

BARRINGTON COMPREHENSIVE COMMUNITY PLAN 2009 UPDATE

Amended May 2012



Adopted by the Barrington Town Council
and Planning Board

Last Amended: May 14, 2012



Town of Barrington, RI

Town of Barrington, RI Comprehensive Community Plan

2009 UPDATE ***(with amendments through May 2012)***

ADOPTED BY THE BARRINGTON TOWN COUNCIL
AND BARRINGTON PLANNING BOARD
FEBRUARY 9, 2009

AMENDMENTS ADOPTED
January 4, 2010
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BARRINGTON COMPREHENSIVE COMMUNITY PLAN 2009 UPDATE

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INTRODUCTION

This document is the 2009 update to the Barrington Comprehensive Community Plan, originally developed and adopted by the Planning Board and the Town Council in 1992 and approved by the State in July 2002. The Update was completed as required by the RI Comprehensive Planning and Land Use Regulation Act. The 2009 update to the Comprehensive Community Plan is more than an update—it is a completely rewritten Plan offering new goals, policies, strategies and actions for the next 10 years. The Planning Board decided to undertake the extensive revisions for a number of reasons, including the fact that the 2002 Plan was written in 1992, such that most of the data were out of date and recommendations had been completed. In addition, the full rewrite enabled the Town to formally include the Affordable Housing Plan, adopted in 2005, within the Comprehensive Plan itself rather than as a standalone document.

Each section of the plan dealing with a particular element contains a description of existing conditions, a discussion of issues, and general goals and policies to guide the Town's future actions. Each of the functional elements also concludes with a discussion of specific strategies along with a set of recommended actions for implementing each strategy.

The 2009 update is the Town's official Comprehensive Community Plan, replacing the 2002 Plan. The Plan was developed by the Planning Board, which formed several subcommittees assigned to review and revise each of the various elements. The 2009 Plan was adopted by the Council and Planning Board on Jan. 4, 2010; State approval was granted on Jan. 19, 2010.¹

With adoption by the Town Council, the Barrington Comprehensive Community Plan is the official policy document of the Town, having both policy and regulatory implications.

This Introduction section includes a brief description of the history of Barrington. This is followed by the seven elements, which are:

1. **Housing & Neighborhoods**
2. **Economic Development**
3. **Circulation**
4. **Community Services & Facilities**
5. **Natural & Cultural Resources**
6. **Open Space & Recreation**
7. **Land Use**

The final section of this document, the **Implementation Plan**, contains a schedule and assignment of responsibility for implementation.

While all of the goals and policies are reflective of the plan's long term focus, with a 10-year timeframe, the strategies and actions developed to achieve these goals and policies are more specifically defined in terms of their implementation. The schedule for implementation is broken down into three phases: Phase 1, less than two years; Phase 2, two to five years; and Phase 3, five to 10 years.

Goals, Policies, Strategies & Actions

The Plan contains sets of Goals, Policies, Strategies and Actions, in each element. These are defined as follows:

- Goal: the purpose toward which an endeavor is directed; an objective or aim that guides action.

¹ On Nov. 7, 2011 and May 14, 2012, the Town Council adopted Plan amendments that are included in this document.

- Policy: a course of action, guiding principle or procedure intended to influence and determine decisions and actions.
- Strategy: the means to achieving an end; the instrument used to put policy (or policies) into practical effect to achieve a goal (or goals).
- Action: something specific to be done or accomplished.

Major Themes

The Planning Board adopted the following “Major Themes” guiding the development of the 2009 update. The themes provided a framework for evaluating the 2002 Plan and considering new and revised goals, policies and strategies. These themes are:

1. Create a commercially vibrant, pedestrian and bicycle-friendly Town Center and neighborhood commercial districts.
2. Strengthen connectivity between neighborhoods, schools, parks and public spaces and commercial centers.
3. Protect Barrington's historic resources, important open spaces, shoreline areas and environmentally sensitive areas.
4. Conserve and protect the special qualities of Barrington's neighborhoods.
5. Embrace a cleaner, greener future by means of sustainable land use, energy efficiency, and alternative energy.
6. Expand affordable housing opportunities and provide for future housing needs.
7. Provide quality, multi-generational parks and community facilities and services.

Key Issues

The 2009 update addresses a number of pressing issues that have emerged in recent years. These include meeting the State-mandated affordable housing goals, reducing energy usage and costs, providing parks and other needed Town facilities, protecting environmentally sen-

sitive areas and encouraging economic development while preserving the community's character. The overarching issue confronting the Town is the fact that Barrington is approaching build-out, where all of the remaining buildable land has been developed. As a result, a priority of the updated plan is balancing the community's long-term objectives, from housing to open space, on the limited supply of land remaining in town.

Implementation

The Planning Board recommends that the Town conduct a review of the Implementation Plan (see Section 8) on an annual basis to establish policy goals and funding priorities for each year. Implementation will require action by the Town Council, Planning Board, other boards and commissions, and town departments. This will include changes in Barrington's zoning and subdivision ordinances, the development of new procedures and regulations, revisions to capital planning priorities, and the undertaking of additional plans and studies. The development of the Comprehensive Plan is only the first step in undertaking changes in Barrington that will strengthen and improve the community -- to prepare it for the future in a way that both provides for its citizens and protects its important resources.

HISTORICAL OVERVIEW OF BARRINGTON

Barrington today is the result of hundreds of years of human activity that made use of its lands, waters and natural resources. At the onset of European colonization in the mid-seventeenth century, the Town's two peninsulas were within Sowams, the homelands of Massasoit, Chief Sachem of the Wampanoag Tribe. The precise location of Massasoit's village has not been determined, although it most likely was in either Barrington or Warren. The Wampanoag Indians used the lands of Barrington for hunting, fishing and cultivating crops. The same physical resources that supported the Wampanoags had also attracted their ancestors. Archaeological discoveries within Barrington have demonstrated that Native Americans were active here four to ten thousand years before the present.

European colonization in the second half of the seventeenth century initiated a decline in Native American fortunes. By 1667, enough English settlers from the Plymouth and Massachusetts colonies were drawn to

the fertile Sowams lands to incorporate the Town of Swansea. Tensions between the English colonists and Native Americans produced by this English encroachment broke into the open hostilities of King Philip's War here in 1675. By the following year the Wampanoags' hold on their native land was broken, and the colonists began to rebuild their largely destroyed settlement.

From these colonial origins, a farming society developed in the eighteenth century and prospered into the nineteenth century. In this agricultural period of development, the lands of Barrington were parceled into pasture, cropland and homesteads with a simple network of roads linking farmers to their holdings and to neighboring communities. Barrington's equivalent of a town center developed in the eighteenth century around the Congregational Church still in place along the north end of County Road. At the junction of the Barrington and Warren Rivers, a second water-oriented settlement developed around a number of shipyards and traders' wharves and warehouses. By the early nine-



teenth century these maritime activities had moved across the river to Warren, and Barrington's history as a seaport was over.

As industrialization transformed Rhode Island in the nineteenth century, Barrington was affected, although not in a typical way. Lacking suitable water-power sites or a working waterfront, the Town was largely bypassed in the extensive development of water and steam-powered factories. When industry did arrive, it was in 1840 in the form of brick manufacturing. In the process of working clay beds in the Nayatt area, the brick manufacturers transformed Mouscochuck Creek into a barge canal and created the clay pits, now flooded and known as Brickyard Pond and Echo Lake. This industry which persisted until the 1930's, also transformed the Town's social landscape; large numbers of Italian immigrants joined the workforce in the late nineteenth century, and remained to develop their own neighborhoods along Maple Avenue and Middle Highway.

A second pivotal event occurred in the mid nineteenth century with the construction of the Providence, Warren and Bristol Railroad across town in 1855. At a time when Providence was becoming the region's commercial, financial and industrial center, the railroad brought Barrington within the City's sphere and initiated the trend of suburban residential development which was to dominate the Town's future. A new neighborhood began to develop along the rail line at Drownville in West Barrington, and a new town center emerged where the railroad crossed County Road. At the same time, the Town began to draw the attention of those eager for relief from the City. At Nayatt Point resort hotels appeared while both vacation and year-round homes spread along the extensive shore-front. These developments included both expensive building in prime locations, as well as more modest houses where conditions allowed.



The patterns established in the second half of the nineteenth century guided Barrington's growth into the twentieth century. The railroad also promoted the growth of a small industrial district in Bay Spring, where factories engaged in textile finishing and lace-making. The automobile, which first supplemented and then replaced the railroad as a means of transportation between Barrington and Providence, induced a broader pattern of development across the Town. The post-World War II era saw Barrington as a favored suburb absorbing still more residential development.

Today, this trend has reached a climax of sorts. While the once-predominant rural flavor is still apparent, Barrington's agricultural character has greatly diminished in the recent past and recreational boating now dominates over commercial fishing activities on the waterfront. The Town's industry, which was always limited, has gradually dwindled to its present minor status. Barrington is most readily identified as a commuter suburb typified by its extensive residential neighborhoods, yet more than three hundred years of history have indelibly stamped the Town's character and contribute powerfully to its distinctive and attractive appearance.

-Richard Greenwood, 1992

1 HOUSING & NEIGHBORHOODS

OVERVIEW

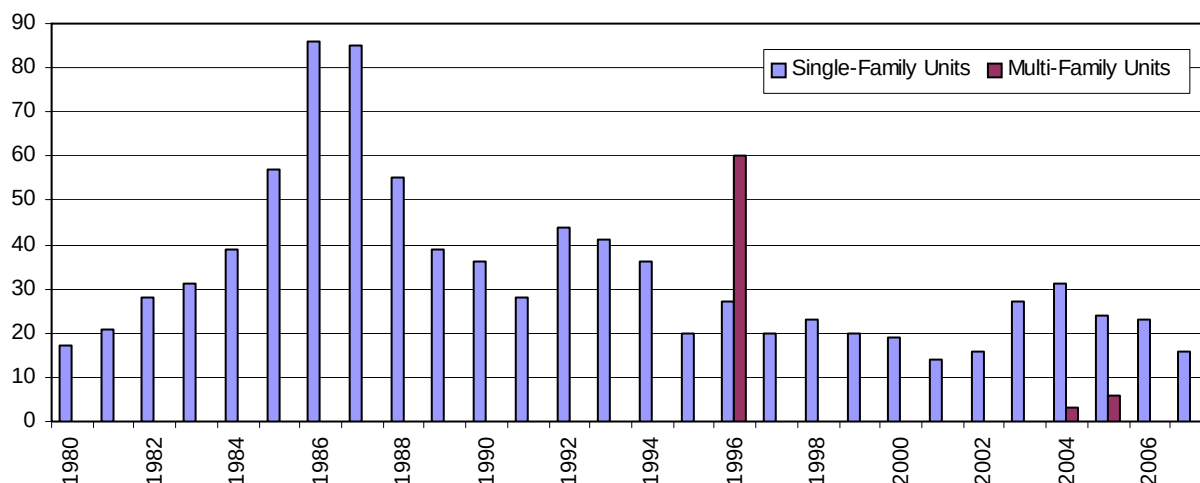
Barrington is a community of neighborhoods with distinct identities shaped by the town's unique coastal setting and by its agricultural and industrial heritage. There are still examples of extravagant summer homes and modest camps. The impact of the railroad can be found in the early railroad suburb that developed around the former Drownville Station. There are also examples of communities developed to house workers from the former Brickyards and Lace Works. However, a majority of the land was divided into large agricultural plats that formed the basis of the primary road system and the pattern of subdivisions that eventually replaced these farmlands. The Roberta Plat, the Thurston Plat and the Country Club Plat are examples of areas that were developed over a relatively

short period of time during the 1950s and 1960s and have maintained a unique scale and character. Almost all of the neighborhoods, however, share a common characteristic: most of the land has been developed to the extent allowed by zoning. In other words, built out.

There are several areas where future development is still possible, most notably the 40-acre Zion Bible Institute property on Middle Highway, and 20 acres owned by Sowams Nursery on Sowams Road, both served by water and sewer. Another section of town where there is still potential for new housing development is the agricultural area along George Street in the northernmost corner of Barrington; however, the feasibility of absorbing future growth in this area is limited by the lack of water and sewer lines. With much of Barrington essentially at



>Photo: Jennys Lane (source: National Register of Historic Places application)

Figure 1: Building Permits, 1980-2007

Source: Town of Barrington Building Official's Office

build-out, the Comprehensive Community Plan examines the following key issues:

- How will Barrington meet future needs for housing, both affordable and market-rate, given the limited supply of developable land?
- What should the Town do to meet the housing needs of the burgeoning retiring Baby Boomer generation?
- To what extent should Barrington encourage development of alternatives to the single-family homes on quarter-acre lots and larger?
- If higher densities and varying housing types are needed to address housing needs, how can the Town preserve community character?

The following is excerpted from Barrington's Affordable Housing Plan, updated based on data available as of August 2008.

Housing Construction Activity

Data from 1980 through 2007 (See *Figure 1*, following page) show a gradual but substantial drop in the number of housing permits issued per year. The number of single-family homes constructed in town has remained fairly constant since 1995, with an annual average of 21 permits issued for new single-family houses. The years 1986 and 1987 were the peak building years, with single-family permits exceeding 80 each year. For the 1980s, building permits for new houses averaged 46 per year. The average declined to 29 per year in

Table 1: Population: 1990-2006 (State, Bristol County, Bristol County Towns)

City/Town	1990, 2000 Census				Estimated Population		
	1990 Pop.	2000 Pop.	Change- Est. Pop. 90-'00	% Change- Est. Pop. 90-'00	Pop.Est. 2006*	Change- Est. Pop. '00-'06	% Change- Est. Pop. '00-'06
Rhode Island	1,003,464	1,048,319	44,855	4.47%	1,067,610	19,291	1.80%
Bristol County	48,859	50,648	1,789	3.66%	52,256	1,608	3.20%
Barrington	15,849	16,819	970	6.12%	16,566	-253	-1.50%
Bristol	21,625	22,469	844	3.90%	24,498	2,029	9.00%
Warren	11,385	11,360	-25	-0.22%	11,192	-168	-1.50%

*As of 7/1/06

Source: U.S. Census Bureau

Table 2: Population and Growth Projections, 1990 - 2030

Year	Barrington Population	Change (10-Year Periods)	%Change (10-Year Periods)	Bristol County Population	Change (10-Year Periods)	%Change (10-Year Periods)
1990	15,849	--	--	48,859	--	--
2000	16,819	970	6.12%	50,648	1,789	3.66%
2010*	16,984	165	0.98%	51,596	948	1.87%
2020*	17,222	238	1.40%	52,961	1,365	2.65%
2030*	17,407	185	1.07%	54,026	1,065	2.01%
Change: to 2030		588	3.5%		3,378	6.7%

Source: U.S. Census Bureau, 2000; State of Rhode Island—Statewide Planning Office

*Projections were developed by the State of Rhode Island.

the 1990s, and 21 per year for 2000 through 2007. During this time period, 1980-2007, the Town of Barrington issued permits for one multifamily project, in 1996 for the renovation of the Pilling Chain Building for 60 senior apartments (limited to ages 62 and over). The 126-unit Bay Spring Assisted Living facility, built in 1999, is not included in the housing permit data as it is considered a commercial use.

A map showing Barrington's existing housing inventory is provided in **Map HN-1**. Readers should note that no other land uses are shown, including commercial, institutional, industrial, and protected land. No assumption can be drawn from these maps that all non-colored areas are available for new housing development.

Demographic Trends

Population

Housing is explicitly linked to population and population trends can provide important information in regard to future housing trends. *Table 1* shows the U.S. Census Bureau's population counts for 1990 and 2000, and the Bureau's population estimate for 2006, for the State, Bristol County and Bristol County municipalities. The data show that Barrington during the 1990s was the fastest growing town in Bristol County, with the 6.1 percent population increase outpacing the State and Bristol County as a whole, as well as Warren and Bristol. The Census Bureau's estimates for 2006 shows a dramatically different pic-

ture, with Barrington and Warren both decreasing in population by 1.5 percent and the town of Bristol's population growing by 9 percent.

Census Bureau data suggest that the town's population has leveled off, even decreased slightly, since 2000. However, the data are at odds with the State's population projections, last updated in 2004, showing the town's population increasing through 2030 (see *Table 2*), when the population is projected to total 17,407. The projected increase averages out to just 19 people per year over the 30 years.

While estimates and projections are somewhat helpful in planning for the future, they do not necessarily reflect what is actually occurring within an area. Additionally, they are often more accurate when attempting to project population growth for a larger geographic area, such as a region or a county than for an individual community. The 2010 Census will provide a clearer picture as to actual population trends.

Age Characteristics

According to Census data for 1990 and 2000 (see *Table 3*), Barrington's population is aging. Between 1990 to 2000, the town saw increases in all age brackets 45 years old and over, with the greatest increase in the 80 and over age cohort, about 56 percent. The median age in Barrington as of 2000 was 40.2 years old, up from the 37.7 median age of 1990. While the overall population is trending older, the largest number increase among age

Table 3: Age Distribution, 1990-2000

Age	1990		2000		1990-2000 Change	
	<i>Persons</i>	<i>% of Total</i>	<i>Persons</i>	<i>% of Total</i>	<i>Number</i>	<i>%Change</i>
Under 5	1,077	6.8%	996	5.9%	-81	-7.5%
5 – 17	2,835	17.9%	3,749	22.3%	914	32.2%
18 - 24	1,195	7.5%	864	5.1%	-331	-27.7%
25 - 44	4,840	30.5%	4,432	26.4%	-408	-8.4%
45 - 64	3,729	23.5%	4,307	25.6%	578	15.5%
65 - 79	1,785	11.3%	1,866	11.1%	81	4.5%
80 & over	388	2.5%	605	3.6%	217	55.9%
Total	15,849	100%	16,819	100%	970	6.1%

Table 4: Age Distribution Projection, 2000-2030

Age	2000		2030		2000-2030 Change	
	<i>Persons</i>	<i>% of Total</i>	<i>Persons</i>	<i>% of Total</i>	<i>Number</i>	<i>%Change</i>
Under 5	996	5.9%	1,081	6.2%	85	8.5%
5 to 19	4,105	24.4%	3,420	19.6%	-685	-16.7%
20-24	508	3.0%	1,141	6.6%	633	124.6%
25-44	4,432	26.4%	4,282	24.6%	-150	-3.4%
45-64	4,307	25.6%	3,917	22.5%	-390	-9.1%
65-79	1,866	11.1%	2,702	15.5%	836	44.8%
80+	605	3.6%	865	5.0%	260	43.0%
TOTAL	16,819	100%	17,408	100%	589	3.5%

Source: RI Statewide Planning Program Technical Paper: "Rhode Island Population Projections: State, County, and Municipal 2000-2030" (August 2004)

groups from 1990 to 2000 was in the 5 to 19 years old bracket, which grew by 914 people, or 32 percent. The growth in school age children (see Table 1 in the Community Services & Facilities Element) experienced by the Barrington Schools during the 1990s is reflected in these data.

The town saw a decline in other age groups from 1990 to 2000, notably the 18 to 24-year-old population, which decreased by 28 percent, and the 25-44 population, which declined by 8.4 percent.

Age projections in *Table 4*, provided by the State, suggest a dramatic increase in Barrington's 65 and over population from 2000 to 2030, an age group that is projected to increase by 1,100 people—a number that is almost double the total projected population increase for the town, reflecting a projected shift within age cohorts as well as additional people living in town. In 2030, the 65 and older segment of the town's

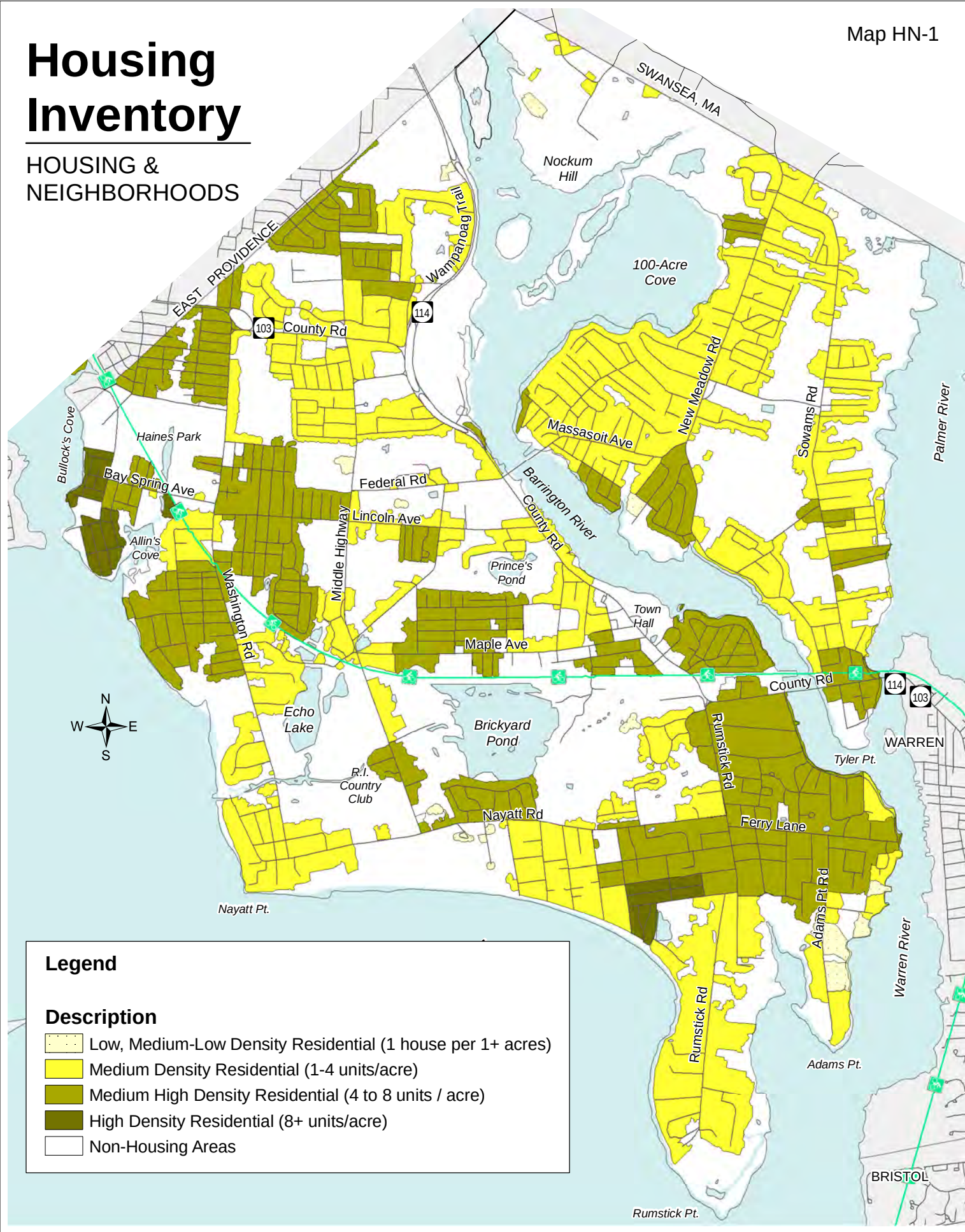
population is projected to total more than 3,570, or about 20 percent of the total population, compared to about 14 percent in 2000. The State also projects a reversal of the trend which has seen the number of school-age children increase dramatically in recent years. The State's projections show a decline by almost 700 between 2000 and 2030 in the 5 to 19 age cohort. If the projected 124 percent increase in the 20-24 age group is to take place in Barrington, the presence of affordable homeownership or rental opportunities, which is lacking today, must be provided to house this population.

Income Characteristics

The 2000 Census indicates that the town's median income rose from \$53,058 in 1989 to \$74,591 in 1999, which can be related to considerable shifts amongst all income cohorts (see *Table 5*). Despite an increase of 413 households in town, the income cohorts below \$75,000 lost a

Housing Inventory

HOUSING & NEIGHBORHOODS



0 4,000 8,000 Feet

SOURCE: Town GIS, RIGIS (2003 Land Use Data)

Comprehensive Community Plan - 2009 Update / Town of Barrington

Table 5: Income Distribution, 1989, 1999

Income	Barrington				Bristol County		Rhode Island	
	1989		1999		1989	1999	1989	1999
	Households	Percent	Households	Percent	Percent	Percent	Percent	Percent
Less than \$15,000	451	8.0	460	7.6	16.2	13.8	22.7	17.7
\$15,000 - \$24,999	587	10.5	377	6.3	14.3	10.6	15.9	12.4
\$25,000 - \$34,999	638	11.4	529	8.8	15.2	10.6	15.5	11.9
\$35,000 - \$49,999	972	17.3	634	10.5	19.6	14.3	19.7	15.7
\$50,000 - \$74,999	1,226	21.9	1,029	17.1	19.6	19.1	16.7	20.2
\$75,000 - \$99,999	735	13.1	921	15.3	7.1	12.6	5.6	10.7
\$100,000 or more	1,001	17.8	2,073	34.3	8.0	19	4.1	11.4
Total	5,610	100	6,023	100	100	100	100	100

Source: U.S. Census Bureau - 1990 census, 2000 census

Table 6: HUD Income Limits, FY 2004: Providence-Fall River-Warwick, RI-MA MSA

% of Median Household Income	Income Limits for Household Size							
	1	2	3	4	5	6	7	8
30%	14,250	16,300	18,350	20,350	22,000	23,650	25,250	26,900
50%	23,750	27,150	30,550	33,950	36,650	39,400	42,100	44,800
80%	38,000	43,450	48,900	54,300	58,650	63,000	67,350	71,700

Source: HUD, FY 2004.

total of 845 households, and corresponding percentages of the total population, while the two income cohorts above \$75,000 gained 1,258 households, the overwhelming majority of which fell within the \$100,000 and over range.

In 1989, 1,001 of the town's households earned over \$100,000, but by 1999, that figure rose to 2,073, an increase of 107% (1,072 households). During this time period, the town's median income level was higher than the region's and increased at a slightly faster rate than the county and the state. In 1989, Barrington's median income (\$53,058) was significantly higher than Bristol County's (\$37,539) and Rhode Island's (\$32,181). The town's median income was 64.87% above the state's, while the county's was 16.65% above the state median.

In 1999, the income gap between the town, county, and state became marginally greater. The median household income in Barrington (\$74,591) was 77.22% higher than the state median income (\$42,090) while in Bristol County (\$50,737) it is 20.54% above the state median.

Despite the rate of increased growth, it should be noted that the town's income level has historically been much higher than both the county's and the state's. Overall, Barrington saw a 40.6% increase in median household income, while Bristol County and Rhode Island saw 30.79% and 35.16% increases, respectively.

While the income analysis above can be an indicator of trends in Barrington, it cannot serve to derive the numbers of families that qualify for affordable housing assistance. These figures do not assume that all people living together are related, nor does it break down income levels by family size, both of which are factors to determine eligibility for low- and moderate-income housing.

In order to qualify for low- and moderate-income housing, the residents in those units are subject to income limits determined annually for the region by the U.S. Department of Housing and Urban Development (HUD). Barrington falls within the Providence-Fall River-Warwick, RI-MA Metropolitan Statistical Area. In this area, the median

family income for fiscal year 2004 was \$60,000, with the corresponding income limits for different family sizes (See *Table 6*, previous page).

Build-Out Analysis

The build-out analysis completed for the adopted Affordable Housing Plan in 2005 has been updated utilizing the latest Geographic Information System (GIS) data from the State, including 2003 land use coverage data. Calculations for remaining buildable land have been updated using the 2003 land use data, adjusted to account for new and approved development in town since 2003. **Map HN-2** shows the Town's land use in 2003, including undeveloped land. Properties that have been developed or approved for development since 2003, and land currently zoned residential that is proposed for rezoning for municipal operations or open space/parks purposes are also indicated.

Barrington has five general residential districts and one district zoned specifically for elderly housing. The requirements for the residential districts include one unit per acre in the Residence 40 District (R-40), two units per acre in the Residence 25 district (R-25), and at least two units

per acre in the Residence 10 District (R-10). Cluster Districts were created in both the R-40 and R-25 zoning category to allow for clustered housing (R-25C and R-40C). The Elderly Housing District (EH) allows for multi-unit housing for those persons 62 years of age and older.

In addition to the traditional single-family residentially zoned districts, some living arrangements are permitted either by right or by special permit in the Recreation and Education District (RE), the Neighborhood Business District (NB) and the Elderly Housing District (EH). Mixed use residential is allowed by right in the NB District and the EH District. Multifamily dwellings are allowed only in the Elderly Housing District. Two-family units are allowed by special permit only in the NB District.

The build-out analysis shown in *Table 7* uses data from Rhode Island GIS mapping data and local GIS data to calculate developed areas, buildable vacant land and undevelopable areas. The total area for each zoning district was calculated and the undevelopable land was subtracted out. Undevelopable land includes jurisdictional wetlands, areas within 50 feet of streams, and protected open space.

Table 7: Build-Out Analysis, 2008

Zoning District	Acres				Housing Units Possible
	Total Acres	Total Buildable Acres	Developed Acres	Remaining Buildable Acres	
R10	955.2	922.3	901.8	20.5	82.1
R25	1913.6	1674.7	1540.7	134.0	268.1
R25C*	28.3	20.8	19.4	1.4	0.0
R40	437.9	357.8	315.0	42.8	42.8
R40-Rural Cons**	75.0	59.6	10.3	49.2	49.2
B***	57.9	54.7	42.5	12.2	73.3
NB***	78.4	76.6	64.0	12.6	126.4
LM	4.8	1.7	0.5	1.2	4.8
EH	8.8	8.1	8.0	0.1	8.8
MUV**	37.0	31.4	24.5	6.9	160.0
V**	14.9	10.3	0.3	10.0	50.0
Total	3611.9	3218.1	2927.1	291.0	865.4
% Total		89.10%	81.0%	8.1%	

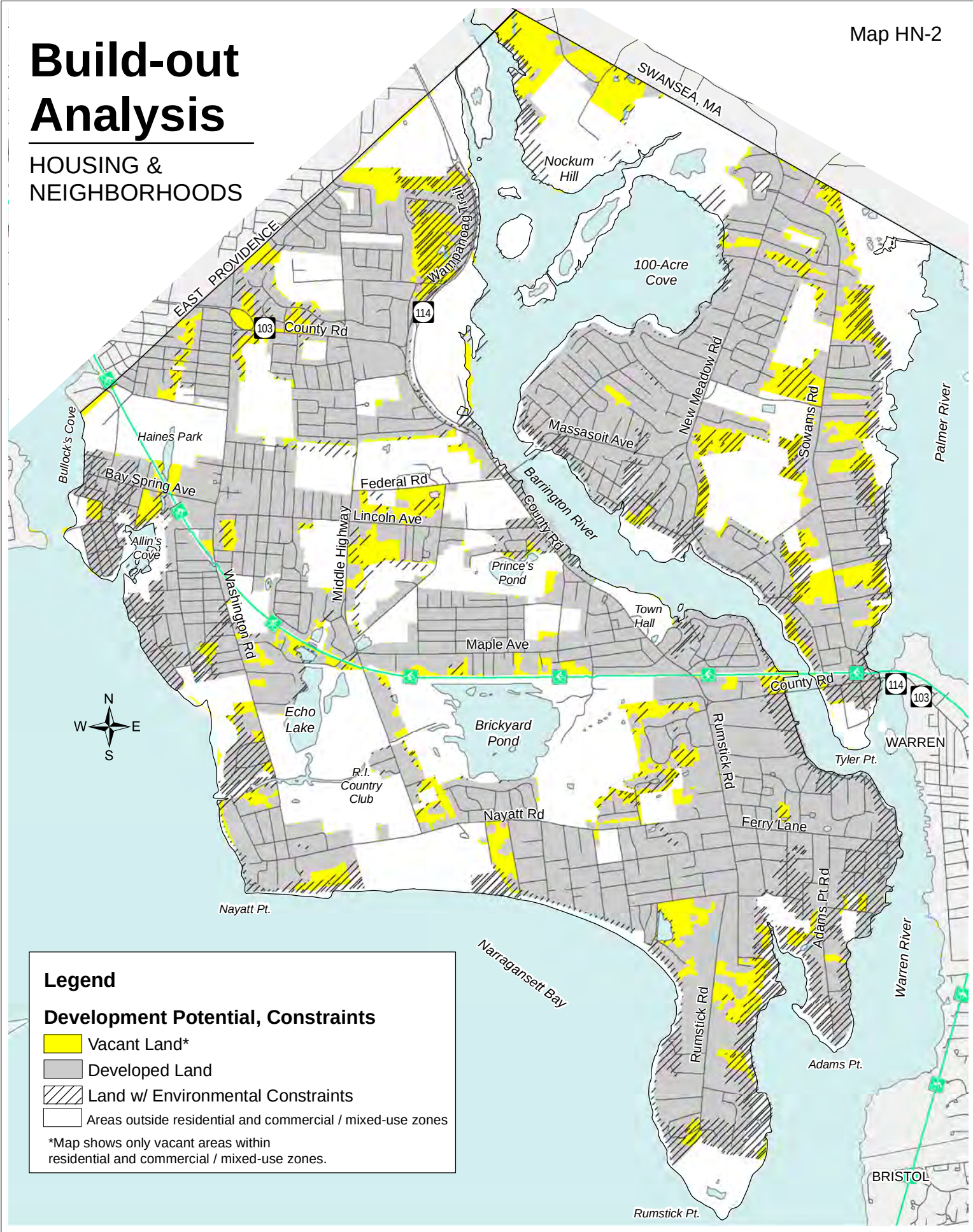
Source: RIGIS, Town GIS data (zoning, parcels), Town land development and subdivision records

*R25C zoning requires at least 7 acres in the development parcel.

Proposed new zone. * Based on 10 units/acre as recommended for B, NB zones in Plan.

Build-out Analysis

HOUSING & NEIGHBORHOODS



0 4,000 8,000 Feet

SOURCE: Town GIS, RIGIS (2003 Land Use Data)

Comprehensive Community Plan - 2009 Update / Town of Barrington

Housing & Economic Development Goals

The Town has not focused on large-scale commercial or industrial development because it has tried to maintain a character consistent with a residential bedroom community. Except in certain locations that are appropriate for more intensive use, a large portion of commercial development was scaled down to create more suitable integration with the residential areas. Barrington's central shopping district and corresponding central business district are located on County Road, where the most concentrated commercial development has occurred.

As outlined in the 2002 update to the 1992 Comprehensive Plan, the Town created the Neighborhood Business District in 1994 to eliminate business zoning from certain areas of town while still allowing smaller offices and retail to serve the local community. The areas impacted by this designation were Maple Avenue, Bay Spring Avenue in West Barrington, and Sowams Road in Hampden Meadows.¹ To further establish County Road as the main commercial district, revitalization efforts were directed towards the Barrington Shopping Center. By 2002, the center had undergone an upgrade that included redesign and storefront improvements.

Town officials in Barrington do not seek to attract significant commercial and industrial development. Rather, the focus for development is to limit commercial development to that which serves the surrounding neighborhoods and does not necessarily attract clients from other communities. Since economic development activities are limited, no development is anticipated that will affect the housing needs of employees in the area.

Housing Needs Analysis

The U.S. Department of Housing and Urban Development's (HUD) Comprehensive Housing

Affordability Strategy (CHAS) database provides a means for a community to examine the housing needs and problems of its residents in all income levels.² The most consistent findings in an analysis of CHAS data is that a significant number of households, especially those below 80% area median income (AMI), pay too large a percentage of their gross monthly income for housing. According to 2000 CHAS data, 57% of Barrington residents are categorized as having 'housing needs,' which means they pay more than 30% of their income to housing.

Table 8 shows how housing need is broken out according to resident type. Nearly 90% of all elderly persons in Barrington demonstrate a need for more affordable housing. Nearly 50% of Barrington families pay more than 30% of their income toward housing costs and thus are also in need of more affordable housing options.

Extremely Low-Income (0% to 30% of Area Median Income)

According to 2000 CHAS data, approximately 415 of the 5,959 households in Barrington are extremely low-income. This represents 7% of all households. Over 75% of these households own their own home (312), of which 81.4% spend more than 30% of their monthly income on housing expenses. The other 103 households are renters, of which 68.9% pay over 30% of their income on housing.

Low-Income (31% to 50% of Area Median Income)

Six percent, or 360, of Barrington households are low-income. The 2000 CHAS database shows that 31.9% (115) of the low-income households rent their housing units. Of these renter households, 66.1% spend more than 30% of their income on rent. Sixty-eight percent (245) of low-income households own their homes. Of these homeowners, 67.3% pay over 30% of their income on housing costs.

¹ From the 2002 Comprehensive Plan, p. 10.

² Year 2000 CHAS data is based on information gathered from the 2000 U.S. Census. Because of differences in rounding schemes employed by the Census Bureau and HUD, certain data may indicate a discrepancy between CHAS and census figures.

Table 8: Future Low- and Moderate-Income Housing Needs, by CHAS data

Household Type	Proportional Need projected by 2000 CHAS	# of LMI Units Needed by 2020 (#**x CHAS %)	Existing Supply	Future Need (=2000 CHAS proportion* - existing supply)
Elderly	44.00%	306	60	246
Family	42.00%	292	1	291
Other	14.10%	98	34	64
Total LMI Units	--	696	95	601

* CHAS proportion is calculated by adding all households <= 80% AMI reporting "any housing problems" and calculating each group as a percentage of the total number of households reporting problems.

** Equals the number of affordable units anticipated created in Year 11 to 15 based on 10% of projected total housing construction.

Moderate Income (51 to 80% of Area Median Income)

Approximately 12%, or 741, of Barrington households are moderate income. In this income group, 23.2% are renters and 76.7% are homeowners. The housing cost burden for this group is not as great for this income group, but still accounts for a large portion of the residents. In the moderate income category, about 26.2% of renters and 53.6% of homeowners spend more than 30% of their income on housing costs.

Homeless and Special Needs Populations

A large portion of Barrington's current Low-Moderate Income (LMI) housing supply supports the special needs population, accounting for approximately 34 units, or 35%, of existing units. All of these units are group home beds. Only seven shelter clients, or 0.1% of the state's shelter population, listed Barrington as their last residence in 2003.³

According to CHAS data, about 14% of low and moderate income housing will need to be dedicated to homeless and special needs persons in order to serve that population properly. Barrington understands the particular issues surrounding this population as well as its role within the region to provide housing opportunities. In particular, the Town has worked closely with East Bay Mental Health Center, Inc. to ensure that proper accommodations are provided for special needs clients.

Homeownership and Rental Costs

Based on the 2000 Census, 97% of housing units in Barrington are owner-occupied. Twenty-three percent of all homeowners, representing just over 1,200 households, are paying more than 30% of their income on housing costs. This accounts for 81.4% (1,738) of extremely low income homeowners, 67.3% (165) of low-income homeowners, and 53.6% (305) of moderate-income homeowners. This totals 2,208 owner-occupied households that qualify for federal and state housing assistance, but spend more than 30% of their income on housing costs. Additionally, there are 4,155 homeowner households that earn more than 80% of area median family income, of which 490 (11.8%) experience housing cost burdens of at least 30% of their income.

The rental market in Barrington also shows many households that qualify for federal and state housing assistance. Although only 3% of housing units in town are renter-occupied, the people in these units face similar housing cost burdens. Approximately 211, or 31.1%, of renter households are paying more than 30% of their income on housing costs. This accounts for 68.9% (71) of extremely low income renter households, 66.1% (76) of low-income renter households, and 26.2% (45) of moderate income renter households. In addition, 6.6% (19) of the renter households earning more than 80% of the median income spend more than 30% of their income on housing costs.

³ United Way R.I. Shelter Information Project, *Rhode Island Emergency Shelter Annual Report 2002-2003, 2004.*

In total, 23.9% of the 5,959 households in Barrington are cost-burdened, of which 916 (15.4%) qualify for federal or state housing assistance. In comparison, 27.8% of Bristol County households and 31.3% of state households are cost-burdened. Of these, 20.9% of Bristol County and 30.1% of Rhode Island households qualify for federal or state housing assistance. Although a smaller percentage of Barrington residents are cost-burdened with housing than residents elsewhere in the state or Bristol County, housing affordability remains an important issue to the community.

Following the pattern in all of Rhode Island, the cost of housing in Barrington has outpaced the rise in median household income. Since the 1990 U.S. Census, the median sales price for a single family home in Rhode Island has increased by 95% from \$125,000 to \$250,000 (as of 2004), while median household income has risen only 31% (to \$42,090).⁴ In Barrington, the median single-family home price has increased 96% from \$187,500 to \$382,000 while median household income has increased by 41% (to \$74,591) in the same timeframe. The most significant increases in both the state and town's single-family housing sales price has occurred in the past five years. This mismatch results in a lack of homeownership opportunities for new, young and elderly homeowners.

Rental housing also faces this disproportionate increase. The 2000 US Census reported the median contract rent asked in Barrington as \$630.⁵ This represents an increase of approximately 15% from the 1990 median rent of \$555. October, 2004 listings in local publications list the current average rent as \$1,154, signifying a dramatic increase (75%) in rental costs since 2000. *Table 9* on the previous page shows the distribution of rent price according to unit size. This data also show that rental units with some utili-

Table 9: Rental Costs, 2004: Barrington

Unit Size	Average Rent
1 bedroom	\$588.33
2 bedroom	\$1,034.50
3 bedroom	\$1,450.00
4 bedroom	\$2,300.00

Source: Barrington Times, Rentwave.com, October 30, 2004

Table 10: Housing Units, 1990-2000

Housing Units	1990 Census	2000 Census	%Change
Barrington	5,822	6,199	6.5
Bristol County	18,567	19,881	7.1
Rhode Island	414,572	439,837	6.1

Source: U.S. Census Bureau - 1990 and 2000 census

ties included in the cost are \$200 to \$400 higher than those which do not include utilities.

A new and diverse supply of housing is needed to meet demand and accommodate a wider range of incomes.

Barrington's Housing Inventory

Housing Units

As shown in *Table 10*, there were 6,199 housing units in Barrington based on the 2000 Census. This represents an increase of 377 housing units, or 6.5%, from the 1990 Census total. During this same time period, the number of housing units grew by 7.1% in Bristol County and 6.1% statewide.

Age and Condition of Housing Stock

Information on the age of Barrington's housing stock is presented in *Table 11* (on the following page). Approximately 28% of the town's housing stock was constructed prior to 1940 and another 38% between 1940 and 1969. Only 34%

⁴ From *RI Home Sales Statistics* in Rhode Island Living, last accessed at www.riliving.com/oceanstate/SalesStats/default.asp on October 13, 2004.

⁵ Census data do not specify number of bedrooms with rent price asked. 1990 data provide only the 'contract rent,' which is "the monthly rent agreed to or contracted for, regardless of any furnishings, utilities, fees, meals, or services that may be included." Median rent asked in 2000 was \$650.

(or approximately 2,000 units) has been constructed since 1960.

Housing Stock by Type

Based on the 2000 Census, 93.0% of Barrington's housing was single-family, while the remainder consisted of various types of multi-family housing. Nearly 4.7% of the housing stock consisted of small multi-family structures, including du-

plexes, triplexes, and four-unit structures. The remaining housing included larger apartment buildings or complexes (ten or more units). Map HN-1 shows the location of these various housing types in Barrington. Readers should note that no other land uses are shown, including commercial, institutional, industrial, and protected land. No assumption can be drawn from these maps that all non-colored areas are available for new housing development.

Table 11: Age of Housing Stock, 2000

Year Built	Number	% of Total
1939 or earlier	1,747	28.2
1940 to 1959	2,346	37.8
1960 to 1969	869	14.0
1970 to 1979	405	6.5
1980 to 1989	433	7.0
1990 to 2000	399	6.4
Total	6,199	100.0

Source: U.S. Census Bureau - 2000 census

Table 12: Subsidized and Publicly Assisted Housing

	Barrington	Bristol	East Greenwich
Elderly			
Public Housing	195	195	
RI Housing	60	68	35
HUD 202	-	96	-
HUD Section 8	-	-	106
Subtotal	60	359	141
Family			
Public Housing	-	-	28
RI Housing	1	55	16
HUD Section 8	-	-	-
Other	-	15	2
Subtotal	1	70	46
Special Needs			
Group Home			
Beds	35	49	40
Transitional			
Units	-	26	-
HUD 811	-	-	-
Subtotal	35	75	40
TOTAL	96	504	227
% of Goal	1.56	5.88	4.38

Source: R.I. Housing 2007 Low- and Moderate-Income Housing Chart

Overall Inventory

Barrington had 6,199 dwelling units in 2000 of which 62 were for seasonal, recreational, or occasional use and therefore not subject to the state's affordable housing requirements. In order to meet the 10% standard (which is based on 2000 U.S. Census figures), 614 units (10% of 6,199 less 62 seasonal units) of Barrington's dwelling units must be "affordable" based on the state's definition. The current affordable housing inventory of 96 units falls short of the mandated requirement and Barrington will need to produce approximately 520 more affordable units to meet the 10% standard. See Table 12 for a summary of the town's low and moderate income housing inventory as well as inventories for select surrounding communities.

Issues – 2009

The Planning Board has identified the following key challenges related to the production of housing needed to meet the Town's current and future residential needs.

Cost of Housing

The residential real estate market in Rhode Island and elsewhere has cooled off substantially since 2005, but it is likely safe to assume the cost of buying a house in Barrington will remain an issue for the foreseeable future. Since just 1999, Barrington's median sales price for a single-family house has more than doubled from about \$201,000 in 1999 to \$433,000 in 2007 (see Table 13 and Figure 2).

Table 13: Single Family Home Sales in Barrington, 2005-2008

Range	2005	2006	2007	2008*
<\$200,000	1	3	4	8
\$200,000 to \$300,000	44	27	25	33
\$300,000 to \$400,000	62	54	58	30
\$400,000 to \$500,000	33	47	31	18
\$500,000 to \$750,000	63	51	46	35
\$750,000 to \$1M	15	14	17	7
\$1M - \$2M	15	9	22	13
\$2M-\$3M	2	1	4	0
\$3M+	0	0	1	0
TOTAL	235	206	208	144
Median Sales Price	\$420,000	\$416,500	\$440,000	\$405,000

Source: Multiple Listing Service data, Tax Assessor's Office

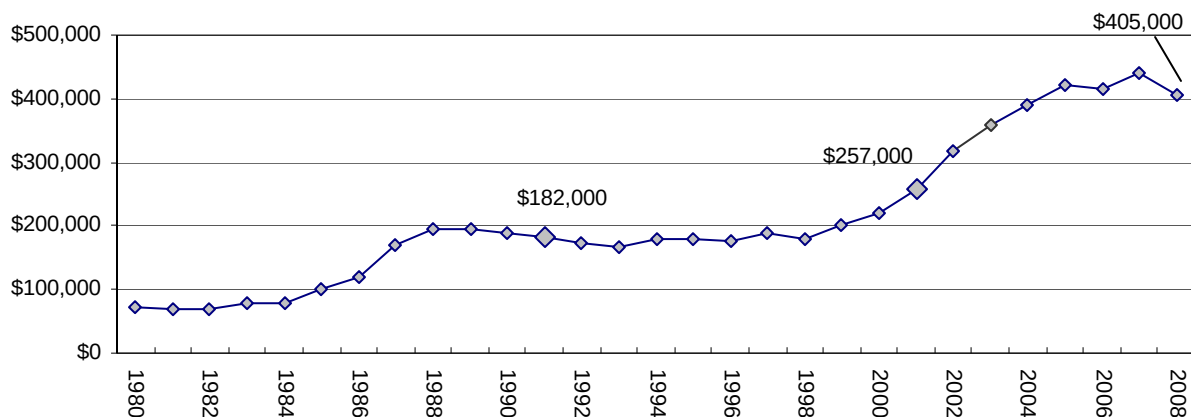
* Through 12/22/08

Also notable is the fact that the town's median sales price held steady from 2005-2007, while the median sales price for Rhode Island decreased. In 2007, the statewide median sales price in 2007 fell by 2.7 percent to \$275,000, compared to the prior year, while Barrington was one of only seven municipalities in the state to see prices rise over the prior year. However, in 2008, Barrington was not immune to the slump in house sales, with median prices dipping almost 8 percent to \$405,000; the number of sales also decreased.

Currently Barrington is approximately 520 units short of meeting the State-mandated 10 percent

affordable housing goal. In 2007, one family housing unit and 60 elderly housing units—in Barrington Cove Apartments— qualified as affordable in Barrington under the state's guidelines. The remaining affordable units consisted of 35 group home beds in various locations throughout town. However, the Town will have made progress toward achieving the 10 percent goal.

