to further determine policies regarding renewable energy.                                                                                                                                                                                                                                                                                                                                                                                                                            | The purpose of this action is to plan for energy and resource use to achieve long-term sustainability and reduce environmental impacts of energy use. | Town Council & Town Departments.                            | Medium.          |
| NH 1                                                        | Implement pertinent actions from the four categories in the Action Plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | The purpose of this action is to plan for natural hazards and climate change.                                                                         | Town Council and Town Staff.                                | Ongoing.         |

**5. Information and Education**

If stewardship requires that all citizens, businesses, and organizations get involved in implementing this Plan, there must also be a public information and education component to achieve the goals of this Plan. The actions described below have no cost associated with them but they are just as important as any of the previous actions.

|                                      | <b>Educational Actions</b>                                                                                                                             | <b>Purpose</b>                                                                                                                        | <b>Action Agent</b>  | <b>Time-Line</b> |
|--------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|----------------------|------------------|
| NR 2, NR 4, NR 5, OS 5, SF 3, LUR 4, | Undertake public education and outreach activities regarding the importance and benefits of and responsibilities for aquifer and watershed protection. | The purpose of this action is to ensure passage of ordinances critical to the protection of the Hunt River aquifer and the watershed. | Planning Department. | Short.           |

|                                                            |                                                                                                                                                                                                                                                           |                                                                                                                                                                         |                                                                                                                  |                |
|------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|----------------|
| LUR 5,<br>LUR 8,<br>LUS 1,<br>LUS 2, &<br>LUA 3            |                                                                                                                                                                                                                                                           |                                                                                                                                                                         |                                                                                                                  |                |
| HC 1                                                       | Work with the East Greenwich Historic Preservation Society and the Rhode Island Historical Preservation & Heritage Commission to provide educational programs.                                                                                            | The purpose of this action is to promote an appreciation and understanding of the value of the Town’s historic and cultural resources to its character and vitality.    | East Greenwich Historic Preservation Society and the Rhode Island Historical Preservation & Heritage Commission. | Ongoing.       |
| HC 2,<br>HC 3,<br>& ED 2                                   | Identify and protect historic buildings, districts, structures, and archaeological sites in the Town, and nominate areas to the National and State Registers.                                                                                             | The purpose of this action is to support the existing local historic zoning district and promote National Register District areas.                                      | East Greenwich Historic District Commission.                                                                     | Medium.        |
| H 6                                                        | Monitor progress in implementing the Affordable Housing Plan, which will include an annual report to the Town Council.                                                                                                                                    | The purpose of this action is to make sure that the policies and specific actions of the Affordable Housing Plan are being duly implemented.                            | Town Manager.                                                                                                    | Ongoing.       |
| H 2,<br>ED 3,<br>ED 7,<br>CT 1-4,<br>CT 3-1,<br>&<br>LUR 2 | Lobby state government and Congressional delegation to secure funds for construction of the Commuter Rail Station.                                                                                                                                        | The purpose of this action is to promote the full development of the proposed Commuter Rail Station in support of a Transit Oriented Development (TOD) zoning district. | Town Council and Town's General Assembly delegation.                                                             | Medium – Long. |
| ED 4                                                       | Work with New England Institute of Technology (NEIT) to prepare workforce development plans for Town residents. Target specific business that can benefit from skilled workforce graduates of NEIT and other initiatives that can grow the local economy. | The purpose of this action is to capitalize on the recent move of the New England Institute of Technology (NEIT) to the Town as an economic engine.                     | Town Manager, New England Institute of Technology (NEIT), and School Department.                                 | Short.         |
| ED 1 & ED 5                                                | Work with the Chamber of Commerce and others to expand existing businesses.                                                                                                                                                                               | The purpose of this action is to provide incentives for existing businesses to expand and for new businesses to relocate in East Greenwich.                             | Town Manager and Chamber of Commerce.                                                                            | Ongoing.       |
| NH 1                                                       | Implement pertinent actions from the four categories in the Action Plan.                                                                                                                                                                                  | The purpose of this action is to plan for natural hazards and climate change.                                                                                           | Town Council and Town Staff.                                                                                     | Ongoing.       |