In the fall of 2008, for example, East Bay Community Development Corporation began construction on Sweetbriar, a 50-unit affordable housing development located on the former West Barrington Elementary site on Washington Road. Also, three affordable units are included

Figure 2: Single Family Detached Houses: Median Sales Price, 1980-2008

Source: State-Wide Multiple Listing Service, Inc. , Barrington Tax Assessor

in a 10-unit development to the immediate south of Sweetbriar, as part of the redevelopment of a 1-acre commercial site. A third noteworthy project is the Housing Board of Trustees plans to work with a developer to build 10 to 12 units on a 1.8-acre site purchased by the Town on County Road south of the East Bay Center.

While the production of affordable housing has been limited, Barrington has made progress toward implementing the Affordable Housing Plan, including the establishment in 2006 of the Housing Board of Trustees and the adoption of Inclusionary Zoning, which requires 20 percent of all new housing units in subdivisions of 3 or more units to be affordable.

Development of Remaining Buildable Sites

As described in greater detail in the Land Use element, a consultant study completed in 2008 for the Town explored the feasibility of achieving Affordable Housing Plan strategies (see *Table 14*, following page) in four focus areas. The consultant's report, "Housing for Barrington's Future: Housing/Land Use Study," was presented to the Town Council in May 2008; the Council referred the report to the Planning Board for inclusion in the Comprehensive Community Plan Update. The focus areas were as follows:

- The Zion Bible Institute, Middle Highway: The college in summer 2008 moved to a new campus, vacating the 40-acre site. Many of the buildings require major renova-

tions to comply with building and fire codes. A developer had an option (expired in late 2009) to purchase the property, with a stated intention to build 120-150 units of housing for "empty nesters" and seniors, as well as an assisted living facility.

- Sowams Nursery, Sowams Road (see *Figure 3*): The Town has been approached by two parties interested in rezoning property owned by Sowams Nursery for a senior-oriented community with 24 townhouses and a 100-unit assisted living facility. The site is vacant, though the land has been disturbed over the years as it has been used by Sowams Nursery for storage of materials, plants and other purposes. The site includes about 9.2 acres on the Palmer River side of Sowams Road and another 5.75 acres on the west side of Sowams Road. There are some constraints including wetlands, floodplains and coastal zone setbacks.
- 562-568 County Road: The Town purchased the 1.8-acre site with the intent of developing up to 12 units of affordable housing on the site. Objectives of the Housing Board of Trustees include home ownership, providing units that are affordable to those making 80 percent of the area median income, and incorporating green building techniques.
- The mixed-use portions on and in the vicinity of Maple Avenue: Options to provide for increased density in the Maple Avenue corridor were evaluated as part of the update of the Economic Development element as well.

Table 14: Strategies Investigated in 2008 Housing/Land Use Consultant Study

Site	Affordable Housing Plan Strategy Evaluated			
	1B-2. Create Senior Residential Community	1B-3. Allow Mix of Housing Types	1B-5. Specify Density in Mixed Use Districts	1B-8. Negotiate Comprehensive Permits
Zion Bible Institute	X	X	*	
Sowams Nursery	X	X		
562-568 County Road				X
Maple Avenue		X	X	

*Mixed-use components were evaluated at Zion.



Figure 3: Sowams Nursery property on Sowams Road (west side)

The Town's recommendations for the Zion and Sowams Nursery sites are incorporated in the updated plan—including the Future Land Use Map and the Housing and Economic Development sections—and outlined in detail in Appendix III.

Development in "4-Town Farm" Area of Barrington

With Barrington approaching build-out, the 4-Town Farm area near Nockum Hill presents a dilemma in the context of achieving future land use and affordable housing goals. On the one hand, the area contains the largest amount of contiguous privately owned undeveloped land in town that is currently zoned for residential development (Residence 40). Much of the area is upland and located outside the 100-year floodplain. On the other hand, the area contains unique lands, including prime agricultural farmland and environmentally sensitive areas on 100-Acre Cove, and lacks access to water and sewer and adequate roads, which are few in number and not built to today's standards. New housing would likely impact the character of the area in a manner that could erase the distinct sense of place in this rural pocket of Barrington.

Development in the area, without extension of water and sewer lines, will require utilization of wells for drinking water and septic system. The Town's Affordable Housing Plan adopted in 2005 identifies this area as subject to the plan's affordable housing strategies, which include development at increased densities, up to 10 units per acre in the R25 and R40 zones (see the "Strongly Negotiate New Comprehensive Permits" strategy). Strategies specific to preserving rural character are discussed in the Natural & Cultural Resources element.

Housing for "Baby Boomers"

The 78 million baby boomers (born between 1946 and 1964) now entering retirement age across the United States means that communities will be faced with a new set of housing challenges. One issue will be how to meet the spike in demand for housing for retirees. Another question is what will happen when the influx of boomers no longer is driving up demand for purchasing single-family homes, instead becoming sellers of houses that no longer suit family needs. In Barrington, the State projects the 65-and-over population will grow by more than 40 percent over the



Figure 4: House demolitions in Barrington during the three-year period of 2005-2007 included a wide range of properties including large waterfront homes (top left: 4,200 square feet; bottom left: 4,435 square feet) and modest sized houses (top right: 1,248 square feet; bottom right: 840 square feet) . Source: Tax Assessor's Office

next 25 years, from 2,471 in 2000 to 3,567 in 2030—an increase of about 1,100 people. If projections are accurate, the 65+ age group will comprise more than 20 percent of Barrington's population, up from 15 percent today.

With Barrington nearing build-out, a challenge will be to provide for the housing needs of seniors, both affordable and market rate units. The predominant housing type, the single-family detached house, represents one housing preference for some but certainly not all households of retirement age.

A study published in the Journal of the American Planning Association examined issues related to the demand for "senior" housing created as boomers retire, and the family housing units that become available as boomers sell

their homes. The study acknowledged that most people will remain in the same state as they age, but not necessarily the same community or house. The challenge is for communities to "retain their elderly residents as long as possible to slow the flow of houses for sale." The study continued: "This makes it imperative to develop elderly friendly, vital communities (Achenbaum, 2005). Rather than encouraging segregation of the elderly in separate retirement institutions, urban designers should foster their social integration into more lively communities...."⁶

What makes a lively community that is appealing to retiring boomers? The authors cite the following: community activity centers for seniors, close-by retail services, and small, easy-access parks for midday socializing.

⁶ *Aging Baby Boomers and the Generational Housing Bubble: Foresight and Mitigation of an Epic Transition*. Journal of the American Planning Association, Vol. 74, Issue 1 December 2008 , pp 17 - 33

Impacts of Development on Neighborhood Character

As developable land becomes more scarce, Barrington may see increased pressure to demolish houses for new construction. From 1998 through March 2008, at least 79 houses were demolished across Barrington, ranging from 3 to 12 tear-downs per year (See **Map HN-3**). Of the total number of building permits issued for new housing construction from January 2005 through March 2008, 15 houses were on lots involving a residential demolition, or 23.8 percent of the total building permit activity for new homes for this timeframe.

The replacement of smaller houses with larger, much more expensive homes impacts the overall affordability of housing in town. The loss of any existing house within an established neighborhood can impact the character of a residential street if the new house overwhelms its neighbors. Houses that were demolished over the past three years include an 840-square-foot house that was removed in favor of a 2,850-square-foot home, and an 888-square-foot house that was replaced with a 3,440-square-foot house. (See *Figure 4* on the previous page for examples.) Both of those houses were on lots of approximately 10,000 square feet. Larger houses also were impacted, including an 1893 house (4,050 square feet) and a 4,490-square-foot house built in 1825. The largest demolition was a 6,550-square-foot house built in 1937.

Due to concern in the community regarding an increasing number of tear-downs, a zoning rewrite committee was formed in 2004. It reviewed at the time current options for addressing tear-down concerns within our community. The committee's identification of possible areas to explore are as follows:

- Adopt aspects of form based zoning.⁷
- Allow the building area to be split to enable the garage to be located in back.

- Allow construction within the old footprints, even if they are currently nonconforming, with additional building allowed to the rear of the old footprint.
- Adopt floor area ratios to limit the gross floor area of a house to the size of the lot.
- Reduction in maximum building heights in certain zones.

Goals, Policies, Strategies & Actions

Goal

1. Provide for future housing needs, including a range of housing types and prices for families and seniors, in a manner that preserves Barrington's character and quality of life through sensitivity to existing neighborhoods, historic resources, important open spaces and environmentally sensitive areas.

Policies

1. Ensure that future development is compatible with the character of Barrington in general and that of individual neighborhoods.
2. Continue to work toward achieving the State-mandated 10 percent affordable housing goal through implementation of the Town's adopted Affordable Housing Plan, as approved by the State and incorporated in the updated Housing element. Adopt strategies that will encourage the development of affordable housing in an integrated fashion.
3. Allow for a more diverse housing stock to provide housing opportunities for young families and for the elderly to live within multi-generational communities.
4. Promote well-designed, compatible mixed-use development within commercial areas of town, while enhancing the pedestrian environment.

⁷ Form-based codes create a predictable public realm primarily by controlling physical form, with a lesser focus on land use.

See: <http://www.formbasedcodes.org/definition.html>

5. Support the development of housing for residents with physical and mental disabilities that encourage independent living, and support alterations of current housing stock to achieve compliance with the Rhode Island Civil Rights of Individuals with Handicaps Act and the American with Disabilities Act of 1990 (ADA).

Strategies & Actions

1. Preserve the character of established neighborhoods through Zoning Ordinance amendments and other strategies that encourage compatible scale and building massing. It has long been recognized that traditional zoning by itself is not capable of creating desirable neighborhoods. Gradually more specific criteria have been layered on top of the standard height and setback restrictions. Many codes currently in place make it difficult to create the very communities that we find most desirable. The Alfred Drown neighborhood is attractive not only because of its proximity to the water, but because of its intimate scale and the sense of community created by buildings that engage the street with porches and bay windows.

These architectural features and the intervening landscape elements create a layered relationship to the street that allows a connection to the community while respecting the privacy of the residents. Paradoxically a majority of the properties in this very desirable neighborhood do not meet the current zoning criteria, but instead reflect the character of the original pre-automobile railroad suburb that, along with the older summer homes that line the water's edge, give the neighborhood its unique character.

Zoning in Barrington is based on the traditional model of prescribed minimum lot sizes and setbacks and other dimensional standards, which leads to a certain uniformity in the character of new development. To achieve development patterns that respect the diversity of the town's existing character, Barrington should pursue

innovative zoning techniques such as form-based zoning and other strategies.

Actions

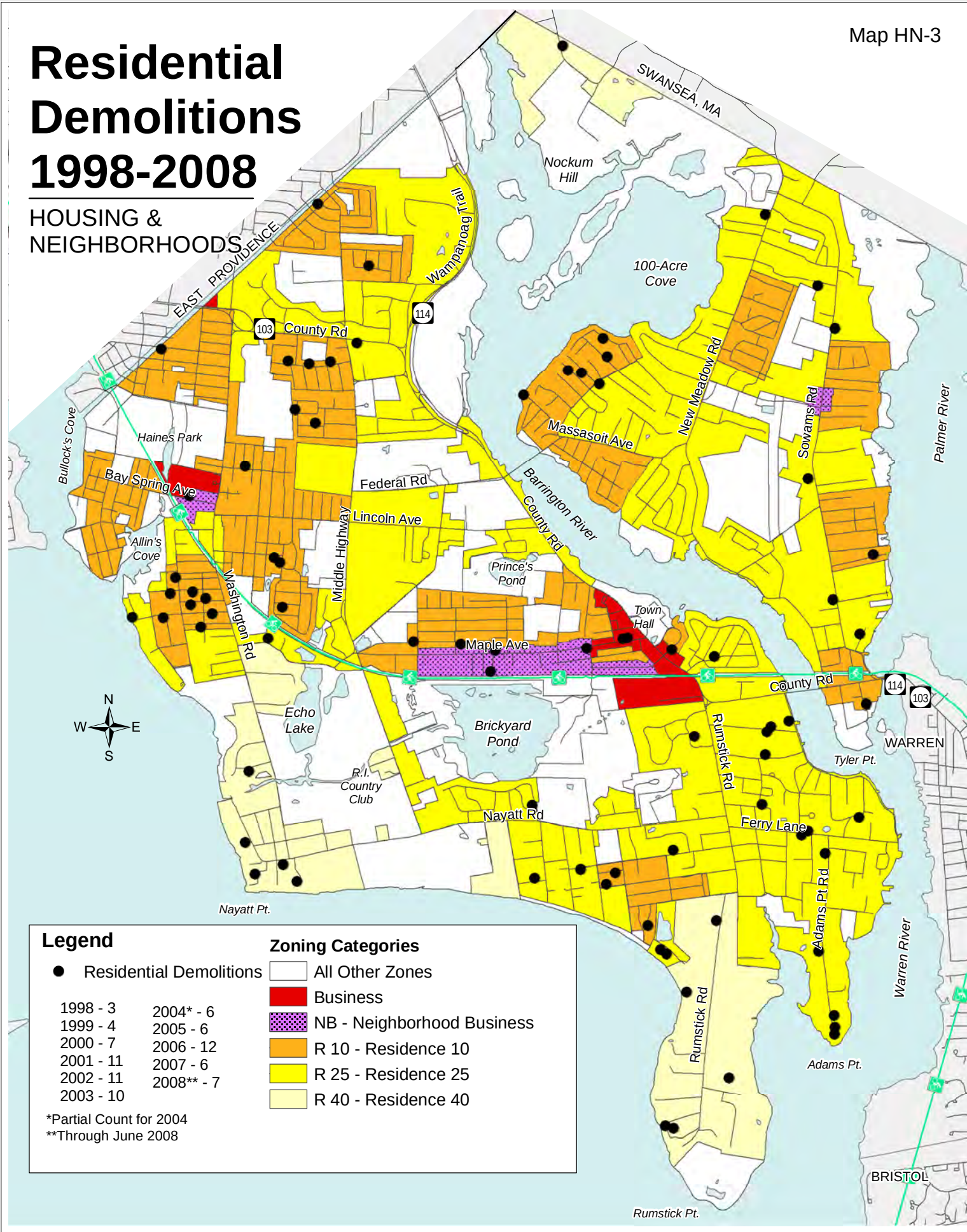
- A. Conduct parcel study to:
 - Evaluate compatibility of R10 and R25 zoning with the character of existing neighborhoods, to determine whether zoning should be adjusted or new zones established to better reflect the character of the area.
 - Recommend zoning standards that would require homes on "teardown" lots to better reflect the character of surrounding development, including examining options such as floor-area ratios and form based zoning as well as other measures.
- B. Conduct a public education campaign to increase awareness about the significance of historic buildings in Barrington, including National Register properties, the character of existing neighborhoods, and context-sensitive architectural solutions for new construction on "infill" lots.
- C. Create a Neighborhoods Map based on original plats and evolution of neighborhoods over time, as means of identifying historic boundaries of neighborhoods
- D. Create Pattern Books to provide an architectural reference guide illustrating historic development patterns in established neighborhoods.

2. Provide incentives for incorporating "green building" and sustainable development features in projects. Green building techniques, such as energy efficiency improvements and installation of alternative energy systems, can achieve a number of objectives. These include making housing more affordable by reducing the cost of heating and cooling a home, and reducing a building's impact on the environment. Communities are beginning to encourage homeowners and landlords to make their properties "greener."

Barrington's Land Development and Subdivision Regulations provide the Planning Board the op-

Residential Demolitions 1998-2008

HOUSING &
NEIGHBORHOODS



0 4,000 8,000 Feet

SOURCE: Town GIS, Building Official's Office

Comprehensive Community Plan - 2009 Update / Town of Barrington

tion to waive certain subdivision standards based on sound planning practices. This option could provide flexibility in site planning to incorporate sustainable development features in developments that include affordable units; for example, the Board could consider waiving the granite curb requirement and allowing reduced street widths to allow innovative drainage systems, which would achieve a more sustainable project and help reduce infrastructure costs. The US Green Building Council's LEED-ND standard provides one method for evaluating the performance of a proposed development.

A growing number of communities is actively promoting the inclusion of green building features—energy efficiency standards, renewable energy systems—in affordable housing developments in order to make these units more affordable over time through reduction in energy costs. Barrington, given the high land costs, would need to carefully consider impacts of green building standards on affordable housing development costs. As a result the criteria should be flexible and reviewed on a case-by-case basis by the Housing Board of Trustees to ensure development of proposed new/renovated affordable units remain financially feasible.

Actions

- A. Amend Land Development & Subdivision Regulations to establish minimum green building criteria for Comprehensive Permit projects seeking density bonuses.
- B. Amend Land Development & Subdivision Regulations to establish sustainable design criteria for waiving certain subdivision and land development standards for projects seeking certification by agreed-upon guidelines such as LEED-ND, Smart Code, or Land Code or agreed-upon alternative.
- C. Adopt Town policy establishing minimum green building / energy efficiency criteria for affordable housing units that receive financial support through the Town's Housing Trust Fund or other Town subsidization program.

3. Continue programs providing assistance to low- to moderate-income households. A number of programs benefit low- to moderate-income households in addition to efforts to build affordable housing units. For example, the Town in 2006 reestablished its home repair program utilizing Community Development Block Grant funding, administered by the Town of Barrington.

Actions

- A. Maintain the Town's Home Repair Program, and the local "Circuit Breaker" tax abatement program.
- B. Work with social services organizations to provide assistance to low- to moderate-income households throughout Barrington.
- C. Explore expanding these programs and linking them to the Affordable Housing Plan strategies below. Subsidies for repairs and tax relief could be tied to a 30 year deed restriction. Property could also be deeded over to the Housing Trust for additional compensation and/or subsidy while the home is still occupied.

AFFORDABLE HOUSING PLAN STRATEGIES & ACTIONS

4. Adopt enabling policies as set forth in the Affordable Housing Plan. The Town of Barrington recognizes the need to increase access to affordable housing in town, as house prices have soared out of reach of many people, including young families and seniors on fixed incomes. The Town will implement the adopted Affordable Housing Plan to attain the 10 percent Low-and Moderate-Income (LMI) Housing goal, to address this need and meet the State affordable housing mandate.

4-1. Continue administration of Housing Trust Fund and pursuit of additional financial resources for the fund to promote development of LMI units. Housing trust funds are public funds established by legislation, ordinance or resolution to receive specific revenues that can only be spent on housing. (Barrington

established a Housing Trust Fund by Ordinance #2006-5, adopted 7/10/06.) Trust funds provide a flexible vehicle through which resources can be committed to the production and/or preservation of affordable housing.

4-2. Support efforts of Housing Trust Board to pursue opportunities to develop LMI units through the use of the Housing Trust Fund and other strategies. The Town has established a Barrington Housing Trust Board (established by Ordinance #2006-5, adopted 7/10/06) charged with exploring affordable housing alternatives for Barrington's families and seniors. The Ordinance establishing the Board and Trust Fund describes the Board's role, including tracking the number of LMI units produced in town, soliciting requests for proposals to develop sites and approving other funding requests related to establishing new affordable

housing units. The Ordinance also outlines the review criteria used to consider applications for money from the Trust Fund. The Board coordinates its efforts with other Boards and Commissions through the Planning Office and the Town Manager's Office, which also provide administrative support.

The Board will continue to play an important role in promoting production of LMI units, including administration of the Housing Trust Fund, coordination of land acquisition, issuance of requests for development proposals, and other Affordable Housing Plan actions. The Town should identify opportunities to assist the Housing Board. For example, the Town could adopt an ordinance that requires the notification of the Board of Trustees of all pending residential demolitions and provides the Board time to assess the possibility of relocation. It is

ACHIEVING THE LOW- AND MODERATE-INCOME HOUSING GOAL

How Each Strategy Will Contribute to the Goal. Table 15 depicts the number of units projected for each development strategy. (See Appendix C: LMI Unit Calculations and Appendix D: LMI Units by Strategy and Year for a more detailed description of strategy calculations).

Table 15: Number of LMI Units to be Produced, by Development Strategy and Time

Development Strategy	Year 1 to 5	Year 6 to 10	Year 11 to 15	Year 16 to 20	20-Year Total
Mandate Inclusionary Zoning	3	17	20	24	64
Senior Residential Community (SRC)	12	26	29	34	101
Identify Areas That Could Support A Mix Of Housing Types	3	17	23	28	71
Allow Affordable Housing Development On Substandard Lots	3	8	10	8	29
Allow Units Above Commercial Uses	2	10	10	10	32
Allow Accessory Apartments	1	7	10	11	29
Rehabilitation Incentives to Capture Existing "Affordable Homes"	0	13	17	26	56
Strongly Negotiate Comprehensive Permits	77	32	24	7	140
Village/Mixed Use Village Zoning	0	82	0	0	82
Total low-mod units added	101	212	143	148	
Running total low-mod units	197	409	552	700	
Total anticipated # of housing units	6,384	6,596	6,739	6,887	
10% goal	638	660	674	689	
% low-mod units achieved	3.1%	6.2%	8.2%	10.2%	

recommended that the Board also promote the inclusion of rental units for families and special needs populations in considering whether to fund a project using Trust Fund money, and in working with non-profit developers in public-private projects.

Actions

- A. Actively use Housing Board and fund as a resource to achieve all LMI Housing strategies.
- B. Appoint Housing Board member to Zoning Rewrite Committee to assist with implementing Affordable Housing Plan strategies.
- C. Establish a Planning Board liaison to the Housing Board, to help achieve consistency with the Comprehensive Plan as housing projects are planned and implemented by the Housing Board.

4-3. Pursue Public/Private/Nonprofit Housing Alliances. By working with local banks, lenders, and non profits the Town will create various programs including down payment assistance, affordable mortgage programs, second mortgages, and direct mortgage subsidies. Often, efforts to expand homeownership involve collaboration between local governments, lenders and nonprofit organizations and include homebuyer education.

Some programs are government funded, either directly or through the issuance of tax-exempt bonds by agencies. Many private lenders—banks, thrifts, mortgage companies— offer special programs for first-time homebuyers, municipal workers, and public safety personnel.

How Each Strategy Will Contribute to the Goal (continued)

Table 16 describes the household and tenure types to be served by each development strategy. The goals depicted for each type correspond to the proportional CHAS need previously discussed in this element, except for Senior Residential Communities. It is estimated that the rental need for the senior population will in fact be more than that reflected in the CHAS data.

Table 16: Estimated LMI Units to be Produced at Buildout, by Household, Tenure Type

Development Strategy	Totals by Strategy	Elderly		Family		Special Needs	
		Rental	HO*	Rental	HO*	Rental	HO*
Mandate Inclusionary Zoning	64	-	15	-	45	-	4
Senior Residential Community	101	20	73	-	-	8	-
Identify Areas That Could Support A Mix Of Housing Types	71	-	21	-	50	-	-
Allow Affordable Housing Development On Substandard Lots	29	-	-	-	21	4	4
Allow Units Above Commercial Uses	32	-	12	14	6	-	-
Allow Accessory Apartments	29	26	-	-	-	3	-
Rehabilitation Incentives to Capture Existing "Affordable Homes"	56	6	-	-	43	4	3
Strongly Negotiate New Comprehensive Permits	140	-	42	51	25	10	12
Establish "Village," "Mixed-Use Village" zones	82	9	26	6	32	2	7
Total low-mod units added	604						-
Totals by HH and tenure type		61	189	71	222	31	30
Totals by HH type		250		293		61	
Future Need Goal by CHAS data	601	GOAL 246		GOAL 291		GOAL 64	

Actions

- A. Investigate programs offered by similar communities for providing assistance through partnerships.

4-4. Create a tax credit program. The Town will create a tax credit program associated with the rehabilitation or creation of affordable units. This program will be used to provide an incentive to develop blighted properties, rehabilitate failing commercial structures, and develop infill lots and other types of substandard parcels.

Actions

- A. Adopt tax credit program following an analysis of the appropriate level of incentive. In-

clude tax credits encouraging new rental units for family and special needs populations.

4-5. Evaluate Town and tax title property for affordable housing development. The donation of public land or buildings for affordable housing development, or their sale or lease at below market value, helps reduce the cost and is one of the most valuable contributions a community can make toward the creation of low and moderate income housing.

The Town will include low and moderate income housing in its decision making process when public parcels or structures are planned for fu-

ACTIONS AND EXPECTED OUTCOMES

Table 17 outlines actions taken to date and those needing to be accomplished, as well as the expected timeframe in which to accomplish them.

Table 17: Low- and Moderate-Income Housing Action Table

Action	Responsible Party	Resource	Timeframe
Create a Housing Trust Fund	Town Council	Town Council, Planning Board	<i>Completed</i>
Establish a Housing Trust	Town Council	Initially volunteers, transition to full-time administrator	<i>Completed</i>
Pursue Public/ Private/ Nonprofit Housing Alliances	Town Council, Planning Board, and Town Planner	Planning Board, Town Manager, and Town Planner	Ongoing
Tax Credit Program	Town Council, Town Planner, and Housing Trust	Town Staff, Planning Board, and Housing Trust	1 Year
Evaluate Town and Tax Title Property for Use as LMI Housing Development	Town Council, Planning Board, and Town Planner	Planning Board and Town Manager	Within 10 Years/ Ongoing
Zoning Changes:			
1. Mandate Inclusionary Zoning		Town Staff	Completed (2006)
2. Senior Residential Community (SRC)		Town Staff	Spring 2010
3. Apartments Above Comm. Uses		Town Staff	Spring 2010
4. Allow Accessory Apartments		Town Staff/Consultant	Spring 2010
5. Allow Affordable Housing Development on Substandard Lots	Planning Board, Town Council	Town Staff/Consultant	Spring 2012
6. Identify Areas that Could Support a Mix of Housing Types		Town Staff/Consultant	Spring 2012
7. Allow "Village," "Mixed-Use Village" development.		Town Staff/Consultant	Subject to developer application)
Strongly Negotiate Comprehensive Permits	Planning Board and Town Council	Town Staff and consultants	Ongoing
Capture Existing "Affordable Homes"	Town Council	Housing Trust	Within 10 Years/ Ongoing

RESPONSIBLE PARTIES, PARTNERS, AND RESOURCES FOR IMPLEMENTATION STRATEGY

Table 18: Summary of Responsible Parties, Funding, and Resources for Implementation Strategies

Action	Responsible Party	Cost	Funding Source
<u>Non-Development Strategies</u>			
Create a Housing Trust Fund	TC	Endowment, Associated Legal and Administrative Fees	Private Trust Money and Town Funds
Establish a Housing Trust	TC	Associated Legal and Administrative Fees	Town Funds
Pursue Public/Private/Nonprofit Housing Alliances	TC; PB; TP	No Direct Cost to Town	N/A
Tax Credit Program	TC; TP; HT	No Direct Cost to Town	N/A
Evaluate Town and Tax Title Property for use as LMI Housing Development	TC; PB; TP	No Direct Cost to Town	N/A
Strongly Negotiate New Comprehensive Permits	TC; PB; TP	No Direct Cost to Town	N/A
<u>Zoning Changes</u>			
Mandate Inclusionary Zoning	PB; TC, TP	Associated Legal and Administrative Fees	Town Funds
Senior Residential Community (SRC)	PB; TC, TP	Associated Legal and Administrative Fees	Town Funds
Allow Apartments above Commercial Uses	PB; TC, TP	Associated Legal and Administrative Fees	Town Funds
Allow Accessory Apartments	PB; TC, TP	Associated Legal and Administrative Fees	Town Funds
Allow Affordable Housing Development On Substandard Lots	PB; TC, TP	Associated Legal, Consultant and Administrative Fees	Town Funds CDBG and HOME
Identify Areas That Could Support A Mix Of Housing Types	PB; TP	Associated Legal, Consultant and Administrative Fees	Town Funds CDBG and HOME
Establish "Village", "Mixed-Use Village" Zoning	PB; TC, TP	Associated Legal and Administrative Fees	Town Funds
<u>Development Strategies (non-zoning related)</u>			
Capture Existing "Affordable Homes"	TC; HT	To be determined	Housing Trust and Tax Credit Program

TC = Town Council; PB = Planning Board; TP = Town Planner; ZB = Zoning Board; HT = Housing Trust

LOCATIONS WHERE STRATEGIES WILL BE IMPLEMENTED

Map HN-4, Location of Targeted Strategies Map, outlines the location of targeted strategies to increase the low- and moderate-income housing in Barrington. Separate maps for each strategy are not included because confining a strategy to a select geographic area on an individual map does not lead to an appreciation of the fact that the strategies may be combined. The anticipated number of LMI units per strategy, by zoning district, is depicted in the table below.

Strategy	LMI Units	Zoning Districts
Mandate Inclusionary Zoning	64	R10, R25, R25C, R40, RR*
Senior Residential Comm.	101	R25, R25C, B, NB, LM
ID Areas that could Support a Mix of Hsg Types	71	R10, R25, R25C, R40, RR*
Allow Affordable Housing Dev. on Subst. Lots	29	R10, R25, R40
Allow Units Above Commercial	32	B, NB
Allow Accessory Apartments	29	R10, R25, R25C, R40
Capture Existing "Affordable Homes"	56	R10, R25, R25C, R40, B, NB
Strongly Negotiate Comprehensive Permits	140	R10, R25, R25C, R40, B, NB, RR*
Establish MUV and V Zones	82	MUV*, V*

R10=Residence 10; R25=Residence 25, R-25C=Residence 25 Cluster; R40=Residence 40; R40C=Residence 40 Cluster; B=Business; NB=Neighborhood Business; LM=Limited Manufacturing *RR = Rural Residential, MUV=Mixed Use Village, V=Village (Proposed New Zones)

ture use. This will not preclude the Town from utilizing the land for other means, but rather ensure that it will consider affordable housing needs where appropriate.

Actions

- A. Evaluate existing Town property to determine if sites are appropriate for the creation of low and moderate income housing.
- B. Include low and moderate income housing in Town's decision making process when additional public parcels or structures are planned for future use.
- C. Continue to acquire sites and partner with non-profit developers on development of LMI to meet targets for for-sale and rental units.

5. Implement strategies through study and revisions to local land use Regulations to achieve the LMI target.⁸ The majority of the development strategies contained below require local legislation in order to be implemented. The Town will implement the policies expressed through the development strategies taking into consideration environmental constraints and subsequently revise local land use regulations accordingly. The strategies have

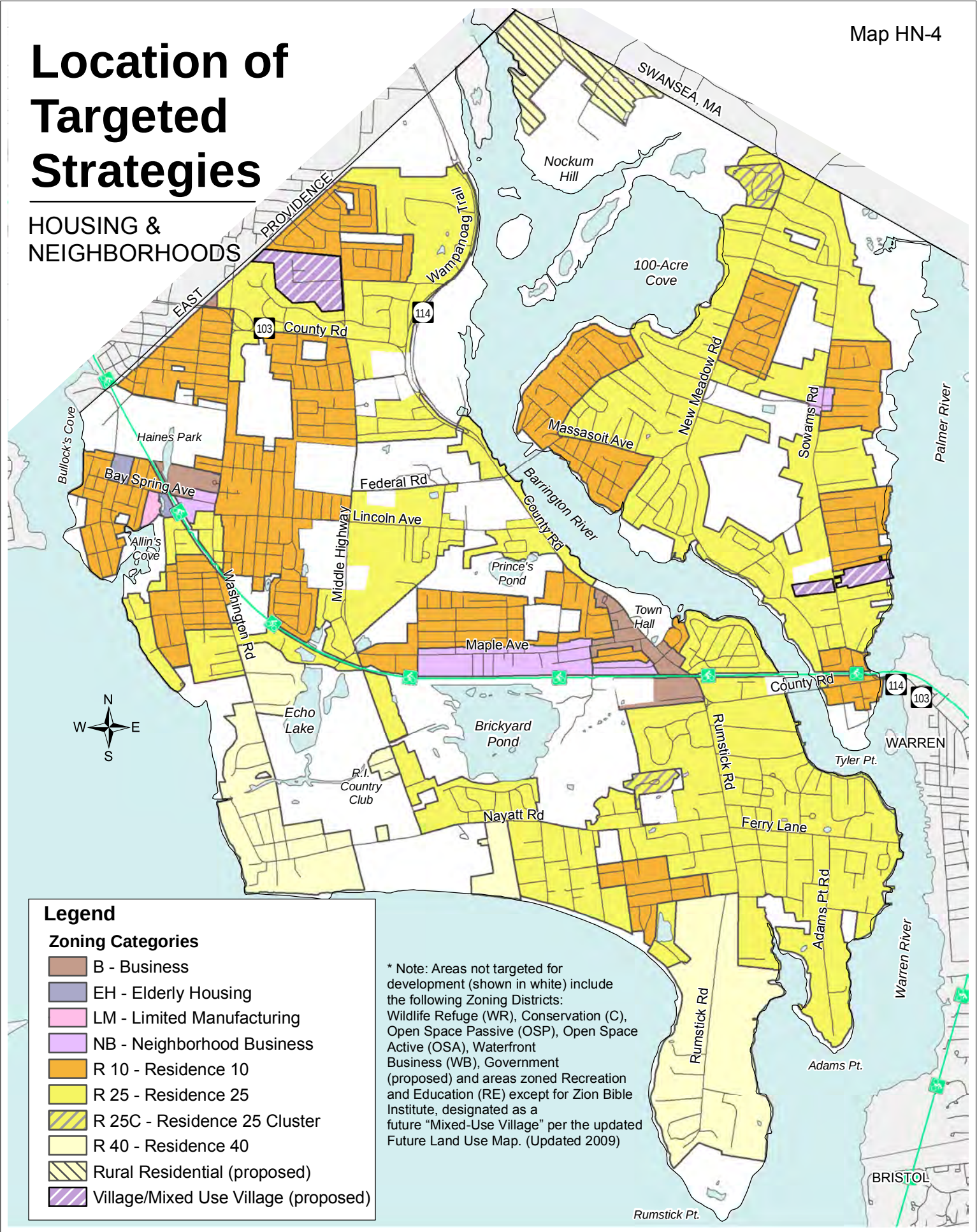
been updated as needed based on implementation completed to date (as of September 2009). Several of the strategies will require additional expertise to develop zoning ordinance amendments that meet the Town's LMI production goals while taking into consideration neighborhood context and other issues that require further study. In addition, the amendments will require extensive updates to the Zoning Ordinance and Subdivision Regulations that will require outside expertise given the complexities of the issues and the size of the Planning staff.

It is acknowledged that the implementation of the Affordable Housing strategies is behind schedule as envisioned in the 2005 Affordable Housing Plan due to several factors. For one, the Town Planner transitioned from a part-time position to full-time. Since 2006, the Planning Board has worked with the Town Planner to complete the update of the Comprehensive Plan. The process included hiring a consultant to assist with developing the Developer Guidance (see Appendix III) for Strategy 5-9. The remainder of the Comprehensive Plan update has been handled in-house with Town staff working with Planning Board subcommittees.

⁸ The conversion of all industrial, commercial and farm/nursery sites to residential use is contingent upon site investigations and, if necessary, remediation to meet residential use standards.

Location of Targeted Strategies

HOUSING & NEIGHBORHOODS



0 4,000 8,000 Feet

SOURCE: Town GIS, RIGIS (2003 Land Use Data)

Comprehensive Community Plan - 2009 Update / Town of Barrington

The following steps are planned to complete the remaining required zoning amendments:

Complete In-House (by Town staff); adopt by spring 2010:

1. Strategy 5-2: Enable Creation of Senior Residential Communities.
2. Strategy 5-5: Encourage Mixed-Use Development in B, NB Zones.
3. Strategy 5-6. Allow accessory apartments.

Complete working with Consultant, Zoning Rewrite Committee; adopt by spring 2012:

3. Strategy 5-3: Identify areas that could support a mix of housing types.
4. Strategy 5-4. Allow affordable housing development on substandard lots.
5. Strategy 5-7. Establish rehabilitation incentives to capture existing "affordable homes".

Complete Following Application by Developer, Subject to Developer Guidance in Appendix III:

6. Strategy 5-9. Create Village Zones.

See Appendix IV for LMI unit calculations for each strategy below.

5-1. Continue requiring provision of affordable units under the Town's adopted Inclusionary Zoning standards and Subdivision and Land Development procedures. To provide more affordable homeownership opportunities, the Town has adopted a mandatory inclusionary zoning ordinance (established by Ordinance #2007-1, adopted 4/9/07) requiring that all new land development projects and subdivisions of 3 or more units set aside at least 20% of the units as affordable to householders at or below 80% area median income. The ordinance allows developers to meet this inclusionary requirement through the provision of on site units, units off-site, or by a cash payment in-lieu of units towards an Affordable Housing Trust Fund. There is a 20% density bonus available for projects that provide units on-site, and is considered a local subsidy.

5-2. Enable the creation of Senior Residential Communities (SRC). An SRC will permit senior housing of various types and densities (assisted

living, townhouse, single family etc.) in exchange for mandated open space protection, affordable units, and architectural, and historical resource protection. By permitting senior housing with increased density in exchange for certain public goods, the Town will provide property owners with an alternative to conventional development while maintaining the strong financial status of the community.

While the SRC strategy may be applied in a redevelopment scenario its more apparent application is in new high density infill development. It is recommended that these projects be permitted via a Special Use Permit process. Due to the density bonuses and the anticipated flexibility of this zoning provision the Special Use Permit process is considered appropriate. Specific criteria for development will be established to mitigate many of the site planning issues. Yet the subjectivity allowed in the review of the special use permit allows both an applicant and the Zoning Board the advantage of flexibility inherent in the design of this strategy. As part of the review process, infrastructure and traffic demands, architectural design, and wastewater considerations will be reviewed carefully. Density increases will be permitted in exchange for additional open space or additional affordable units.

Actions

- A. Revise Zoning Ordinance and Land Development and Subdivision Regulations to permit Senior Residential Communities in the B, NB, LM and R-25 zones.
- B. Encourage inclusion of rental and handicap-accessible units in SRC developments through review process, including through conditions of approval.

5-3. Identify areas that could support a mix of housing types. This strategy will identify areas that can accommodate appropriately scaled multi-family housing that is in keeping with the character of the community. Barrington once allowed for duplexes. Ever since the Garden Suburbs of the early 1900's, architects have been refining ways of blending a variety of housing

types seamlessly within a suburban setting. Alternatives for the creation of multi-family housing will be investigated (e.g. allowing duplexes and triplexes as of right, and the conversion of existing large homes to two and three family homes where the unique architecture and neighborhood character can be preserved). Other housing types may be allowed by Special Use Permit and subject to site plan review and design review.

The mandatory inclusionary housing strategy will be used to ensure that at least 20% of all units created under this strategy are affordable to low and moderate income households. This action will be implemented by passage of zoning ordinance amendments allowing for the production of multi-family residences.

Actions

- A. Conduct study of residential zones to identify areas where multi-family housing may be appropriate, and to develop standards to ensure such housing is in keeping with the character of the community.
- B. Revise Zoning Ordinance to allow for the production of multi-family residences following completion of study (Action A).

5-4. Allow affordable housing development on new substandard lots.⁹ Lots having less than the prescribed basic minimum lot area and/or minimum frontage, width, or depth requirements may be appropriate candidates for development of affordable housing if the resulting use is not substantially different in character or detrimental in its effect on the neighborhood.

Development for new single family structures (on oversized lots) will be allowed as of right provided that ALL housing units created under this provision are deeded affordable for low and moderate income households in accordance with the requirements of State law. Minimum lot size requirements will be established, as specified in the Zoning Ordinance, that are less than the existing lot requirements (and in most

cases closer to the historic development pattern), but that seek to protect from the abuse of this provision. This strategy provides an alternative to seeking a variance and will provide property owners an option to create LMI housing within existing neighborhoods within reasonable limits designed to to preserve community character. The strategy provides a subsidy for for new single family LMI development through a density bonus.

Actions

- A. Revise Zoning Ordinance to permit development of new single family through subdivision of oversized lots provided that:
 - All housing units created under this provision are deeded affordable for low and moderate income households; and,
 - The newly created lots meet a specified minimum lot size requirement.

5-5. Modify zoning in commercial areas to promote mixed-use development in commercial areas through clear zoning standards and design guidelines. Although the Town currently permits mixed use, the provisions are vague and somewhat limiting. Therefore, the Town will allow greater flexibility by stipulating density thresholds (for example, 10 units per acre) and will mandate that 20% of the proposed units be affordable to low and moderate income households.

This strategy will utilize a combination of zoning exceptions and other incentives as part of a subsidy program. Density bonuses will be offered in exchange for additional affordable units over and above the 20% figure mandated by inclusionary zoning. The ordinance will permit the conversion of existing commercial structures and the creation of new mixed-use structures. The permitting authority will give special consideration to site design in an effort to create a village setting with a strong emphasis on pedestrian activity and creating community. Architectural design will also be reviewed. Parking requirements may also need to be adjusted.

⁹ Text for Strategy 5-4 Revised, per amendments adopted by the Town Council, December 5, 2011.

Actions

- A. Adopt Zoning Ordinance amendments specifying an increased density of dwelling units per acre in the Neighborhood Business and Business zones. Encourage the development of housing in the Business and Neighborhood Business zones to be in the form of housing above or behind commercial space, to preserve street-level commercial space.
- B. Establish design standards for mixed-use housing developments to maintain pedestrian-scale streets in the B and NB zones and to promote green areas and other amenities required for creating an attractive environment for occupants of residential units in mixed-use developments.

5-6. Allow accessory apartments. The Town will review and revise the existing accessory apartment provisions in an effort to allow the creation of new affordable accessory apartments. The Town will broaden the definition of permitted accessory apartments in its zoning ordinance to include those on the second floor of a garage, and those outside of the principle dwelling unit including the conversion of barns or other outbuildings. Accessory apartments will be as-of-right for any new unit in the principal structure. Minimum lot sizes shall apply.

New accessory apartments will be subject to design guidelines and site plan review; and for the creation of a new unit outside of the principle structure, a special use permit will be required. All units created under this strategy will qualify as LMI units with a thirty (30) year deed restriction. In accordance with State law, units will not be limited to family members of the resident/owner of the principle dwelling unit. Incentives for this strategy include the density bonus of adding the accessory unit to the property and the possibility of allowing for a tax credit as indicated above.

Actions

- A. Conduct comprehensive review and revise the existing accessory apartment provisions to allow the creation of new affordable accessory apartments, including the following:



Figure 5: Zion Bible Institute site, Middle Highway

- B. Broaden the definition of permitted accessory apartments in its zoning ordinance to include those on the second floor of a garage, and those outside of the principle dwelling unit including the conversion of barns or other outbuildings.
- C. Permit accessory apartments be as-of-right for any new unit in the principal structure.

5-7. Establish rehabilitation incentives to capture existing “affordable homes”. Barrington residents who are at or below the 80% of the area median income figure, and therefore qualify for LMI housing assistance, may be living in homes that could be qualified as LMI housing if the proper subsidies and restrictions are in place. These units could be currently established accessory apartments, smaller homes, or rental units currently listed at affordable rates but not eligible to be listed in the LMI inventory per state guidelines because of a lack of a subsidy and restriction.

Actions

- A. Utilize the tax credit program detailed above and other funding sources to provide subsidies for rehabilitation of these units to become deed restricted housing affordable to low and moderate income households.
- B. Seek to acquire and preserve affordability of existing houses, including foreclosure properties, through the land trust model.

5-8. Strongly negotiate new comprehensive permits.¹⁰ The comprehensive permit 'permitting process' is a negotiation and the Town will pursue an aggressive strategy to ensure that the goals and values of the community as expressed in this Comprehensive Plan are upheld. The Town strongly encourages comprehensive permit applications that meet the principles listed below and that align to the greatest extent feasible with the purposes and characteristics of the underlying zoning. Comprehensive permit proposals that provide 50% or more LMIH will be granted density increases of up to "one step" in the zoning district.¹¹ The exact density bonus will depend on the specific proposal. The Town may encourage applicants proposing to provide 25-49% LMIH to seek approval through the Town's existing inclusionary Zoning Ordinance (Article XXVII) that grants a 20% density bonus in exchange for LMI units. All comprehensive permits will be reviewed for consistency with the principles below.

Actions

- A. The Town will strongly negotiate with developers submitting future comprehensive permits to uphold the following principles:
- All LMI units will be deed restricted for at least thirty (30) years;
 - Developments should contain a mix of unit types (rental, ownership, and bedroom size) and housing types (single family, duplex);
 - Planning and design will respect the surrounding community,
 - LMI housing will be distributed throughout the community and integrated within existing communities to the greatest extent possible;
 - Projects should provide a percentage of affordable rental units for families and special needs populations;
 - The project is consistent with the availability of water and sewer infrastructure.

In addition to these principles, the Town will:

- Assess impact fees where applicable;
- Require donations of open space where applicable.

5-9. Establish "Village" and "Mixed Use Village" zoning permitting higher density on sites identified on the Future Land Use Map, based on the Town's evaluation of remaining developable parcels. On behalf of the Town, a planning consultant in 2008 evaluated several sites where the future use was under discussion. One of the recommendations is to permit the development of higher densities on sites that meet certain criteria, including minimum land area and availability of water, sewer and road access. Two sites were identified as candidates for future village development: the former 40-acre Zion Bible Institute campus (see *Figure 5*, previous page), and the Sowams Nursery properties on Sowams Road. The strategy establishes criteria for identifying sites where V or MUV zoning might be appropriate and outlines developer guidance for proposing new zoning. A minimum of 35 percent of the total units included in any "village" zone shall qualify as affordable housing under the State's Low-Moderate Housing law. Appendix III establishes the Town's goals for the village concept.

Actions

- A. Establish new "Mixed-Use Village" and "Village" zones consistent with objectives as detailed in Appendix III. Potential sites are identified on the Town's Future Land Use Map (Map LU-6, Land Use Element).

¹⁰ Text for Strategy 5-8 Revised, per amendments adopted by the Town Council, May 14, 2012.

¹¹ Whereby the following is applied: Residence 25 dimensional standards are applicable for such projects proposed in the Residence 40 zone, and R-10 standards are applicable for such projects proposed in the R25 zone. For projects in the R-10 or Neighborhood Business zone, the minimum dimensional standards shall not be reduced by more than 50 percent.

2 ECONOMIC DEVELOPMENT

Overview

Economic development in Barrington has occurred incrementally in recent years, as commercial and mixed-use projects fill in vacant or under-utilized properties. In contrast to the relatively dense, historic downtowns of Warren and Bristol, Barrington's town center is stretched along County Road, a loose collection of individual commercial buildings and small retail centers with surface parking lots. The exception in terms of scale is the Barrington Shopping Center, the town's largest retail center that includes a grocery store, a bank, a drug store and other businesses. The heart of the town center is the Maple Avenue-County Road intersection, where the Barrington Civic Center National Register District overlooks the County Road commercial area.

Commercial Development Trends

Shown in *Table 1* (on the following page) is the total of industrial and commercial construction in Barrington for the 1980s and the 1990s, as recorded by the Rhode Island Department of Economic Development. The construction figures do not include projects under \$50,000 in value, and do not measure the amount of residential building area which is converted to commercial use.

During the 1990s Barrington saw robust commercial development take place, with commercial space increasing by nearly 300,000 square feet, representing an investment of more than \$40 million. This growth far outpaced the previous decade, when just 90,000 square feet of commercial space was constructed at a value of



>Photo: Streetscape improvements completed in 2000 on County Road included new curbing, street lights and a "brick" center turn lane. Overhead utility lines were not placed underground due to cost.



Figure 1A: Webster Bank, completed in 2005, filled in a vacant parcel fronting on County Road.

approximately \$5 million. Much of the development related to the Barrington Shopping Center, where a new building was constructed for a grocery store (Shaw's) and bank (Citizen's). Other commercial buildings within the center underwent a facelift during the 1990s as stores including Staples, Starbuck's, and Talbot's settled in to new space. One of the largest tenants, CVS, replaced a gas station / garage that occupied a highly visible location, fronting County Road. Since 2000, commercial and mixed-use projects have included the following:

New Construction

- Webster Bank (see Figure 1A), 262 County Road, 3,500 square feet. The building, completed in 2005, was built on a surface parking lot that extended from County Road to



Figure 1B: Ace Hardware took over space the Centre Market, a Barrington landmark, in 2006.

Wood Avenue. The building was built in accordance with zoning amendments adopted in the 1990s requiring parking to be located behind new buildings with the structure located close to the street. 2008 Assessed Value: \$1.04 million.

- 47 Maple Avenue. The building contains 3 retail spaces with 3 apartments above, on a one-acre site on Maple Avenue, completed in 2005. The project complies with the mixed-use zoning amendments adopted in the 1990s for the Business and Neighborhood Business zones. 2008 Assessed Value: \$807,000.
- 60 Bay Spring Avenue. The mixed-use project includes 12 street-level commercial units and 12 second-floor residential units.

Table I: Non-Residential Construction in Barrington, 1980-2000

A. Square Feet

Years	Commercial Sq Ft	Industrial Sq Ft	Total Sq Ft
1980-1990	87,775 sq. ft.	3,000 sq. ft.	90,775 sq. ft.
1991-2000	282,488 sq. ft.	46,680 sq. ft.	329,168 sq. ft.

B. Construction Value

Years	Commercial	Industrial	Total
1980-1990	\$5,194,563	\$90,000	\$5,284,563
1991-2000	\$40,360,712	\$2,730,000	\$43,090,712

Source: R.I. Dept. of Economic Development

Major Renovations

- Shaw's. Interior renovations were completed in 2008 at a cost of \$965,000.
- Ace Hardware (see *Figure 1B*). Renovations to former Centre Market at County Road and Bosworth Street were completed in 2006.

Industrial Development

The closing of the RI Lace Works in the late 1980s may have signaled the end of manufacturing in town. In the 1992 Comprehensive Plan, the Town laid the groundwork for the conversion of industrial-zoned properties through recommendations to re-use these sites for senior housing developments. Amendments to the Zoning Ordinance adopted in the mid-1990s permitted Elderly Housing districts to occur in land zoned for commercial or industrial use. The zoning amendments allowed for the conversion of former industrial sites on Bay Spring Avenue to senior housing develop-

ments. The first project was the renovation of the three-story Pilling Chain Mill building in 1996, for the 60-unit Barrington Cove Apartments. At Bay Spring and Narragansett Avenues, the RI Lace Works site was cleared for the construction of the 126-bed Bay Spring Village Assisted Living complex in the late 1990s.

The last of the three industrial sites that existed in the early 1990s has remained vacant since a fire about 15 years ago consumed the sprawling wood mill structure on O'Bannon Pond (zoned Business). Today, the only industrially zoned land remaining in Barrington is a 4.8-acre area to the south of Bay Spring Avenue abutting Allin's Cove (see *Figure 2*). The development potential of the already small site, which may be insufficient to attract a new industrial facility as well as meet parking and circulation requirements, is further constrained by the proximity to the water and wetlands and floodplain issues, as well as strin-



Figure 2: This undeveloped parcel on Bay Spring Avenue abutting Allin's Cove is the last Limited Manufacturing-zoned area in town. (A portion of the property is zoned Residence I0.) The site abuts Allin's Cove, classified by CRMC as Type I Conservation Waters, a designation that carries the strictest requirements for setbacks and buffer zones, and prohibits any discharges.

gent CRMC requirements due to the proximity to Allin's Cove. Note that the data in Table 1 shows new industrial construction totaling 90,000 square feet in the 1990s, which appears to refer to the development of the Bay Spring Village Assisted Living Facility, on a site formerly zoned Limited Manufacturing.

Commercial and Industrial Land Use and Zoning

Barrington's business and industrial areas (see **Map ED-1**) include:

- County Road from east of Hilltop Avenue to Rumstick Road, zoned Business (Approximately 51 acres). The Business-zoned district, the most intensive commercial zone, has undergone a facelift in recent years that has helped attract investment in the area. The most significant changes were the result of the County Road streetscape improvements completed by the RI Department of Transportation in 1999, which included new curbs, landscaping, bus shelters, street lights, and stamped brick pavement in the center turn lane and crosswalks. The Barrington Shopping Center also has undergone substantial redevelopment, with façade improvements for existing buildings, and a new building containing a grocery store and bank.
- Maple Avenue, with parcels zoned Neighborhood Business and Business within an area extending from County Road west and including portions of Waseca and Anoka Avenues. The commercially zoned areas are interspersed with single-family residential properties, presenting issues with regard to impacts such as traffic, parking, noise and other issues related to commercial properties adjacent to residential. Most of these houses have existed alongside businesses for many years. However, recently there has been some new construction of single-family houses in the Neighborhood Business zone, particularly along Anoka Avenue.
- The Bay Spring Avenue-Washington Road area, with parcels zoned Neighborhood Business and Business and Limited Manufacturing. Much of the area's vacant Business-zoned land will be developed not as commercial use, but residential with the approval of the 50-unit Sweetbriar affordable housing development on the 8.7-acre site of the old West Barrington Elementary School.
- Sowams Road at Kent Street, zoned Neighborhood Business. This pocket of commercial zoning includes a small shopping center, dry cleaner, Montessori School, nursery, and day care. New development in the Neighborhood Business zone has come in the form of single-family houses, on the west side of Sowams Road to the north of Kent Street.
- Barrington's three Waterfront Business zones include Tyler Point (marina and restaurant) and the Brewer Cove Haven and Lavin's marinas in Bay Spring.

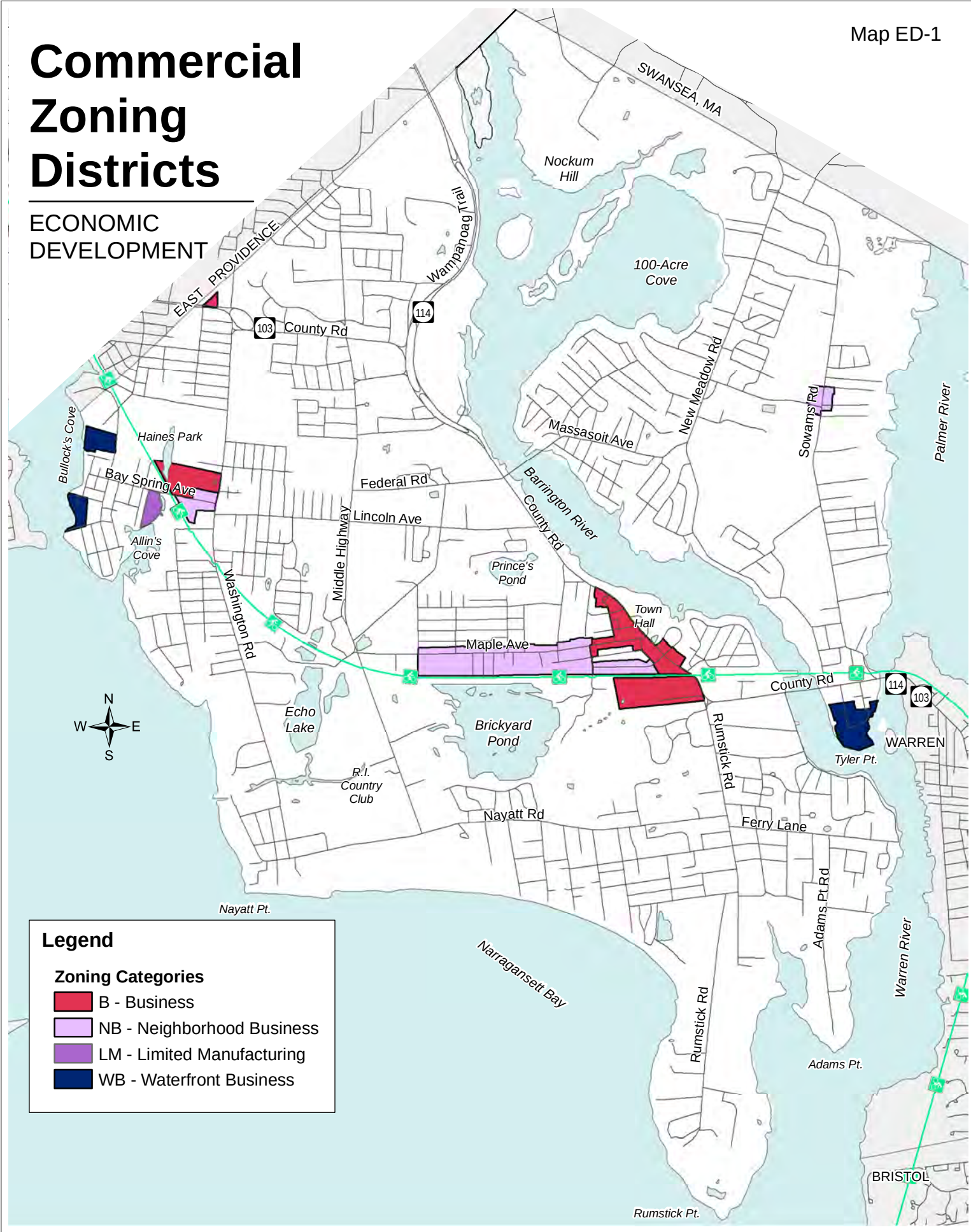
The boundaries of Barrington's commercial zoning districts have remained the same since the comprehensive rezoning in 1994, which included establishing the Neighborhood Business District which replaced areas previously zoned "Business" and is geared toward smaller scale development. The 1994 rezoning also retracted commercial zoning along Maple Avenue from Barrington Avenue to Middle Highway, an area now zoned Residence 10.

As mentioned previously, the amount of land zoned for industrial uses has decreased in area. A land use inventory conducted in 1992 found that industrial zones in Barrington totaled 12 acres. Since 1992, more than half of the industrial-zoned parcels has been converted with the development of two former mill sites on Bay Spring Avenue, totaling 7.7 acres (Bay Spring Village and Barrington Cove Apartments). Both sites are now zoned Elderly Housing. As a result, industrial-zoned land totals just 4.8 acres today.

The total area zoned for business and waterfront business (171 acres) comprises 3.5 percent

Commercial Zoning Districts

ECONOMIC DEVELOPMENT



of the town's area, while that zoned for manufacturing (4.8 acres) comprises 0.9 percent. While there are some commercial uses in Barrington outside of the areas zoned for business (see Land Use Element, Figure 1), much of the area within the three Neighborhood Business Districts is actually in residential use. **Map ED-2** shows that existing commercial properties are concentrated along County Road with a few large parcels to the south of Maple Avenue (including New England Hearth & Patio, the Maple Avenue Plaza and the Maple Avenue Medical & Dental Center). Residential properties are scattered throughout the Neighborhood Business district, and the Business district along and to the north of Maple Avenue.

Throughout town, there are limited opportunities for commercial expansion in the business zones. The two largest vacant parcels zoned commercial no longer are available for nonresidential development. A wooded 10-acre tract, zoned Business, located between the Barrington Shopping Center and the YMCA property, was purchased by the Town of Barrington with the assistance of State Open Space bond funds.

The parcel (see **Map ED-3**), which contains wetlands, has a conservation easement in place preventing development. The other large vacant parcel zoned Business is the Sweetbriar housing development site on Washington Road. The project was approved through the Comprehensive Permit process allowing waivers of zoning requirements.

The three Waterfront Business Districts are fully developed with appropriate uses (marinas). In at least one of the existing Waterfront Business zones, there are pressures to expand the marina area.

Streetscape Improvements

Streetscape improvements completed in the early 2000s have enhanced the appearance of the County Road and Maple Avenue commercial areas (see *Figure 3* on pages 41 and 42). On County

Road, from Sullivan Terrace to Rumstick Road, the State Department of Transportation added a center turn lane with faux red brick pavers, installed streetlights and granite curbing, constructed new wood bus shelters and reconstructed sidewalks. The Town has undertaken streetscape improvements on Maple Avenue, a Town-owned street. To date, sidewalks, granite curbing and streetlights have been installed on the south side of Maple Avenue from County Road to West Street. Sidewalks and other improvements have yet to be installed on the north side of Maple.

Design Review

A development plan review ordinance, which requires building design and site plan review of all commercial redevelopment, as well as site plan review of major residential developments, was first adopted by the Town in 1993. It remains a part of the zoning ordinance (Article XXIV), which was rewritten in 1994. Advance review on behalf of the Planning Board is performed by the Technical Review Committee. A design manual, the "Barrington Village Design Study and Design Guidelines" was adopted by the Town in 1995. The regulations and the design guidelines, along with modified and strengthened sign regulations, provide the principal basis for the high quality commercial construction that has occurred in the Town since 1992.

The results of the development plan review process and design standards are evident throughout the commercial zones. Building, site and sign design standards added in the mid-1990s to the Zoning Ordinance for projects in the Business and Neighborhood Business zones also have contributed to improvements in the streetscape as new projects fill in lots or replace existing buildings on County Road and in the Maple Avenue area. In most cases the Zoning Ordinance, for example, prohibits parking to be located in front of buildings. Minimum setbacks also contribute to a pedestrian-friendly street by requiring buildings to be located close to the road, with minimum setback at 3 feet and a maximum setback at 15 feet.

In addition, the enforcement of the sign ordinance adopted as part of the 1994 zoning amendments has resulted in signage more appropriate to a pedestrian-scaled area, eliminating over-sized and gaudy commercial signs that had existed for years. The aesthetic improvements have helped to provide the town center a distinct character and a definable edge. (See photos in Figure 3). In 2007, the Town Council and Planning Board reworked the Development Plan Review and Signage sections of the Zoning Ordinance to tighten certain regulations (for example, internally lit signs are now prohibited rather than allowed as a special use) and establish a more straightforward development review process. The

Town will need to continue to monitor the sign and design standards as to their effectiveness in achieving the goals established in the Village Design Guidelines and Comprehensive Plan.

Employment

The R.I. Department of Economic Development provides figures of the total labor force made up by residents, and of employment levels within the community itself, for all cities and towns in the State. A comparison between these figures for Barrington, shown in *Tables 2 and 3*, indicates that the typical working resident is employed outside of town (8,335 residents employed compared to

Table 2: Employment in Barrington by Industry, 2007

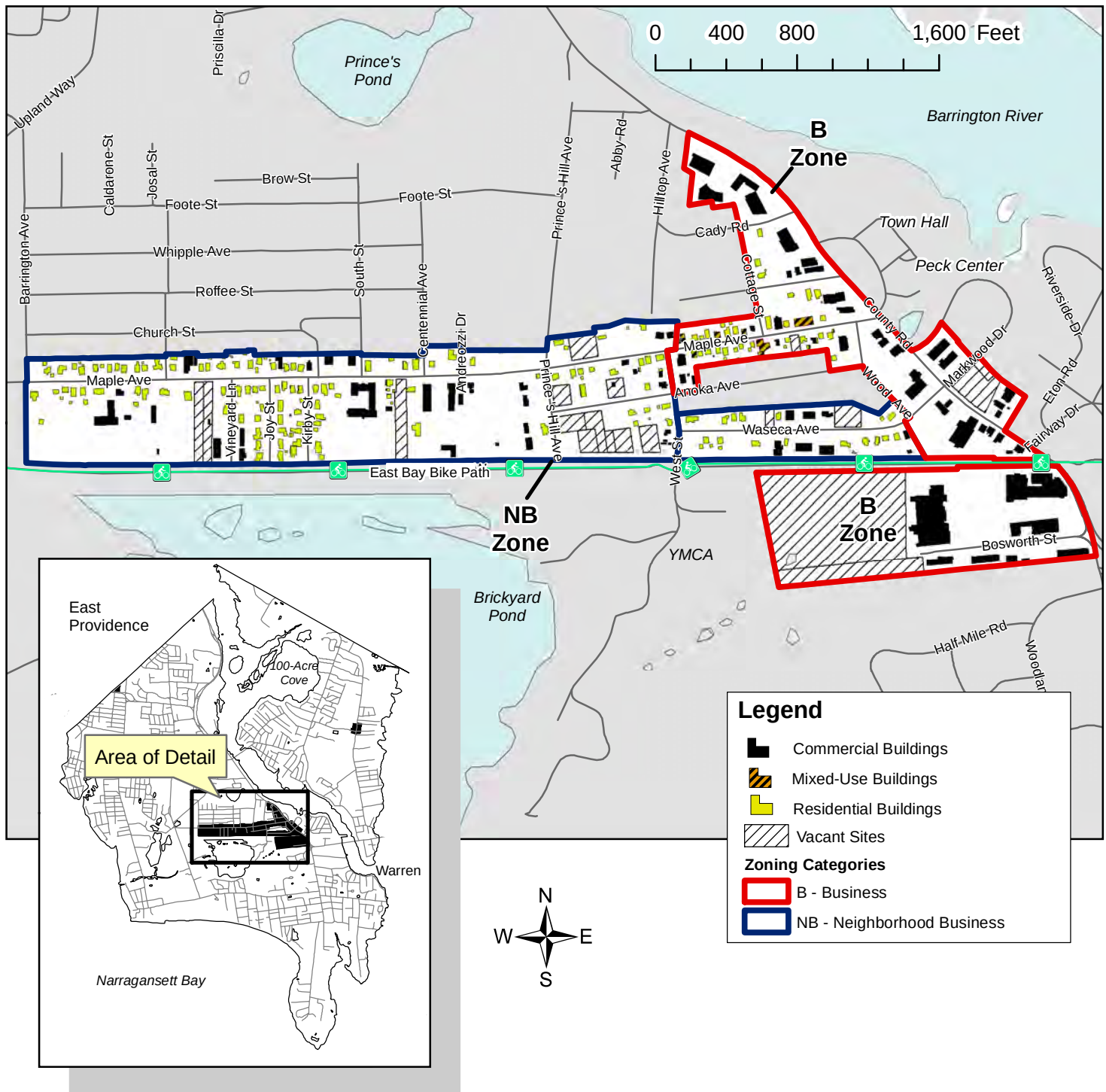
Sector	Number of Units	Average Employment	Total Wages
Total Private & Government	485	3,131	\$23,826,791
Total Private Only	474	2,494	18,511,081
Agriculture, Forestry, Fishing & Hunting	*	*	*
Mining	0	0	0
Utilities	0	0	0
Construction	55	206	2,046,572
Manufacturing	13	62	431,875
Wholesale Trade	44	91	2,124,068
Retail Trade	38	370	1,810,999
Transportation & Warehousing	3	4	18,874
Information	12	25	250,460
Finance & Insurance	23	87	1,375,237
Real Estate & Rental & Leasing	18	32	300,700
Professional & Technical Services	69	117	1,441,256
Management of Companies & Enterprises	*	*	*
Administrative Support & Waste Mngmnt.	30	66	522,669
Educational Services	10	119	961,864
Health Care & Social Assistance	42	471	3,231,952
Arts, Entertainment, & Recreation	11	218	1,451,946
Accommodation & Food Services	24	305	934,076
Other services (except Public Administration)	75	289	1,226,528
Unclassified Establishments	1	1	17,204
Government	11	637	\$ 5,315,710
* Some data are not shown due to the possibility of identifying data of a specific employer.			
** Statewide - employment in multiple towns, at unknown locations, or outside RI.			
Data compiled February 27, 2008, subject to revision.			

Source: Rhode Island Department of Labor and Training

Building Use: Business Zones

MAPLE AVENUE - COUNTY ROAD AREA

ECONOMIC DEVELOPMENT



SOURCE: Town GIS

Comprehensive Community Plan - 2009 Update / Town of Barrington

Building Use: Bay Spring Commercial Zones

BAY SPRING AVE. / NARRAGANSETT AVE. AREA

ECONOMIC DEVELOPMENT



SOURCE: Town GIS

Comprehensive Community Plan - 2009 Update / Town of Barrington

3,131 jobs in town). In addition, an unknown percentage of the available jobs in Barrington are held by non-residents.

As indicated by Table 2, the bulk of employment within Barrington as of 2007 is in the retail trade (370 positions), health care (471) and government (637) categories.

Table 3 shows the total labor force in Barrington from 1990 to 2007; it includes total numbers of employed and unemployed. Since 1990, Barrington's total labor force increased slightly, co-

inciding with the town's increase in population. In 1990 the labor force represented 53 percent of the population; in 2000, the percentage fell to about 50 percent. In general, the Town's unemployment levels follow the same pattern as the overall state levels of unemployment, although the percentages are lower, indicating that Barrington residents are employed in industries more insulated from downturns in the economy.

In 2007, private sector jobs in Barrington totaled 2,494, an increase of 334 over 2002 private sector

Table 3: Barrington Labor Force, 1990-2007

Year	Total Labor Force	Total Employment	Total Unemployment	Unemployment % Barrington / R.I.	
1990	8,306	7,973	333	4.0%	6.1%
2000	8,465	8,202	263	3.1%	4.2%
2007	8,658	8,335	323	3.7%	5.0%

Source: Rhode Island Department of Labor and Training

Table 4: Change in Private Sector Employment in Barrington, 2002-2007

Category	2002	2006	2007	Change 2002-2007
Total, Private Sector	2,160	2,410	2,494	334
Construction	196	218	206	10
Manufacturing	76	79	62	(14)
Wholesale Trade	82	84	91	9
Retail Trade	459	391	370	(89)
Transportation & Warehousing			4	4
Information	17	23	25	8
Financial Activities	81	123	119	38
Professional & Technical Services	114	108	117	3
Administration & Waste Services	70	58	66	(4)
Educational Services	119	124	119	-
Health Care & Social Assistance	352	453	471	119
Arts, Entertainment, Recreation	158	155	218	60
Accommodation & Food Services	153	288	305	152
Other Services	257	280	289	32
All Other Employment	25	26	32	7

Sources: "State of the State: Statistical Profiles of Rhode Island's Cities and Towns (2006); Quarterly Census of Employment & Wages (Third Quarter, 2007); RI Department of Labor & Training

employment in town (see *Table 4*). Categories in which employment increased over the five-year period included Health Care & Social Assistance (+119) and Accommodation & Food Services (+152). There were declines in retail (a loss of 89) and manufacturing (14), from 2002 to 2007.

Since 1982, the largest loss among industry groups has been in the manufacturing sector, which is consistent with national trends. In 1982, there were 325 manufacturing jobs in Barrington; by 1990, the figure declined to 158, and then to 62 in 2007. The decline in the 1980s was primarily due to the closing in 1990 of the Rhode Island Lace Works, which once provided about 180 jobs in Barrington. There also are fewer retail jobs compared to previous years (435 in 1990; 370 in 2007).

The number of jobs in town compared to the size of the labor force comprised of people who live in Barrington reflects an emphasis of residential development over commercial and industrial growth. In 2006, Barrington, for example, the town had a total private sector employment of 2,410, or 0.28 jobs for every Barrington resident in the labor force. In comparison, within Bristol there were 0.47 private sector jobs for every Bristol resident in the labor force in 2006; the ratio in Warren was 0.61.

This housing-employment imbalance is reflected in commuting patterns from the 2000 census (see *Table 5*). In Barrington, just 26% of those in

the labor force went to work in Bristol County (much lower than the figure of 40% all of Bristol County's working population). The town's proximity to a major employment center, Providence, which has a much larger economy compared to Bristol County, is likely a factor influencing the high number of out-of-county commuters from Barrington.

While Barrington ranks among the most wealthiest communities in terms of household income and has among the most expensive housing in Rhode Island, the average private sector wage for those working in town ranked 28th in the State as of 2006. The average annual wage in 2006 totaled \$29,923. Providing housing affordable to those who work in Barrington is an issue addressed in the Housing element.

Issues - 2009

Land Available for New Commercial Development

Historically, Barrington has acted to limit the spread and scale of commercial development throughout town. The 2002 Comprehensive Plan (first drafted in 1992) evaluated the question of whether to expand the amount of land zoned for commercial and industrial use. The Plan cited benefits to more commercial and industrial activity, including a broadening of the tax base, which would reduce the relatively high residential tax rate, and providing more goods

Table 5: Commuting Patterns—2000

Place of Residence	Total Workers	Worked in State of Residence	Worked in County of Residence		Worked outside County of Residence (in RI)		Worked outside State of Residence	
			Total	%	Total	%	Total	%
Rhode Island	490,905	420,284	317,527	65%	102,757	21%	70,621	14.40%
Bristol County	24,323	20,543	9,734	40%	10,809	44%	3,780	15.50%
Barrington	7,805	6,509	2,056	26%	4,453	57%	1,296	16.60%
Bristol	10,895	9,458	5,463	50%	3,995	37%	1,437	13.20%
Warren	5,623	4,576	2,215	39%	2,361	42%	1,047	18.60%

Source: US Census Bureau

and services, and employment opportunities for Barrington residents.

The Economic Development Committee also considered the concept of containing or even discouraging additional non-residential growth. The Plan supported the maintaining the “existing balance of residential to commercial and industrial land use,” citing “a widespread feeling among residents to keep the Town as it is, a community with limited commercial and industrial development. Although this results in a greater tax burden on the residential property owner than most other towns in Rhode Island, land and housing values are also greater.” The Plan further stated what remains true today, that the proximity of Barrington to major commercial activity centers such as Seekonk, Massachusetts and East Providence, “makes it unlikely that Barrington could support additional growth beyond that serving Barrington and Warren.”

As a result of the Comprehensive Plan’s Economic Development recommendations, the Town in the mid-1990s, established the Neighborhood Business zone geared toward permitting neighborhood-oriented establishments of a less intensive scale compared to the Business zone. The Neighborhood Business District replaced areas zoned Business along Maple, Anoka and Waseca Avenues, and areas along Maple from Barrington Avenue to Middle Highway were rezoned from Business to residential zoning.

Today, as with residentially zoned land, Barrington is approaching build-out of properties zoned for mixed-use and commercial use, as the amount of vacant or under-utilized land zoned for commercial development is in limited supply. Two major parcels zoned Business—the Sweetbriar site and the 10-acre parcel between the YMCA and the Barrington Shopping Center (both discussed previously) —no longer represent opportunities for new commercial or mixed-use development.

This leaves a handful of vacant or under-utilized parcels zoned for non-residential development, including the following:

- Approximately 4 acres of wooded land zoned Limited Manufacturing, located to the south of Bay Spring Avenue and abutting Allin’s Cove. The development potential is limited by environmental constraints including the proximity to the water and possibly other issues.
- A 5.1-acre vacant parcel (a portion of which includes a pond) to the north of Bay Spring Avenue, east of the Bike Path, zoned Business. The amount of developable land is unknown; however, the presence of the pond and other factors impact the amount of upland available for development.
- A 1-acre parcel on the east side of County Road at Markwood Drive zoned Business.

Table 6: Average Private Sector Employment & Annual Wage (State and Select Municipalities)

Municipality	Average Employment		Difference		Average Annual	Rank: Annual (RI)
	2005	2006	Numeric	Percentage		
RHODE ISLAND	414,907	417,706	2,799	0.70%	\$38,732	
West Greenwich	3,939	4,283	344	8.70%	\$104,804	1
East Providence	20,613	20,906	293	1.40%	\$37,993	10
Bristol	6,398	6,473	75	1.20%	\$32,074	19
Barrington	2,314	2,410	96	4.10%	\$29,923	28
Warren	4,185	3,967	-218	-5.20%	\$29,724	30

Source: Quarterly Census of Employment and Wages, developed through a cooperative program between the State of Rhode Island and the U.S. Bureau of Labor Statistics.

The parcel, formerly a car dealership, has been cleared of buildings.

Due to the lack of vacant, developable land in the Business and Neighborhood Business zones, future additional non-residential development in town is likely to be in the form of redevelopment within existing commercial zones. One of the challenges with redevelopment of existing properties in the Maple Avenue and Bay Spring Avenue areas is the proximity of commercially zoned sites to adjacent residential properties within and adjacent to the commercial zones. It is not just the impact of commercial development on residences on Maple Avenue and adjacent areas, but also the fragmentation of business properties along Maple Avenue which perpetuates the use of the automobile. Efforts to enhance the pedestrian environment of Maple Avenue will be ineffective without greater continuity of the retail district, along with clearly identified and convenient public parking enabling people to park and walk.

Intensified housing development in commercial zones is another issue. Currently, the only type of multifamily development permitted in the commercial zones is the construction of residential units of at least 1,000 square feet, above first floor commercial space. Permitting different housing types, including attached housing, at up to 10 units per acre is a strategy in the Town's Affordable Housing Plan which will require amendments to the Zoning Ordinance (see Housing Strategy 1B-5).

Overall, there are few opportunities to expand zoning to permit additional non-residential and mixed-use development in areas not currently zoned Neighborhood Business or Business, without rezoning residential land. One new opportunity area that could support modest non-residential development is the Zion Bible Institute site. As part of the Comprehensive Community Plan Update, a consultant working for the Town evaluated the potential for permitting mixed-use development as part of the future redevelopment of the 40-acre site. The consultant's report found that a "mixed-use village" concept,

as recommended for the site, could include some non-residential development such as an assisted living facility or other uses.

The inclusion of non-residential uses in Belton Court could be integral to the viability of renovating the century-old historic mansion. Overall, however, the consultant study, which factored in public input, recommends limiting the scale of non-residential development at Zion to neighborhood-scale establishments.

Also an issue is the loss of the already limited supply of land that could be developed as commercial or mixed-use, including several Neighborhood Business-zoned lots on Sowams Road north of Kent Street, and on Anoka Avenue. These areas can be important neighborhood anchors, providing neighborhood-oriented goods and services within walking distance of residents in the adjacent areas. Encouraging local shopping alternatives is an important sustainable development principle.

Defining the "Village Center"

The 2002 Plan promoted the concept defining the Town's commercial center by allowing commercial development in a "compact rather than linear fashion," with the Town Hall / Civic Center complex a focal point. The Plan also cited the need to improve pedestrian circulation as part of defining Barrington's "town center". Today, the promotion of pedestrian-oriented, compact town centers is a goal of the State's Land Use 2025 Plan Goal, specifically Goal 2, to "Achieve Excellence in Community Design" by focusing growth in a variety of centers.

In recent years, the addition of sidewalks, streetlights, curbing, bus shelters and other improvements on County Road have helped improve pedestrian circulation. The reconfiguration of the Barrington Shopping Center also was a major milestone in providing a visually appealing and walkable commercial center. Infill projects such as the new Webster Bank and the construction of the Rite Aid building on an old auto dealership lot—both buildings built to the side-

Figure 3: County Road Commercial District Improvements—Before & After

A. The Barrington Shopping Center in the late 1990s/early 2000s underwent a major facelift.

The before photo and after photos (right) show the new CVS store that replaced an old garage.



B. Before and after photos to the left and below show the Shaw's grocery store which replaced the old Almacs grocery store.



Figure 3 (continued) County Road Improvements—Before & After Photos

C. Design review and sign standards added to the Zoning Ordinance in the mid 1990s (as recommended in the Comprehensive Plan) required removal of nonconforming signs such as the gas station sign seen in the top photo. Renovations to the building in the 1990s resulted in smaller signage and a pitched-roof canopy, in keeping with the Town's objectives to create a town center with a village character.

D. Improvements to County Road in Barrington completed in the late 1990s/early 2000s included adding a center turn lane (with faux brick pavers) and narrowing the travel lanes, reconstructed sidewalks, granite curbing and new wood bus shelters. The photos to the right depict County Road to the north of Town Hall before (top photo) and after the improvements. Note the wood bus shelter, "brick" center turn lane and the streetlights. Plans to bury the overhead power lines were shelved due to cost.

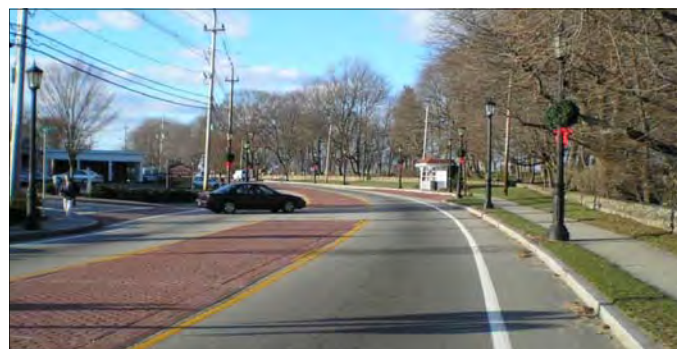




Figure 4: In March 2008, the Planning Board and Technical Review Committee conducted a public tour of the Maple Avenue commercial area.

walk edge — have also improved the visual appeal and pedestrian-friendliness of the area (see Figure 3).

The Zoning Ordinance and Village Guidelines (drafted in the mid-1990s to support the objectives of the Zoning Ordinance’s design review standards) have helped to promote more pedestrian-friendly projects. The Zoning Ordinance, however, is most effective as a tool to discourage development the Town does not want—such as buildings with large parking lots in front.

Standards could be written to more explicitly encourage quality design in keeping with the Town’s vision for a “town center.” For example, illustrated design guidelines is a common tool used to clearly state the Town’s objectives for building and site design, such as building scale and orientation to the street, signage and awnings, site circulation, landscaping and public amenities (benches, street lights, bike racks). Other strategies are available, including form-based zoning that stresses design over use.

Maple Avenue

The Planning Board and Technical Review Committee hosted a public workshop / walking tour of the Maple Avenue commercial area on March 1, 2008 (see Figure 4), to identify issues, opportunities and challenges for promoting more active, pedestrian-friendly mixed-use streets in the “village center”, focusing on areas outside of County Road. Several issues arose from the tour and discussion, including:

- Lack of on-street parking for retail customers.
- No off-street public parking lots.
- Lack of sidewalk connectivity.
- The use of the public sidewalk area, in particular on the north side of Maple Avenue, for parking vehicles and other pedestrian obstructions.
- Lack of directional signage.
- No crosswalks outside of County Road.

One strategy, endorsed by the Technical Review Committee, was the idea of creating a vibrant,

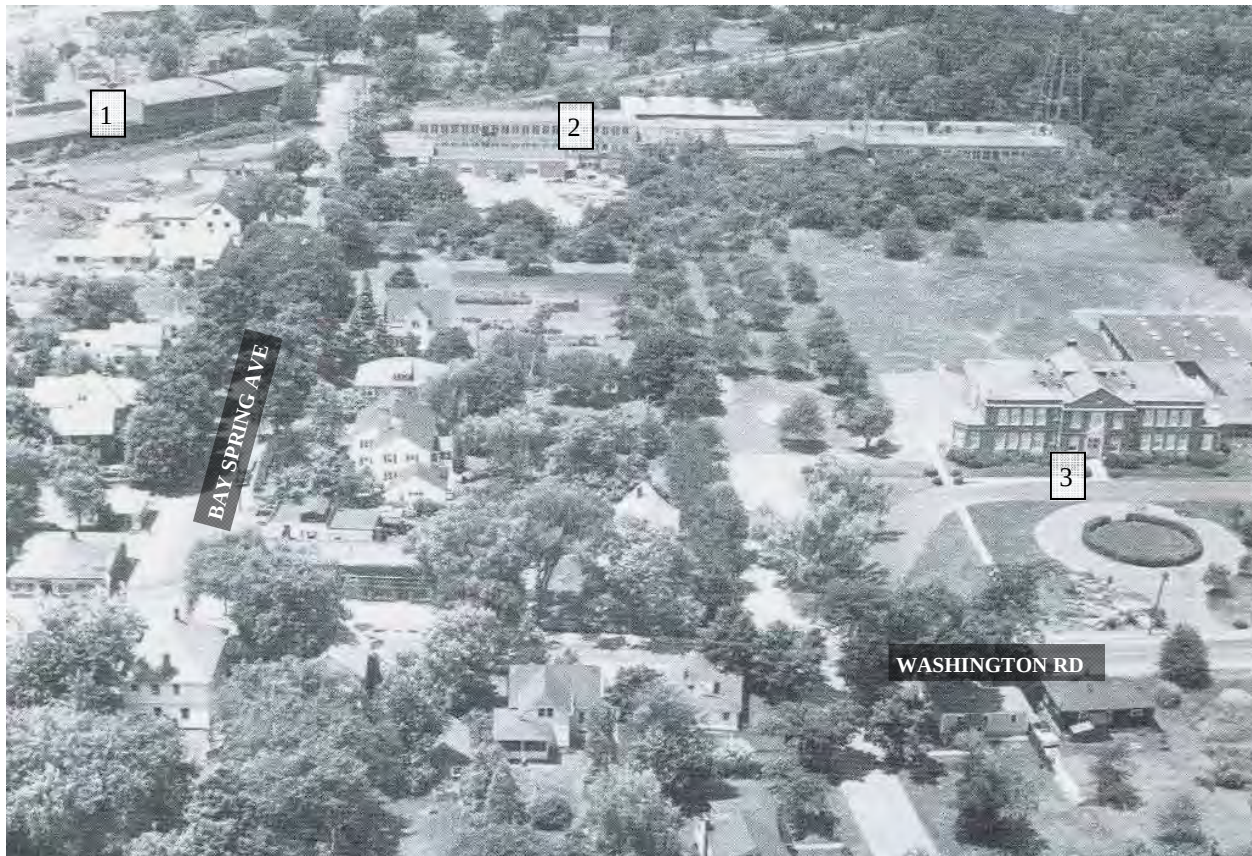


Figure 5: Photo of Bay Spring Avenue at Washington Avenue (date unknown). 1. Mill building was home to the Pilling Chain Mill before being converted to the Barrington Cove Apartments; 2. the O'Bannon Mill building, which burned in early 1990s located on O'Bannon Pond (now vacant site); 3. West Barrington Elementary, now a vacant parcel that is the future site of Sweetbriar, a 50-unit housing development.

compact retail environment focused on commercially zoned areas on Maple and Waseca Avenues closest to County Road. The strategy would enable the Town to focus its efforts on extending streetscape improvements, including sidewalks and curbing, within a compact area before investing in areas further away from County Road. The Neighborhood Business District on either side of Maple Avenue is about a mile in length, extending from West Street to Barrington Avenue. The Town already has installed sidewalks, curbing and streetlights on the south side of Maple from County Road to West Street (the north side has not been completed).

There also was interest in establishing Wood Avenue, a parallel street to County Road, as a pedestrian-oriented mixed-use street, possibly to include a secondary vehicular connection across

the Bike Path to the Shopping Center. As part of the Wood Avenue concept, TRC and Planning Board members suggested rezoning remaining Residence 10 properties on Wood to a commercial zone (either Neighborhood Business or Business), to allow for the creation of a continuous retail street. Other strategies identified included: Town acquisition of land for public parking; installation of crosswalks; restriping Maple Avenue to narrow the travel lanes and provide one lane for on-street parking; adding directional signage; and installing crosswalks.

Bay Spring Avenue

Bay Spring Avenue is a densely developed mixed-use area. In recent years, Bay Spring Avenue has been the focal point of some of the largest development projects in Barrington.

These include the conversion of the Pilling Chain Mill in 1996 from an industrial use to 60 senior apartments (Barrington Cove Apartments); the redevelopment of the R.I. Lace Works site at Bay Spring Avenue and Narragansett Avenue into a 126-bed assisted living facility; and the development of a mixed-use project at 60 Bay Spring Avenue, with 12 commercial units and 12 apartments. The largest remaining vacant commercially zoned parcel in the Bay Spring Avenue area is the 8.7-acre Sweetbriar site, a planned 50-unit affordable housing project (see *Figure 5*).

Following are the two largest vacant parcels on Bay Spring Avenue, both of which have constraints, including coastal zone setbacks:

- A 5-acre vacant, former mill site on O'Bannon's Pond, to the north of Bay Spring Avenue, zoned Business. A portion of the site includes the pond. A rambling wooden mill building that once occupied the site was destroyed by fire in the early 1990s.

- A 5.5-acre vacant parcel to the south of Bay Spring Avenue, of which a portion is zoned Residence 10 and the remainder Limited Manufacturing. This site abuts Allin's Cove, which represents a constraint limiting the potential development intensity that could be permitted.

The 2002 Plan (drafted in 1992) promoted the re-use of the three industrial sites on Bay Spring Avenue, recommending the creation of a zone allowing for senior housing on industrial and commercially zoned parcels. This Elderly Housing zone was applied in the mid-1990s to two of the three remaining Light Manufacturing-zoned areas in Barrington to set the stage for the development of Barrington Cove Apartments and the Bay Spring Village Assisted Living facility.

The Affordable Housing Plan includes strategies relevant to the Bay Spring Avenue commercial zones—the establishment of a Senior Residential Community and permitting 10 dwelling units per

Table 6: Limited Manufacturing Zoning: Table of Uses (Partial List)

Permitted Uses	Special Uses	Not Permitted (Examples)
Boatyard Sail Manufacturing Yacht club, not including entertainment or alcoholic beverages Electric power substation Banking institution Offices, comprising no more than 2,500 square feet of building area Offices, comprising over 2,500 square feet of building area Public park-and-ride facility Wholesale business and storage of nonflammable and nonexplosive materials in a structure or building Wholesale business and open storage of new building materials and machinery Storage of flammable materials Retail outlet accessory to a storage or manufacturing use, provided that the floor area does not exceed 1,000 square feet Product assembly, provided that the floor area does not exceed 2,000 square feet	Farming Fruit or vegetable stand Commercial nursery or greenhouse Sanitary landfill area, public Recycling center Restaurant, not including alcoholic beverages Restaurant, including alcoholic beverages Indoor commercial recreation, other than amusement games Above-ground storage of heating fuels for resale	Residential Retail Most types of service businesses

Source: Barrington Zoning Ordinance

acre in commercial zones. The SRC concept would be consistent with the other senior-oriented developments permitted on Bay Spring Avenue. In the case of the now-vacant 5-acre parcel by O'Bannon's Pond, a compact senior housing development may be an appropriate use, with opportunities for on-site amenities taking advantage of the proximity to the water, as well as the possibility of establishing trails into the adjacent Haines State Park to the north. With bus service on Bay Spring Avenue, the site provides access to alternative means of transportation.

Further study is needed regarding an issue identified by the Planning Board, specifically the potential to allow for a mix of small-scale, neighborhood-oriented uses and different types of housing in Bay Spring. The area from Lavin's Marina to Brewer's Cove Marina, which already has a mix of uses, could support zoning similar to the existing Neighborhood Business zone or a new waterfront development zone, to take advantage of the market for housing related to the marinas and to the waterfront in a more coordinated fashion.

Industrial Zoning—Status

Another question is the future use of the Limited Manufacturing-zoned parcels on Allin's Cove, the last area in Barrington zoned for industrial use. Two of the three parcels in the LM zone have non-industrial uses: a house on a 19,800-square-foot parcel on Bay Spring Avenue, and a portion of a cemetery to the immediate west of the house. As mentioned previously, the vacant 242,000-square-foot industrial-zoned parcel on Allin's Cove, about a third of which is zoned Residence 10, cannot be fully developed due to coastal setback requirements and possibly other constraints.

The Zoning Ordinance permits a wide range of uses within the LM zone (see *Table 6* on the previous page), including offices, restaurants, and boatyards. Housing and retail are two uses not permitted within the LM zone. However, the

Zoning Ordinance allows for the creation of an Elderly Housing district in the LM zone, which was done to permit the development of the Barrington Cove Apartments and the Bay Spring Assisted Living facility. Conversion of the property on Allin's Cove to Elderly Housing would leave a sliver of land on Bay Spring Avenue as the last vestiges of Light Manufacturing zoning in Barrington.

Evolving Workplace

Changes in the way Americans work and conduct business since the 1990s have been significant. Professional & Technical Services and General Services are the two leading private employment sectors (followed by Construction, Wholesale Trade and Health Care) and make up 30% of all private sector employment. The rise in telecommuting and knowledge and service based industries require that Barrington refocus its economic development activities to encourage services and activities that support these populations. As the town's population ages, the number that work part-time or in a consulting capacity will only increase. People working from home not only need services, but a sense of community to support their activities. Town and neighborhood centers can support gathering places that can allow for networking and ease the isolation of working from home.

In Barrington, the percentage of workers working from home is nearly double the percentage for all of Rhode Island. In 2000, approximately 355 people worked from home in Barrington, or 4.5 percent of the total workforce (7,805). This represents a 70 percent increase in home-based workers in town. Statewide, the change was less dramatic. In 2000, 2.2 percent of all workers worked from home, compared to 2.1 percent in 1990. The growth in home-based workers in Barrington is consistent with nationwide trends. According to the Census Bureau, 4.2 million people worked at home in 2000, up from 3.4 million in 1990; the 23 percent increase was about double the increase in workforce nationwide.

Goals, Policies, Strategies & Actions

Goals

1. Expand the non-residential tax base on land currently designated for business and industrial uses, particularly the reuse of developed land, in a manner that is in keeping with the character of the community, and ensures that new economic development is compatible with surrounding residential land use.
2. Continue to promote shift from an automobile-dependant, suburban shopping center form of development toward walkable retail zones in the town center and neighborhood business districts by promoting well-designed, compatible mixed-use and commercial development, enhancing public spaces and expanding multi-modal access.

Policies

1. Support “walkable retail” development in Barrington’s commercial/mixed-use zones.
2. Encourage development of second-story apartments above street-level commercial in order to make buildings more commercially viable and promote a more dynamic street by locating more residents near shops.
3. Provide the best possible circulation system to, from and within Barrington’s commercial areas, including promoting pedestrian- and bike-friendly infrastructure and amenities for bus users.

Strategies & Actions

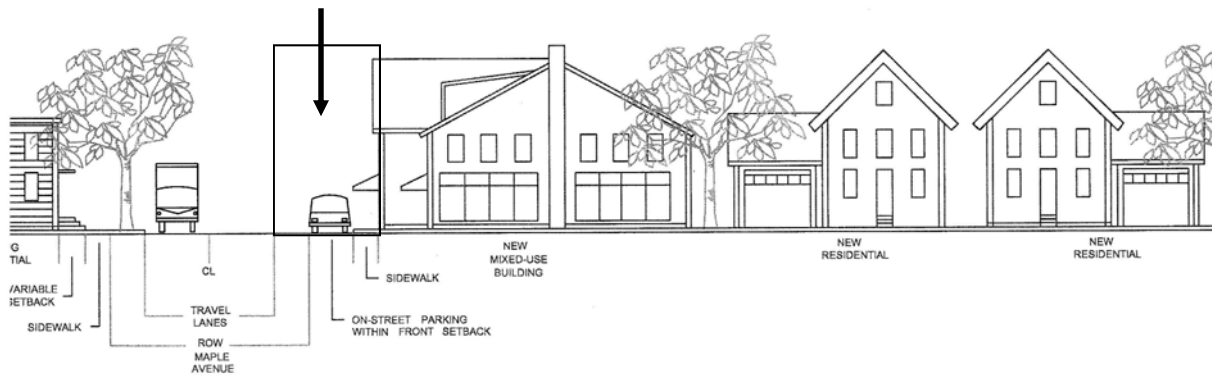
1. Invest in facilities needed to create pedestrian-friendly commercial streets in Barrington’s Business and Neighborhood Business zones, to support “walkable retail” development. It is recommended that the Town continue investing in projects including sidewalks, curbing and lighting, to improve the pedestrian

infrastructure in commercial areas. A top priority is the continuation of streetscape improvements, focusing first on completing sidewalks on the north side of Maple Avenue to West Street and extending improvements on Wood Avenue, with on-street parking. Another priority area is Bay Spring Avenue, starting at Washington Road and continuing west to vicinity of the East Bay Bike Path. It is recommended that the Town explore adding on-street parking where feasible, specifically on Wood Avenue. Requiring streetscape improvements in conjunction with private development projects in all commercial zones would help incrementally improve additional areas.

Actions

- A. Develop a streetscape improvements plan, including design concepts and an implementation schedule, on Maple Avenue and Bay Spring Avenue and incorporate projects in capital planning.
- B. Create user-friendly commercial district with improved directional signage, crosswalks and other enhancements. Explore creating a design/logo for public signage specifically for the commercial areas.
- C. Require sidewalks on streets abutting all commercial developments involving new construction or substantial building expansions/reconstructions. Explore option of allowing for an off-site payment in lieu option to provide funding for sidewalk construction in priority areas.
- D. Develop illustrated guidelines for projects in the Business and Neighborhood Business zones to ensure consistent, pedestrian-friendly development and streetscape. Adopt revisions to Land Development and Subdivision Regulations to include guidelines in review process, required findings.

2. Provide public parking in strategic locations within commercial areas and explore creative strategies to balance need for off-street parking and a walkable retail environment. Barrington’s commercial districts lack public off-street parking lots, and on-street parking—which can be vital for businesses in a

Figure 6: Illustration —Strategy to Add Parallel On-Street Parking Spaces within Front-Yard Setback

Source: Housing for Barrington's Future: Housing Land Use Study (2008). Illustration by Derek Bradford of Bradford & Associates

walkable town center— is scarce. Establishing public parking would alleviate parking needs, particularly for retail businesses, and provide developers an option to meet parking requirements by providing some spaces off site. Provision of off-street parking is vital for mixed-use streets such as Maple Avenue where the public right of way is thought to be too narrow (40 feet) to provide on-street parking.

A positive step Barrington has taken to move toward a more walkable retail environment is the requirement to locate parking behind new commercial and mixed-use buildings. One issue that requires further study is the amount of off-street parking Barrington's Zoning Ordinance requires for a project. Reduction of off-site parking provided on a lot would make conversion of buildings on smaller lots more viable, reduce the amount of impervious surface and allow for more dense, pedestrian-friendly mixed-use streets.

Provision of public parking lots and on-street parking could allow developers to provide some of the required parking off site, such as through a payment-in-lieu fee for providing fewer than the required spaces. Creative solutions should be explored, such as allowing for shared parking or allowing a developer to dedicate land to the Town to create sufficient right of way width for on-street parking (see *Figure 6*).

Actions

- A. Conduct a parking study for the Maple Avenue/County Road area that includes recommendations on:
 - Sites and strategies for establishing public parking lots and on-street parking within the commercially zoned portions of Maple Avenue and County Road and adjacent streets
 - Managing on-street and off-street spaces.
 - Establishing shared parking options to meet off-street parking requirements and to eliminate curb cuts and improve safety on Maple Avenue and adjacent streets in the Business and Neighborhood Business zones.
 - Establishing funding mechanism to finance public parking lot site acquisition, development and operations.
- B. Amend Zoning Ordinance to prohibit new drive-through windows in all zones.

3. Allow limited non-residential development as part of a "Mixed Use Village" recommended for the Zion Bible Institute property.

The inclusion of non-residential development, such as a café or restaurant, and other neighborhood-oriented uses is recommended at the Zion Bible Institute. Allowing non-residential uses to be incorporated in the project may be necessary to make the develop-

ment economically feasible, particularly the renovation of the historic Belton Court building, and to provide services and facilities that benefit residents of the development, the neighborhood and the community at large.

Actions

- A. Establish zoning and design standards, such as design guidelines or form-based zoning, for promoting a mix of uses in the mixed-use village zone recommended for the Zion Bible Institute, of a scale and location that avoids impacting adjacent neighborhoods.
- B. Establish zoning standards requiring non-residential development in Belton Court to respect the historic qualities of the building and grounds.

4. Establish Wood Avenue as an active, pedestrian-oriented mixed-use street, and study the possible extension of Wood to the Barrington Shopping Center. Wood Avenue is identified by the Planning Board as an opportunity to promote new non-residential / mixed-use development while also creating a secondary access to the Barrington Shopping Center. Wood Avenue has a 60-foot-wide right of way, which provides an opportunity to establish on-street parking. Creative planning will be needed to allow development to fill in the back side of commercial properties that front on County Road and back up to Wood Avenue.

Actions

- A. Convert the R10-zoned parcels on Wood Avenue and West Street to neighborhood business, as depicted on Economic Development **Map ED-4** and the Future Land Use Map.
- B. Examine development standards for B and NB districts in terms of limiting impacts (such as noise, lighting) of development on adjacent residential zones.
- C. Establish on-street parking and extend streetscape improvements on Wood Avenue.

5. Revise zoning to achieve economic development objectives in strategic areas, includ-

ing the Neighborhood Business zone near County Road and on Bay Spring Avenue. Community input will be needed to determine the type of development desired for these areas, if different than existing zoning.

Actions

- A. Evaluate zoning strategies to promote a more cohesive retail environment in the Maple/Waseca Retail Core as shown on Map ED-4. This could include creation of a new zoning district, as a modification of the NB or B zone.
- B. Complete a parcel/zoning study of the Bay Spring area, including a community charrette, to identify options to promote the type of economic development desired by the community in the area. Study should address the following:
 - An evaluation of table of uses pertaining to the Light Manufacturing zone, taking into consideration environmental constraints and neighborhood impacts.
 - The feasibility of encouraging "live-work" units, where the business operator lives above first-floor office or retail space, in the Bay Spring Avenue area from Narragansett Avenue to Washington Road.
 - Potential to establish new zoning for marina/residential development at Lavin's Marina (zoned R10/WB) respecting the character of the area, providing public amenities, preserving views, etc.

6. Strengthen the Town's commercial base with a focus on promoting local businesses and economic sustainability. It is recommended that a Barrington chapter of the Bristol County Chamber of Commerce, or a more active business association involving local business people, be established. To foster a mutually beneficial relationship between the Town and its business community, this group should also include a member of the Town Council, or its designee, to act as a liaison. The chamber group or business association should have a process for marketing Barrington as both a site

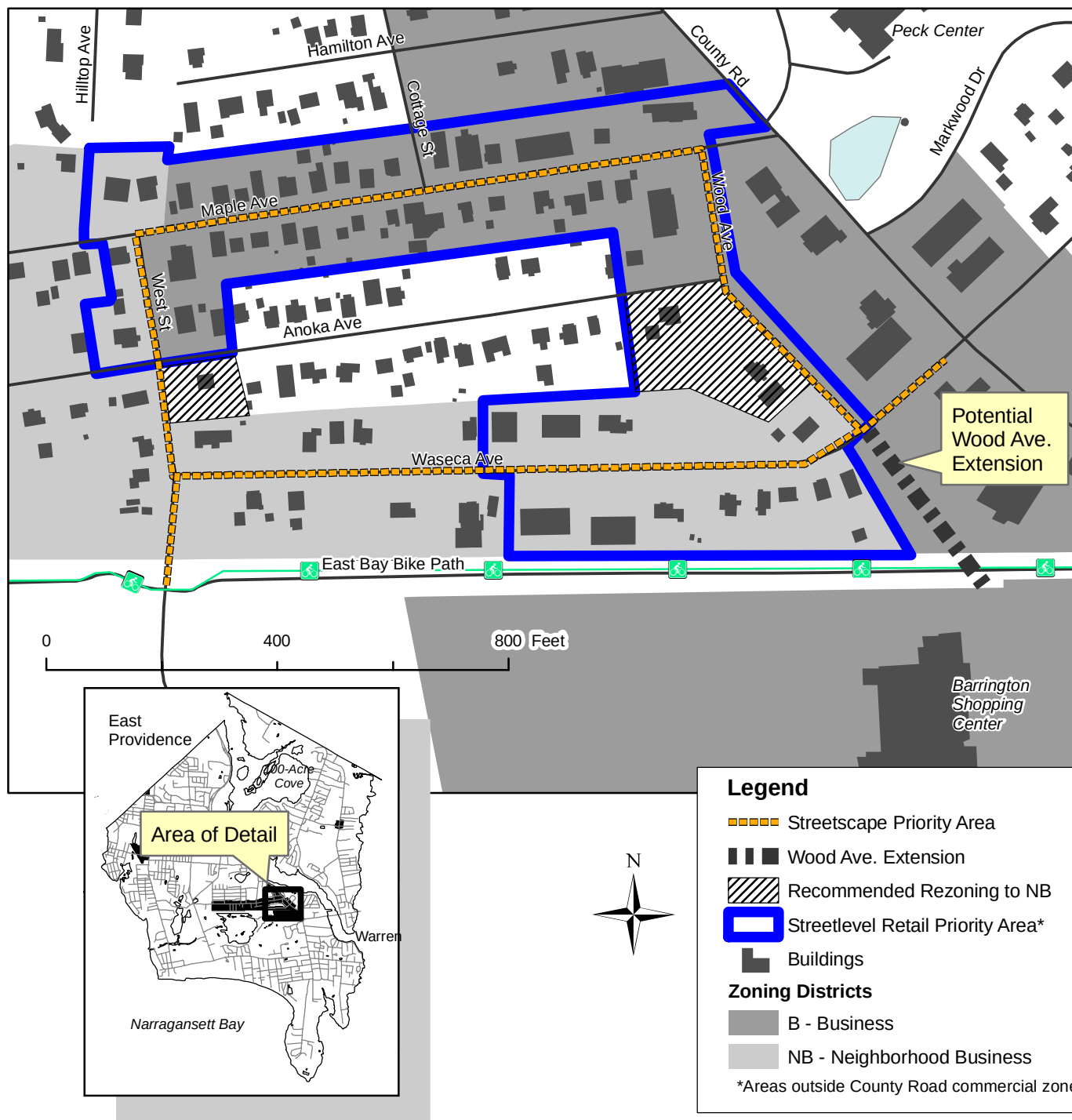
for new or relocating businesses, and as a place to shop for Barrington residents.

Actions

- A. Appoint a task force consisting of residents and local business owners to:
 - Investigate and evaluate strategies for developing a sustainable, locally owned and run economy;
 - Provide a supportive community and networking opportunities for the growing number of business people who work either full-time or part-time from their homes.
- B. Explore policies that ensure a healthy mix of uses in order to create a vibrant town center.
- C. Conduct study of options, such as zoning ordinance amendments, to permit uses that encourage the provision of services and amenities that will support creative and knowledge based businesses and consulting activity, including the expansion of live-work opportunities.
- D. Conduct market study evaluating retail and office environment in the Neighborhood Business and Business zones, including an evaluation of existing commercial space.

Recommendations: Maple-Waseca Avenue Area

ECONOMIC DEVELOPMENT



3 CIRCULATION

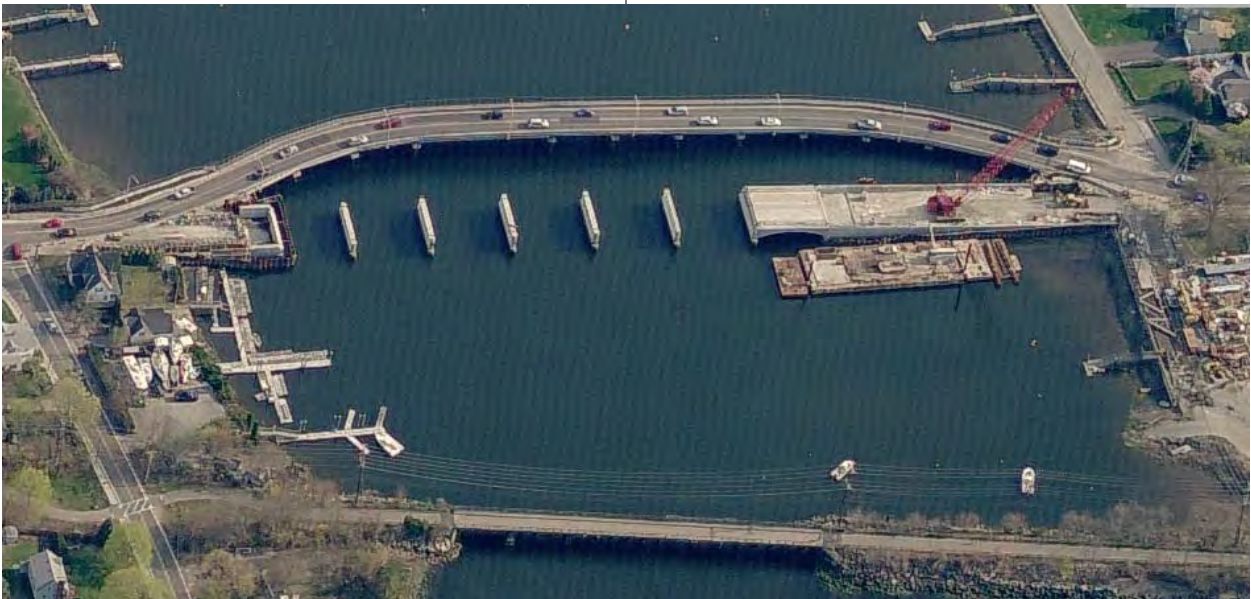
Overview

Circulation – streets, bicycle and pedestrian facilities and mass transit – has a profound influence on a community's quality of life, impacting people's transportation choices, how land is used, air quality and other aspects of the environment, community character and land use, even people's health. Barrington, as a suburban community, lacks the type of residential density found in more urban areas that could support significant utilization of alternatives to the automobile for commuting and other daily transportation needs. Data from the 2000 census show Barrington's reliance on the automobile, with nearly 85 percent of all commuters driving to work alone, plus another 6.7 percent who carpool. Just 2.3 percent regularly use mass transit. Another 4.5 percent (355 total) work at home; just 88 walk or bike to work. Of Barrington's 7,805 commuting

residents, most are likely to work in Providence (25.5%), while 20.3% work in town. Approximately 15 percent of Barrington residents cross the state line to work in Massachusetts.

Despite its low-density suburban form, the town also has many factors that suggest Barrington is positioned to take steps toward a more balanced – and more sustainable – circulation system, including:

- The popularity of the East Bay Bike Path, which passes through the heart of town and provides access to East Providence and downtown Providence to the north and Warren and Bristol to the south.
- The heavy utilization of the RIPTA Park and Ride Lot at the Barrington Congregational Church, one of the busiest park and ride lots in the State.



>Photo: Barrington River Bridge under construction (2008). East Bay Bike Path is at bottom of photo.

- The completion in 2005 of the East Bay Bike Path Connector, parking lot and bus shelter at the old Police Station site, providing a multi-modal alternative to the Barrington Congregational Church park and ride lot.
- The improved pedestrian environment resulting from the recent extension and reconstruction of sidewalks along major roads, including in the County Road/Maple Avenue commercial areas and near schools on Sowams Road and New Meadow Road.

Following is an overview of Barrington's transportation facilities as of 2007.

Existing Systems

Roads and Bridges

According to the Barrington Department of Public Works, the Town has approximately 99 miles of roadways, not including the divided sections of Wampanoag Trail (see *Table 1*). The total has increased about 1.75 miles since 1992, due to public streets constructed within new subdivisions.

Barrington's major artery is Route 114/103 (Wampanoag Trail and County Road), a heavily traveled north-south through route linking Barrington with the other East Bay communities (see **Map C-1**). Route 114/103 is the only direct

route connecting Barrington with Warren, traversing the Warren and Barrington Rivers over two bridges. Both are under construction as part of bridge replacement projects, with completion expected in 2009. Route 114/103 splits at the Wampanoag Trail, where Route 103 becomes an east-west route connecting East Providence at Willett Avenue. Route 114 is the major route for motorists who travel north to Providence and other centers of employment via Wampanoag Trail.

The three State-owned bridges in town are the Massasoit Avenue Bridge, and the Barrington River and Warren River Bridges; the latter two were designated as historic bridges by the Department of Transportation before they were torn down as part of the bridge reconstruction projects. The Massasoit Avenue Bridge is also slated for replacement, and is currently in the design phase. The State, responding to concerns about the removal of that bridge, has been working on plans to maintain vehicular access throughout the construction project. All three bridges are years behind the original timetable. The 1992 Plan stated that the Barrington and Warren River Bridges were scheduled for construction in the 1990s, but were delayed due to funding availability and other issues.

There are currently only six signalized intersections in town, all of which involve State roads. These are the intersection of Lincoln Avenue and Middle Highway, and the following intersections with County Road: Middle Highway, Federal Road, the East Bay Bike Path, the Barrington Shopping Center and Rumstick Road.

Roadway Improvements

The County Road Project, which dramatically improved the appearance of Barrington's commercial district from Sullivan Terrace to Rumstick Road, was completed by the D.O.T. in 2000. The project included widening of the road, granite curbs, a center turn lane with faux brick pavers, streetlights, landscaping, bus shelters and sidewalks. Circulation within the Barrington Shopping Center was revised and improved

Table 1: Classification of Barrington Roads, 2007

Type	Miles	% of Total
Principal Arterial	4.93	4.99%
Minor Arterial	7.81	7.90%
Collector	12.25	12.39%
Local	73.88	74.72%
Total	98.87	100%

Principal Arterial - A roadway carrying the major portion of longer distance trips through an area, generally serving the major movement of traffic not served by freeways.

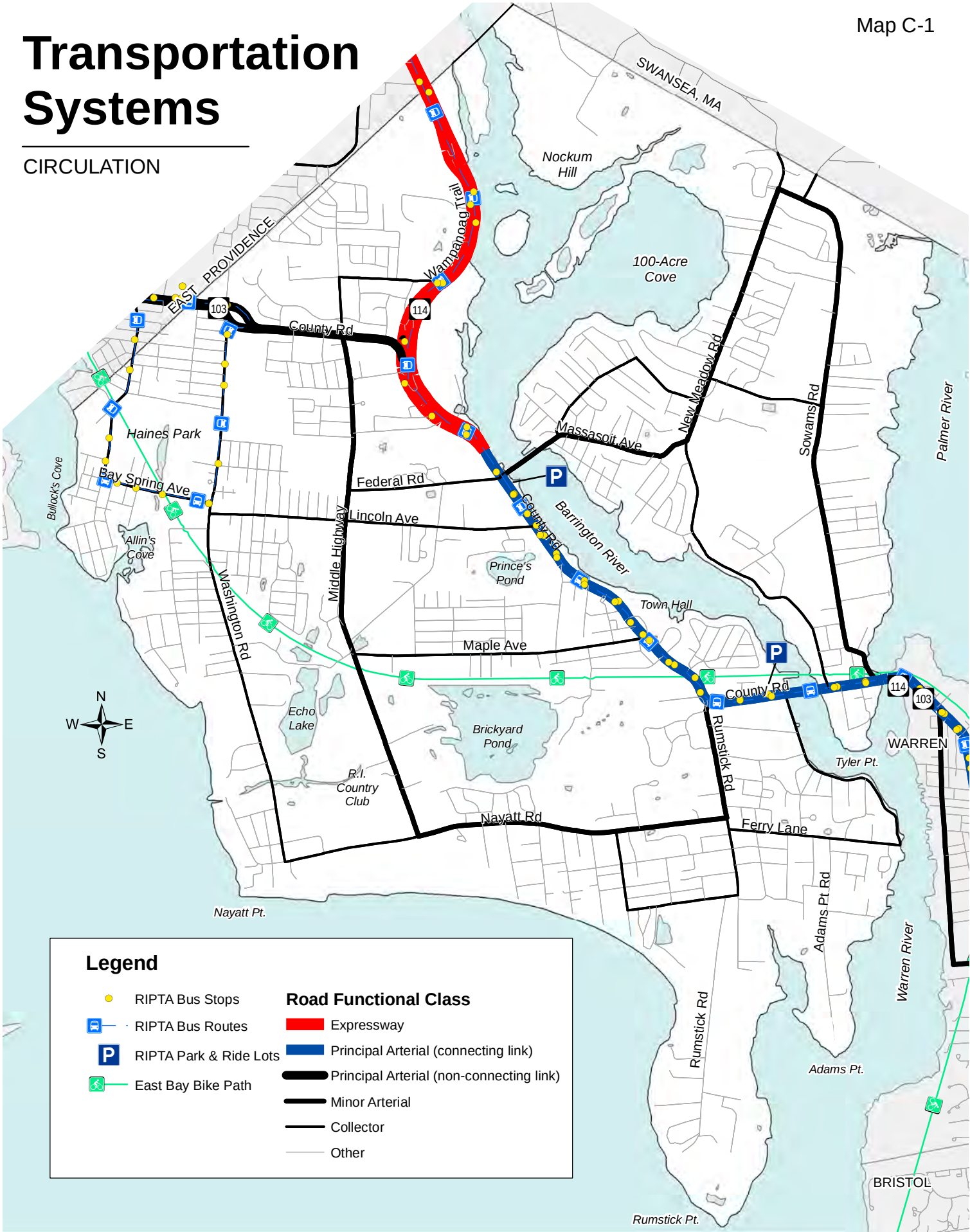
Minor Arterial - A roadway which forms the network of cross-travel within a community, generally serving shorter length trips and parallel to a principal arterial.

Collector - An auxiliary or through roadway which serves to collect and distribute traffic between arterials and local roadways.

Local - A roadway (street) which serves only to provide access to abutting properties.

Transportation Systems

CIRCULATION



Legend

- | | |
|------------------------|--|
| RIPTA Bus Stops | Road Functional Class |
| RIPTA Bus Routes | Expressway |
| RIPTA Park & Ride Lots | Principal Arterial (connecting link) |
| East Bay Bike Path | Principal Arterial (non-connecting link) |
| | Minor Arterial |
| | Collector |
| | Other |

0 4,000 8,000 Feet

SOURCE: Town GIS, RIGIS
Comprehensive Community Plan - 2009 Update / Town of Barrington

Table 2: Traffic Counts

Road	Segment	AADT 2000	AADT 1988
RI 114 Wampanoag	N of RI 103 County Rd	25,400	
RI 114 County Rd	S of Maple Av	22,800	21,000
RI 114 County Rd	Btw Rumstick & Lincoln Av	18,900	
RI 114 County Rd	Btw Mathewson & Sowams Rd	18,400	
RI 103 County Rd	W of Hemlock	10,100	
Massasoit Ave	East of RI 114, at bridge	8,800	
Rumstick Rd	Btw Nayatt & County Rd	8,400	
Middle Hwy	Btw County & Old County Rd	6,000	5,500
New Meadow Rd	Btw Sowams & RI/Mass State Ln	5,700	
New Meadow Rd	Btw Christine & Briarwood	4,300	3,650
Washington Rd	Btw County Rd & Crown Av	4,100	
New Meadow Rd	Btw Massasoit & Linden Rd	3,700	
Nayatt Rd	Btw Rumstick & Terrace	3,300	2,850
Sowams Rd	Btw Christine & Briarwood	3,000	2,500
Middle Highway	Btw College Ln & Edgewood	1,800	
Washington Rd	Btw N Lake & S Lake Rd	1,600	1,850

Source: RIDOT

to coordinate with both the road reconstruction and upgrading of the center. Underground placement of utility lines was not included in the road reconstruction, and plans for a bicycle/pedestrian bridge over County Road were abandoned by the state primarily due to cost.

Another project, though smaller in scale, has improved roadway and sidewalk conditions in Hampden Meadows. The work, completed by the State in 2004, included the resurfacing of Sowams Road and New Meadow Road, improving the two main north-south routes in Hampden Meadows. These projects also resulted in the reconstruction of sidewalks along portions of both roads, including in the vicinity of Hampden Meadows and Sowams Schools. Drainage remains an issue, as well as gaps in sidewalks, particularly near the intersection New Meadow Road and Sowams Road.

Traffic Data

Annual average daily traffic (AADT) for County Road in the vicinity of the commercial district increased slightly from 1988 to 2001, with estimates totaling 21,000 and 22,800, respectively.

Counts taken at other locations in Barrington also showed small increases, in some cases decreases, in the volume of traffic (see *Table 2* and **Map C-2**).

Bikeway System

Built on the bed of a deactivated rail line as an alternative transportation system, the East Bay Bicycle Path (see *Figure 1*) ties together Bristol, Warren, Barrington and East Providence, as well as Providence via the I-195 bridge. Many types of users frequent the bike path -- walkers, joggers and various wheel-propelled travelers, as well as bicyclists -- including a number of commuters. The Rails to Trails Conservancy recently ranked the East Bay Bike Path as the fifth-busiest rail-trail in the country with 1.1 million annual trail users, according to the D.O.T.

In Barrington, the East Bay Bicycle Path is more centrally located, and therefore more widely accessible than in the other communities (see Map C-1). It also directly connects with destinations including Haines State Park, Bicknell Park, the YMCA and Veterans Park, and the Barrington Shopping Center.



Figure 1: Cyclist on the East Bay Bike Path, at the Barrington Shopping Center.

The Town, in partnership with the State, has worked to build on the success of the bike path. In 2006, work was completed on the East Bay Bicycle Path Connector, which features a paved connection extending from County Road north to the bike path, a 20-space parking lot, and a bus shelter. Funding came from the Federal Congestion Mitigation and Air Quality Improvement Program made available via the State.

Mass Transit

While the East Bay Bike Path conceivably could be used for commuter rail in the future, the only present (and immediately foreseeable) means of mass transit serving Barrington remains the R.I. Public Transit Authority (RIPTA) bus service.

The locations of the bus routes through Barrington are shown in Map C-1. RIPTA serves West Barrington with a route that extends along Washington Road, Bay Spring Avenue and Narragansett Avenue, connecting with Willett Avenue in East Providence. The bus route on RI 114 has been upgraded in recent years with new bus shelters built as part of the County Road improvements completed in 2000, and the East Bay Bike Path

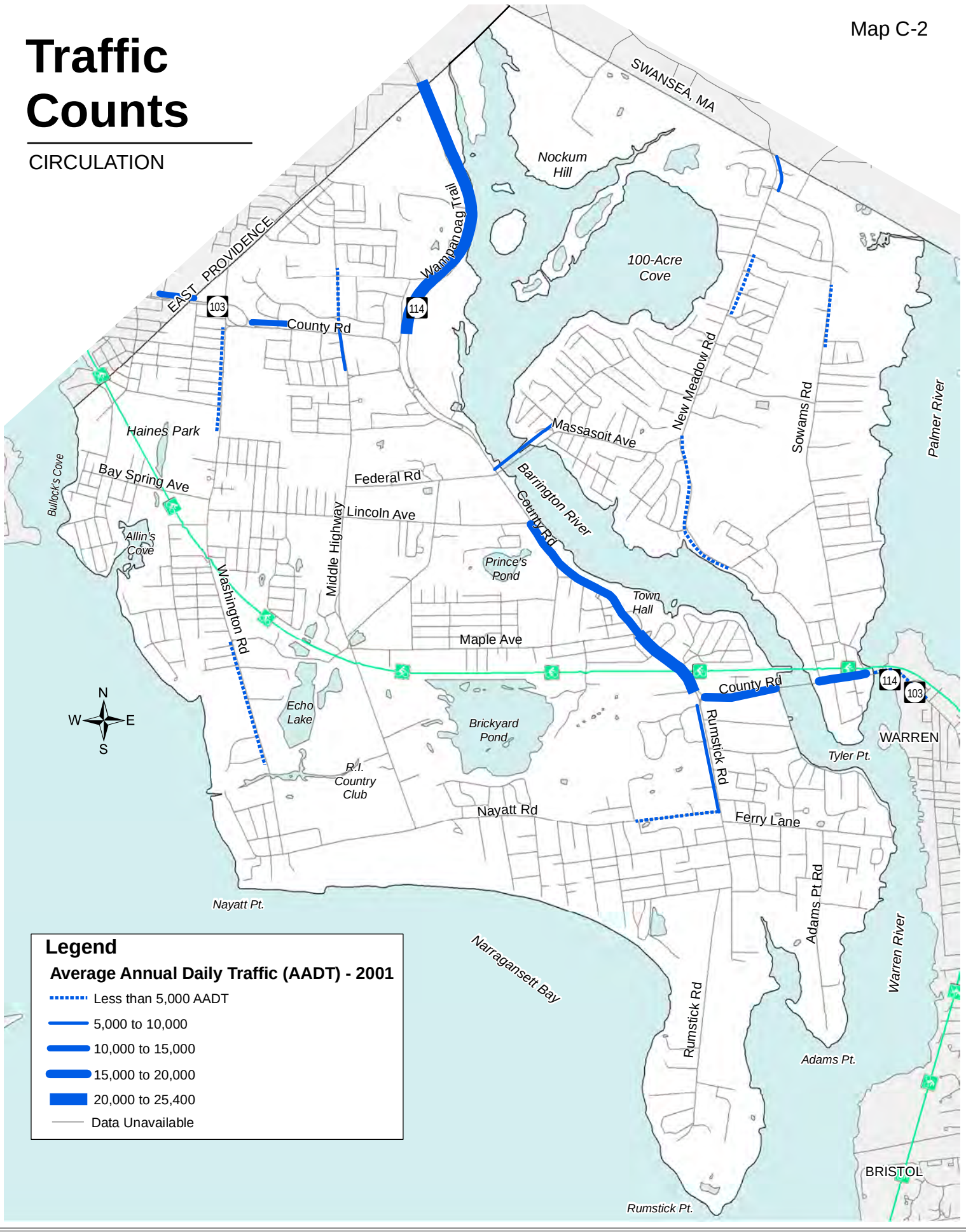
Connector project, completed in 2006.

The number of bus routes, however, has decreased since the early 1990s. The route that extended south from Bay Spring Avenue on Washington Road to Nayatt Road to Rumstick Road and the Lincoln Avenue-Middle Highway-Maple Avenue route have been discontinued. The lack of bus service on Maple Avenue is unfortunate given the fact that higher density mixed-use development on Maple is encouraged through zoning adopted in 1994, and the Town has worked to improve pedestrian facilities on the street. There is, however, bus service on County Road, within walking distance of portions of Maple.

Associated with the major bus route along Route 114 is the D.O.T.-maintained park and ride lot near the intersection of County Road and Massasoit Avenue, at the Congregational Church parking lot. It is among 27 park and ride lots statewide, but is one of only a handful that is used to capacity. Today, the 95-space lot is at 100 percent capacity on an average weekday—which has been the case since at least 1990, when the lot was the same size. As the lot remains at capacity, RIPTA ridership statewide

Traffic Counts

CIRCULATION



only continues to grow, up 25 percent from 2003 to 2006. Historically park and ride lots in the other East Bay communities have ranged from 10 to 30 percent capacity use.

Pressure to improve commuter facilities in Barrington will only grow as RIPTA ridership numbers increase. In addition, more Barrington residents now have access to new programs aimed at encouraging bus usage. For example, in September 2007 Brown University joined the UPASS program where anyone with a current Brown ID can ride any RIPTA bus at any time on any route in the state at no charge. In response, RIPTA added a special Barrington bus service direct to the East Side.

Sidewalk System

Barrington presently has approximately 15 miles of existing sidewalks along public streets (about 15 percent of all roadways in Barrington). As shown in **Map C-3**, these are presently along major thoroughfares and in the vicinity of the schools, commercial areas, and the government center. However, there remains significant gaps in sidewalks making walking difficult to destinations. In recent years, the following projects have resulted in an improved sidewalk system:

- Reconstruction of deteriorated sidewalks on New Meadow Road and portions of Sowams Road, as part of repaving projects undertaken by RIDOT;
- Reconstruction of the Maple Avenue sidewalk from County Road to West Street with new curbs and streetlights
- Reconstruction of sidewalks on both sides of County Road as part of the County Road improvements completed in 1999.

The Town currently requires sidewalks to be included in new projects within commercial areas and in subdivisions located in close proximity to schools. While some sidewalks have been added in the Business and Neighborhood Business zone, almost all new subdivisions have been built without sidewalks.

Issues - 2009

Problem Areas—Safety

Traffic conditions and pedestrian safety of several locations have been long-standing issues in Barrington. These locations include:

- Wampanoag Trail/RI 114. A 2005 RI DOT traffic safety study examined accident figures and other data for Wampanoag Trail / RI 114 north of Massasoit Avenue. The study identified a problem with high vehicle speeds at least 10 miles per hour in excess of the posted speed limit, which could worsen safety conditions. The study found that two intersections in Barrington were at or over capacity – Wampanoag Trail and County Road, and Wampanoag Trail and Old County Road. Based on 2000-2004 data, two locations in Barrington had the highest number of accidents: Wampanoag Trail & County Road (28.6 per year) and County Road & Massasoit Avenue (24.60 per year), though none were fatal.
- County Road between Lincoln Avenue and the Warren Bridge. Congestion along the section of County Road from Lincoln Avenue south into Warren remains a transportation issue facing Barrington. Should the American Tourister site be developed on the Warren River in downtown Warren, adding 350 dwelling units and 50,000 square feet of commercial space, traffic conditions could worsen.
- Massasoit Avenue. Residents have expressed concerns over the years about vehicular speeds and accidents and an excessive number of trucks which use it as a through route between County Road and New Meadow Road and accidents. Some improvements have been made, in particular at the New Meadow Road intersection where sidewalks were installed along the south side Massasoit for about 700 feet. However, walking along Massasoit or crossing the street can be perilous, especially at the bend in the road.

- Washington Road, Nayatt Road. Large sections of both streets lack sidewalks, which can create dangerous conditions for pedestrians who often are forced to walk in the street. Driving conditions on Nayatt are a concern due to water collecting in the street where there are dips in the pavement.
- Maple Avenue/South Lake Drive/Middle Highway intersection. This intersection was identified in the 2002 Comprehensive Plan for potential improvements due to concerns about the intersection configuration.
- Other Sites: Lincoln Avenue and Massasoit Avenue intersections with County Road

Bridge Replacement Projects

The reconstruction of Barrington's three bridges will continue to be a source of inconvenience for motorists and residents who live near the project sites. The work on the Barrington River Bridge has required utilization of the Town-owned Police Cove property for a construction staging area, delaying the Town's proposed development of a waterfront park and docking facility there. The State is proceeding with the reconstruction of the "White Church" Bridge (Massasoit Avenue) in a manner that maintains vehicular access, as any shutdown of this link could have serious consequences in terms of traffic congestion and access for emergency vehicles. The bridge project also is an opportunity to improve a vital pedestrian and bicycle connection across the Barrington River, providing access to the park and ride lot at the White Church (Barrington Congregational Church) as well as the new sidewalk and bike path to be built on Federal Road from County Road to Middle Highway.

Traffic Impact of Large-Scale Development Projects

Traffic will increase on RI 114/103 should two large-scale projects come on line. One is the American Tourister project at Main (RI 114/103) and Water Streets just across the river in Warren. The redevelopment of a commercial warehouse

property is proposed to include up to 350 residential units and 40,000 square feet of commercial space. The Planning Board has requested that the developer's traffic study completed for the Master Plan stage be expanded to evaluate impacts on RI 114 in Barrington, in particular at Sowams and New Meadow Roads.

The other project is in Barrington – the potential redevelopment of Zion Bible Institute on Middle Highway. The 40-acre site is accessible from Wampanoag Trail via Primrose Hill Road and from County Road via Middle Highway; RIPTA bus routes do not run on the adjacent streets, but are within 1/4 of a mile from the site, on County Road (RI 103). The development likely would impact traffic on RI 114, County Road, Primrose Hill Road and local streets.

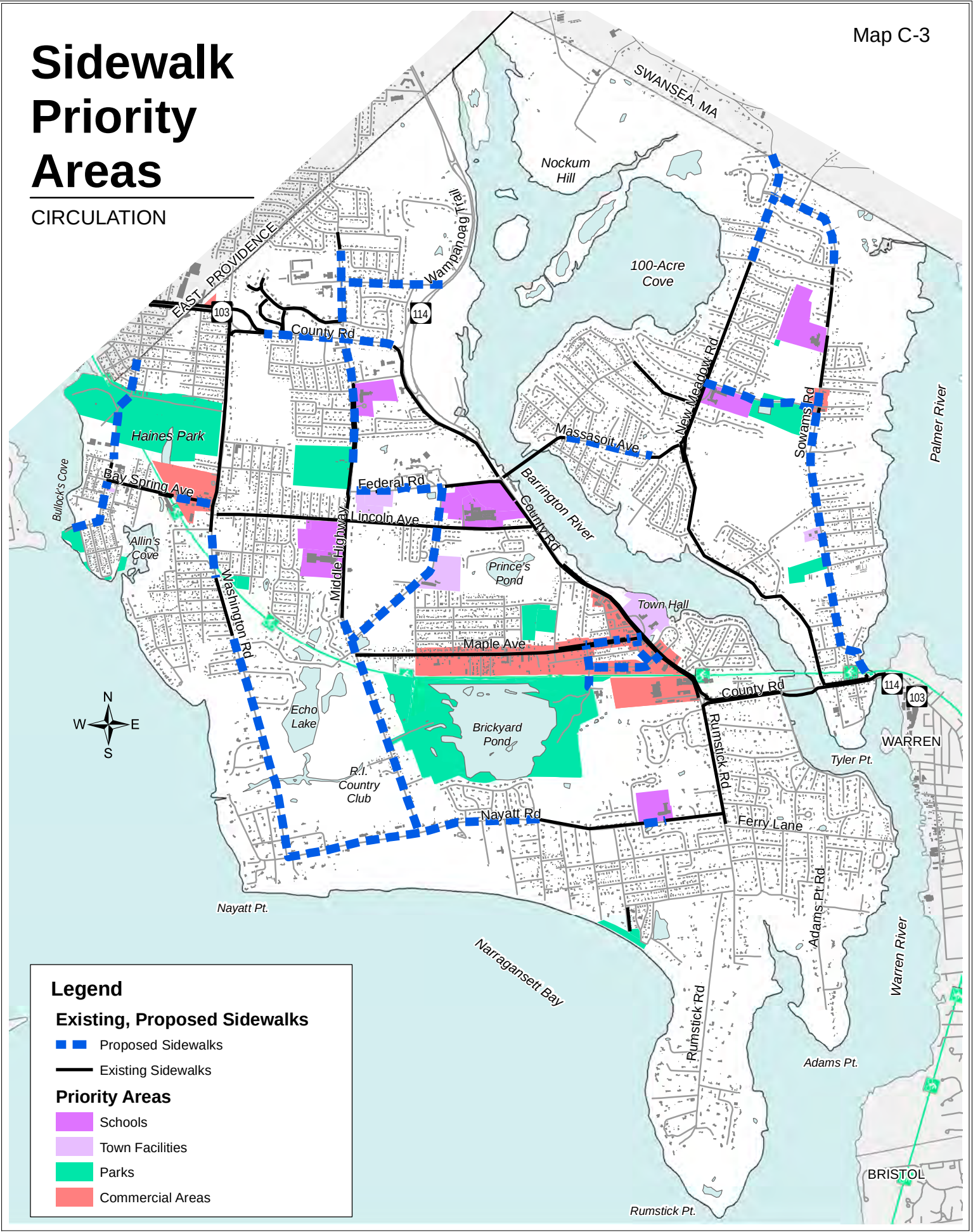
Route 114 Traffic Volume and Design

With 20,000-plus vehicles a day, Route 114 is clearly Barrington's busiest roadway. The consequences of this large volume of traffic have made this principal arterial a major issue in Barrington. Much of the total traffic volume consists of through traffic, resulting in travel conditions that are less than desirable during peak commuting hours, specifically in the area between Massasoit Avenue and the Barrington and Warren River Bridges. Traffic volumes, and the related high frequency of accidents, were reasons for the R.I. Department of Transportation's design improvements plans for County Road in the section between Sullivan Terrace and Rumstick Road, completed in 2000.

Engineering solutions to alleviate traffic on RI 114/103 are not simple, underscoring the importance of getting people out of their cars to use transit and other modes of transportation. Options to increase capacity of RI 114/103 are limited short of an expensive widening, which would also detrimentally alter the character of the town. Related to the concerns with traffic volumes along County Road is the East Bay Bicycle Path crossing, which has a pedestrian actuated signal allowing bicyclists to stop traffic in order to

Sidewalk Priority Areas

CIRCULATION



Legend

Existing, Proposed Sidewalks

- Proposed Sidewalks
- Existing Sidewalks

Priority Areas

- Schools
- Town Facilities
- Parks
- Commercial Areas

0 4,000 8,000 Feet

SOURCE: Town GIS, RIGIS
Comprehensive Community Plan - 2009 Update / Town of Barrington

cross safely. Plans developed in the 1990s to build a bicycle and pedestrian bridge to be done in conjunction with the County Road improvements but have since been abandoned.

Options to Provide Alternative Road Access to Barrington Shopping Center

Barrington over the years has considered options to create alternative access to the Barrington Shopping Center, alleviating some of the traffic congestion in the area on County Road. Two alternatives for additional access, both involving extensions of existing streets, were proposed and studied by the Town. The first involved extending Bosworth Street to the west, through private undeveloped land to connect to West Street at the YMCA. This option is no longer on the table. The undeveloped land between the shopping center and the Y.M.C.A. was purchased by the Town in 2002 as protected open space; the conservation easement in place prevents street construction and other types of development on the environmentally sensitive parcel, thereby preventing Bosworth Street from being extended as originally conceived.

The Town also considered the extension of Wood Street as a second access to the shopping center; this would involve the continuation of Wood Street from Waseca Avenue in a southerly direction to connect with Bosworth Street. This proposal, or a modified plan, has become more difficult due to the construction of the new Brooks Pharmacy (now a Rite Aid) on commercial property between Wood Street and Waseca Avenue. A bicycle/pedestrian connection to the bike path and the center was constructed as part of the redevelopment, but no street crossing exists there.

Maple Avenue Transportation Infrastructure

Maple Avenue, a neighborhood-scale mixed-use area, serves as a vital east-west collector road connecting County Road with Middle Highway. The Town has taken action to help Maple develop into a pedestrian-friendly street

following the completion in 2004 of new sidewalks, curbing, drainage and streetlights along the southerly side of Maple Avenue to West Street. (This issue is discussed in greater detail in the Economic Development element.)

East Bay Bicycle Path Expansion

As stated in the 2002 Plan, the general community support that now exists for the East Bay Bike Path, and the interest in bicycle travel its presence has generated, prompted a renewed interest in expanding the bike system into other areas of Barrington. This was a concept that failed to materialize in the mid 1980's after considerable local opposition. The local bike/trail system, however, could be built to lesser standards than the East Bay Bicycle Path, with an emphasis on providing the residents of Barrington with safe access to the state bike path, or to other destinations within the community.

The Town has made limited progress on extending an in-town bikeway system as conceived in the 2002 Comprehensive Plan and originally proposed 10 years earlier. These routes (see **Map C-4**) would be on-street and off-street, branching off the East Bay Bike Path. One segment, a fully funded Transportation Improvement Program project, is the construction of an off-street bike path plus sidewalks on Federal Road, extending from the high school to Middle Highway. The project is in the final design stages.

The Town also has worked to improve and expand the bike/walking path within the Hampden Meadows Greenbelt. The half-mile section of the greenway from Linden Road to Kent Street is accessible to bicyclists and hikers; however, the narrow gravel surface is less than ideal, especially in comparison to the 10-foot-wide paved East Bay Bike Path. Widening the greenbelt path will be needed to accommodate both walkers and bicyclists, an important consideration given the work the Town will be completing to increase walking and bicycling to Hampden Meadows School as part of a \$226,000 Safe Routes to School grant awarded to Barrington

in 2007. The work, expected to begin in FY2008-09, is to include a new sidewalk on Kent Street from the school to the greenbelt pathway, striped in-street bike lanes the length of Kent Street, bike racks, improved crosswalks, signage and other improvements.

Commuter Facilities

Another ongoing issue is the need to provide more options for commuters. This is apparent due to the heavy usage of the Barrington Congregational Church park and ride lot established in Barrington, and simply due to the high volumes of traffic along County Road during commuting hours.

The RI Public Transit Authority also lists the new 20-space bike connector parking lot at the site of the old Police Station as a park-and-ride facility. The parking lot, which also is intended for users of the bike path, is located in close proximity to a new bus shelter on County Road. Given the demand for spaces at the Barrington Congregational Church Park & Ride Lot, it seems likely that the bike connector lot will also be at full capacity. Access to the lot has been hindered somewhat by the use of the Town's adjacent Police Cove parcel as a staging area for the bridge construction project.

There may be additional opportunities to increase bus access for commuters, such as expanding either of the two parking lots. Another option could be construction of secure bicycle storage facilities designed specifically to meet the needs of commuters. The feasibility of providing bike park & ride facilities for bicyclists requires further study. The concept should at least be considered for the Bike Path Connector Lot to open up an option for cyclists in Barrington and points south, in Warren and Bristol.

Adding a third park and ride lot in Barrington would help to encourage increased bus ridership should the lot be in a convenient, accessible location. Question is, where would the lot be built? Such a facility would require land, which

is in short supply on the RI 114 bus route, and substantial funding. Rather than a new parking lot, one option, at least as a short-term fix, may be to utilize existing parking lots in the County Road commercial area near bus shelters and bus stops. Some lots, tucked behind Maple Avenue and County Road commercial buildings, appear to be underutilized during weekdays and could be used by commuters if property owners are agreeable to providing unrestricted access. Improvements such as new sidewalks and crosswalks on the route to and from the bus stops and shelters may be needed to encourage usage of these lots.

The Town also could encourage the provision of amenities for bus riders as part of new commercial development projects on the County Road bus line. For example, a new commercial building built near the street could provide an extra-wide sidewalk with a sitting wall or bench underneath an overhang/awning extending off the building.

Goals, Policies, Strategies & Actions

Goal

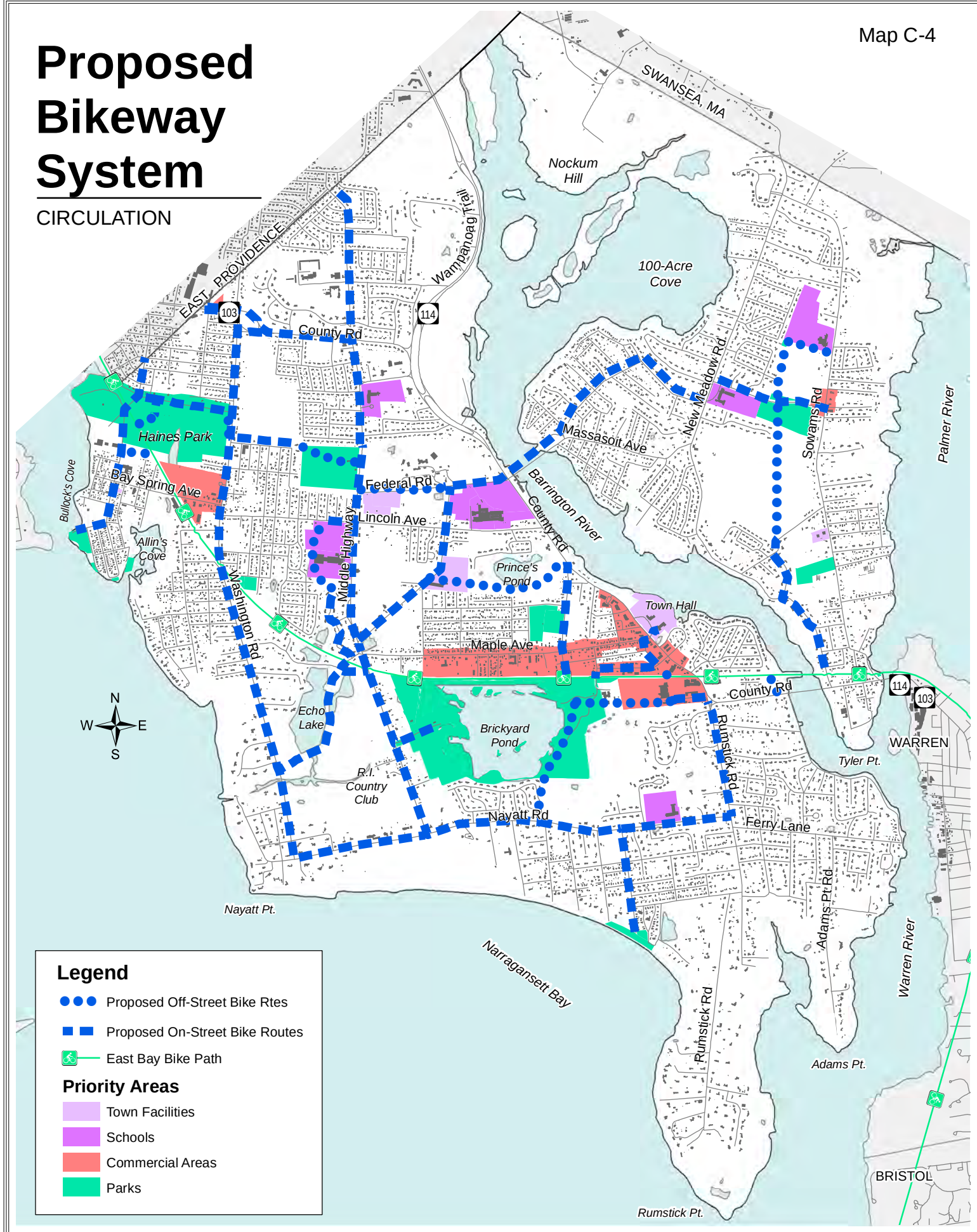
1. Achieve a more balanced transportation system that provides infrastructures for multiple modes of travel, reduces automobile dependence and is compatible with Barrington's community character.

Policies

1. Expand and improve existing bicycle and pedestrian facilities in order to provide a safe and accessible environment that encourages walking and bicycling throughout town.
2. Work with the State to improve transit infrastructure for commuters and other bus users traveling to, within and out of Barrington.
3. Provide a safe, well-maintained and well-designed road system throughout the town.
4. Require developers to take the necessary

Proposed Bikeway System

CIRCULATION



0 4,000 8,000 Feet

SOURCE: Town GIS, RIGIS

Comprehensive Community Plan - 2009 Update / Town of Barrington

steps, including infrastructure improvements, so that traffic and circulation patterns are not adversely affected by new commercial and residential development.

5. Work with the State and adjoining East Bay communities to improve traffic flow along major arteries, specifically County Road and Wampanoag Trail.

Strategies & Actions

1. Improve bicycle and pedestrian infrastructure throughout Town, consistent with a town-wide plan that identifies priority areas, funding mechanisms and design standards for constructing new sidewalks, bike lanes and bicycle amenities. The provision of bicycle and pedestrian paths that connect with the East Bay Bicycle Path would provide alternate travel routes between neighborhoods and schools and recreation areas. A potential local bikeway system for Barrington is shown in Map C-4. It designates both independent routes separate from the street system, and bike routes marked along roadways. At a minimum, the local bikeway system should connect with most schools, major parks and commercial areas. While Map C-4 depicts this, a future bikeway system for Barrington could be expanded beyond these areas. The development of a specific bicycle and pedestrian plan would identify priority areas for extending new and reconstructing old sidewalks within town and for establishing bike lanes, and recommend funding sources. Opportunities for greenways/bike paths should be examined as part of open space planning (see Natural & Cultural Resources element).

Actions

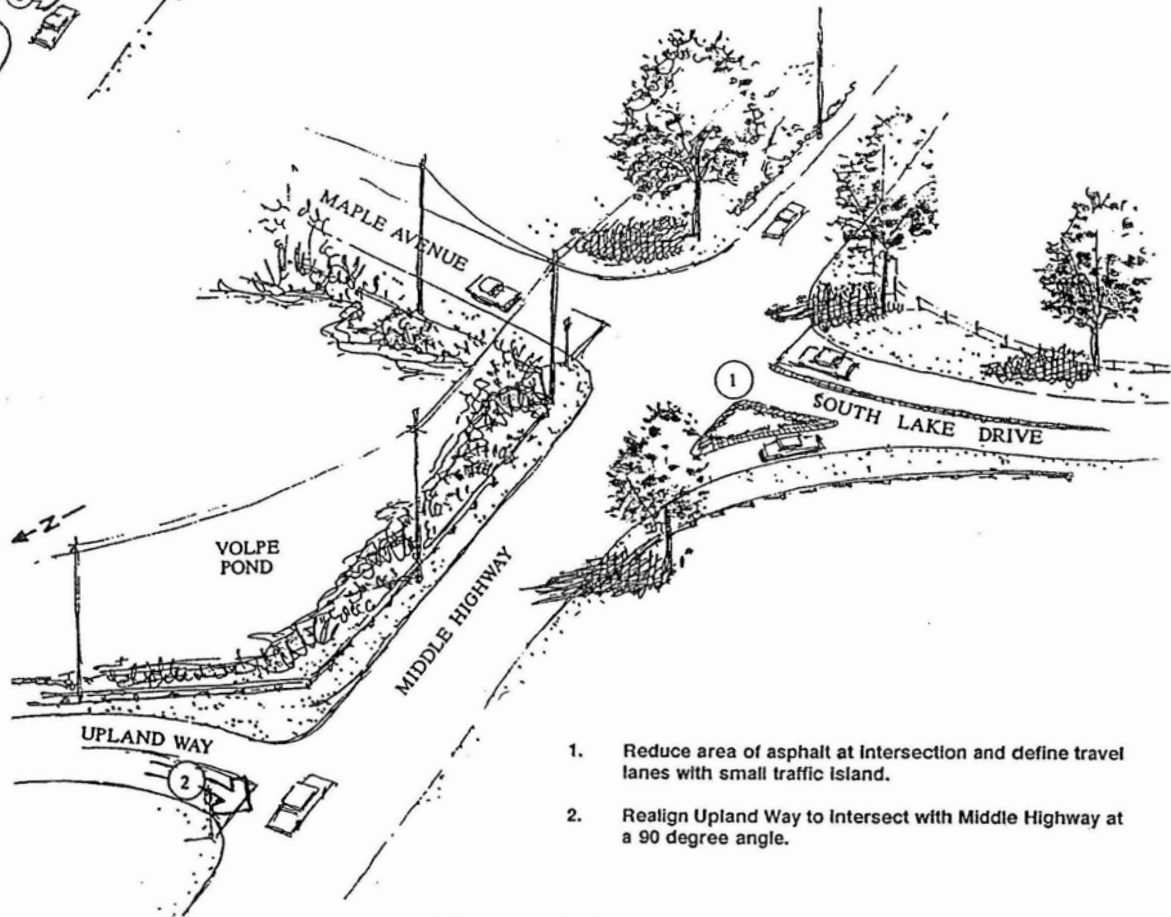
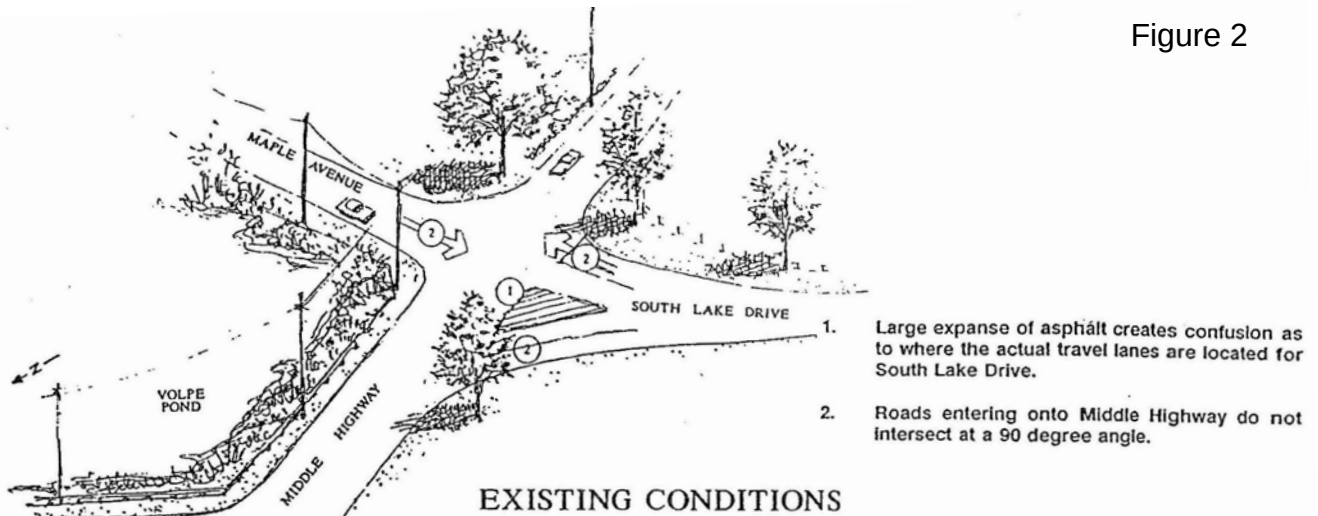
- A. Develop and implement town-wide Sidewalks and Bicycle Facilities Capital Improvement Plan enhancing connectivity throughout town starting with schools, parks and other priority areas.
- B. Amend Zoning and Subdivision standards to strengthen requirements to install sidewalks in all subdivisions requiring the construction of or extension of a street.

- C. Amend Zoning and Subdivision standards to require new sidewalks and bike racks in all new non-residential projects within commercial zones.
- D. Establish a funding mechanism allowing developers to make payments in lieu to fund off-site improvements to meet sidewalk and bicycle facility requirements, consistent with town-wide plan.
- E. Expand Safe Routes to Schools program to increase the number of students who bike and walk to school at all public schools, building on SRTS projects completed at Hampden Meadows School.
- F. Revise Land Development and Subdivision Regulations to require new non-residential and mixed-use development projects to include bicycle facilities in projects located within a half-mile of a bicycle path or designated route.
- G. Evaluate feasibility of a bike-share program.

2. Undertake design improvements to dangerous intersections and streets. The Town and State have made progress making safety-enhancing improvements to dangerous intersections in recent years, including at Massasoit Avenue and County Road and at Lincoln Avenue and County Road. Priority areas include:

- The Middle Highway-Maple Avenue intersection. Illustrated in *Figure 2* (see also *Figure 3*) are design changes that are recommended to improve the functioning and safety of the intersection (as recommended in the 2002 Plan). The concept calls for reducing the area of asphalt, better defining the travel lanes, and realignment of the intersecting streets to a 90-degree angle. These improvements were recommended in the 2002 Plan but have not yet been implemented. Final design and construction would require D.O.T. involvement, and would be a function of design and regulatory constraints as well as available funding.
- Massasoit Avenue. The Plan continues to recommend the following: addition of sidewalks and curbs, placement of signage to

Figure 2



TOWN OF
BARRINGTON, RHODE ISLAND
BARRINGTON COMPREHENSIVE COMMUNITY PLAN

PROPOSED IMPROVEMENTS to
MAPLE AVENUE - MIDDLE HIGHWAY:

Gates, Leighton & Associates, Incorporated

2253 Pawtucket Avenue, East Providence, Rhode Island 02914-1788



Figure 3: Maple-Middle Hwy-South Lake intersection.

discourage speeding, elimination of school bus stops, and regular police enforcement of the speed limit. The replacement of the Massasoit Avenue Bridge must contain appropriate sidewalks as well as address drainage issues.

- Nayatt Road and Washington Road. These two streets were the scenes of traffic fatalities in recent years. Conditions such as dips in pavement and trees and utility poles close to the pavement can make driving treacherous, particularly in wet conditions. The lack of sidewalks and bike lanes/paths force non-motorists into the street, an inherently dangerous situation.

Actions

- A. Work to secure funding for the following locations: a) the Maple Avenue-Middle Highway-South Lake Drive intersection, re-configuration of intersection (see Figs. 2 and 3); b) improvements, including sidewalks and curbs, on Massasoit Avenue from the Barrington River to New Meadow Road; c) Nayatt Road; d) Washington Road.
- B. Develop concepts for additional dangerous intersections as needed, including in particular the New Meadow Road-County Road and Sowams Road-County Road intersections between the bridges.
- C. Explore additional modifications to County Road to provide a left turn-lane onto Lincoln Avenue from the northbound lane of County.
- D. Bury all power lines on the following

roads—County Road, Nayatt Road, Middle Highway, Washington Road, New Meadow Road, Sowams Road.

3. Enhance mass transit (RIPTA bus) facilities and explore options for providing local shuttle service in Barrington.

Given the scarcity of undeveloped property along the major commuter bus route (RI 114), opportunities to build an additional park and ride lot are limited. However, there may be opportunities for joint utilization of parking lots located near bus stops (such as commercial and church lots in the vicinity of County Road). In addition, there is potential to focus on making the Bike Path Connector lot and, possibly, at the White Church park and ride lot true multimodal facilities that are accessible to motorists, pedestrians and bicyclists. If additional park and ride spaces are located in the vicinity of the Barrington Shopping Center, impacts on congestion should be considered, as well as an extension of the bus fare zone from the existing park and ride lot to the location of the new lot. Expanding RIPTA service in Barrington may not be realistic, at least in the near future, given fiscal restraints confronting the State. A local solution may be available, such as providing limited shuttle service between existing senior housing areas and/or the proposed village development sites and the town center and RIPTA stops.

Actions

- A. Study need and potential locations for an additional park and ride lot, preferably focusing on Route 114.
- B. Secure funding for the design and construction of bicycle commuter facilities (such as a secure bicycle shelter) at the Barrington Congregational Church park and ride lot and the at the East Bay Bike Connector lot.
- C. Install additional, aesthetically compatible bus shelters throughout Barrington focusing on priority areas such as those in proximity to high-use areas such as shopping centers.
- D. Encourage State to expand park-and-ride facilities and programs within Warren and Bristol, to help alleviate impacts from the

American Tourister redevelopment and other large-scale projects in those communities.

- E. Study feasibility of options to provide local bus services between the town center and RIPTA stops and targeted areas including senior housing developments.

4. Evaluate parking and traffic impact analysis requirements for development projects.

The Town's traffic impact analysis requirements (adopted in 1995) and off-street parking standards (last revised in 2000) have been in place for several years. The Planning Board recommends conducting an evaluation of these regulations to determine whether adjustments to the requirements are needed in light of current development pressures and the goal to improve conditions for walking, biking and mass transit use.

Actions

- A. Amend Subdivision & Land Development regulations to require developers to pay Town a project review fee sufficient to cover the cost of a traffic study completed on behalf of the Planning Board, for projects that require more than 20 off-street parking spaces. Fee should be on a sliding scale based on size of a project.
- B. Establish menu of potential parking-in-lieu options such as provision of bicycle facilities or payment into a public parking fund, to allow developers to opt out of providing a portion of the required off-street parking.
- C. Modify parking requirements in Zoning Ordinance to regulate maximum as well as minimum number of parking spaces, and to encourage shared parking where differences in peak hour demand allows.
- D. Revise Land Development and Zoning regulations to promote best practice measures to manage stormwater within the ground-water recharge area.

5. Improve traffic flow on Route 114/103 by providing secondary, alternative routes where feasible and other measures. There are no easy solutions to improved traffic flow on Route 114/103. The County Road improvements

completed in 1999 have helped improve aesthetics as well as traffic flow at key points, including at the entrance to the Barrington Shopping Center. However, traffic during morning and afternoon rush hour is heavy, resulting in back-ups throughout the County Road commercial district. Adding lanes is not the answer. Even if it were possible to acquire the necessary right of way throughout Barrington (at great cost—in terms of funding and impact on the visual character of town), the fact remains that traffic would still funnel into two lanes at the two bridges and through downtown Warren. Other alternatives will need to be studied, as described below.

Enhancements along alternative routes (New Meadow Road, Sowams Road and Massasoit Avenue) to and from Route 6 in Seekonk could help direct some traffic off RI 114/103. Such enhancements could include low-cost measures (signage) and more substantial investments (turning lanes, traffic signals). In addition, measures would be needed to ease congestion and improve safety conditions on Sowams Road and New Meadow Road at County Road.

Actions

- A. Reopen investigation of Wood Street extension in order to relieve congestion on County Road and allow for a clearer integration of the Maple Ave., Waseca Ave and Shopping Center business districts, taking into consideration impact on the bike path.
- B. Develop zoning and land development standards requiring internal connections between shopping areas to minimize curb cuts.
- C. Request State to study alternatives such as installing technology to allow for synchronized traffic signals on Route 114 in Barrington and Warren to improve traffic flow.
- D. Study options (signage, additional turn lanes, etc.) to redirect traffic off RI 114 to alternative routes, including Massasoit Avenue.
- E. Develop criteria and Town-wide policy regulating establishment of on-street parking on residential streets and in commercial/mixed use areas.

4 COMMUNITY SERVICES & FACILITIES

Overview

Community services and facilities that benefit residents of Barrington are primarily if not entirely the Town of Barrington's responsibility, including police and fire protection, library services and municipal operations. Other community services and infrastructure are multi-jurisdictional in nature, in particular water supply and wastewater treatment and bus service. The Comprehensive Community Plan focuses on the following community services and facilities:

- Public schools
- Police and fire protection
- Water and sewer
- Public Library
- Senior Center
- Municipal operations

Transportation facilities (Circulation Element) and parks (Open Space & Recreation Element) are discussed elsewhere in the Plan.

Existing Services and Facilities

Map CSF-1 shows the locations of the community facilities throughout Barrington.

Public Schools

Total public school enrollment has grown by approximately 427 students from 1997-98 through 2007-08 (see *Table 1*). The largest increases have occurred at the Middle School (about 100) and High School (more than 300). Total elementary school enrollment (Nayatt, Primrose Hill, Sowams and New Meadow Schools) has declined slightly over the past decade, following a spike in enrollment in 1999-2000 that rippled through the school system in the following years.



> Photo: Barrington's historic Town Hall received a new slate roof and updated exterior paint as part of historically-sensitive renovations completed in 2006.

Table 1: Enrollment History: Barrington Public Schools, 1997-98 to 2007-08

Grade	School Year		2001-02	2003-04	2005-06	2007-08	Change: 1997-98 to 2007-08	Building Capacity
	1997-98	1999-2000						
K to 3¹	973	1042	988	934	920	958	-15	1,300
4 to 5	508	505	545	568	504	510	2	525
6 to 8	737	739	755	806	865	835	98	950
9 to 12	806	886	988	1088	1095	1128	322	1,100
Ungrad	17	9	18	13	14	37	20	n/a
Total	3,041	3,181	3,294	3,409	3,398	3,468	427	3,875

¹ Includes Sowams, Nayatt and Primrose Hill Elementary Schools

Source: Barrington Public Schools

As noted in the Land Use & Population section, official projections of a gradual aging of Barrington's population seems at odds with the actual dynamics of a community which has a housing stock that is predominantly single-family detached houses, not to mention high quality schools that are a magnet for families with children. This dynamic is evident in data showing school enrollment increasing at a far faster rate than the total population. For example, during the 1990s, the population of Barrington increased by 6 percent from 1990 to 2000 (15,849 to 16,819), while public school enrollment increased by 26 percent (2,522 to 3,181).

Growth in school population puts pressure on schools by requiring the hiring of more teachers and, possibly, the need for adding new classrooms and other facilities to meet the need. Projections suggest a leveling off, even decline, of total enrollment in the coming years. The pro-

jections, generated for the Barrington Public Schools by the New England School Development Council (NESDEC), are shown in *Table 2* and *Figure 1*.

In February 2008, the New England School Development Council updated its projections for the Barrington Schools taking into account projects under construction, approved for development (including the 50-unit Sweetbriar project) and potential development at Zion Bible Institute and other sites. The projections show a dip in projected enrollment from 2008 through 2012-13 due to declining birth rates, before increasing as new projects come on line. By 2017-18, the total enrollment in the school system is projected to remain below current enrollment figures, despite the anticipated increased number of units. NESDEC's report includes the caveat that the figures could be low depending on the types of units to be built. Single-family detached houses, for ex-

Table 2: Enrollment Projections: 2007-08 to 2012-13

Grade	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2015-16	2017-18
K to 3	958	991	930	919	908	888	916	916
4 to 5	510	490	549	568	527	545	508	514
6 to 8	835	811	805	791	838	850	822	782
9 to 12	1128	1190	1163	1151	1132	1095	1137	1193
Ungrad	37	21	21	21	21	21	21	21
Total	3,468	3,503	3,468	3,450	3,426	3,399	3,404	3,426
Change from 2007-08 (total)	NA	35	0	-18	-42	-69	-64	-42

Source: New England School Development Council—Enrollment projections prepared for Barrington Schools (Feb. 2008)

Town, School Facilities

COMMUNITY SERVICES
& FACILITIES

Map CSF-1

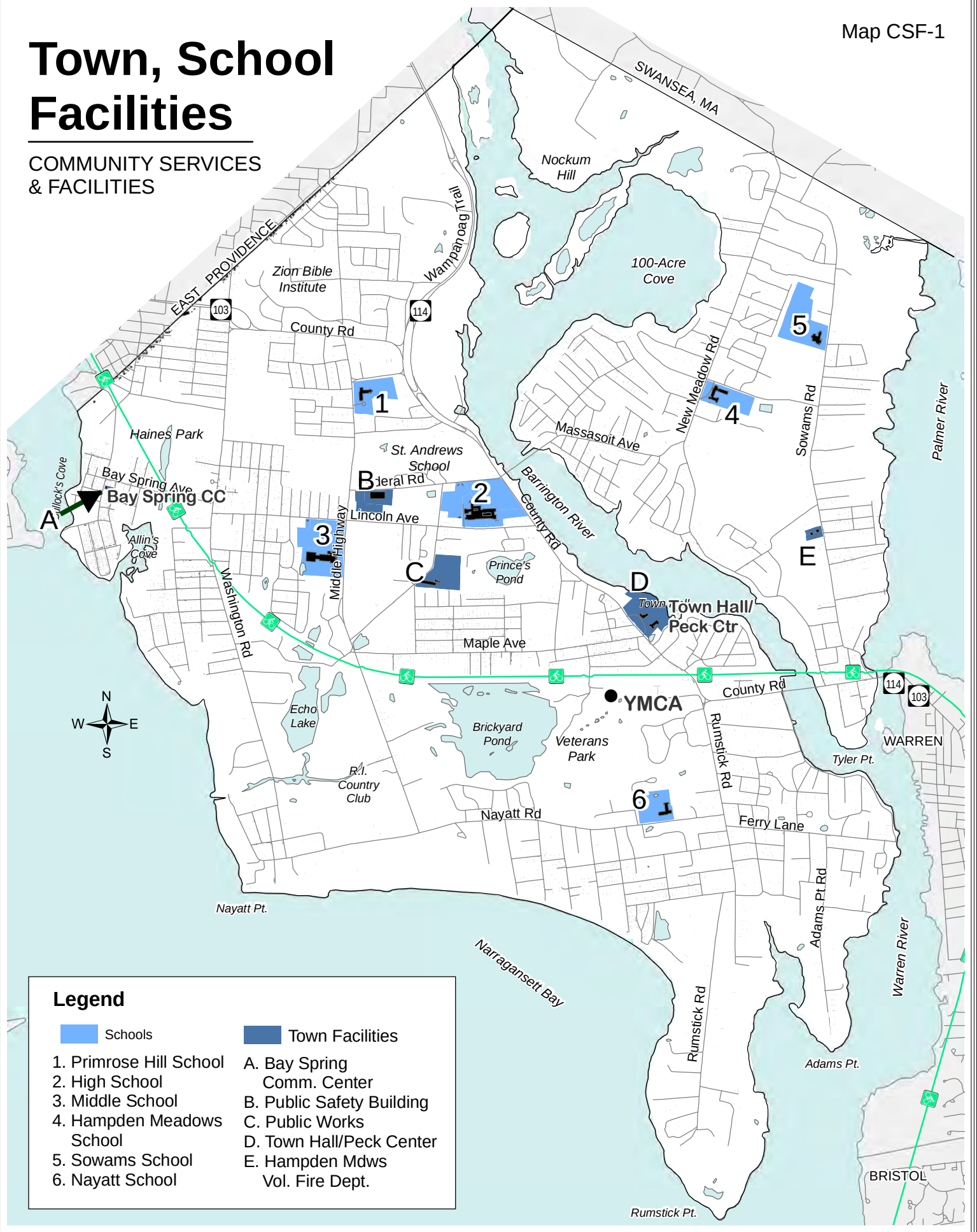
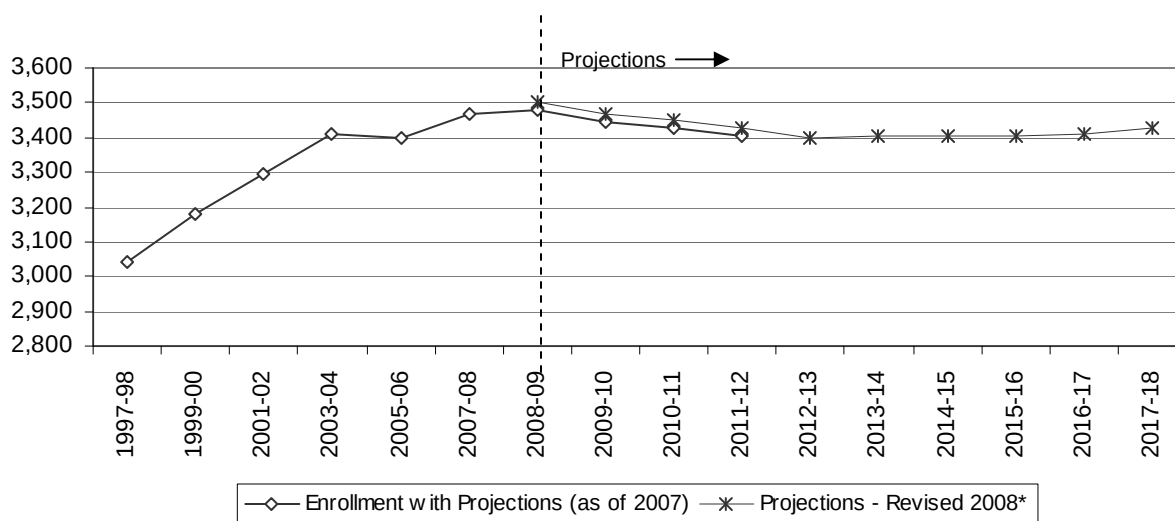


Figure 1: Public School Enrollment: 1997-98 to 2007-08, with Projections (through 2011-12)

Source: New England School Development Council—Enrollment projections prepared for Barrington Schools (Nov. 1, 2007, with revisions as of February 2008).

*Projections revised in 2008 include the following approved and potential/proposed developments: Bay Spring Mixed Use (12 units), Sweetbriar (50 units), Haines Park Village (10 units); Shedd subdivision (3 units); Zion Bible Institute (120-150 units); Sowams Nursery (12—15 units); 562/568 County Road (12 units)

ample, would generate more students than apartments or townhouses. In addition, the projections are for total system enrollment. NESDEC states that students occupying new units typically are younger, with 70 percent entering elementary school, 20 percent middle school and 10 percent high school. This suggests that new development will not be spread evenly across grade levels. Given the location of the town's approved and potential future development, including Zion Bible Institute and Sweetbriar, the number of new students in the Barrington School System is likely to be concentrated in the Primrose School district.

Public Safety

The Existing Services and Facilities Map (Map CSF-1) shows one major addition since 1992 (the year the map in the 2002 Comprehensive Plan was prepared): the new Public Safety Building on Federal Road, completed in 1999. The facility serves as headquarters for both the Police and Fire Departments. Since 1999, the Town sold two fire stations to private parties in consolidating fire and rescue operations on Federal Road. The Town also razed the old Police Station on the

Barrington River, a site that is to be developed into a park with a boat ramp and dock.

Barrington has both a full-time municipal fire department and police department. There are presently 24 sworn police officers and 34 trained firemen, including four additional firefighters approved by voters in 2006 to place into service a second rescue vehicle. A summary of activities of the Police Department for 2005 to 2007 is shown in *Table 3*.

The Barrington Fire Department, as mentioned above, shares the Public Safety Building on Federal Road. The paid department is assisted by the Hampden Meadows Volunteer Department on Sowams Road. The volunteer department not only provides additional coverage in the Hampden Meadows area, but also has helped train future firefighters who join the full-time paid force.

Emergency Management

In the area of civil defense, Barrington, like all Rhode Island communities, has an Emergency Management Director who is responsible for the

Table 3: Crime Statistics, Barrington: 2005-07

Description	2005	2006	2007
Homicide: Murder/Nonneg. Manslaughter	0	0	0
Homicide: Negligent Manslaughter	0	0	0
Homicide: Justifiable	0	0	0
Kidnapping / Abduction	0	1	1
Sex Offense, Force: Rape	2	3	1
Sex Offense, Force: Sodomy	0	0	1
Sex Offense, Force: Object	1	1	0
Sex Offense, Force: Fondling	3	1	3
Robbery	1	0	1
Assault: Aggravated	1	1	2
Assault: Simple	37	29	59
Assault: Intimidation	7	9	9
Arson	6	3	4
Extortion / Blackmail	0	0	0
Burglary / Breaking And Entering	26	34	35
Larceny: Pocket-Picking	1	0	0
Larceny: Purse-Snatching	0	0	0
Larceny: Shoplifting	5	7	5
Larceny: From Bldg	19	19	21
Larceny: From Coin Op. Machine	0	0	0
Larceny: From Mv	36	58	71
Larceny: Affixed Mv Parts/Accessories	1	1	1
Larceny: All Other	110	115	113
Motor Vehicle Theft	5	9	8
Counterfeiting / Forgery	11	6	5
Fraud: False Pretenses	15	35	27
Fraud: Credit Card/Auto. Teller Machine	13	17	13
Fraud: Impersonation	0	1	0
Fraud: Welfare	0	0	0
Fraud: Wire	1	0	0
Embezzlement	3	4	4
Stolen Property Offenses	3	5	2
Destruction / Damage / Vandalism	113	154	145
Drug/Narcotic: Violation	36	21	24
Drug/Narcotic: Equipment	0	0	0
Sex Offense, Non Force: Incest	0	0	0
Sex Offense, Non Force: Statutory	0	0	0
Pornography / Obscene Material	0	0	0
Gambling: Betting/Wagering	0	0	0
Gambling: Operate/Promot/Assist	0	0	0
Gambling: Equipment Violations	0	0	0
Gambling: Sports Tampering	0	0	0
Prostitution: Engaging	0	0	0
Prostitution: Assist/Promoting	0	0	0
Bribery	0	0	0
Weapon Law Violations	3	2	3
Total	459	536	558

Source: Crime in Rhode Island 2007 report (April 2008 / RI State Police)

Table 4: Municipalities with Highest Recycling Rates, 2005

Municipality	Est. Population 2005	Landfilled: Refuse Tons	MRF Recycling	Other - Diverted	Waste Generated	Overall Tons Per Capita	MRF Diversion Rate	Recycling Rate
North Kingstown	26,939	8,121	3,634	392	12,146	0.4509	33.10%	30.90%
Charlestown	8,286	958	395	28	1,380	0.1666	30.60%	29.20%
Barrington	16,909	6,945	2,510	2,102	11,557	0.6835	39.90%	26.50%
Warwick	85,624	31,950	11,009	11,395	54,355	0.6348	41.20%	25.60%
Burrillville	16,163	6,018	1,768	47	7,833	0.4846	23.20%	22.70%
Exeter	6,267	2,190	627	2	2,820	0.45	22.30%	22.30%
North Smithfield	10,708	4,857	1,377	9	6,244	0.5831	22.20%	22.10%
Jamestown	5,843	3,647	1,018	74	4,738	0.8109	23.00%	21.80%
Gloicester	10,283	3,640	966	39	4,645	0.4517	21.60%	21.00%
East Greenwich	13,330	6,540	1,695	666	8,900	0.6677	26.50%	20.60%

Source: State Rhode Island Comprehensive Solid Waste Management Plan, 2007

development of the local emergency management program, and in directing and coordinating the program in the event of an emergency. The Town Manager has formed a staff committee to work with the local Emergency Management Director on emergency / disaster planning and departmental response during emergencies. The Town has worked to secure interagency agreements with adjoining communities to strengthen response capabilities. An agreement with East Providence was recently secured to establish public shelters during hurricanes, if needed, as all but Primrose Hill Elementary are in zones with high potential for flooding.

Barrington Public Works

The Barrington Public Works Department is responsible for a variety of services, including the collection and disposal of garbage and other refuse; maintenance, repair and operation of all public buildings and properties; maintenance of public parks and the Town Beach; and maintenance of town streets and sidewalks. The Public Works Department is also responsible for maintenance of the town wide sewer system includ-

ing the force mains, laterals and pumping stations, as well as that required for the town storm drainage system.

The Town of Barrington presently collects about 7,000 tons of refuse per year, and minimizing the cost of its disposal is a continuing effort. Barrington once had four local landfills; with the closure of the last one in 1982, the Town is totally dependent upon the Central Landfill for disposal of its non-recyclable wastes, and must pay the "tipping fees" set by the Solid Waste Management Corp.

In 1998 Barrington joined the state maximum recycling program which is managed by the R.I. Resource Recovery Corporation. Barrington continues to run an effective recycling program, with 26.5% of total waste generated diverted to the Materials Recycling Facility at the Johnston Landfill (see *Table 4*). The recycling rate is one of the highest in Rhode Island, ranking only behind North Kingstown (30.9%) and Charlestown (29.2%) in 2005.¹ Recyclables sent to the Materials Recycling Facility totaled 2,510 tons in 2005, up from 2,176 tons in fiscal year 1990-91.

¹ The fact that Barrington is one of the few RI municipalities that collects 100 percent of its municipal solid waste disposal may skew comparisons involving municipalities that contract out refuse collection. Barrington's recycling rate may actually rank higher than the numbers indicate.

Table 5: Public Works Department Activities, 2004-2007

Activity	FY 04-05	FY -05-06	FY 06-07
Snow Plowing	3,146 Mi	3,375 Mi	2,146 Mi
Salting & Sanding	2,716 Mi	2,053 Mi	1,013 Mi
Brush Chipped	2,177 CY	2,075 CY	2,924 CY
Refuse Collected	6,945 Tn	7,092 Tn	6,763 Tn
Recyclables*	1,437 Tn	1,655 Tn	2,137 Tn

*Figure includes white goods, yard waste, computers, hazardous materials, etc.

Total refuse collected has dipped since the early 1990s, from 7,814 tons in 1990-91 to 6,762 tons in 2007. However, Barrington is one of the largest per-capita generators of solid waste, totaling 0.74 tons per capita in 2007.

Table 5 highlights the Public Works Department's activities over the last three fiscal years.

Water Supply

Barrington's public water supply, along with that of the Towns of Warren and Bristol, is provided by the Bristol County Water Authority, a public water authority which has been operational since 1984. As of 2005, average daily demand for the system totaled 3.65 million gallons per day (mgd), with a maximum demand of 4.81 mgd. As **Map CSF-2** shows, most of Barrington has access to public water, with one notable exception being the George Street area in northeast Barrington.

The Water Authority's surface water supply consists of the Shad Factory Reservoir and Anawan Reservoir in Rehobeth, Mass., the Swansea Reservoir in Swansea, Mass., and the Kickamuit Reservoir in Warren. The groundwater resource is in Barrington—the Nayatt well field. Prior to the completion of the East Bay Pipeline, the Nayatt plant, with a potential safe yield of 0.65 mgd, supplied 20 percent of the total water supply. Today, the wells have been taken off-line due to saltwater intrusion and high levels of iron and manganese.

The Authority's Child Street Treatment Plant in Warren is designed to treat up to 4.0 mgd of the

surface water supply. The Nayatt Road Treatment Plant has a treatment capacity of 2.0 mgd. The East Bay Pipeline, completed in 1998, provides the system with a supply of up to 7.5 mgd of finished water. (Water from the pipeline is purchased from Providence at a higher cost compared to water treated by the Authority). Connections to East Providence provide an emergency water backup totaling up to 1.0 mgd.

Developed as a supplemental water source, the East Bay Pipeline has at times served as a major source of water. In the fall of 2007, the Water Authority was drawing approximately two-thirds of the water from the pipeline pending completion of upgrades related to the Child Street plant and the connection to the Shad Factory Reservoir.

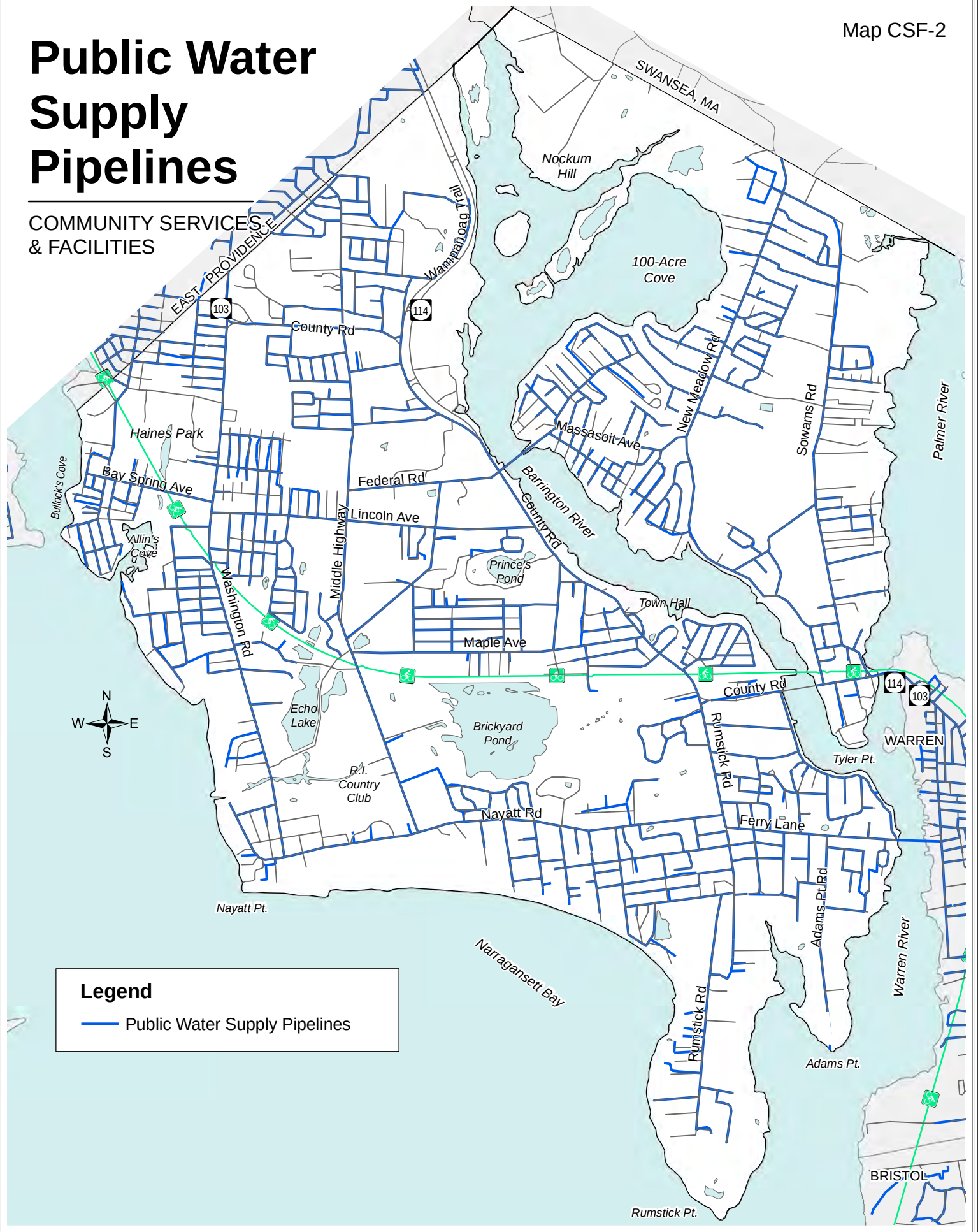
Wastewater Treatment

Barrington was entirely sewerred (with the exception of the Nockum Hill area) in the mid 1970's, and connected into the City of East Providence's Pomham Terrace sewage treatment plant near Sabin Point, not far from the town line. Although the sewers were extended throughout Barrington by the late 1970's, it was not until the end of 1987 that the majority of structures in town were connected. The Town pays the City of East Providence for a portion of the operating and capital costs of the treatment plant based on its percentage contribution to the total wastewater flow. About 20 percent of the usage of the facility is attributed to Barrington. In all, the plant handles wastewater from almost 48,000 people total from East Providence and Barrington.

Public Water Supply Pipelines

COMMUNITY SERVICES
& FACILITIES

Map CSF-2



0 4,000 8,000 Feet

SOURCE: Town GIS, RIGIS

Comprehensive Community Plan - 2009 Update / Town of Barrington

In general, wastewater from the Hampden Meadows area flows by gravity to an interceptor under the Barrington River, while that from the northern portion of town west of Wampanoag Trail, and that from the southern portion of town, flow by gravity to a number of pump stations in the central and western portions of town (see **Map CSF-3**). The pump stations at Police Cove, off County Road near Prince's Pond (which receives the flow from Hampden Meadows), and on Freemont Avenue off Nayatt Road all pump into a single station at Brickyard Pond. This station and two others in the western part of town (one off Walnut Road near the East Bay Bicycle Path, and one off Bay Spring Avenue) all pump directly into a force main running along the bicycle path right-of-way. This force main connects to the treatment plant in East Providence.

Long-term investment in sewer infrastructure is necessary, but can prove costly. For example, in order to meet nitrogen reduction mandates, East Providence is faced with completing facility renovations that could total approximately \$27 million by the year 2012. The total cost for the improvements to the system, including pumping stations and extensive sewer line repairs, is projected at \$53 million.

The plant and system renovations in East Providence will follow a substantial cost outlay by Barrington related to the sanitary force main. In December 2006, a section of the force main connection to East Providence failed due to internal corrosion that shortened the expected life of the pipe considerably. The Town in early 2007 replaced the section of pipe from Metropolitan Park Drive to Middle Road in Barrington, followed in 2008 with the replacement of the remaining 1.4-mile section to the East Providence plant. Total cost of the project will exceed \$5 million.

Barrington Public Library

The Barrington Public Library is located in the Peck Center building at the Town's government center off County Road. The early 1900's school building adjacent to Town Hall also houses the Barrington Senior Center as well as the Barrington

Preservation Society and the Recreation Department. The first floor of the library underwent a major renovation in 2005.

The library's collection consists of over 130,500 print titles and 9,500 non print titles.. The present circulation (check outs) is about 400,000 a year, making the Barrington Library the fourth busiest public library in Rhode Island with the highest per capita circulation, a number which has been increasing steadily over the past decade. The library offers a number of programs for children and teenagers, including story hours, films, live performances and a full summer reading program. For adults, it offers films, speakers, discussion groups, and play and poetry readings. It is governed by an seven member independent board of trustees, with a staff of 14 full-time and 16 part-time people.

The library presently has on-line public access terminals as an automated version of its card catalog, and a fully computerized circulation control system which is tied into the statewide network of 38 public libraries. The Barrington Library can also communicate with college and special libraries through a national online network of cooperating libraries. For the future, both the computerized public libraries network and the library's website, offering a variety of online resources, are expected to expand.

In general, the Board of Trustees expects a gradual increase in services and materials offered, with emphasis on public library programming, readers' advisory and online services. However, as with the public school system, the increasing demand for library services and long term plans for continued improvements in these services, must be weighed against the current budget difficulties, both local and state.

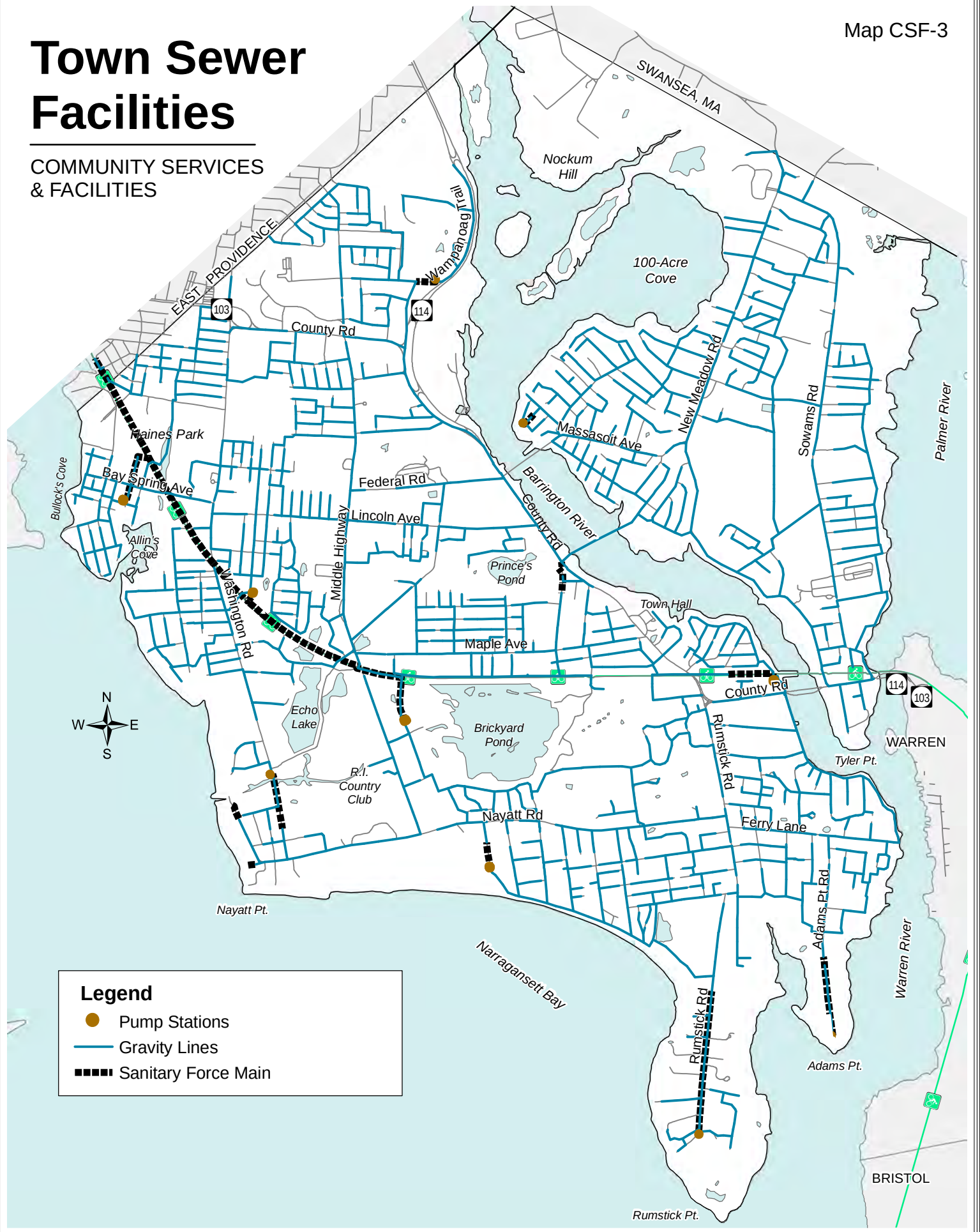
Barrington Senior Center

The Barrington Senior Center, located on the ground floor of the library building, provides opportunities for social and recreational activities, personal enrichment, wellness, advocacy and volunteerism for Barrington's citizens who

Town Sewer Facilities

COMMUNITY SERVICES
& FACILITIES

Map CSF-3



0 4,000 8,000 Feet

SOURCE: Town GIS, RIGIS

Comprehensive Community Plan - 2009 Update / Town of Barrington

are 55 years and older as well as for younger persons with disabilities. It is a nationally accredited center managed by a full-time director, 5 part-time staff members, and a seven (7) member advisory board.

Services include Emergency Dialer System installations, health insurance counseling, RIPAE (RI Pharmaceutical Assistance for the Elderly) application assistance, income tax preparation, flu clinic, various health screenings, and a Senior Companion visitor program. Programs and activities (most at no charge) include educational programs, discussion groups, health promotion, and exercise classes.

Many programs are done in collaboration with other town resources such as the Police and Fire Departments, Barrington Public Library, VNA of Newport County, Bayside Family YMCA, Barrington Community School and AARP. Additional financial support is received from the Friends of the Barrington Senior Center organization which has provided the small fitness room, computer lab, the van and the redecorated restrooms.

Issues - 2009

Space Needs—Town, Schools

The State's population projections for Barrington show just a modest population increase of approximately 600 people from 2000 to 2030, growing from 16,819 to 17,407. The projections, however, are based on historical trends and do not factor in the potential redevelopment of the Zion Bible Institute or other sites at higher intensities through either new zoning or the Comprehensive Permit process.

Housing for Barrington's Future, a consultant study developed for the Town (2008), evaluated options for providing higher densities at Zion, Sowams Nursery and other sites. The study projected that the recommended development concepts would add up to 374 additional resi-

dents compared to existing zoning. The consultant's recommendations are incorporated in the Comprehensive Plan Update (see the Housing and Land Use elements and Appendix III: Developer Guidance). Another major development, the 50-unit Sweetbriar development, is projected to add 150 new residents based on the town's median family size of 3.14 people. New population growth from these three sites totals to more than 500, about the same increase as the State's 30-year projection for Barrington. This population increase will put additional pressure on the Town's existing facilities.

Public Schools

As discussed earlier, total enrollment at Barrington's six public schools is projected to hold steady, even decline slightly, over the next five years without new development envisioned at the Zion campus or other sites. In February 2008, the School Department's consultant, the New England School Development Council (NESDEC), revised the projections to factor in new and potential development, including the "Village" concepts in Appendix III, the 72 units under construction at or near the Bay Spring Avenue/Washington Road intersection and the 12 units planned on County Road adjacent to the East Bay Center — all located in the Primrose Hill School district.

The revised projections, shown in Table 2 and Figure 1 in this element, show a revised scenario where the anticipated dip in enrollment is flattened out due to the new and planned growth. The NESDEC report acknowledges the actual number of added schoolchildren could vary depending on factors such as whether the housing market has picked back up and the types of units that are built.

A major issue is how to address existing facility needs at Barrington's schools, while also planning to accommodate future growth. A Facilities Condition Assessment of all schools completed in 2008 for the School Department shows existing building renovation and maintenance needs totaling more than \$26 million system-wide.



Figure 2: The building that once housed “The Place” teen center was demolished in 2007 due to structural concerns. The 5-acre site is now vacant.

Peck Center, Town Hall

Space at the Peck Center is in high demand. The building houses the Library on the first and second floors and the Senior Center, the Preservation Society archives, Tap-In and the Recreation Department offices in the basement. The second floor includes several community meeting spaces and an auditorium. All of these users lack room to expand. The Library, as discussed earlier, has a very high utilization rate. Evaluating parking should be a priority given the importance of maintaining adequate public access to the Peck Center and Town Hall, which houses municipal and School Department offices as well as meeting spaces.

Senior Center

The Senior Center may also need to adapt to changing expectations of the Baby Boomer generation, which is more technologically savvy and is expected to be more active than previous generations of retirees. The Senior Services Advisory Board’s review of census data found that over 4,000 Boomers currently reside in Barrington today, or one in four residents. Another fac-

tor is the potential for additional senior-oriented housing, as recommended in the Comprehensive Plan for future development sites, including the Zion Bible Institute and Sowams Nursery properties. The development of Zion and Sowams Nursery together could add more than 100 senior-housing units and an assisted living facility with 50 to 75 units/rooms.

The Senior Services Advisory Board is in the process of evaluating its future needs and has concluded that the retiring Boomer generation will not only require additional but, in some cases, different programs and services. The Board also is studying whether the name of the Senior Center itself will need to be changed, based on input from Boomers that “senior” center does not appeal to them. The facility needs have issues that will need to be addressed, according to the Board, including a lack of sufficient parking and program space, an ambience which is not welcoming due to an institutional feel, and the fact that the main entry ramp is not navigable by wheelchair.

Teen Center

"The Place," located on Middle Highway, provided space for teen-ager activities such as dances and other events (see *Figure 2*). The building, however, was demolished in 2007 due to structural issues. Given concerns about teenagers using alcohol, contributing to two deaths of high school students in Barrington in 2007, there is interest in providing new space and programs for teens. It will require creativity on the part of the Town to create such a facility or partnering with other organizations.

Future Water Supply

One of the major issues in the 2002 Comprehensive Community Plan (first drafted in 1992) was the proposed cross bay pipeline connection. The question of the merits of the pipeline is no longer an issue, as the \$34 million project was completed in late 1998. An ongoing, pivotal issue is one of future water supply versus demand. As of 2005, demand for water in Bristol County totaled approximately 3.65 four million gallons per day (mgd), with maximum daily demand at 4.81 mgd (as of 2005). The sources of water for Bristol County Water total to almost 12 mgd, more than sufficient to meet the projected water demand should Bristol County reach build-out (the condition where all buildable acres are developed), according to engineering studies.

The East Bay Pipeline provides up to 7.5 mgd for Bristol County; the available capacity is limited by contract. Water from the pipeline is pumped to the Bristol County Water Authority's system via the Barrington Booster Pump Station. Should the pipeline or the booster pump station fail, Bristol County Water's remaining water supply is sufficient to cover the current water demand. However, the inactive status of the Nayatt groundwater wells (0.65 mgd safe yield) means that the Water Authority has less available water to draw from, independent of the pipeline. Long term, the importance of the pipeline will increase should demand for water exceed the capacity of the remaining water sources.

Another issue within Barrington is water pressure, and whether the water distribution system is adequate to meet needs of future growth. This will be an important consideration in areas such as in West Barrington, where more than 70 dwelling units are under construction or planned near Washington Road and Bay Spring Avenue. In addition, the development of the Zion Bible Institute site as well as other sites, including Sowams Nursery in Hampden Meadows, will need careful evaluation to ensure water pressure is maintained.

Wastewater Infrastructure

The sanitary force main connection with East Providence failed in December 2006. The failure confirmed concerns of the Department of Public Works, which had begun the process of evaluating the pipe after noticing signs of pipe corrosion. In response, the Town replaced the force main, a \$5 million-plus project. The cost was covered through the sewer enterprise fund, which is also the mechanism for covering future multi-million-dollar improvements at the East Providence plant. The failure of the force main raised concerns about the condition of other sewer pipes, especially the major connections that feed into the Town's three pump stations. While capacity of the system has not been a concern given the modest level of prior development activity, it will need to be evaluated should major projects, such as the development of the Zion Bible Institute, add a significant number of units.

"Greening" Municipal Operations

Barrington has historically embraced conservation issues, such as launching a highly successful recycling program prior to regulations required recycling, and extensive efforts to purchase and protect environmentally sensitive land throughout town. In 2007, the Town Council charged the Conservation Commission to develop recommendations to "green" the Town. The Commission, in response, issued "Barrington Goes Green," a report outlining

strategies to reduce environmental impacts of municipal facilities and operations.

The Council in 2007 also appointed the Wind Power Exploratory Committee to study the feasibility of installing wind turbines at municipal facilities. The Committee presented its findings to the Council in June 2007. While the Exploratory Committee was discharged after completing its study, the Council in the fall of 2007 established the Committee for Renewable Energy in Barrington (CREB) to study wind, solar and other renewable energy opportunities.

Municipal Operations and Facilities

As major energy consumers, the Town of Barrington and the Public Schools play key roles in reducing carbon dioxide emissions either directly through, for example, improving energy efficiency in buildings, and indirectly through public outreach and education. Large energy users in Barrington include Barrington High School and the Middle School (see *Table 6*). However, all energy users, from sewer pump stations to the Public Works Department's fleet of vehicles, to the historic Town Hall, are possible opportunities to cut back on energy usage and achieve a "greener" Barrington. There are many options the Town and Public Schools could pursue, including:

Alternative Energy Options

Alternative energy opportunities, both non-utility scale renewable and non-renewable, continue to become more economical as technology advancements and design improvements reduce capital requirements and operating costs. However, in the near future these costs continue to be significantly greater than available energy efficiency measures. Alternative energy opportunities need to be analyzed against similar costing efficiency measures. There may be more opportunities in the future to install solar photovoltaic (PV) cells, geothermal, combined heat and power (CHP), small hydroelectric, biomass, tidal power, wind turbines, and other future technologies that are only now in development. While these opportunities will

be analyzed and investigated for appropriateness for the Town of Barrington, respective zoning and planning guidelines and ordinances should be developed and approved by the Town Council.

Energy Efficiency Opportunities

Through the "Comprehensive Energy Conservation, Efficiency, and Affordability Act of 2006," the General Assembly and Governor required National Grid to invest in all energy efficiency that is cheaper than supply. At a time when we see electric supply costing three to four times that of energy efficiency resources per kWh saved, this policy focuses direct investment into energy efficiency programs throughout the state. On September 1, 2008, National Grid was required by law to submit a Least Cost Procurement Plan describing how they will meet the legislative mandate and procure low-cost efficiency resources in Rhode Island. Energy efficiency opportunities discussed in the required filing for residential and commercial accounts include:

<u>Residential</u>	<u>Commercial/Industrial</u>
Cool roofs	Cool roofs
Smart AC	Smart AC
LED's	LED's (C/I and schools)
EnergyStar or Better TV	LED Downlights
EnergyStar or Better Set-Top	Induction Lighting
EnergyStar or Better PC	Energy recovery ventilation
Heat pump dryer	Comprehensive Chiller Programs
Solar water heating	LEED Commissioning

A renewed focus on programs readily available through National Grid will be implemented. Barrington should give priority to the Design 2000plus Schools Initiative, which has been underutilized in past years. This program's intent is to help schools minimize the hurdles posed by market barriers when instituting energy efficiency measures. Secondly, Barrington should be a leader in developing innovative ways to help residents participate in many of National



Figure 3. The Public Safety Building, 100 Federal Road, is a priority for energy efficiency projects.

Grid's programs. In addition, the Schools should consider committing to institute policies and procedures to comply with protocol set forth in the Northeast Collaborative for High Performance Schools.

Additional Opportunities

As the Conservation Commission's "Barrington Goes Green" report reveals, there are many other options the Town and Schools could explore, including instituting an environmentally preferable purchasing policy, expanding recycling efforts, and replacing vehicles with hybrids or electric vehicles as part of the vehicle replacement schedule.

Recycling Rates / Solid Waste Management

Another "green" issue is recycling. Barrington, as discussed previously, has one of the highest residential recycling rates among Rhode Island municipalities. The recycling program encourages the use of the Town's recycling center, which is open 7 days a week. One caveat is that Barrington, despite the strong recycling record, produces more total solid waste per capita (0.74 tons per capita) than all but four RI municipalities, according to landfill data.

The Town has a financial incentive, in addition

to environmental reasons, for reducing solid waste: tipping fees. Increasing the rate of recycling in Barrington reduces these fees as well as help achieve one of the major priorities of the State Rhode Island Comprehensive Solid Waste Management Plan, released in April 2007.

The R.I. Comprehensive Solid Waste Management Plan includes recommendations that could provide Barrington with strategies for managing solid waste, including:

- Adopting a "Pay as You Throw" program whereby residents are charged for the collection of municipal solid waste based on the amount they throw away.
- Allowing municipalities to collect, include, and deliver non-residential recyclables (Barrington already does this).
- Instituting a "No Bin, No Barrel" program requiring residents to set out at least one recycling bin along with their trash or their trash will not be picked up.

Another ongoing issue is the economic feasibility of utilizing the transfer station in Warren, compared to costs of direct haul to the Landfill. The Town currently does not send any solid waste through the transfer facility.

Cost of Town Services

The 2002 Comprehensive Community Plan included a recommendation first put forward in the early 1990s—eliminating the Town’s paid Fire Department. However, in the years since, the Town has demonstrated commitment to a full-time Fire Department, with the construction of the Public Safety (shared by the Police and Fire Departments) and the addition in 2006 of four firefighters to place a second rescue vehicle into service. While moving to a volunteer Fire Department may no longer be on the table, the Town will need to continue to search for efficiencies in delivering public services. This will be an important challenge in the years ahead as communities cope with rising costs such as health care and energy while also meeting State-imposed restrictions on tax levy increases.

One potential cost saving identified by the Planning Board as requiring further study is refuse collection, which, if contracted out, has the potential to produce savings, particularly by eliminating ongoing costs related to vehicle replacement and other capital needs as well as transportation of the waste to the Landfill.

Goals, Policies, Strategies & Actions

Goals

1. Reduce impacts of municipal operations and facilities on the environment in a fiscally responsible manner.
2. Provide high quality public facilities and services to meet the needs of current and future residents of all ages.

Policies

1. Support the School Department, Senior Services Advisory Board, Library Board and other departments providing essential services to Barrington residents, in the development of facilities and programs to meet present and future needs.

2. Explore and evaluate alternative methods of providing and funding public services, while making optimum use of existing public facilities and land.
3. Establish and work toward meeting a carbon emissions-reduction target for Barrington for the next 10, 25, and 50 years.
4. Develop or support and implement programs at the town level to meet the capital requirements to fund implementation of energy efficiency measures.
5. Work with adjoining East Bay communities in the areas of public education, public safety, water supply and wastewater and solid waste disposal to achieve efficient and cost effective solutions to regional concerns.
6. Prepare community for natural hazards such as hurricanes and potential long-term problems such as drought.

Strategies & Actions

1. Develop Long-Term Plan for Town, School facility needs. A study of current and projected municipal and school facilities needs would enable the Town to factor in major capital expenses associated with necessary new buildings and expansions and major renovations. The plan should consider build-out scenarios for the remaining developable parcels in town and the potential impacts of new development on Town facilities over time. Priority areas include:

- Schools
- Peck Center (Library and Senior Center)
- Evaluation of Town properties including the former location of “The Place,” a 5-acre parcel on Middle Highway, and the Bay Spring Community Center on Narragansett Avenue.
- Potential for a multi-generational community center. A specific priority is the Senior Center, given retiring Baby Boomers and the proposed increase in senior housing as called for in the Housing & Neighborhoods and Land Use elements.

Actions

- A. Complete a long-range facility needs study for Barrington’s schools, focusing on improv-

- ing the quality of existing school facilities.
- B. Prepare a study evaluating existing and projected facility needs for various facilities, specifically the Peck Center, factoring in projected demographic changes. A priority of such a study is the potential for a multigenerational facility meeting the needs of various age groups including the Senior Center and Barrington's youth. Include programming for interior and exterior spaces.
 - C. Evaluate options for future use of underutilized Town properties including the former site of "The Place", the Bay Spring Community Center building and Police Cove Park.
 - D. Consider capitalizing on opportunities to meet community facility space needs, such as through negotiation of public-private development agreements (for example, including community facilities in the planning for the redevelopment of the Zion Bible Institute site and the YMCA).

2. Monitor critical wastewater infrastructure in Barrington to avoid disruptive failures.

The Town has undertaken improvements to the wastewater system, including replacement of the sanitary force main to East Providence

(required after the pipe failed in December 2006) and scheduled upgrades to the pump stations. The continued monitoring of the system, in particular critical components such as pump stations and the pipes that feed into the pump stations, will enable the Town to include required improvements in long-term capital planning. In addition, it is recommended that the Town continue funding the development of wastewater-system Geographic Information System data to help the Public Works Department track ongoing inspections and events.

Actions

- A. Continue to develop GIS data and provide necessary software and technology to allow Public Works to monitor the wastewater infrastructure.
- B. Provide adequate capital funding through the sewer enterprise fund to provide financing to maintain and improve wastewater infrastructure.
- C. Evaluate potential impacts of major future development projects, including the Zion Bible Institute campus redevelopment, on wastewater infrastructure and require developer to cover any necessary improvements.



Figure 4. Schools, such as the Middle School above, are opportunities to install energy efficiency improvements and renewable energy technology.

3. Support efforts to provide an adequate long-term water supply in Bristol County, as well as sufficient water should there be a failure of the East Bay Pipeline. The Nayatt wells and treatment plant in Barrington could be re-established to augment Bristol County Water Authority's water and lessen dependence on the East Bay Pipeline. Failure of the pipeline—or the pumping station in Barrington feeding water from the pipeline to the Bristol County Water Authority system—could put pressure on the Authority's remaining water sources. Bringing the Nayatt water treatment facility back on line would help by adding a safe yield of up to 0.65 million gallons per day. The wells were shut down due to saltwater intrusion and high levels of manganese. The refurbishing of the Nayatt plant and wells could require a substantial capital outlay.

The adoption of measures to protect groundwater in the Barrington Aquifer is a recommendation in the Comprehensive Community Plan, dating to the original 1992 Comprehensive Plan (at that time adopted by the Town but not the State). A full review of the Conservation Commission's proposed Groundwater Protection Overlay District is needed to ensure the regulations provide necessary water quality protection while avoiding unduly burdening owners of property within the Overlay. The ordinance must recognize the fact that most of the Maple Avenue/County Road commercial areas are within the Wellhead Protection Overlay zone.

Actions

- A. Support expansion of the Bristol County Water Authority water supply that are independent of the East Bay Pipeline.
- B. Rezone Bristol County Water Authority's property Open Space-Passive or Conservation.
- C. Adopt measures to provide for the adequate recharge and protection of the groundwater in the Nayatt wellfield, including the proposed Groundwater Overlay District.²
- D. Rezone the Bristol County Water Authority's

property on Nayatt Road from "Open Space-Passive" to "Conservation."

4. Undertake initiatives, including those recommended in the Conservation Commission's "Barrington Goes Green" report of 2007 that put Barrington on track to become a more sustainable community. The Town has taken initial steps already toward reducing emissions, including the formation of the Committee for Renewable Energy in Barrington and its pursuit of alternative energy installations. The School Department also has conducted energy audits at its buildings to identify energy efficiency measures. However, what is lacking is an overall goal for the Town, covering private property and municipal properties including Schools, for reducing energy usage in buildings as well as elsewhere, including vehicle fleets.

Identifying existing sources of emissions and setting a target for greenhouse gas reduction would provide a basis for an overall, comprehensive strategy. Strategies available to municipalities include: energy efficiency improvements in town buildings, non-utility renewable energy installations, replacement of gas-powered vehicles with hybrid and electric vehicles community awareness campaign, even adding police patrols on bicycles.

Another green initiative is the Town's recycling program. The State tracks recycling rates based on data from the Central Landfill and Materials Recycling Facility in Johnston. Ongoing evaluation of total solid waste amounts and recycling rates for Barrington on a yearly basis (the Town has collected these data since 1981-82) would help provide the Town Council with data to determine whether additional measures are needed to meet the Town's goals.

Actions

- A. Conduct an inventory of local emissions, including power usage at all town facilities

² Examples of measures to protect the recharge area: retain trees within rights of way to provide vegetated buffers for infiltration, limit the use of deicing chemicals, promote grassy strips for snow storage, promote pre-treatment for stormwater for infiltration and use of porous pavement.

- and emissions of Town vehicles.
- B. Conduct energy audits of Town and school buildings and facilities, with the largest energy users as the top priorities.
 - C. Obtain accurate data, including wind, soils, and solar orientation, for specific Town and school sites.
 - D. Draft Zoning Ordinance language and building policies to promote proper installation of future renewable energy initiatives.
 - E. Consider aggregation opportunities with other communities who are pursuing community wind projects on the East Bay – including Portsmouth, Bristol, Warren, Middletown, and Jamestown — in order to lower costs, increase benefits and expand siting options.
 - F. Establish targets for reducing municipal solid waste and take steps to achieve those targets through expansion of the Town's recycling efforts and other measures, which could include expansion of the program to include commercial enterprises or other measures as recommended by the State.
 - G. Expand efforts to encourage recycling at Town and School facilities, including providing sufficient space at Town buildings and schools specifically for storing and sorting recyclables.
 - H. Develop an "on-bill" energy efficiency capital funding program, in conjunction with the property tax process, for assisting property owners with funding energy efficiency measures. A capital fund can be set up and self funded through payments from participants to continue the towns march towards reducing its carbon footprint. This program would enable the town to actually measure, track, and report on the results of funded projects and the capital investment would have a lien status similar to real estate taxes.
 - I. Reduce or eliminate light pollution, light trespass, and light glare throughout town. Areas to be addressed include but are not limited to the following: roadway, residential, municipal, commercial, and industrial lighting.

5. Develop capacity of Town Departments to effectively respond to emergencies such as hurricanes and manage potential long-term concerns such as ongoing drought conditions. The Town's Natural Hazards Mitigation Plan provides a framework for responding to and preparing for natural hazards including hurricanes, blizzards and other events. Another concern that requires attention, though is not addressed in the Plan, is the potential effects of long-term drought on the town. Guidance for management of drought conditions is in the *Rhode Island Drought Management Plan (2002)*.

Actions

- A. Form Town response team consisting of key personnel from Town Departments who meet regularly to monitor implementation of the Natural Hazards Mitigation Plan and evaluate Town's readiness to respond to natural hazards and other emergencies.
- B. Establish a drought management response strategy to address water use concerns during times of drought that is separate from, but coordinated with, the Bristol County Water Authority.
- C. Disseminate information to public to enhance community preparedness.

5 NATURAL & CULTURAL RESOURCES

Overview

Breathtaking views across Hundred Acre Cove. The facades of historic colonial homes. The white steeple of the Congregational Church. All are images that greet people entering Barrington on R.I. 114, the main route into Barrington from the north. The drive into town provides a picturesque snapshot of just one section of Barrington. There also are the shorelines, beaches and waters of Narragansett Bay and the Barrington and Palmer Rivers; the distinct neighborhoods of West Barrington, Hampden Meadows, Rumstick Road, and Alfred Drown; the agricultural lands in the northeast corner of town; and numerous outstanding historic buildings, including the newly renovated Town Hall. It is this abundance of natural resources, scenic land-

scapes and historic sites that give Barrington its special distinction, its sense of place.

These issues are of even greater importance today than they were in the past, due to soaring land and home prices that have resulted in increased pressure to subdivide and develop remaining vacant parcels throughout Barrington and, in some cases, to tear down and build new, larger homes in existing neighborhoods. The protection of these resources, which directly impacts the quality of life in this community, is therefore crucial. These features include:

Wetlands. While a majority of Barrington's 873 acres of wetlands are on conservation land – owned by the Town, the State, the Land Conservation Trust, Audubon Society or otherwise pro-



> Photo: Rumstick Point, Barrington.

tected – there are also several significant areas of freshwater wetlands in private ownership throughout town (See **Map NCR-1**). There are undoubtedly other sites around Barrington that could be classified as wetlands, but have not yet been identified.

Surface Water. Inland water bodies (lakes, ponds, creeks, streams) in Barrington total approximately 230 acres. These include Brickyard Pond, Echo Lake and Prince's Pond.

Groundwater. Barrington's major groundwater resource, the Barrington aquifer, once provided Bristol County Water with significant quantities of water. The wellfield is within a larger area designated as the aquifer recharge (see **Map NCR-2**), which encompasses undeveloped areas, including woods, Veterans Park and Brickyard Pond and wetlands, as well as developed areas – neighborhoods and commercial properties along County Road and Maple Avenue.

Floodplain and Velocity Zone. Map NCR-2 and **Map NCR-3** show the significant natural features including the 100-year flood zone (having a 1 percent or greater chance of flooding in a given year) and the velocity zone (coastal area within the flood zone likely affected by a wave surge during hurricanes). These areas, designated by the Federal Emergency Management Agency, present a safety hazard to existing and potential development as well as provide for necessary floodwater retention.

Scenic Views. In January 1990, the Rhode Island Department of Environmental Management completed an inventory of scenic areas throughout the State. Barrington was included within that portion of the State defined as the Narragansett Bay Area. Three areas in Barrington are identified in the state inventory, which are also designated on **Map NCR-4**:

- Hundred Acre Cove, as seen primarily from Wampanoag Trail.
- An area in the southwest corner of Barrington that includes Echo Lake, Mussachuck

Creek, which flows from Brickyard Pond to the Providence River, and a portion of the Nayatt Point area. This scenic area was described as a nice combination of open land, woodland and wetland.

- The Smith Cove Marsh, a wetland with varied vegetation. It includes all of the marshland and coastal area between Rumstick Point and Adams Point.
- Both the Echo Lake and the Smith Cove sites were defined as distinctive landscape areas, having the highest visual appeal and containing a great deal of variety in form. The Hundred Acre Cove site was defined as noteworthy, an area of lesser but important scenic value.

Historic Sites and Buildings. The Town has a wealth of historically significant properties, most notably the Civic Center Historic District along County Road. This National Register District includes Town Hall, the Peck Center (Library/Senior Center), Prince's Hill Cemetery and Wood Pond. Barrington properties on the National Register (see **Map NCR-5**) have changed in recent years, with the addition of the Alfred Drown historic district in 2005 and the Jennys Lane historic district in 2008.

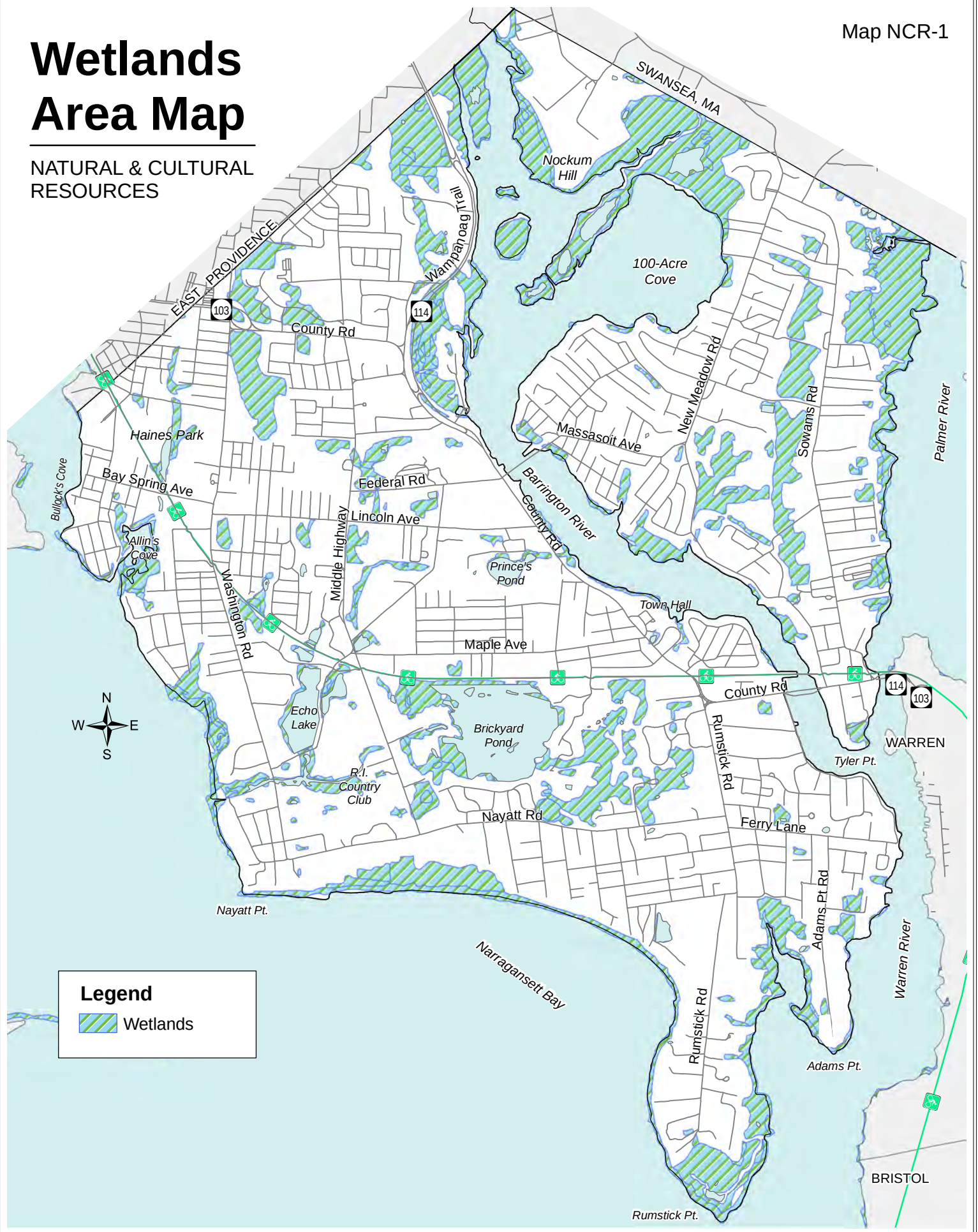
The list has been shortened with the removal and ongoing replacement of the Barrington and Warren bridges and the demolition of the old Police Station in 2002, an area that will become a waterfront park. One of Barrington's most iconic structures, the 50,000-square-foot Belton Court, is listed on the National Register and formerly used by the Zion Bible Institute. A developer in the spring of 2007 signed a letter of intent to purchase the campus, including the historic building, for potential development.

Wildlife Habitat. Four areas of Barrington have been identified by the Rhode Island Natural Heritage Program as rare or endangered species habitat areas. The largest and most important area includes the town owned Nockum Hill and marshland to the east. This land, bounding the

Wetlands Area Map

NATURAL & CULTURAL
RESOURCES

Map NCR-1



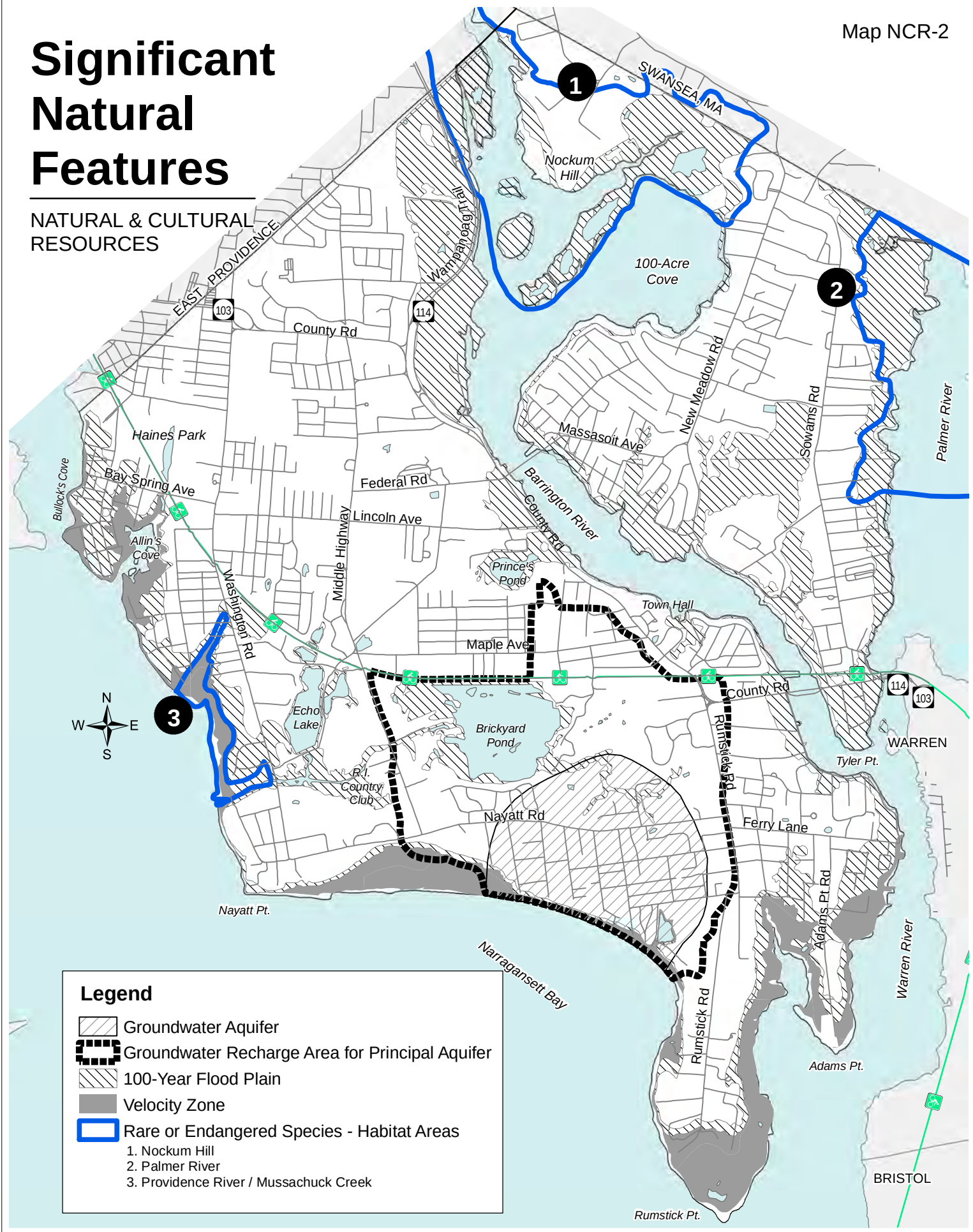
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SOURCE: Town GIS, RIGIS

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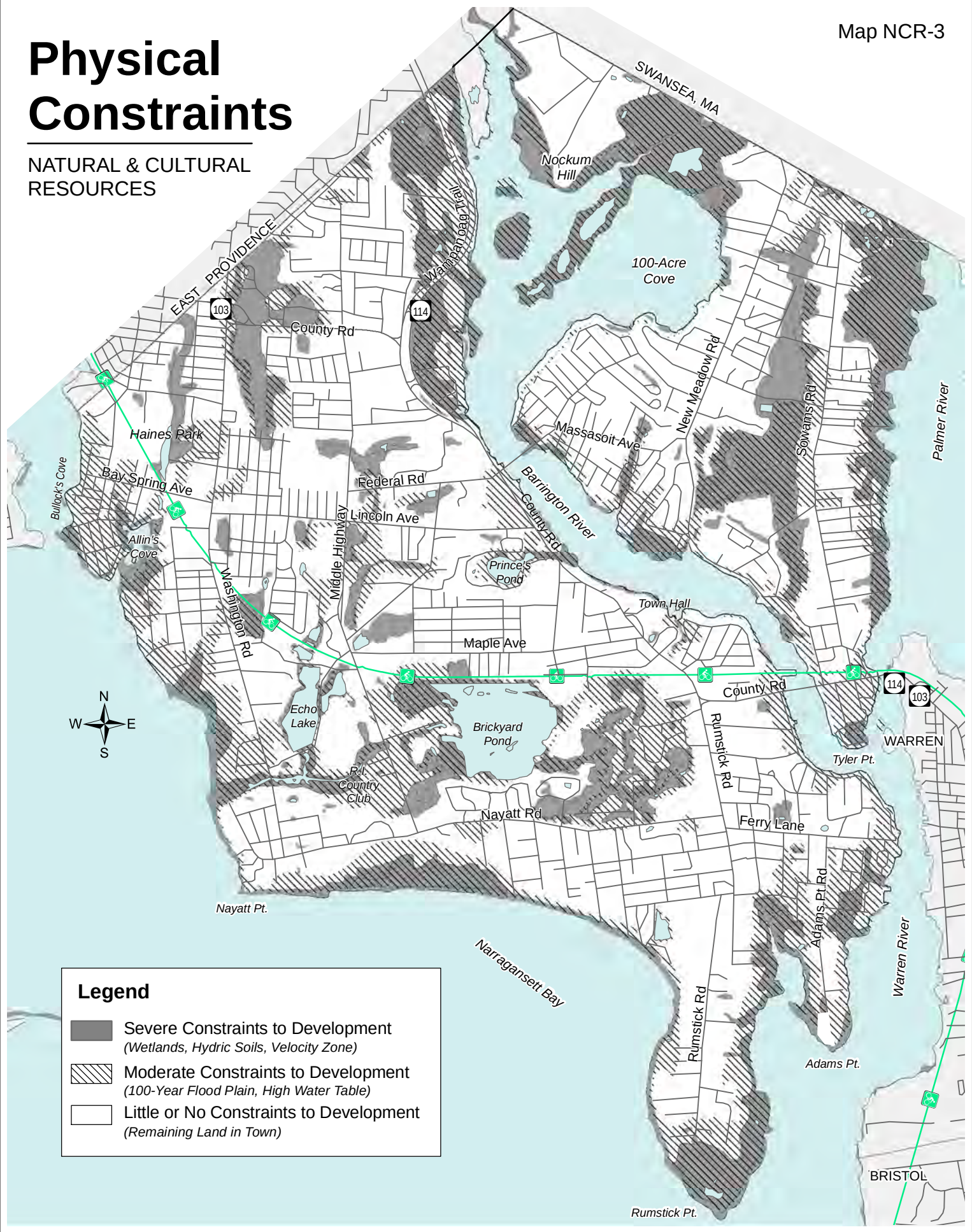
Significant Natural Features

NATURAL & CULTURAL RESOURCES



Physical Constraints

NATURAL & CULTURAL RESOURCES



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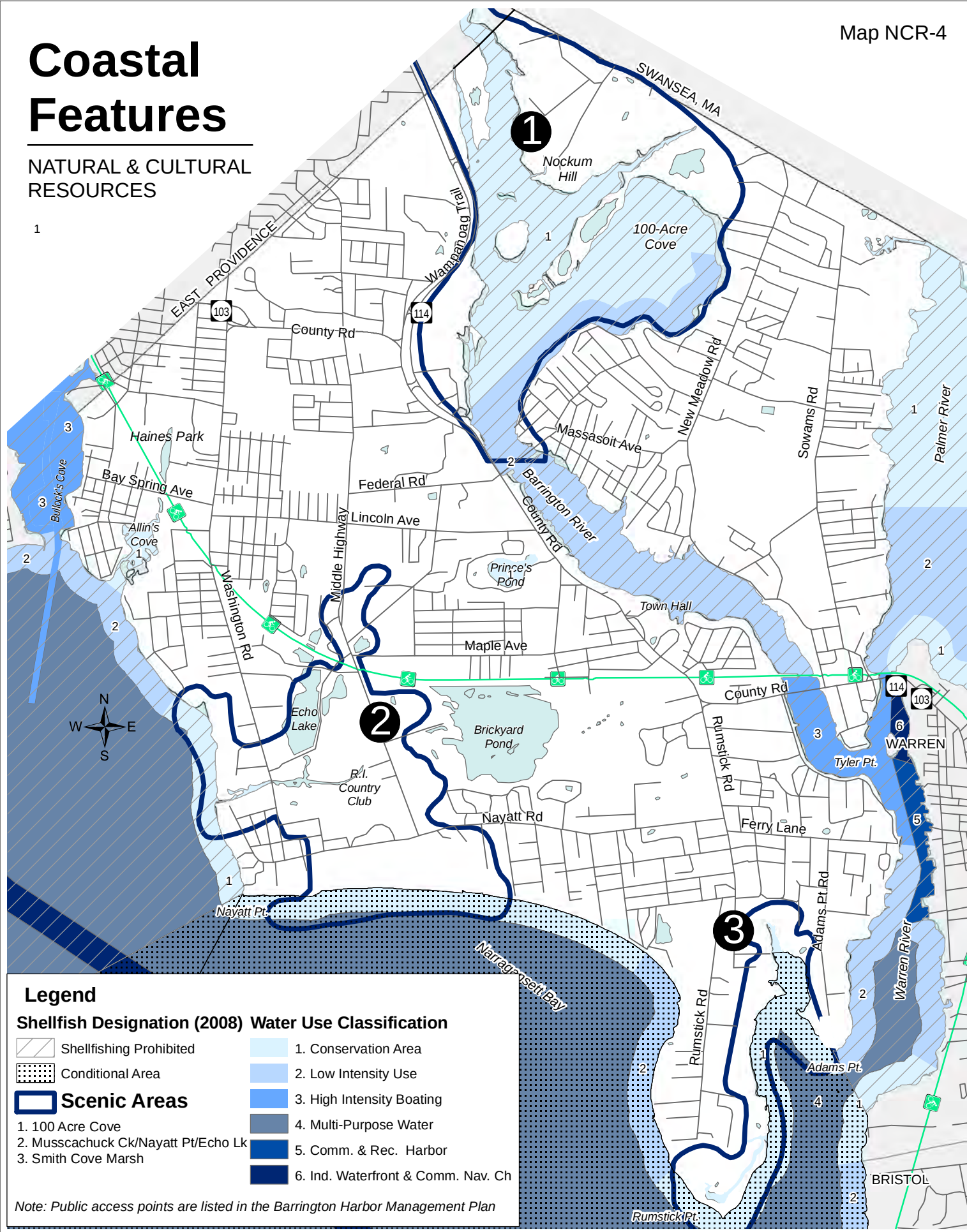
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Coastal Features

NATURAL & CULTURAL RESOURCES

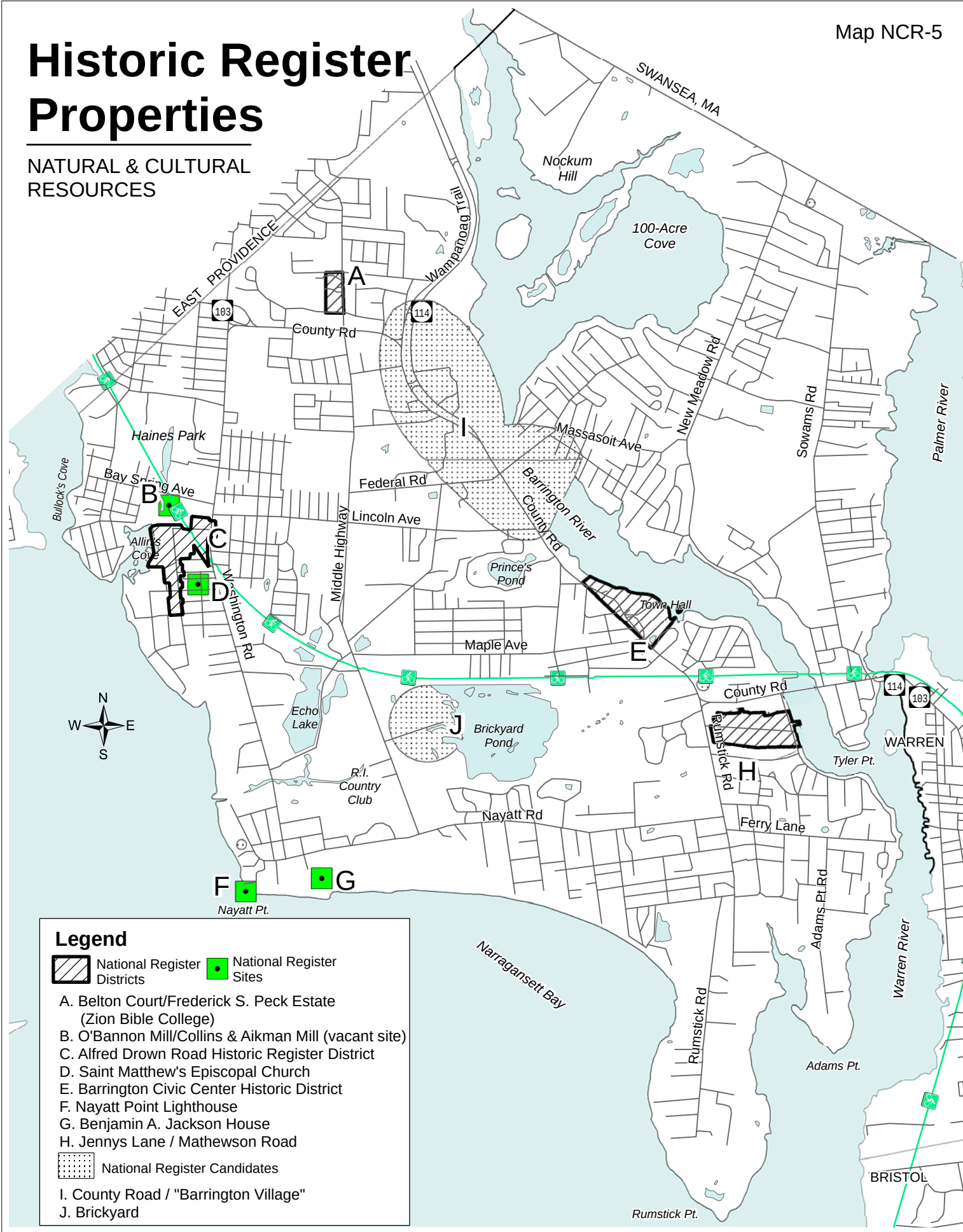
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SOURCE: Town GIS, RIGIS

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Figure 1: Newborn terrapin at Nockum Hill (Barrington Land Conservation Trust photo).

north side of Hundred Acre Cove, serves as a nesting habitat for the Northern Diamondback Terrapin (see *Figure 1*), a Rhode Island threatened species, which inhabits saltwater and brackish marshland and coves, while nesting in adjacent open sandy areas.

Another important habitat area in Barrington is the marshland and adjacent upland along the Palmer River, which supports at least five state listed species of plants and serves as a nesting site for the Seaside Sparrow and habitat for numerous other bird species. Other habitat areas include the Providence River marsh extending northward from the mouth of Mussachuck Creek, and the mostly wetland area along the east side of the Rumstick Point peninsula, across Smith Cove from Adams Point.

Agricultural Lands. Agricultural land totals approximately 314 acres. The northeast portion of Barrington is the largest contiguous agricultural area in town. The Town has zoned the area, which lacks access to city water and sewer, for single-family detached houses on large lots (Residence 40) and conservation/resource protection (Wildlife Refuge, Open Space-Passive and Conservation zoning). The Town leases several parcels across town for farming use, including the "Vitullo Farm" off Wampanoag Trail and land adjacent to Nockum Hill (see **Map NCR-6**). The Town leases an area at Walker Farm for use as community gardens.

Issues – 2009

Water Quality

Surface Water

Water quality remains a concern in Barrington, where degraded conditions persist in several water bodies, including the Barrington River/Hundred Acre Cove and Brickyard Pond.

- *Brickyard Pond.* Brickyard Pond (see *Figure 2* on the following page) was included in a 2007 State Department of Environmental Management study of 10 impaired ponds in Rhode Island. The study identified high phosphorus and low dissolved oxygen levels in Brickyard Pond, with problems linked to sources such as stormwater runoff, waterfowl, shoreline erosion, and internal cycling. In September 2007, the Office of Water Resources at RIDEM released a Total Maximum Daily Load (TMDL) study to address water quality concerns, predominantly phosphorous loadings, in Brickyard and other sites in Rhode Island. The Town as of summer 2008 was in the process of identifying specific actions to bring the Pond into compliance with the TMDL.
- *Hundred Acre Cove.* Hundred Acre Cove continues to be affected by increased bacterial levels, in particular due to upstream sources of stormwater runoff. A shellfishing ban in place at Hundred Acre Cove since the early 1990s remains in effect today. A RIDEM Total Maximum Daily Loads study for Hundred Acre Cove, as was completed for Brickyard Pond, is in the planning stages.
- *Echo Lake.* Recent projects have helped to improve conditions of Echo Lake. A \$6 million project undertaken by the Rhode Island Country Club has helped improve flow through Mussachuck Creek to Narragansett Bay. It is hoped that the improved conditions will allow herring to reach breeding areas in Echo Lake and Brickyard Pond and provide a less conducive environment for the invasive weed phragmites.



Figure 2: Brickyard Pond (viewed from north)

Groundwater

The Town is working on adopting regulations to limit impacts on Barrington's most significant groundwater resource, the Barrington aquifer. Proposed regulations to protect the aquifer date to the mid-1990s, when a consultant study was released recommending that the Town establish a groundwater protection overlay district. The study included a proposed draft ordinance that was tabled by the Council at the time.

The Barrington Conservation Commission has been working on updating the ordinance for adoption. The Commission identified a number of threats to the aquifer the ordinance is designed to address, including a variety of contamination sources: non-point stormwater runoff (including lawn treatment chemicals), underground storage tanks, use of toxic and hazardous materials, and wetland filling. Land uses within the recharge area include commercial (a large portion of the Neighborhood and Business zoning districts along Maple Avenue and County Road are in the proposed overlay), residential, institutional, recreational and undeveloped parcels containing

woods and wetlands. (Recommendations regarding groundwater are included in the Community Services & Facilities element.)

Protection of Wetlands

Barrington has worked to protect wetlands through property acquisitions, engineering projects and enforcement of regulations.

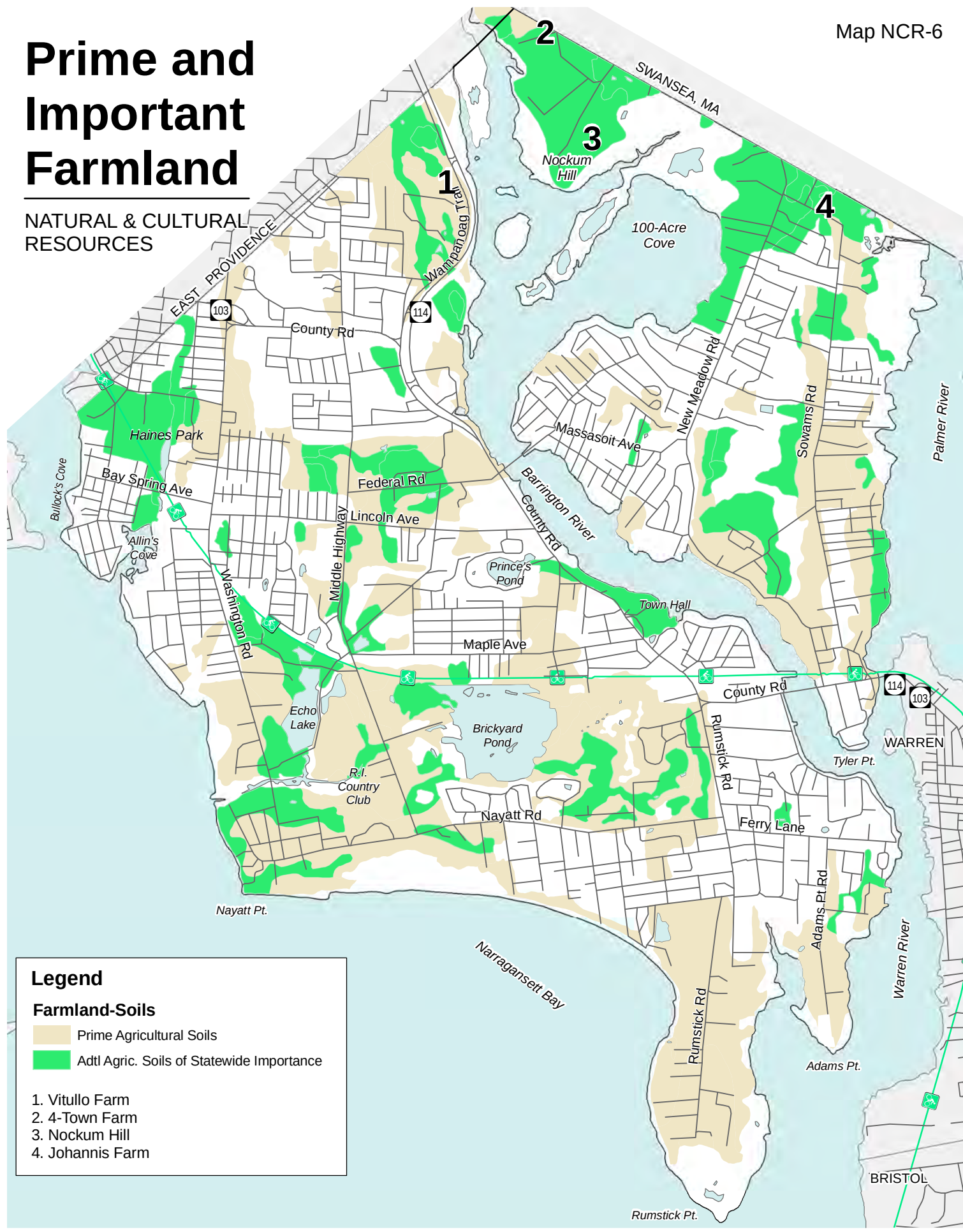
Recent acquisitions of wetland areas by the Town and the Barrington Land Conservation Trust, a private non-profit, have helped to ensure development will not encroach into these sensitive areas. A significant site recently acquired by the Town, with assistance from the State DEM, include a 10-acre site behind the Barrington Shopping Center that is mostly wetlands, but had been zoned Business; a conservation easement severely restricts development of the parcel. Another key site acquired by the Town is Vitullo Farm on Wampanoag Trail, which has wetland features in the center of the site.

Three significant projects will help restore wetlands in critical areas. The \$760,000 Allin's Cove

Prime and Important Farmland

NATURAL & CULTURAL RESOURCES

Map NCR-6



0 4,000 8,000 Feet

SOURCE: Town GIS, RIGIS

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restoration project, completed in 2006, was launched in order to restore approximately 11 acres of degraded coastal wetland at the mouth of Allin's Cove, as well as stop erosion of the shoreline along Byway Road. The goal of the Walker Farm Marsh restoration, completed in 2005, was to increase the acreage of marsh to 15 acres and address problems created over the years from alterations of the site, including roads and dam structures. In another area of town, a Rhode Island Country Club project along Mussachuck Creek completed in 2007 was designed to restore the Mussachuck Creek aquatic system.

On the regulatory side, Barrington has stringent wetland protections in effect, with the adoption of the Wetlands Overlay District Zoning Ordinance amendments in 1994. The regulations require issuance of a special use permit from the Zoning Board, with an advisory review by the Conservation Commission, for construction projects within 100 feet of a wetland edge. In 2006, the Zoning Board approved eight of nine applications (one was tabled) for a special use permits related to activities within the 100-foot wetland setback. The Zoning Board approved all but two of 16 applications in 2005 (one was withdrawn and one was denied). These types of applications typically represent about 15 percent of the applications before the Zoning Board.

Preservation of Historic Sites

The Town has become more active in historic preservation efforts since 2002. Barrington's most treasured public spaces are located in the Barrington Civic Center National Register Historic District, which includes Town Hall, Peck Center, Prince's Hill Cemetery and Wood Pond (the current list of officially designated sites and districts and additional potential sites is included in Appendix V). Impacts to the historic character of the district can be subtle, such as the placement of monuments in the Town Hall "great lawn." At this time, projects impacting the Civic Center Historic District are reviewed by the Town Council on a case-by-case basis. Projects impacting the exterior of Town Hall or the

surrounding grounds also require the involvement and approval of the Rhode Island Historical Preservation and Heritage Commission, which holds a historic preservation easement on the Town Hall and surrounding property. In 2007, the Town received a \$50,000 State Preservation Grant to replace the Town Hall roof and re-paint the woodwork in historic colors that met the approval of this commission.

The Barrington Cemetery Commission has oversight and is responsible for maintenance of the Prince's Hill, Tyler Point, Forest Chapel, Watson, Allin and Burial Hill cemeteries. The need for more cemetery land within 5 years is of major concern.

The Barrington Preservation Society, chartered by the State in 1965, is the town's principal force for historic preservation. The society traces its roots to the Barrington Antiquarian Society, founded in 1885. When the Town Hall was completed in 1888, the building included rooms for the society's meetings and preservation of artifacts. When the Peck School was renovated, the society moved to its present location on the ground level of the Town Library.

This space houses the Town Museum, archival storage of artifacts and town records. Through its on-going Plaque Program, the society has identified 157 private and public buildings that are at least 100 years in age and retain their architectural integrity. This program led to the society initiating and supporting the effort in 2004 to list the Alfred Drown Historic District and again in 2006 to list the Jennys Lane Historic District in the National Register of Historic Sites and Places. The society has provided advice to the town on preservation issues and will continue to play an active role in the designation and promotion of additional sites for listing in the National Register.

Historic Properties in Barrington are listed in Appendix V. This appendix includes sites currently entered in the National Register; properties approved for listing by the Rhode Island

Historical Preservation & Heritage Commission; and properties that further study may make eligible for listing in the Register.

Of all of the historic sites in Barrington, the future of the 50,000-square-foot Belton Court, once used for office and classroom space at the Zion Bible Institute campus, is a significant preservation issue. Zion Bible Institute in the summer of 2008 moved to a new campus in Massachusetts, after years of struggling to maintain Belton Court and other campus buildings as well as comply with more stringent fire codes. The future use of the campus and Belton Court is almost certain to change, as a developer has the campus property under a purchase and sale agreement (the issue of the development of the site is addressed in other areas of the Plan as well). Restoration of Belton Court (listed in the National Register in 1976) in an historically sensitive manner will require a significant investment.

Other sites, such as the 1910 Bay Spring Community Center on Narragansett Avenue, may not qualify as a Register property, but their importance to the community cannot be overstated.

Potential Impacts on Community Character

An ongoing concern relates to development pressure on not only properties on the Historic Register, but also Barrington's existing neighborhoods established 50 or more years ago; for a suburban town of many single family houses, neighborhoods represent the essential qualities that define Barrington. The replacement of smaller, older homes, such as cape cods and ranch homes that are much smaller than the average modern home, with significantly larger new houses can quickly alter the character of an established neighborhood.

With the exception of the Alfred Drown Road and Jennys Lane National Register Districts, the only privately owned residential properties with the Historic Register designation are individual

homes. (The issue of tear-downs is addressed specifically in the Housing & Neighborhoods element.)

Protection of Conservation Lands / Wildlife Habitat Areas

Contiguous protected open space is important for habitat purposes, such as providing areas for migratory birds. Many of the protected conservation areas are surrounded by developed areas; however, there are a number of privately owned conservation lands that abut unprotected parcels that are undeveloped, mostly due to environmental constraints. In some cases, the ownership of parcels with conservation value is unknown. While many of these lots of unknown ownership are either within wetlands or even submerged, making development in these areas highly unlikely, acquisition would help create a band of protected area and clarify ownership and, therefore, management responsibilities. Targeted acquisitions in other habitat areas would also provide an additional level of protection for these important sites.

Another issue relates to the management of conservation lands held in public and private ownership. The Town's Open Space Ad Hoc Committee, Conservation Commission and Barrington Conservation Land Trust have advocated adopting and enforcing Management Plans for Town-owned conservation lands across Barrington. Concerns include encroachments from neighboring parcels, enforcement of easements, illegal dumping and other activities, and people accessing environmentally sensitive areas. A Management Plan developed for Nockum Hill and Hundred Acre Cove has been partially implemented. Properties that have conservation features but also provide active recreational value are discussed in the Open Space and Recreation Element.

An inventory of public and privately owned properties appears on Map OSR-2 of the Open Space and Recreation element.



Figure 3: View of George Street area looking south (subdivision in Seekonk, Mass., is at bottom of photo).

Protection of Scenic Views and Shore Access Points

Barrington enjoys a wealth of scenic resources, where the beauty of the natural setting has been preserved or benignly modified by patterns of development, as well as more than 20 public shore access points (see Map NCR-4). The Town's topographical character is set by the interplay between its land and waters, including the Bay, the various tidal rivers, several coves and a number of freshwater ponds. These large and small bodies of water provide vistas ranging from the expansive to the intimate that are enjoyed from both public and private land.

Three areas in Barrington have been identified in the state inventory of scenic areas (1990), in terms of their size and visual qualities, constitute scenic resources that are important on a regional and statewide level. As yet there has been no comprehensive survey of smaller scenic areas that are important on a townwide level. Such a survey would profitably focus on the East Bay Bicycle Path corridor, especially at

Brickyard Pond and the Barrington and Warren Rivers; and along certain road corridors, including Mathewson, Adams Point, Rumstick, Chachapacasset and Nayatt Roads in the southern half of town. Other scenic areas are visible from lower New Meadow Road along the Barrington River, and along portions of Wampanoag Trail, Washington Road and Middle Highway.

The inventory of scenic views should also include views from the ends of public rights of way—important view corridors that should be protected from encroachment such as from the marina expansions or extensions of docks off adjacent private parcels.

Preservation of Agricultural Lands / Rural Character

Town leases at Nockum Hill and Vitullo Farm have helped maintain a farming presence in Barrington. The farms not only preserve community character in rural parts of Barrington, helping limit the spread of development to the

outskirts of town, their viability brings additional benefits supported by the burgeoning “local foods” movement. Specifically, the farm products produced and sold locally provides an alternative to purchasing food that often is shipped long distances. In short, local farms promote a more sustainable community.

Extending the agricultural leases at these locations is a matter of Town policy. There is greater uncertainty as to the long-term viability of farming on private property, in particular in the northeast corner of Barrington near 4-Town Farm (see *Figure 3*). This area, zoned Residence 40 (40,000-square-foot lots), lacks city water and sewer. However, pressure to develop housing in this area, utilizing well water and septic tanks, will grow as the remaining “in-town” land fills in with development.

An issue is whether the current zoning for the area would maintain the rural character. The zoning, which allows for single-family houses on 40,000-square-foot lots, allows little flexibility other than conventional subdivisions. This land use pattern would quickly alter the landscape along George Street from one of farms and individual homes on large, open lots, to an area indistinguishable from new subdivisions nearby in Seekonk/Swansea. Development of conventional large-lot subdivisions, particularly in the 4-Town Farm area on land zoned Residence 40, would help provide housing but also run contrary to the State’s Land Use 2020 goals to contain development within urban services areas (served by water and sewer) and limit sprawl.

Some of the impacts that could result include:

- Loss of prime agricultural land and the potential to provide a local source of food.
- Loss of community character as farm fields and pastures give way to conventional subdivisions.
- Potential impacts on the environment due to reliance on septic systems.
- Potential impacts on drinking water quality in the area.
- Impingement on sensitive habitat lands including Nockum Hill, which provides habitat for the endangered terrapin turtle, and along 100-Acre Cove.

Innovative zoning techniques, such as rural conservation development, would allow for sensitive development in an area that lacks public water and sewer. An issue discussed in the Community Services & Facilities section is the provision of infrastructure and Town services in the George Street area, which is accessible via a narrow, winding road, and removed from the rest of town.

Public Access, Use of Public Waters

The Town’s Harbor Management Plan (a separate document, but a component of the Comprehensive Community Plan) contains recommendations for the Town’s harbor and shoreline areas. The Harbor Management Plan touches on a wide range of issues, including several that have become topics of debate in the community. These include regulating the use of moorings, docks and access to public rights of way to the shore.

Goals, Policies, Strategies & Actions

Goals

1. Protect important natural areas, including wetlands, wildlife habitats, groundwater aquifers, and the salt marshes especially around Hundred-Acre Cove and the Barrington and Palmer Rivers.
2. Preserve the integrity of historic and cultural sites, districts and landscapes, and protect those areas that provide Barrington with its distinctive scenic qualities.
3. Continue and expand agriculture in Barrington as a valuable economic activity that also contributes to the quality of life and a more sustainable community.

Policies

1. Identify important open space and natural areas, and encourage their acquisition or protection by the Town or private conservation organizations.
2. Control or prevent development impacts that could adversely impact wetlands, important wildlife habitats, groundwater aquifers, and sensitive shoreline locations.
3. Manage town owned property to ensure protection of important natural and cultural features, and develop regulations and/or techniques for the protection of such land that is privately owned, including scenic, historical and cultural sites.
4. Support efforts to preserve Barrington's farmland and historic resources.
5. Encourage use of natural resources, including beaches, shorelines and public access points.
6. Preserve and reinforce natural drainage systems.

Strategies & Actions

1. Improve enforcement of Barrington's local regulatory wetlands protections. Barrington's Wetlands Overlay District was established as part of the zoning ordinance rewrite in 1994 (Article XXV). It requires the granting of a special use permit by the Zoning Board of Review, with advisory review by the Conservation Commission, prior to any development within 100 feet of either a coastal wetland or a freshwater wetland one-half acre or greater in size. The Wetlands Overlay District is more restrictive than State regulations requiring RIDEM approval for activity within 50 feet of a wetland. A 100-foot wetland setback, however, is a preferable standard in Barrington, where pressure to develop marginal sites will only increase as the community approaches build out. The Town uses the Wetlands Area Map (see Map NCR-1) to determine whether a proposed project could impact the 100-foot wetlands buffer. An accurate wetlands edge requires delineation in the field by a wetlands biologist; however, the Town should take steps to ensure the GIS data show-

ing the State wetlands in relation to Town parcels is as accurate as possible.

Actions

- A. Create an administrative mechanism to certify that projects comply with approved zoning action regarding encroachments in the Town's 100-foot wetland buffer that includes mandatory inspection by the Town Building Official / assignee prior to critical project steps.
- B. Create an electronic inventory of all properties granted variances for construction within the 100-foot setback that specifies the approval and conditions of that approval.

2. Identify and protect remaining environmentally important properties from development impacts, with emphasis on establishing contiguous habitat. Property acquisitions by the Town, the Barrington Land Conservation Trust, Audubon Society and others has helped protect significant areas within Barrington from future development. A Town-wide open space acquisition plan would help protect important habitat with the potential to establish or expand contiguous habitat or provide linked wildlife corridors. Such a plan should be included in or coordinated with the development of a greenways plan (see Open Space & Recreation Strategy #1).

Actions

- A. Develop an open space acquisition plan, in coordination with bicycle and pedestrian facility planning, that includes the following elements:
 - An inventory of undeveloped properties throughout the town, mapped utilizing local and State GIS data.
 - Identification of priority areas based on criteria including environmental, habitat values, scenic value and wildlife corridor connectivity, with goals for intended use for each parcel (conservation, habitat protection, passive recreation, water quality, etc.).
 - Recommendations on acquisition / financing strategies.

- B. Amend Zoning Ordinance and Subdivision Regulations to establish review procedures to ensure development/subdivision proposals provide dedicated open space in a manner that is consistent with the Town's open space plan.
- C. Partner with Barrington Land Conservation Trust and other organizations and government agencies on open space acquisitions.
- D. Adopt the following Zoning Ordinance and Land Development & Subdivision Regulations amendments for commercial, mixed-use and multifamily projects proposed within the proposed Groundwater Protection Overlay District :
 - Require use of best management practices that address water quality measures in addition to controlling stormwater runoff.
 - Require more green space and allow for pervious pavements in commercial, mixed-use and multifamily projects proposed within the Overlay zone,
 - Provide density incentives for properties willing to reduce the impervious footprint.

3. Utilize Management Plans to protect conservation lands. Comprehensive Management Plans provide a framework for the protection of publicly owned or otherwise protected conservation lands. In general, each management plan includes a description of the area's significant characteristics and features, management objectives and implementation plan. The Town owns a substantial number of conservation lands. Conservation areas in private ownership also deserve special attention, as they represent a significant amount of land area throughout town. Comprehensive Management Plans are important as they provide site-specific objectives and strategies for the continual protection of these areas. Typical elements of Management Plans include:

- Control of hydrological characteristics.
- Removal or control of nuisance, exotic, plant and animal species.
- Preservation of native vegetation.
- Maintenance of greenways and habitat corridors.

- Encroachments from neighboring parcels.
- Enforcement of easements.

The Town should also encourage development of Management Plans for privately owned conservation areas. Plans for Land Trust and Town conservation lands should articulate a consistent vision, given many of these parcels are in proximity to one another. An example is the "Sowams Woods" parcel which is adjacent to or near Town-owned open space / conservation lands. Other groups will be encouraged to develop management plans as well. For example, the Audubon Society owns a number of important conservation parcels, including property along the Palmer River and adjacent to Haines Park.

Actions

- A. Develop and implement Management Plans for priority sites, including:
 - Nockum Hill (plan has been completed).
 - Allin's Cove (Town and Conservation Land Trust parcels).
 - The Brickyard Wetlands (the Town-owned 10-acre site west of the Barrington Shopping Center).
 - Hampden Meadows "Greenbelt"
 - Walker and Vitullo Farms.
 - Town beaches.
- B. Encourage owners of private conservation parcels to develop Management Plans that are consistent with those adopted for public conservation areas. Priorities include:
 - Mussachuck Creek
 - Echo Lake/Sowams Woods
 - Johannis Farm.
- C. Annually review status of Management Plan implementation for all conservation areas.
- D. Employ deed restrictions to ensure that high priority Town-owned conservation parcels, as identified in an Open Space Plan (see Strategy 2), cannot be sold or otherwise disposed of.

4. Work cooperatively to protect and restore water quality, including in Hundred Acre Cove and Brickyard Pond. Ongoing communication with Seekonk and East Providence by the Town and other stakeholders regarding adop-

tion of water quality measures for Hundred Acre Cove/Barrington River is required to make the necessary incremental steps to address this regional issue. Issues regarding Brickyard Pond will require strategies to control pollutants within the Brickyard Pond watershed. The Town has hired an engineering firm to recommend specific strategies in response to the State's Total Maximum Daily Load report listing Brickyard pond as an impaired water body.

Actions

- A. Continue dialog with neighboring communities to encourage adoption of measures to improve water quality in Hundred Acre Cove.
- B. Implement best management practices and other strategies recommended for improving water quality in Brickyard Pond.

5. Adopt protections for historic sites. Barrington features a variety of cultural resources that enhance community life and are worthy of preservation. Residential properties constitute the largest category of historic sites, located throughout Barrington. Other major sites include the Civic Center Historic District (Town Hall/Peck Center/Prince's Hill Cemetery), St. An-

drew's School, the RI Country Club and Belton Court at Zion Bible Institute (see Appendix V). Identifying and protecting archaeological sites will require additional research, as the Barrington Brickyards is the only significant archaeological site on the State's inventory of historic properties. Although R.I. Historical Preservation and Heritage Commission archaeologists can provide information on known sites, and the archaeological sensitivity of different areas within town, it is only within the coastal zone that construction activities are presently reviewed regarding to impacts on archaeological resources.

Actions

- A. Work with various stakeholders (Preservation Society, Cemetery Commission, Garden Club, Park and Recreation Commission, veterans groups, others) to develop a management plan for the Civic Center district. Such a plan should formalize a process for reviewing and approving projects within the district, including an evaluation of parking and other impacts and potential maintenance responsibilities.
- B. Work cooperatively with private sector to ensure the restoration of Belton Court is economically viable, and seek opportunities



Figure 4: The "Great Lawn" in front of Town Hall.

for gaining public access to building and grounds.

- C. Develop and adopt a Town Register of historic properties worthy of preservation, including historic neighborhoods.
- D. Work with the Preservation Society for expansion of existing historic districts and for listing of additional residential districts in the State and National Registers. This would enable homeowners within new or expanded districts to be eligible for the Rhode Island Homeowners income tax credit equal to 20 % of restoration costs.
- E. Appoint a town Historic Committee to study establishment of a Voluntary Historic District Commission. Such a commission could develop guidelines for restoration and protection of historic properties, based on the Secretary of the Interior's Standards for Rehabilitation and study possible local tax incentives.
- F. Adopt a stop-work ordinance which would allow a reasonable grace period for Historic preservation consultation when a significant historic property is threatened with whole or partial destruction. The town building inspector could have the authority to issue such orders.
- G. Map individual graves and graveyards located outside formal cemeteries and known archaeological sites, and adopt regulations to limit development impact on these sites.

6. Adopt protections for scenic resources. It is recommended that the Barrington Planning Board establish a register of important scenic areas, beginning with but not necessarily limited to, the three locales identified in the D.E.M. Landscape Inventory. This register should also include scenic highways and corridors within the Town. The Planning Board should also work with the Barrington Land Conservation Trust, the Barrington Preservation Society and other interested parties to insure that scenic qualities are taken into account when new construction is proposed within the vicinity of identified scenic areas. As yet there has been no comprehensive survey of smaller scenic areas that are im-

portant on a town-wide level. Such a survey would profitably focus on the East Bay Bicycle Path corridor, especially at Brickyard Pond and the Barrington and Warren Rivers; and along certain road corridors, including Mathewson, Adams Point, Rumstick, Chachapacasset and Nayatt Roads in the southern half of town. Other scenic areas are visible from lower New Meadow Road along the Barrington River, and along portions of Wampanoag Trail, Washington Road and Middle Highway. Another important type of scenic resource are views of the water available via the ends of public rights of way.

Actions

- A. Adopt scenic area registry and incorporate protections within Planning Board review process.
- B. Identify smaller scenic areas that are important at local level, including ends of public rights of way providing views to the water.
- C. Use viewshed easements around particularly important sites
- D. Set standards for outdoor lighting to limit light pollution in scenic areas.

7. Adopt measures to maintain and expand farming activity and preserve the character of rural areas of Barrington.

Barrington's last remaining agricultural areas include land at and near Nockum Hill in northeastern Barrington, land which is both part of and adjoins the Johannis Farm Wildlife Preserve, a number of areas used for growing nursery stock in Hampden Meadows, Vitullo Farm off Route 114/Wamanoag Trail, and a portion of the Pic-Wil Nature Preserve off Washington Road. There are a number of strategies available to enhance protection of agricultural areas. For example, the Town negotiated an agreement to allow 4-Town Farm to lease for a nominal sum a Town-owned parcel in Nockum Hill in exchange for a conservation easement prohibiting future development of another parcel the farm owns in the area.

The Town's zoning of farmland presents a challenge for protecting the rural character. For example, the George Street area, which includes

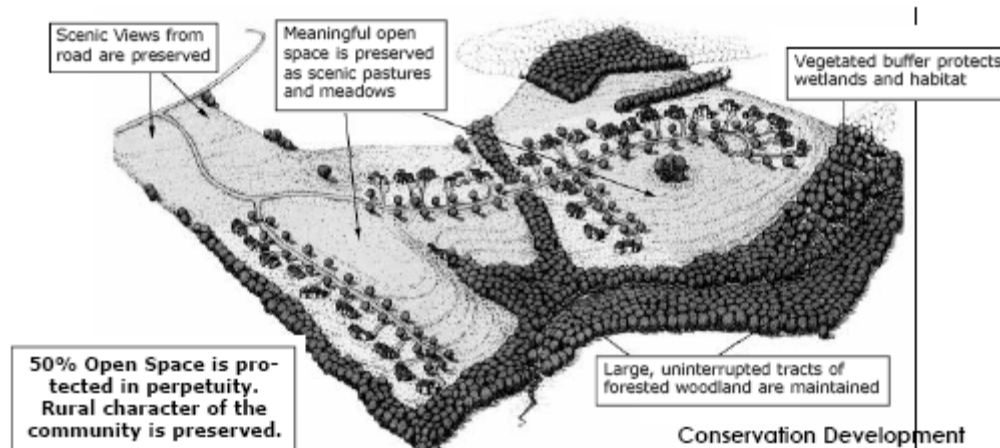


Figure 5: Illustration of Conservation Development model, which is a strategy to be considered in the drafting of new Rural Residential zoning proposed for the George Street area currently zoned Residential 40. (Source: RIDEM Sustainable Watersheds Office's *Conservation Development* brochure)

horse farms and cropland, is zoned Residence 40, with minimum lot sizes of 40,000-square-foot lots (32,000 square feet if the 20 percent inclusionary zoning density bonus is applicable). Land use regulations and strategies that help minimize negative impacts cited above could include the adoption of so-called conservation subdivision design (see Figure 5), an approach that clusters new houses on a portion of a larger parcel so that the remainder can be preserved as open space. Benefits include:¹

- Enabling landowners to recover their equity without destroying farms and forests.
- Creating walkable neighborhoods that foster a sense of community and reduce auto dependence.
- Preserving rural character without the cost of acquiring open space or development rights. Permanent protection of more than half of each parcel is possible.
- Reducing costs for roads, sewers, and other infrastructure that are passed
- Enhancing home values through their proximity to open space amenities.
- Avoiding the higher costs of buying land or acquiring and monitoring conservation easements on private land.

The Town plays a direct role in promoting agricultural operations in Barrington through farming leases at Vitullo Farm and at Nockum Hill, and by providing space for community gardens at Walker Farm. The Town should evaluate leases it holds with local farms for Town-owned sites as the lease terms expire. The Town will explore requiring additional conditions as necessary to ensure farming practices meet the Town's objectives, such as requiring reduction or elimination of the use of pesticides, etc.

Actions

- A. Establish Rural Conservation zoning in the "4-Town Farm" area, as depicted on the Future Land Use Map (Map LU-6). The zone will allow for development based on the Conservation Development cluster subdivision model to preserve rural character and environmentally sensitive areas. Public workshops will be held to inform property owners about the intent of Conservation Development techniques.
- B. Evaluate potential options to protect agricultural lands, such as:
 - Conservation easements through the purchase of development rights.
 - Agricultural/Forestral Districts, an agreement where landowner voluntarily agrees to not develop a farm or forest land for a set period

¹ See: <http://www.nemw.org/RuralSmartGrowth.pdf>.

of time.

- C. Encourage establishment of community gardens on public lands and other areas where appropriate; maintain community gardens at Walker Farm.
- D. Create criteria for evaluating Comprehensive Permit applications in the George Street area, including allowable densities for projects that utilize well water and septic and provision of sustainable development features (such as inclusion of community gardens and green building/alternative energy systems)
- E. Continue providing option of leasing Town properties at Nockum Hill and Vitullo Farm to enable farms to maintain presence in Barrington. Consider following:
 - Adding conditions to limit environmental impacts, such as restrictions on the application of chemicals and limitations on farming near environmentally sensitive areas.
 - Requiring provision of public access, if such access would improve connectivity to open space or for extending trails, per recommendations in Open Space plan.

8. Implement Harbor Management Plan. The Harbor Management Plan, a component of the Comprehensive Community Plan, contains goals and recommendations for managing Barrington's harbor and shoreline areas. The Implementation Section of this Plan incorporates the recommendations of the Harbor Management Plan to coordinate all aspects of Comprehensive Community Plan implementation.

Actions

- A. Implement recommendations contained in the Harbor Management Plan.
- B. Include the Harbor Management Plan as part of the annual review of the Comprehensive Community Plan implementation.

9. Expand local efforts to mitigate flood risk and improve community preparedness in flood events. Barrington participates in the National Flood Insurance Program administered by the Federal Emergency Management Agency

(FEMA). FEMA has established a Community Rating System (CRS) to assist flood insurance participants such as Barrington in reducing flood loss. If sufficient points are received under the CRS, Barrington may apply for discounts in flood insurance premiums for its residents. Points are awarded for various flood mitigation activities, including informing the public about flood risks, insurance and safety.

Actions

- A. Continue participation in the National Flood Insurance Program.
- B. Implement measures, including community awareness and flood mitigation efforts, to improve the Town's Community Rating System score as determined by FEMA.
- C. Monitor condition of seawalls and other structures that help protect against flooding; include consideration of funding for design and construction of flood projects in local capital programming and grant applications.

6 OPEN SPACE & RECREATION

Overview

The Town's many parks and open space parcels serve a variety of purposes: swimming at Town Beach; hiking at Osamequin Park, Haines Park, Veterans Park and elsewhere; boat-launching at Walker Farm; and baseball, football and other sports at parks such as Haines and Chianese. Other types of open space parcels serve more than just passive recreation functions, for example cemeteries and farmland.

Open Space

Over the years the Town of Barrington, the Barrington Land Conservation Trust, Audubon Society and other private interests have acquired a substantial amount of open space throughout town, totaling more than 900 acres (see **Map**

OSR-1). Undeveloped Town-owned parcels such as Osamequin Park-Walker Farm, Nockum Hill, Vitullo Farm, the Hampden Meadows Greenbelt and a large portion of Veterans Memorial Park are essential to Barrington's quality of life. These properties, together with those owned by the Land Trust, Audubon Society and others, contribute to community character, serve as recreational assets, enable farming operations to maintain a presence in town, and preserve the environment by preventing development within sensitive areas. (See related information in the Natural and Cultural Resources section.)

The Town of Barrington in recent years has made several major open space acquisitions for a variety of purposes including passive and active recreation and environmental protection. Recent Town acquisitions include:



>Photo: Basketball courts on Middle Highway, completed in 2007 using Recreation Bond funds approved by voters in 2006.

- St. Andrews Farm, Middle Highway. The 28.5-acre tract was acquired from St. Andrews School for active and passive recreation. The Town constructed a soccer field on the front portion of the property. The area along Middle Highway also includes a house and storage building owned by St. Andrews School; the relocation of the storage building is required before that portion of the property can be developed. The remainder of the site consists of an open field located behind the soccer field, adjacent to a residential neighborhood. That area is to be preserved for passive recreation under the terms of the land donation.
- Sowams Road parcel, Sowams Road. Plans developed for the 5.9-acre site include a practice (non-regulation sized) field, a parking lot and trails. A Town consultant has determined that the site lacks sufficient upland to develop a full-sized multi-use field along with the required off-street parking due to the presence of wetlands and a high water table.
- Property between the Barrington Shopping Center and the YMCA (referred to in this Plan as the "Brickyard Wetlands"). The 10-acre site, which is mostly wetlands, was purchased using State Open Space bond funds with a local match; a conservation easement restricts the type of activities and land disturbances that may take place at the site. (For example, no structures and no parking; however, low intensive use such as walking trails are permitted.)
- Vitullo Farm, Wampanoag Trail. A portion of the 21.5-acre site is leased for farming. Environmental constraints include wetlands and a high water table.

The Barrington Land Conservation Trust also has played a vital role in protecting sensitive properties throughout Barrington. One of the more significant acquisitions was made in 2007, with the purchase of "Sowams Woods" on Washington Road. The 12.3-acre site was purchased from RI Country Club using several funding sources. A conservation easement is in place

for the site, which features an Indian archaeological site. The Land Trust is exploring options to develop trails on the property, which would be included in the organization's proposed "Sowams National Heritage District," discussed in detail under the Issues section.

*For a full listing of park and recreation facilities and protected open spaces in Town, see **Map OSR-2**.*

Parks/Recreational Facilities

Barrington's parks include Latham Park, Bicknell Park, Sherwood Park and other neighborhood-oriented parks; large community parks including Veterans Memorial Park, Chianese Park and the Town Beach; and, serving the greater region, the State's 80-acre Haines Park and the East Bay Bike Path.

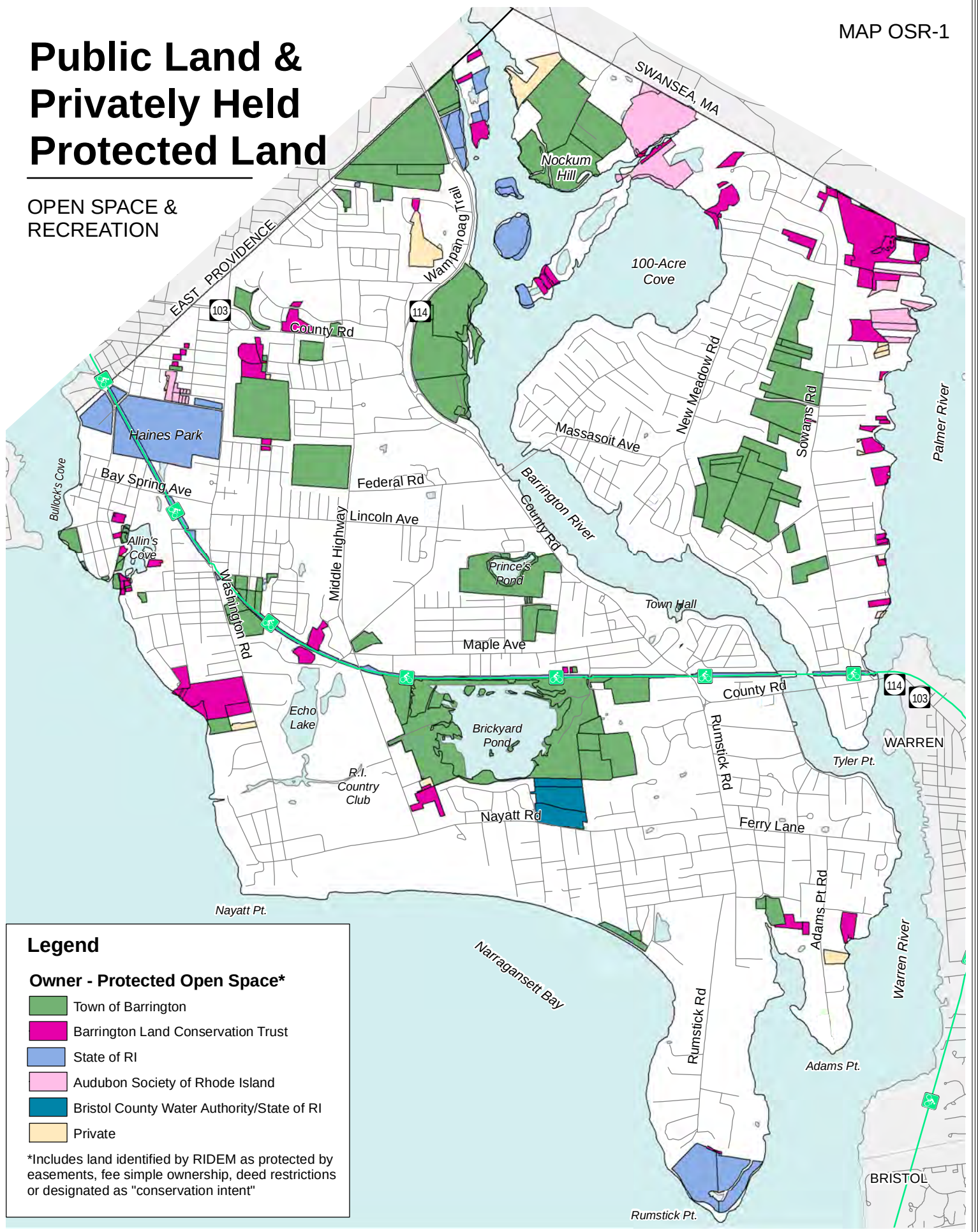
Town voters helped address these issues in 2006, approving a \$2 million recreation bond to help the Town make needed park improvements.

The following projects received funding from the 2006 bond:

- Lincoln Avenue Tennis Courts (see *Figure 1*). The project included reconstruction of the five tennis courts and the addition of one more for a total of six courts in the Town park located across from the High School. New lighting, spectator stands, an improved pedestrian crossing on Lincoln Avenue and a new storage/utility building were included in the project.
- Middle Highway Basketball Courts. The redevelopment of the two outdoor basketball courts on Middle Highway adjacent to the Middle School was a high priority, as the tennis court project involved the removal of two outdoor courts on Lincoln Avenue.
- Kids Kove Playground. A total of \$50,000 in bond funds helped cover a portion of the \$200,000 cost of the playground, while private and corporate donations made up the difference. The playground, behind the parking lot for Town Hall and the Library,

Public Land & Privately Held Protected Land

OPEN SPACE & RECREATION



0 4,000 8,000 Feet

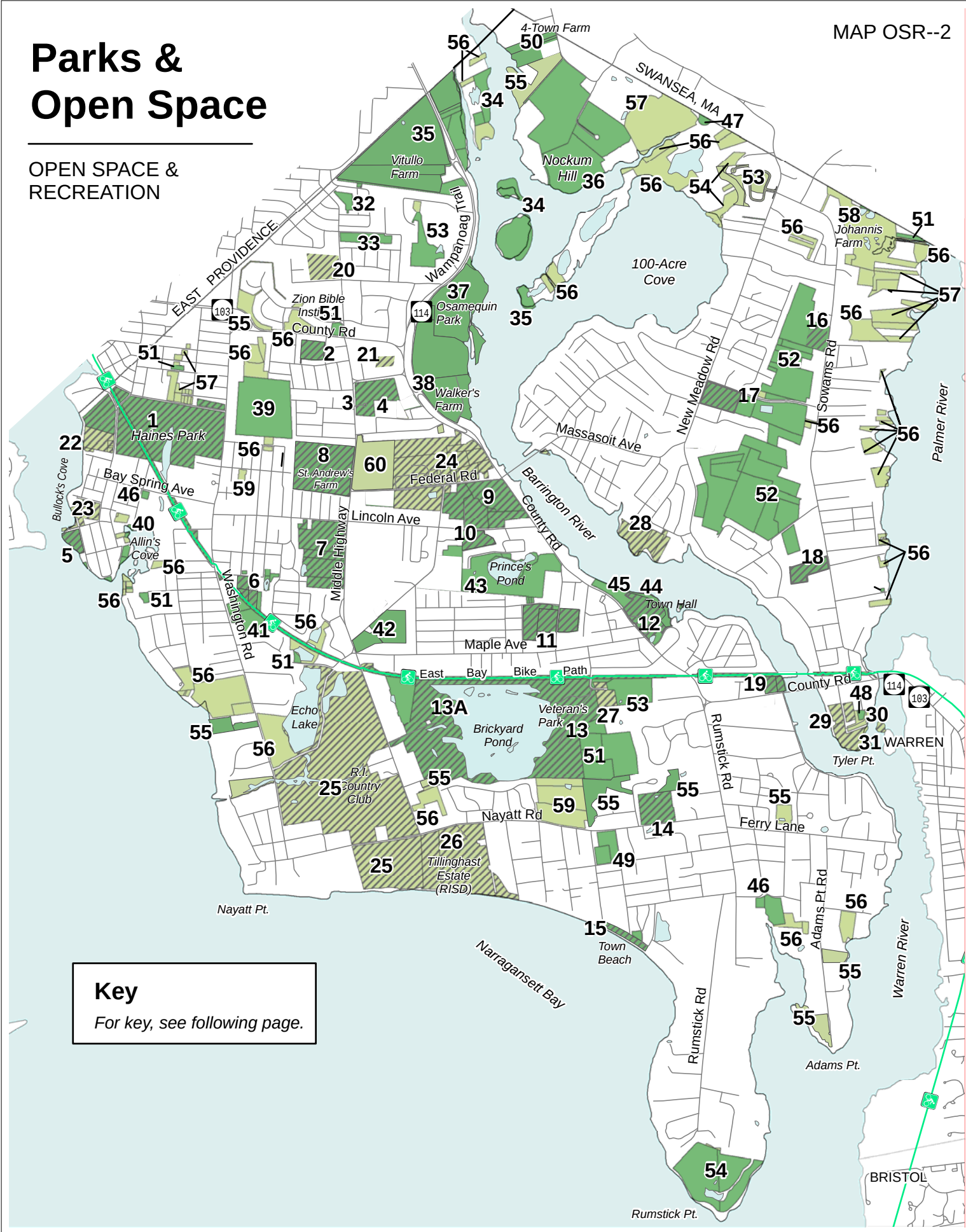
SOURCE: Town GIS, RIGIS

Comprehensive Community Plan - 2009 Update / Town of Barrington

Parks & Open Space

OPEN SPACE & RECREATION

MAP OSR--2



0 4,000 8,000 Feet

SOURCE: Town GIS, RIGIS

Comprehensive Community Plan - 2009 Update / Town of Barrington

KEY: PARKS AND OPEN SPACE MAP



PUBLICLY OWNED RECREATION

1. Haines State Park
1 Senior League, 2 Little League, 2 multipurpose fields, dog park, picnic areas, trails, boat ramp (in E. Providence portion)
2. Sherwood Park
1 Little League field
3. Primrose Hill School
1 Little League field (not up to standard), play area, tot lot
4. Currier Park
Picnic area
5. Latham Avenue Recreation Area
Game areas, tot lot
6. Bicknell Park
1 Little League field, game area
7. Barrington Middle School
1 Senior League, 1 multipurpose field, 2 basketball courts (new), 4 tennis courts
8. St. Andrews - Public Park
1 soccer field, trails
9. Barrington High School
1 football, 2 high school baseball (also used for senior leagues), 2 softball, 2 soccer/lacrosse, 1 hockey field
10. Lincoln Ave. Park
6 tennis cts, 1 softball, 1 multipurpose field, trail connection
11. Chianese Park
1 Little League, 2 soccer fields, 1 basketball ct, 1 tennis ct
12. Town Hall / Peck Center / Wood's Pond
Playground (Kids Kove), gazebo, walking paths, public gardens
13. Veterans Memorial Park; 13A. Legion Way
Veterans Park: 1 softball field, boat ramp, fishing, skating rink, picnic, game areas, trails; Legion Way: boat ramp, ice-skating area
14. Nayatt School
1 Little League and 1 softball field (not up to standard), game area, tot lot
15. Town Beach
Bathing beach, boat launch
16. Sowams School
2 Little League fields, 1 basketball ct, game area, tot lot
17. Kent Street Park
2 tennis courts, ice skating pond
18. Sowams Road Park
Undeveloped park - potential site for football/lacrosse field
19. Police Cove
Waterfront park (undeveloped), boat ramp, bike path parking



PRIVATELY OWNED RECREATION

20. Zion Bible Institute
6 tennis courts (closed), multipurpose field, gymnasium
21. Baptist Church
1 soccer field
- 22/23. Cove Haven Marina (22) / Lavin's Marina (23)
Boat slips, boat facilities
24. St. Andrews School
2 soccer fields, 4 tennis courts, skating rink
25. Rhode Island Country Club
18 hole golf course, swimming pool, 6 tennis courts
26. Rhode Island School of Design
Indoor activity center, bathing beach, play area
27. YMCA
Swimming pools (indoor, outdoor), gymnasium, tot lot
28. Private Beaches
Bathing beaches
- 29-31. Stanley's Boatyard (29); Striper Marina (30)
Barrington Yacht Club (31)
Boat slips, moorings, boat launch and other services



PUBLIC OPEN SPACE

32. Orman Drive Park
Undeveloped park
33. "The Place"
Undeveloped open space (former site of "The Place")
34. One Hundred Acre Cove Parcels
State- and Town-owned marsh, conservation land
35. Divine Vargus Conservation Area
Conservation area
36. Nockum Hill
Agricultural (leased) fields, conservation/habitat area, marsh, trails
37. Osamequin Park
Conservation area with nature trails
38. Walker's Farm
Community gardens, boat launch, dock, trails
39. Tall Cedars
Conservation area
40. Allin's Cove Parcels
Marshland/Land Trust/Town parcels
41. Washington Park
Undeveloped park
42. Landfill #3 / Volpe Pond
Open space, 2 acre pond
43. Prince's Pond / Landfill #4
Open field (hammer throw), trails around pond
44. Town Hall
Wooded shoreline
45. Prince's Hill Cemetery
Cemetery with walking paths
46. Allin's Cemetery
Cemetery
47. Nockum Hill Cemetery
Cemetery
48. Tyler Point Cemetery
Cemetery
49. Forest Chapel Cemetery
Conservation area, trails
50. George Street Open Space
Undeveloped (future cemetery)
51. Town-Owned Parcels
Misc. undeveloped parcels
52. Hampden Meadows Greenbelt
Wooded conservation / passive recreation area (trails)
53. Town Open Space - "Brickyard Wetlands"
Town-owned parcel - passive recreation (trails)
54. Rumstick Point
State-owned marshland



PRIVATELY OWNED OPEN SPACE / OTHER

55. Conservation Easements
Conservation easements on private marshland and wetlands
56. Barrington Conservation Land Trust Parcels
Conservation land throughout town, including along Hundred Acre Cove, Palmer River, Providence River and Smith's Cove
57. Audubon Society Parcels
Conservation land - wildlife habitats and marshland - alongside Nockum Hill, Hundred Acre Cove, Palmer River, Haines Park
58. Johannis Farm
Land Trust-owned agricultural, wooded and marshland
59. Bristol County Water Authority Parcels
Water Authority-owned conservation land
60. St. Andrews School - Open Space
Wetlands/open space to west of campus



Figure I: Tennis courts on Lincoln Avenue, completed in 2007 using Recreation Bond funds approved by voters in 2006.

opened in the fall of 2007.

- Sherwood Park. Projects included reconstruction and relocation of the Little League field, development of a walking path and establishment of a small multi-use field.

The Town's lease with the State for utilizing the portion of Haines Park within the Town of Barrington expires in 2011. The Town proposed acquiring the leased portion of Haines Park in 2006, but the State denied the request. The park includes one Senior League and two Little League baseball fields, multipurpose fields, a fenced dog park, and a network of trails. Most of the park is zoned "Open Space-Active"; the area along Annawamscutt Creek, extending north to property owned by the Audubon Society, is zoned Conservation.

Issues - 2009

Open Space Protection

An issue identified as part of the original drafting of the Comprehensive Plan in 1992 remains a concern today – the permanent protection of environmentally sensitive areas from future de-

velopment. Areas such as the Hampden Meadows Greenbelt and Tall Cedars are mostly wetlands and are unlikely to be developed; however, wetland protections and other regulations could change over time. The Town and State have recorded conservation easements for several sensitive parcels, including Nockum Hill and the "Brickyard Wetlands" (the 10-acre site behind the Barrington Shopping Center). Limitations on development – either active recreation or otherwise – of other open space parcels have been a function of Town policy or resulting from restrictions created by environmental regulations.

Not all of the Town-owned open spaces are candidates for permanent protection. Some are designated for park development, including Chianese Park, Sherwood Park and other sites. Other parcels contain developable areas as well as environmentally sensitive areas that may need additional protection, such as the Sowams Road parcel near Sowams Nursery, which contains upland areas as well as wetlands.

Management of Town Parkland/Open Space

With the Town accumulating open space properties scattered throughout Barrington, ensur-

ing adequate management of the properties becomes a challenge. The Open Space Ad Hoc Committee in 2007 identified a number of concerns with regard to open space management, including encroachment into the property by neighboring property owners, illegal dumping, and uncontrolled access into sensitive areas. These issues are most prevalent in isolated open space areas such as Osemequin Park and Nockum Hill, but can also be found at in-town properties such as St. Andrew's Farm and the State-owned Haines Park.

Future Land Acquisitions

Acquisitions of significant parcels in the future for park and recreation purposes may become more difficult due to the increasing land values associated with the limited supply of available property in town, in particular with regard to developable upland outside conservation areas. Input on proposed land acquisitions from groups with potentially competing interests — such as the Park and Recreation Commission, Cemetery Commission, Conservation Commission and Housing Board of Trustees — would help the Town weigh potential future uses of various sites.

Need for New/Upgraded Playing Fields and Park Facilities

Athletic Fields

A need for additional athletic fields has been an ongoing issue since at least 1987, when the Park and Recreation Commission released a report on recreational needs. The issue: Heavy demand for fields from Barrington's numerous organized leagues, both youth and adult, has resulted in a shortage of available playing fields for the various sports. As a result, scheduling and long term proper maintenance of the fields has proven difficult. The 2002 Comprehensive Community Plan, based on findings made in 1992, identified a need for 20 additional fields.

In 2007, The Park and Recreation Commission updated its field needs analysis for the 5-Year Update of the Comprehensive Plan. The document, "Report on Athletic Field Use in Barrington and the Need for New Fields," utilized the methodology developed by the National Recreation and Park Association and other variables as the means of determining the number of athletic fields needed in the town of Barrington. It predicted growth of all youth sports except lacrosse (expected to grow by 150%) to be

Table 1: Comparison of Athletic Field Needs Assessments

Field Purpose	Need: 1992	Need: 2007
Little League	9 additional fields: 5 regulation 2 transitional (75 foot base paths) 2 full (90 foot base paths)	1 new Little League field 3 replacement baseball/softball fields*
Soccer	8 additional fields: 4 regulation 4 smaller	
Softball	2 additional fields	1 new field
Rugby	1 additional field	
Multi-Use Fields		2 new fields
Total	20 new fields	4 new fields 3 replacement fields*

*Replacement of the "unsafe" fields at Nayatt, Primrose and Sowams Schools may require new sites.

Source: 2002 Comprehensive Community Plan (1992 numbers), 2007 Report on Athletic Field Use in Barrington and the Need for New Fields

“somewhat flat” in Barrington, based on projected enrollments of the Barrington public schools through 2011.

The report concluded that to meet current demand, Barrington needs one new Little League field, one new softball field and two new large multiuse fields, one of which would be for periodically resting the heavily used fields that typically suffer overuse. Also recommended in the report is the replacement of under-sized Little League fields at Nayatt, Primrose and Sowams Schools.

Table 1 on the previous page shows the need for additional playing fields as determined in 1992, compared to the updated assessment completed in 2007 by the Park and Recreation Commission. Note that the projected need varies because of differing methodology used for the analyses, not due to a change in the number of athletic fields in Barrington (just one new multi-use field has been built since 1992).

It is unclear whether the Town owns sufficient land to meet the goal of four new athletic fields. The conceptual master plans developed as part of the 2006 Recreation Bond project planning identified opportunities to add one multi-use field and one Little League field at Chianese Park (net increase of 2 fields). One potential location for an additional baseball or multi-use field is on the front of the St. Andrew’s Farm property on Middle Highway where a house and a storage building are located. Site planning completed for the Sowams Road parcel revealed that, due to site constraints, a full-sized field along with sufficient parking does not appear feasible at that location (though a smaller practice field for football, lacrosse, etc., may be suitable).

Given the scarcity of available land, options should be explored to minimize the need for new sites for athletic fields. For example, rebuilding the three under-sized Little League fields at Nayatt, Sowams and Primrose Hill Schools in the same location should be studied in greater detail by a professional before considering alternative sites. Fields that are slightly

smaller than regulation size may be preferable to the costly option of developing fields in new locations, which could also involve land acquisition. Because there is only room to configure one baseball field at Nayatt, where there are currently two substandard baseball fields, a new field proposed in the 2006 Recreation Bond planning process at Chianese could round out the four proposed baseball fields at Nayatt, Sowams and Primrose Hill Schools.

Park Improvements

Al Veri & Associates, a Providence landscape architecture firm, completed conceptual development plans in 2006/07 to help identify potential park and recreation bond projects at nine sites, including several parks, schools and the Town Beach. The conceptual master plans included the concept of developing the sites as “parks” for users of all ages, as opposed to single-use facilities such as a stand-alone baseball field. The plans included the provision of a variety of amenities, such as walking trails and tot lots. One of the recommendations resulting from the planning process is the creation or enhancement of pedestrian and bicycle connectivity by taking advantage of the East Bay Bike Path and establishing other connections to the parks.

The park development concepts amount to an ambitious list. The park projects include renovations to Barrington Town Beach, new baseball and soccer fields and other amenities at Chianese Park, a new field and trails at the Sowams Road parcel, and major upgrades to Bicknell Park and the baseball/softball field at Veterans Park. The total estimated cost for the nine sites for which master plans were developed came to approximately \$16 million. About half of that amount was for the proposed improvements to Chianese Park, which involved the additional cost of capping two landfills.

The master plans developed for the bond projects were intended to prioritize spending of the 2006 bond funds; several Town parks were not included in the planning phase. These sites include Latham Park, St. Andrews Fields and the



Figure 2: Former site of “The Place” on Middle Hwy.

State-owned Haines Park. In addition, further study is needed to determine how to create bicycle and pedestrian linkages (bike/walking trails, sidewalks, signage, etc.) to all park facilities throughout town, building on connectivity provided by the East Bay Bike Path and other opportunities.

“The Place,” Bay Spring Community Center

Another site that may or may not have a recreational use in the future is the 5-acre parcel on Middle Highway near Zion Bible Institute that once included a barn that housed “The Place” teen center (see *Figure 2*). The Town demolished

the building in 2007. Also unknown at this time is the future of the Bay Spring Community Center, where residents have proposed to develop a park with a playground to the rear of the building. An architectural assessment of the building determined that, should the Town want to make the building accessible to the public, renovations could cost more than \$500,000. (This issue is discussed at greater length in the Community Services & Facilities Element.)

Lease Agreement with State on Haines Park

The Park and Recreation Commission’s 2007 field needs analysis cited above assumes that the Town would continue to have access to the athletic fields at Haines Park (one senior league, two Little League plus two multi-purpose fields). The State Department of Environmental Management has rejected the Town’s requests to build up to two additional baseball fields at Haines Park. An open question is the status of the Town’s lease of the park, which expires in 2011. As discussed above, finding alternative sites for the athletic fields within Barrington would be difficult and expensive.

Maintenance

The heavy use of the facilities, in particular athletic fields, has taken its toll over the years, resulting in maintenance and management challenges for Town staff. Expansion of athletic fields, trails, playgrounds, parking areas, and other features envisioned in the parks master plans would require additional maintenance responsibilities, potentially increasing operating expenses.

Goals, Policies, Strategies & Actions

Goals

1. Provide a range of active and passive recreation facilities and programs that satisfy the needs of the present and future population of Barrington.

2. Create vibrant, multiple-use parks that are sensitive to the environment, well-connected, accessible, safe, aesthetically pleasing and integrated into the existing land use patterns.

Policies

1. Create an “emerald chain” of parks by establishing and improving linkages between and within recreational areas throughout Barrington to provide passive recreation opportunities, alternative routes to parks and other areas throughout town, and access to open space and natural areas in a manner that respects the environment.
2. Balance the need to protect natural resources with the need to provide adequate, active and passive recreational facilities. Provide for coordination between the conservation and recreation components of Town government to optimize both conservation and recreational opportunities, and without one component becoming subordinate to the other.
3. Emphasize making improvements at existing Town recreation facilities over acquisition of new properties in order to fully realize the potential of the Town’s assets while meeting current and future recreational needs.
4. Support the expansion of recreational opportunities in Barrington, and provide cost effective coordination of existing recreational facilities, resources and personnel.
5. Make use of public-private partnerships, where appropriate, to expand recreational opportunities.

Strategies & Actions

1. Generate a plan for developing trails and other connections between recreational areas. The development of a Greenways Master Plan will provide a policy guide and capital improvement plan to help ensure the Town’s long-

term objectives for passive recreation within parks and interconnectivity between parks are met, taking into consideration input from the public and the various Boards and Commissions. Projects that would incur large costs, such as land acquisition or building boardwalks over wet areas, will need to be evaluated as part of the Town’s 6-Year Capital Improvement Program. The Plan should also identify small projects, such as clearing a path or adding directional/wayfinding signage, could help improve connectivity at little to no cost.

Actions

- A. Develop and implement a Greenways Master Plan in coordination with open space planning.
- B. Work with State to identify opportunities to build on linkages from the Bike Path to improve pedestrian and bicycle access to parks and other Town recreational sites.
- C. Establish South Lake Drive between Washington Road and North Lake Drive as a multimodal facility providing a safe walking/biking area within the right of way while also maintaining vehicular traffic (see also Open Space & Recreation Strategy #4).

2. Rezone open space/recreation parcels to reflect land use. Zoning is outdated for several open space and recreation parcels. For example, the Town’s purchase of a 10-acre parcel behind the Barrington Shopping Center is zoned Business, even though the State has a conservation easement on the property that severely limits any land disturbance on the site. On Washington Road, property purchased by the Barrington Land Conservation Trust from RI Country Club is zoned Recreation and Education, which is also inconsistent with the intent of a conservation easement now in place for the parcel. These parcels and others will be rezoned to reflect the Town’s land use objectives for the sites (the Future Land Use—see Map LU-6 in the Land Use Element) has been updated to reflect the recommended zoning changes). Several acquisitions of open space and conservation lands have taken place since the last major update of the Zoning Map. The rezoning of

these parcels is needed to reflect the future land use intent (see Future Land Use Map).

Parcels include:

- The “Sowams Woods” property acquired by the Land Trust in 2007 from the RI Country Club (zoned Recreation and Education; has a conservation easement)
- The St. Andrews Fields property acquired by the Town on Middle Highway (zoned R-25); and,
- The 10-acre parcel west of the Barrington Shopping Center the Town acquired in 2001 (zoned Business; has a conservation easement).

Most of Haines Park is zoned Open Space-Active; the exception is the area along Anawamscutt Creek, zoned Conservation. Establishment of Open Space-Passive zoning districts for the wooded areas with trails would better reflect the use of the park.

Actions

- Update Zoning Map to reflect intent of recently acquired open space, recreation and conservation lands (see Future Land Use Map). Sites include:
 - The Town-owned Sowams Road parcel designated for park development, including active and passive elements. (Current zoning: R-25)
 - St. Andrew’s Farm on Middle Highway, which includes a soccer field and trails. (Current zoning: R-25)
 - The “Brickyard Wetlands” behind the Barrington Shopping Center, a 10-acre parcel with wetlands as well as a conservation easement. (Currently zoned Business)
 - Vitullo Farm, a Town-owned, historically agricultural property off Wampanoag Trail. (Current zoning: R-25)

3. Create park management plans. The significant amount of land under Town ownership presents a challenge for a town with limited staffing resources. Management plans for Bar-

ington-owned properties would help ensure the resources of each site are properly documented, protected and managed. There has been some progress to date, with the development of a Management Plan for Nockum Hill, a wildlife preserve that includes walking trails. That plan has been partially implemented; however, a more focused effort is needed for the Nockum Hill plan – and any other Management Plan – an effective document. Such management plans do not have to be voluminous documents; rather, they should be user-friendly tools for the Town, stakeholders and public at large.

The plans would provide a baseline report of natural resources, where applicable, identify and perhaps delineate appropriate uses of the property, define maintenance and management tasks, and assign responsibility for such tasks. This responsibility could be shared between Town departments such as Public Works, Boards and Commissions, and organizations or neighbors interested in stewardship.

The Open Space Ad Hoc Committee has identified Brickyard Pond/Veterans Park, St. Andrews Farm and Vitullo’s Farm as the top priorities for Management Plans. Plans for these areas, as well as Nockum Hill, would be just a starting point, as many other sites should also have Management Plans in place.

An element should be added to require all Town-owned playing fields to develop turf management plans, wherein the use of turf chemicals (weed killers, fertilizers, insecticides, herbicides, fungicides, growth regulators, etc.) is specified for each field according to the field and its location, its use, and its need. Perhaps certain fields, such as those at elementary and middle schools or near water bodies, are targeted for no chemical use or (at most) integrated pest management approaches. Others, such as the adult playing fields in upland areas, could have a more aggressive pest management plan if having homogenous grass is that important to them.

Actions

- A. Develop Management Plans for Town Parks and Recreation Sites. Priority areas include:
- Veterans Park
 - St. Andrews Farm
 - Osamequin Park
 - Walker Farm
- B. Annually review status of approved and pending Management Plans.

4. Establish a Sowams National Heritage District to coordinate efforts to enhance and protect the scenic, historic, natural and recreational open spaces within the district.

Similar to Strategy #3 above, the Sowams National Heritage District would be a more comprehensive approach to managing this area, focusing on the area including the Land Trust's Sowams Woods parcel on Washington Road, Echo Lake and Brickyard Pond. The proposed area includes:

- *Open Space.* The proposed area includes roughly 700 acres of open space including approximately 350 acres already protected by the Town of Barrington and other large tracts of open land.
- *Natural Habitat.* The proposed area includes the watershed of Big Mussachuck Creek, one of just 18 original herring runs remaining in Rhode Island. The rich and varied habitats also provide forage and shelter for birds seasonally migrating along the eastern North American flyway. Unprotected endangered and threatened plant species are present as well as numerous uncontrolled invasive plants.
- *Passive Recreation.* The district includes a central portion of the East Bay Bike Path, the oldest and most popular bikepath in the state which is part of the national East Coast Greenway running from Florida to Maine. Biking trails could be added. Year round opportunities for hiking, fishing, picnicking, bird-watching and biking with important coastal access.
- *Historic.* The district includes at least three layers of history each eligible for the Na-

tional Register of Historic Places:

- Native American Archeological site: 5500 year old Archaic Period crescent shaped stone hearths unique in Northeast adjacent to burial mounds. Historical Pokanoket territory of Sowams including village sites.
- The Brickworks site long proposed for historic recognition.
- Nearly century old championship, 18 hole golf course in Rhode Island designed by the legendary course architect Donald Ross. Landscape plans by the renowned Olmstead Brothers in the National Archives.
- *Scenic.* The area's roadways included on state scenic map, as expansive views of Narragansett Bay and green open space views.

While Strategy #3 focuses on specific parcels, a Management Plan for the Sowams National Heritage District would involve a much larger area and multiple property owners, including the Town, RI Country Club, and the Land Trust. A Management Plan would build on the area's unique features cited above and target key goals for the district, potentially helping leverage grants and private funds to protect and highlight the unique qualities of the area, including additional conservation acquisitions or easements. A district approach could be particularly helpful in coordinating efforts to control invasive plants and to improve water quality throughout the herring run.

Actions

- A. Form a voluntary partnership consisting of large landowners in the district, including the RI Country Club, the Town and the Land Trust, to develop the concept of a Sowams National Heritage District.
- B. Develop and implement a Sowams National Heritage District Management Plan.
- C. Include Sowams National Heritage District in other planning activities including parks and recreation, bicycle and pedestrian facilities, greenways and open space plans.

5. Re-evaluate existing Master Plans for Town Parks and complete development plans for additional parks in order to establish realistic capital improvement priorities.

The 2006 Recreation Bond issue funded the development of Conceptual Master Plans for the Lincoln Avenue Tennis Courts Park, the outdoor basketball courts on Middle Highway adjacent to the Barrington Middle School, and Sherwood Park. The \$2 million park and recreation bond approved in 2006 funded improvements at all three of these sites, in addition to helping fund the Kids Kove Playground at Town Hall. Master Plan concepts were also developed for Bicknell Park, Town Beach, Sowams Road Park, Chianese Park, Sowams School, and Veterans Memorial Park. See Map OSR-2 for locations of the Town's open space parcels and recreation areas.

Constructing the improvements envisioned in the Master Plans would cost in the neighborhood of \$16 million. The total is far above the \$2 million from the 2006 bond. The remaining projects in the Master Plan would require the commitment of substantial funding over time. And this is only part of the picture. The Town has no Master Plans for St. Andrews Farm and Latham Park.

The list of Priorities for Open Space and Recreation Sites in Barrington included in Appendix VI summarizes the intended future use of each of these parcels. The summary of recommended additional playing fields is as follows:

- Three replacement baseball fields at existing locations (Nayatt, Primrose, Sowams Schools)
- One new little league field at a new location (Chianese Park)
- One new softball field at new locations (location to be determined)
- Two new multi-use (soccer/lacrosse) fields at new locations (St. Andrews Farm, Chianese Park (potential alternative location: Sowams Road Park).

The above recommendations for additional fields assumes that the Town continues its lease with the State at Haines Memorial State Park (see Map OSR-2, with key, and Appendix VI).

Actions

- A. Evaluate the Town's Park Master Plan Concepts to identify opportunities to complete the highest priority projects incrementally, in order to spread out the cost over a number of years as part of a realistic long-term capital budget.
- B. Include park improvements in long-term capital budget planning based on master plan priorities (see Action A). Budgeting for the park improvements will put the Town in the position of leveraging local funding with grants that require a match, such as the R.I. Department of Environmental Management's park and trails grants.
- C. Complete Master Plans for St. Andrews Farm, Latham Park and other sites. These plans would supplement the existing Master Plans completed for other sites, providing the Town a complete picture for evaluating which projects should be funded and when.

6. Establish a formal Parks and Recreation director position.

In response to the issue regarding a town recreation department, it is recommended that the Town Council hire a full-time Parks and Recreation Director for better coordination of recreation and leisure activities and oversight of park and recreation maintenance through a self-sustaining recreation department. A full-time position would enable the Town to better implement Management Plans for Parks and Recreation facilities (see Strategy #3).

8 IMPLEMENTATION

Overview

The Town has completed a lengthy process to revise the Comprehensive Community Plan, as mandated by the State. The Plan outlines specific strategies and actions as a framework for the community to meet a diverse set of goals — including affordable housing, economic development, land conservation, environmental protection and sustainability.

Most of the recommendations in the 2002 Comprehensive Community Plan have been completed, as most of these date to 1992. The 2009 update to the Comprehensive Community Plan is a complete rewrite of the 2002 Plan. As a result, the implementation plan, with a few exceptions, contains an entire new Action Plan for the future.

For the Plan to be effective and relevant over time, continued community involvement will be essential. A Monitoring Plan provides steps to track the Plan's implementation, and to periodically re-evaluate priorities based on community feedback.

Implementation Plan

The Implementation Plan proposes a timeframe for implementing the Plan's Strategies and Actions based on the following timeframes:¹

Short-Term = 0-2 years
Mid-Term = 2-5 years
Long-Term = 5-10 years

The schedule is based on a number of factors including an evaluation of public input received

during the development of the planning document, and the degree to which strategies achieve the Plan's seven "Major Themes" discussed in the Introduction section. Another factor is whether a strategy is mandated—which is the case with all of the affordable housing strategies, designed to meet the State-mandated affordable housing production target totaling at least 10 percent of the town's overall number of housing units.

The Action Plan identifies the type of action required to implement the various strategies. These fall into four general categories—Capital, Program, Regulation and Policy.

- *Capital projects* require significant investment from Town, State and/or Federal funding sources, such as installation of sidewalks and other infrastructure.
- *Program* strategies and actions involve more planning to implement, such as developing a streetscape plan or open space plan.
- *Regulation* strategies and actions relate to projects involving Town regulations – such as amendments to the Zoning Ordinance and/or Subdivision & Land Development Regulations.
- *Policy* strategies and actions are those that involve adoption of local ordinances and policies—such as involving Town departments in implementing management plans for parks and open space parcels.

The Implementation Plan (see Tables 1A through 1G) provides a framework for achieving the strategies and actions outlined in the Comprehensive Community Plan.

¹ Implementation of Zoning Map and Zoning Ordinance amendments related to the Future Land Use Map will occur within the 0-2-year timeframe.

It is expected that the timeframe will be adjusted in the coming years as implementation of the Plan is evaluated and new issues and priorities emerge. Responsibilities for implementing the strategies and actions may also shift from one board to another, or become a shared responsibility. In short, the Implementation Plan is intended to be flexible, to be adjusted over time as the Plan is implemented incrementally over the next 5-10 years. One of the major process recommendations for implementation is the establishment of a zoning rewrite committee to assist the Planning Board and Town Council with the revisions to the Zoning Ordinance and Land Development and Subdivision Regulations.

Monitoring Plan

The Planning Board recommends that the Town conduct a review of the plan on an annual basis to establish action items and funding priorities for each year. For example, an annual planning workshop specifically to discuss the status of Plan implementation would help determine priorities for the annual development of 6-year capital improvements plans. Also recommended is the use of a community survey after two to three years into the implementation of the Plan to identify new issues and priorities and possible revisions to the Plan's strategies and actions, prior to the next 5-year update.

Indicators

Following are indicators that will be used to track measurable outcomes (per calendar year):

Housing & Neighborhoods:

- Number of "Tear-Downs"
- Number of New Affordable Housing Units

Economic Development

- New Commercial Square Feet
- New Apartments Above Stores
- Linear Feet of New Sidewalks Added in Commercial Areas

Circulation

- Linear Feet of Sidewalk Added in town

- Linear Feet of New Bike Paths, Bike Lanes
- Number of New Bike Racks Installed (Added Capacity)

Community Services & Facilities

- Average Monthly Utility Bills for Town, School Buildings
- kWh from Renewable Energy Systems Installed on Town, School Buildings
- Recycling Rate

Natural & Cultural Resources

- Number of Properties Added to National Register
- Number of Management Plans Completed

Open Space & Recreation

- Linear Feet of Pathways/Greenways Improved

Table 1A: Housing & Neighborhoods

Strategies & Actions	Short-Term	Mid-Term	Long-Term	Responsibility
	0-2 Years	2-5 Years	5-10 Years	(Type)
1. Preserve the character of established neighborhoods through Zoning Ordinance amendments and other strategies that encourage compatible scale and building massing.				
A. Conduct parcel study to: -Evaluate compatibility of R10 and R25 zoning with the character of existing neighborhoods, to determine whether zoning should be adjusted or new zones established in to better reflect character of area. -Recommend zoning standards that would require homes on "tear-down" lots to better reflect the character of surrounding development, including examining options such as floor-area ratios and form based zoning as well as other measures.	X			Zoning Rewrite Committee (Program)
B. Conduct a public education campaign to increase awareness about the significance of historic buildings in Barrington, including National Register properties, the character of existing neighborhoods, and context-sensitive architectural solutions for new construction on "infill" lots.	X	X	X	Historic Preservation Society (Policy)
C. Refine Neighborhoods Map based on original plats and evolution of neighborhoods over time, as means of identifying historic boundaries of neighborhoods	X			Planning Board / Historic Preservation Society (Program)
D. Create Pattern Book to provide an architectural reference guide illustrating historic development patterns in established neighborhoods.		X		Planning Board / TRC (Program)
2. Provide incentives for incorporating "green building" and sustainable development features in projects.				
A. Amend Land Development & Subdivision Regulations to establish minimum green building criteria for Comprehensive Permit projects seeking density bonuses.		X		Planning Board (Regulation)
B. Amend Land Development & Subdivision Regulations to establish sustainable design criteria for waiving certain subdivision and land development standards for projects seeking LEED certification, or the equivalent.		X		Planning Board (Regulation)
C. Adopt Town policy establishing minimum green building / energy efficiency criteria for affordable housing units that receive financial support through the Town's Housing Trust Fund or other Town subsidization program.		X		Housing Trust Board / Building Official (Policy)
3. Continue programs providing assistance to low- to moderate-income households.				
A. Maintain the Town's Home Repair Program, and the local "Circuit Breaker" tax abatement program.	Ongoing	X	X	Town Council / Town (Policy)

Table 1A (cont): Housing & Neighborhoods

Strategies & Actions	Short-Term	Mid-Term	Long-Term	Responsibility
	0-2 Years	2-5 Years	5-10 Years	(Type)
B. Work with social services organizations to provide assistance to low- to moderate-income households throughout Barrington.	Ongoing	X	X	Town (Policy)
C. Explore expanding these programs and linking them to the Affordable Housing Plan strategies below.	X			Housing Board (Policy)
AFFORDABLE HOUSING PLAN STRATEGIES & ACTIONS				
4. Adopt enabling policies as set forth in the Affordable Housing Plan.	Ongoing	X	X	<i>See below</i>
4-1. Continue administration of Housing Trust Fund and pursuit of additional financial resources for the fund to promote development of LMI units.	Ongoing	X	X	Housing Board (Policy)
4-2. Support efforts of Housing Trust Board to pursue opportunities to develop LMI units through the use of the Housing Trust Fund and other strategies.	Ongoing	X	X	Town Council (Policy)
A. Actively use Housing Board and fund as a resource to achieve all LMI Housing strategies.	Ongoing			Housing Board
B. Appoint Housing Board member to Zoning Rewrite Committee to assist with implementing Affordable Housing Plan strategies.	X			Town Council (Policy)
C. Establish Planning Board liaison to Housing Board.	X			Council / Planning Board (Policy)
4-3. Pursue Public/Private/Nonprofit Housing Alliances				
A. Investigate programs offered by similar communities for providing assistance through partnerships as part of ongoing effort to implement strategy.	Ongoing	X	X	Housing Board (Program)
4-4. Create a tax credit program.				
A. Adopt tax credit program following an analysis of the appropriate level of incentive. Include tax credits encouraging new rental units for family and special needs populations	X			Housing Board / Council (Policy)
4-5 Evaluate Town and tax title property for affordable housing development (ongoing)				
A. Evaluate town property to determine if sites are appropriate for the creation of low and moderate income housing.	Ongoing	X	X	Housing Board (Program)
B. Include low and moderate income housing in Town's decision making process when additional public parcels or structures are planned for future use.	Ongoing	X	X	Housing Board / Council (Policy)
C. Continue to acquire sites, partner with non-profits on development of LMI to meet targets for for-sale, rental units.	Ongoing	X	X	Housing Board / Council (Policy)
5. Implement strategies through study and revisions to local land use Regulations to achieve the LMI target.	Ongoing	X	X	<i>See below</i>
5-1. Continue requiring provision of affordable units under the Town's adopted Inclusionary Zoning standards and Subdivision and Land Development procedures.	Ongoing	X	X	Planning Board (Regulation)
5-2. Create Senior Residential Communities.				
A. Revise Zoning Ordinance and Land Development and Subdivision Regulations to permit Senior Residential Communities in the B, NB, LM and R-25 zones.	X			Planning Board (Regulation)

Table 1A (cont): Housing & Neighborhoods

Strategies & Actions	Short-Term	Mid-Term	Long-Term	Responsibility
	0-2 Years	2-5 Years	5-10 Years	(Type)
B. Encourage inclusion of rental and handicap-accessible units in SRC developments through review process, including through conditions of approval.	X			Planning Board
5-3. ID areas that could support a mix of housing types.				
A. Conduct study of residential zones to identify areas where multi-family housing may be appropriate, and to develop standards to ensure such housing is in keeping with the character of the community.	X			Town Planner (Program)
B. Revise Zoning Ordinance to allow for production of multi-family residences following completion of study (Action A).	X			Zoning Rewrite Committee (Regulation)
5-4. Allow affordable housing development on substandard lots.				
A. Revise Zoning Ordinance to permit development of new single family and two-family structures and multi-household units with conditions on minimum lot size, etc.	X			Zoning Rewrite Committee (Regulation)
5-5. Modify zoning in commercial areas to promote mixed-use development in commercial areas through clear zoning standards and design guidelines.				
A. Adopt Zoning Ordinance amendments specifying density, use requirements, etc.	X			Planning Board, Council (Regulation)
B. Establish design standards for mixed-use housing developments to maintain pedestrian-scale streets, provide green space and amenities for residents, etc.	X			Planning Board (Regulation/Program)
5-6. Allow accessory apartments.	X			
A. Conduct comprehensive review and revise the existing accessory apartment provisions to allow the creation of new affordable accessory apartments.	X			Zoning Rewrite Committee (Regulation)
5-7. Establish rehabilitation incentives to capture existing "affordable homes".				
A. Utilize the tax credit program, other funding sources to subsidize rehabilitation of these units to become deed restricted housing affordable to low and moderate income households.	X			Housing Board / Council (Policy)
B. Seek to acquire and preserve affordability of existing houses, including foreclosure properties, through the land trust model.	X			Housing Board / Council (Policy)
5-8. Strongly negotiate new comprehensive permits.				
A. The Town will strongly negotiate with developers submitting future Comprehensive Permits	Ongoing	X	X	Planning Board (Policy)
5-9. Establish "Village" and "Mixed Use Village" zoning permitting higher density on sites identified on the Future Land Use Map, based on the Town's evaluation of remaining developable parcels.				
A. Establish new "Mixed-Use Village" and "Village" zones consistent with the Town's objectives as detailed in Appendix III. (See also Map 6, Land Use Element).	X			Planning Board / Town Council (Regulation)

Table 1B: Economic Development

Strategies & Actions	Short-Term	Mid-Term	Long-Term	Responsibility
	0-2 Years	2-5 Years	5-10 Years	(Type)
1. Invest in facilities needed to create pedestrian-friendly commercial streets in Barrington's Business and Neighborhood Business zones, to support "walkable retail" development.				
A. Develop a streetscape improvements plan, including design concepts and an implementation schedule, on Maple Avenue and Bay Spring Avenue and incorporate projects in capital planning.	X			Planning Board / TRC (Program/Capital)
B. Create user-friendly commercial district with improved directional signage, crosswalks and other enhancements. Explore creating a design/logo for public signage specifically for the commercial areas.	X			Town Manager (Capital)
C. Require sidewalks on streets abutting all commercial developments involving new construction or substantial building expansions/reconstructions. Explore option of allowing for an off-site payment in lieu option to provide funding for sidewalk construction in priority areas.	X			Planning Board / Town Council (Regulation)
D. Develop illustrated guidelines for projects in the Business and Neighborhood Business zones to ensure consistent, pedestrian-friendly development and streetscape. Adopt revisions to Land Development and Subdivision Regulations to include guidelines in review process, required findings.		X		Planning Board / TRC (Program/Regulation)
2. Provide public parking in strategic locations within commercial areas and explore creative strategies to balance need for off-street parking and a walkable retail environment.				
A. Conduct a parking study for the Maple Avenue/ County Road area that includes recommendations on:	X			Planning Board (Program)
Sites and strategies for establishing public parking lots and on-street parking within the commercially zoned portions of Maple Avenue and County Road and adjacent streets				
Managing on-street and off-street spaces.				
Establishing shared parking options to meet off-street parking requirements and to eliminate curb cuts and improve safety on Maple Avenue and adjacent streets in the Business and Neighborhood Business zones.				
Establishing funding mechanism to finance public parking lot site acquisition, development and operations.				
3. Allow limited non-residential development as part of a "Mixed Use Village" recommended for the Zion Bible Institute property.				

Table IB (cont): Economic Development

Strategies & Actions	Short-Term	Mid-Term	Long-Term	Responsibility
	0-2 Years	2-5 Years	5-10 Years	(Type)
A. Establish zoning and design standards, such as design guidelines or form-based zoning, for promoting a mix of uses in the mixed-use village zone recommended for the Zion Bible Institute, of a scale and location that avoids impacting adjacent neighborhoods.	X			Planning Board / Town Council (Regulation)
B. Establish zoning standards requiring non-residential development in Belton Court to respect the historic qualities of the building and grounds.	X			Planning Board / Town Council (Regulation)
4. Establish Wood Avenue as an active, pedestrian-oriented mixed-use street, and study the possible extension of Wood to the Barrington Shopping Center.				
A. Convert the R10-zoned parcels on Wood Avenue and West Street to neighborhood business, as depicted on Economic Development Map 6 and the Future Land Use Map.	X			Planning Board / Town Council (Regulation)
B. Examine development standards for B and NB districts in terms of limiting impacts (such as noise, lighting) of development on adjacent residential zones.	X			Planning Board (Program/Regulation)
C. Establish on-street parking and extend streetscape improvements on Wood Avenue.		X	X	Planning Board / Town (Capital)
5. Revise zoning to achieve economic development objectives in strategic areas, including the Neighborhood Business zone near County Road and the on Bay Spring Avenue.				
A. Evaluate zoning strategies to promote a more cohesive retail environment in the Maple/Waseca Retail Core as shown on Map 6. This could include creation of a new zoning district, as a modification of the NB or B zone.	X			Zoning Rewrite Committee (Program)
B. Complete a parcel/zoning study of the Bay Spring area to identify options to promote the type of economic development desired by the community in the area. Study should address the following:	X			Zoning Rewrite Committee (Program)
-An evaluation of table of uses pertaining to the Light Manufacturing zone, taking into consideration environmental constraints and neighborhood impacts.				
-The feasibility of encouraging "live-work" units, where the business operator lives above first-floor office or retail space, in the Bay Spring Avenue area from Narragansett Avenue to Washington Road.				
-Potential to establish new zoning for marina/residential development at Lavin's Marina (zoned R10/WB) respecting the character of the area, providing public amenities, preserving views, etc.				

Table IB (cont): Economic Development

Strategies & Actions	Short-Term	Mid-Term	Long-Term	Responsibility
	0-2 Years	2-5 Years	5-10 Years	(Type)
6. Strengthen the Town's commercial base with a focus on promoting local businesses and economic sustainability.				
A. Appoint a task force consisting of citizens and local business owners to: a) investigate and evaluate strategies for developing a sustainable, locally owned and run economy; b) provide a supportive community and networking opportunities for the growing number of business people who work either full-time or part-time from their homes.		X		Town Council (Policy)
B. Conduct study evaluating options, such as zoning ordinance amendments, to permit uses that encourage the provision of services and amenities that will support creative and knowledge based businesses and consulting activity.	X			Zoning Rewrite Committee (Regulation)
C. Conduct market study evaluating retail and office environment in the Neighborhood Business and Business zones, including an evaluation of existing commercial space.			X	Town Manager (Program)

Table IC: Circulation

Strategies & Actions	Short-Term	Mid-Term	Long-Term	Responsibility
	0-2 Years	2-5 Years	5-10 Years	(Type)
1. Improve bicycle and pedestrian infrastructure throughout Town, consistent with a town-wide plan that identifies priority areas, funding mechanisms and design standards for constructing new sidewalks, bike lanes and bicycle amenities.				
A. Develop and implement town-wide Sidewalks and Bicycle Facilities Capital Improvement Plan enhancing connectivity throughout town starting with schools, parks and other priority areas.	X	X	X	Planning Board / Town / School Department (Capital)
B. Amend Zoning and Subdivision standards to strengthen requirements to install sidewalks in all subdivisions requiring the construction of or extension of a street.	X			Planning Board / Town Council (Regulation)
C. Amend Zoning and Subdivision standards to require new sidewalks and bike racks in all new non-residential projects within commercial zones.	X			Planning Board / Town Council (Regulation)
D. Establish a funding mechanism allowing developers to make payments in lieu to fund bike, sidewalk facilities consistent with town-wide plan.	X			Planning Board / Town Council (Policy/Regulation)
E. Expand Safe Routes to Schools program to increase the number of students who bike and walk to school at all public schools.	X	X	X	Council / Schools / DPW (Policy)
F. Revise Land Development and Subdivision Regulations to require new non-residential and mixed-use development projects to include bicycle facilities.	X			Planning Board (Regulation)
G. Evaluate feasibility of a bike-share program.		X		Town Planner (Program)
2. Undertake design improvements to dangerous intersections and streets.				
A. Work to secure funding for priority locations identified in plan.	Ongoing	X	X	Town Manager / DPW (Policy)
B. Develop concepts for additional dangerous intersections as needed.		X		Town Manager / DPW (Program)
C. Explore additional design modifications to County Road to provide a left turn-lane onto Lincoln Avenue from the northbound lane of County Road.	X			DOT / Town Manager / DPW (Program, Capital)
D. Bury all power lines on the following roads—County Road, Nayatt Road, Middle Highway, Washington Road, New Meadow Road, Sowams Road.			X	DOT / Town Manager / DPW (Capital)
3. Enhance mass transit (RIPTA bus) facilities and explore options for providing local shuttle service in Barrington.				
A. Study need and potential locations for an additional park and ride lot, preferably focusing on Route 114.	X			RIDOT / Town Planner (Program)

Table IC (cont): Circulation

Strategies & Actions	Short-Term	Mid-Term	Long-Term	Responsibility
	0-2 Years	2-5 Years	5-10 Years	(Type)
B. Secure funding for the design and construction of bicycle commuter facilities (such as a secure bicycle shelter) at the Barrington Congregational Church park and ride lot and the at the East Bay Bike Connector lot.	X			Town Manager / RIDOT / RIPTA (Capital)
C. Install additional, aesthetically compatible bus shelters throughout Barrington focusing on priority areas.	X	X	X	Town Manager / RIDOT / RIPTA (Capital)
D. Encourage State to expand park-and-ride facilities and programs within Warren and Bristol, to help alleviate impacts from the American Tourister redevelopment and other large-scale projects in those communities.	X			Town Manager / RIDOT / RIPTA (Policy)
E. Study feasibility of options to provide local bus services between the town center and RIPTA stops and targeted areas including senior housing developments.			X	Town Manager (Program)
4. Evaluate parking and traffic impact analysis requirements for development projects.				
A. Amend Subdivision & Land Development regulations to require developers to pay Town a project review fee sufficient to cover the cost of a traffic study completed on behalf of Planning Board, for projects of certain size.	X			Planning Board / Town Council (Regulation)
B. Establish menu of potential parking-in-lieu options such as provision of bicycle facilities or payment into a public parking fund, to allow developers to opt out of providing a portion of the required off-street parking.		X		Planning Board / Town Council (Regulation)
C. Modify parking requirements in Zoning Ordinance to regulate maximum as well as minimum number of parking spaces, and to encourage shared parking where differences in peak hour demand allows.		X		Zoning Rewrite Committee (Regulation)
D. Revise Land Development and Zoning regulations to promote best practice measures to manage stormwater within the groundwater recharge area.	X			Planning Board / Town Council (Regulation)
5. Implement measures to improve local traffic flow.				
A. Reopen investigation of Wood Street extension in order to relieve congestion on County Road and allow for a clearer integration of the Maple Ave., Waseca Ave and Shopping Center business districts.		X		Planning Board / Town Manager (Program)
B. Develop zoning and land development standards requiring internal connections between shopping areas to minimize curb cuts.		X		Town Manager (Policy)
C. Request State to study alternatives such as installing technology to allow for synchronized traffic signals on Route 114 in Barrington and Warren to improve traffic flow.		X		DPW / RIDOT (Program)
D. Study options (signage, additional turn lanes, etc.) to redirect traffic off RI 114 to alternative routes, including Massasoit Avenue.		X		Planning Board / Council (Regulation)
E. Develop criteria and Town-wide policy regulating establishment of on-street parking on residential streets and in commercial/mixed use areas.	X			Town Council / Planning Board (Policy)

Table ID: Community Services & Facilities

Strategies & Actions	Short-Term	Mid-Term	Long-Term	Responsibility
	0-2 Years	2-5 Years	5-10 Years	(Type)
1. Develop long-range plans for Town, School facility needs.				
A. Complete a long-range facility needs study for Barrington's schools, focusing on improving the quality of existing school facilities.	X			School Department (Program)
B. Prepare study evaluating existing and projected facility needs for facilities, specifically the Peck Center, factoring in projected demographic changes. A priority of such a study is the potential for a multigenerational facility meeting the needs of various age groups including the Senior Center and Barrington's youth.	X			Town Planner (Program)
C. Evaluate options for future use of under-utilized Town properties including the former site of "The Place", the Bay Spring Community Center building and Police Cove Park.	X	X		Town Planner (Program)
D. Consider capitalizing on opportunities to meet community facility space needs, such as through negotiation of public-private development agreements (for example, including community facilities in the planning for the redevelopment of the Zion Bible Institute site).	X			Town Council (Policy)
2. Monitor critical wastewater infrastructure in Barrington to avoid disruptive failures.				
A. Continue to develop GIS data and provide necessary software and technology to allow Public Works to monitor the wastewater infrastructure.	X	X	X	DPW / Town Manager (Capital)
B. Provide adequate capital funding through the sewer enterprise fund to provide financing to maintain and improve wastewater infrastructure.	X	X	X	DPW / Town Manager (Capital)
C. Evaluate potential impacts of major future development projects, including the Zion Bible Institute campus redevelopment, on wastewater infrastructure and require developer to cover any necessary improvements.	X			Planning Board (Program / Policy)
3. Support efforts to provide an adequate long-term water supply in Bristol County, as well as sufficient water should there be a failure of the East Bay Pipeline.				
A. Support expansion of the Bristol County Water Authority water supply that are independent of the East Bay Pipeline.		X		Town Manager (Policy)
B. Rezone Bristol County Water Authority's property Open Space-Passive or Conservation.	X			Planning Board / Town Council (Regulation)
C. Adopt measures to provide for the adequate recharge and protection of the groundwater in the Nayatt wellfield, including the proposed Groundwater Overlay District.	X			Planning Board / Town Council / Conserv. Comm. (Regulation)
D. Rezone the Bristol County Water Authority's property on Nayatt Road from "Open Space-Passive" to "Conservation."	X			Planning Board / Town Council (Regulation)

Table ID (cont): Community Services & Facilities

Strategies & Actions	Short-Term	Mid-Term	Long-Term	Responsibility
	0-2 Years	2-5 Years	5-10 Years	(Type)
4. Undertake initiatives, including those recommended in the Conservation Commission's "Barrington Goes Green" report of 2007, that put Barrington on track to become a more sustainable community, including the following:				
A. Conduct an inventory of local emissions, including power usage at all town facilities and emissions of Town vehicles.	X			Committee for Renewable Energy (Program)
B. Conduct energy efficiency audits of Town and school buildings and facilities, with the largest energy users as the top priorities.	X		X	Town Manager / School Department (Program)
C. Obtain accurate data, including wind, soils and solar orientation, for specific Town and school sites.	X			Committee for Renewable Energy (Program)
D. Draft Zoning Ordinance language and building policies to promote proper installation of future renewable energy initiatives.	X			Zoning Rewrite Committee (Program)
E. Consider aggregation opportunities with other communities who are pursuing community wind projects on the East Bay – including Portsmouth, Bristol, Warren, Middletown, and Jamestown — in order to lower costs, increase benefits and expand siting options.	Ongoing	X	X	Town Council (Policy)
F. Establish targets for reducing municipal solid waste and take steps to achieve the targets through expansion of Town's recycling efforts and other measures.	Ongoing	X	X	Town Council / DPW (Policy)
G. Expand efforts to encourage recycling at Town and School facilities, including providing sufficient space specifically for storing and sorting recyclables.	X			Town Council / School Department (Policy)
H. Develop an "on-bill" energy efficiency capital funding program, in conjunction with the property tax process, for assisting property owners with funding energy efficiency measures.				Town Manager / Tax Assessor (Policy)
I. Reduce or eliminate light pollution, light trespass, and light glare by exploring implementation of, but not limited to, the following: roadway lighting and residential, commercial and industrial lighting.	X			Planning Board / Town Council (Regulation)
5. Develop capacity of Town Departments to effectively respond to emergencies such as hurricanes and manage potential long-term concerns such as ongoing drought conditions.				
A. Form Town response team consisting to monitor implementation of the Natural Hazards Mitigation Plan and evaluate Town's readiness to respond to natural hazards and other emergencies.	X			Town Manager (Policy)
B. Establish a drought management response strategy, separate from, but coordinated with, Water Authority, to address drought conditions.	X			Town Manager / DPW (Program)
C. Disseminate information to public to enhance community preparedness.	Ongoing	X	X	DPW (Program)

Table IE: Natural & Cultural Resources

Strategies & Actions	Short-Term	Mid-Term	Long-Term	Responsibility
	0-2 Years	2-5 Years	5-10 Years	(Type)
1. Improve enforcement of Barrington's local regulatory wetlands protections.				
A. Create an administrative mechanism to certify that projects comply with approved zoning action regarding encroachments in the Town's 100-foot wetland buffer.	X			Conservation Comm / Bldg Official / Town Council (Policy)
2. Identify and protect remaining environmentally sensitive properties from development impacts, with emphasis on establishing contiguous habitat.				
A. Develop an open space acquisition plan in coordination with bicycle and pedestrian facility planning, that includes the following elements:	X			Planning Board / Conservation Commission / Open Space Ad Hoc (Program)
· An inventory of undeveloped properties throughout the town, mapped utilizing local and State GIS data.				
· Identification of priority areas based on criteria including environmental, habitat values and wildlife corridor connectivity, with goals for intended use for each parcel (conservation, habitat protection, passive recreation, water quality, etc.).				
· Recommendations on acquisition / financing strategies.				
B. Amend Zoning Ordinance and Subdivision Regulations to establish review procedures to ensure development/subdivision proposals provide dedicated open space in a manner that is consistent with the Town's open space plan.	X			Planning Board / Town Council (Regulation)
C. Partner with Barrington Land Conservation Trust and other organizations and government agencies on open space acquisitions.	X	X	X	Town Council (Policy)
D. Adopt the following Zoning Ordinance and Land Development & Subdivision Regulations amendments for commercial, mixed-use and multifamily projects proposed within the Groundwater Protection Overlay district:	X			Zoning Rewrite Committee (Regulation)
· Require use of best management practices that address water quality measures in addition to controlling stormwater runoff.				
· Require more green space and allow for pervious pavements in commercial, mixed-use and multifamily projects proposed within the Overlay zone.				
· Provide density incentives for properties willing to reduce the impervious footprint.				

Table IE (cont): Natural & Cultural Resources

Strategies & Actions	Short-Term	Mid-Term	Long-Term	Responsibility
	0-2 Years	2-5 Years	5-10 Years	(Type)
3. Utilize Management Plans to protect conservation lands.				
A. Develop and implement Management Plans for priority sites, including: Nockum Hill (plan has been completed); The Brickyard Wetlands (the Town-owned 10-acre site west of the Barrington Shopping Center); Allin's Cove (Town and Conservation Land Trust parcels); Hampden Meadows "Greenbelt"; Walker and Vitullo Farms.	X	X	X	Conservation Commission / Open Space Ad Hoc Committee, Barrington Land Conservation Trust (Policy / Program)
B. Encourage owners of private conservation parcels to develop Management Plans that are consistent with those adopted for public conservation areas. Priorities include: Mussachuck Creek/Echo Lake/Sowams Woods; Johannis Farm.	X	X	X	Open Space Ad Hoc / Town Manager (Policy)
C. Annually review status of Management Plan implementation for all conservation areas.	X	X	X	Open Space Ad Hoc (Policy)
D. Employ deed restrictions to ensure that high priority Town-owned conservation parcels, as identified in an Open Space Plan (see Strategy 2), cannot be sold or otherwise disposed of.	X			Town Manager / Town Council (Policy)
4. Work cooperatively to protect and restore water quality, including in Hundred Acre Cove and Brickyard Pond.				
A. Continue dialog with neighboring communities in RI and MA to encourage adoption of measures to improve water quality in Hundred Acre Cove.	X	X	X	Town Manager (Policy)
B. Implement best management practices and other strategies recommended for improving water quality in Brickyard Pond.	X	X	X	Town (Policy)
5. Adopt protections for historic sites.				
A. Work with various stakeholders to develop a management plan for the Civic Center district. Such a plan should formalize a process for reviewing and approving projects within the district, including an evaluation of parking and other impacts and potential maintenance responsibilities.	X			Town Manager / Town Planner (Program, Policy)
B. Work cooperatively with private sector to ensure the restoration of Belton Court is economically viable, and seek opportunities for gaining public access to building and grounds.	X			Town Council / Property Owner (Policy)
C. Update the town register of historic properties (see Appendix V) worthy of preservation including historic neighborhoods.	X	X	X	Preservation Society (Program)
D. Map individual graves and graveyards located outside formal cemeteries and known archaeological sites, and adopt regulations to limit development impact on these sites.		X		Cemetery Commission (Program, Regulation)

Table IE (cont): Natural & Cultural Resources

Strategies & Actions	Short-Term	Mid-Term	Long-Term	Responsibility
	0-2 Years	2-5 Years	5-10 Years	(Type)
6. Adopt Protections for Scenic Resources.				
A. Adopt scenic area registry and incorporate protections within Planning Board review process; registry should identify scenic areas important at the townwide and neighborhood level.	X			Conservation Commission / Planning Board (Regulation)
B. Establish viewshed easements around particularly important sites	X	X	X	Conservation Comm. / Planning Bd / Town Council (Policy)
7. Adopt measures to maintain and expand farming activity and preserve the character of rural areas of Barrington.				
A. Adopt Rural Conservation zoning in the "4-Town Farm" area, as depicted on the Future Land Use Map. The zone will allow for development based on the Conservation Development model to preserve rural character and environmentally sensitive areas. Public workshops will be held to inform property owners about proposed zoning.	X			Zoning Rewrite Committee (Regulation)
B. Evaluate potential options to protect agricultural lands, such as:	X			Open Space Ad Hoc / Town Council (Program)
· Conservation easements through the purchase of development rights.				
· Agricultural/Forestral Districts, an agreement where landowner voluntarily agrees to not develop a farm or forest land for a set period of time.				
C. Encourage establishment of community gardens on public lands and other areas where appropriate; maintain community gardens at Walker Farm.				Barrington Land Conservation Trust / Open Space Ad Hoc (Policy)
D. Create criteria for evaluating Comprehensive Permit applications in the George Street area, including allowable densities for projects that utilize well water and septic and provision of sustainable development features (such as inclusion of community gardens and green building/alternative energy systems)	X			Planning Board (Program, Regulation)
E. Continue providing option of leasing Town properties at Nockum Hill and Vitullo Farm to enable farms to maintain presence in Barrington. Consider conditions—for public access, etc.	X	X	X	Town Council (Policy)
10. Implement Harbor Management Plan.				
A. Implement recommendations contained in the Harbor Management Plan.	X	X	X	Harbor Commission (Policy / Regulation)
B. Include the Harbor Management Plan as part of the annual review of the Comprehensive Community Plan implementation.	X	X	X	Harbor Commission / Town Council (Policy)

Table IE (cont): Natural & Cultural Resources

Strategies & Actions	Short-Term	Mid-Term	Long-Term	Responsibility
	0-2 Years	2-5 Years	5-10 Years	(Type)
11. Expand local efforts to mitigate flood risk and improve community preparedness in flood events.				
A. Continue participation in the National Flood Insurance Program .	X	X	X	Town Council (Policy)
B. Implement measures, including community awareness and flood mitigation efforts, to improve the Town's Community Rating System score as determined by FEMA.	X	X	X	Town Manager (Policy)
C. Monitor condition of seawalls and other structures that help protect against flooding; include consideration of funding for design and construction of flood projects in local capital programming and grant applications.	Ongoing	X	X	DPW (Policy)

Table 1F: Open Space & Recreation

Strategies & Actions	Short-Term	Mid-Term	Long-Term	Responsibility
	0-2 Years	2-5 Years	5-10 Years	(Type)
1. Rezone Open Space/Recreation parcels to reflect use.				
A. Update Zoning Map to reflect intent of recently acquired open space, recreation and conservation lands (see Future Land Use Map). Sites include:	X			Planning Board / Town Council (Regulation)
· The Town-owned Sowams Road parcel designated for park development, including active and passive elements. (Current zoning: R-25)				
· St. Andrew's Farm on Middle Highway, which includes a soccer field and trails. (Current zoning: R-25)				
· The "Brickyard Wetlands" behind the Barrington Shopping Center, a 10-acre parcel with wetlands as well as a conservation easement. (Currently zoned Business)				
· Vitullo Farm, a Town-owned, historically agricultural property off Wampanoag Trail. (Current zoning: R-25)				
2. Re-evaluate existing Master Plans for Town Parks and complete development plans for additional parks in order to establish realistic capital improvement priorities.				
A. Evaluate the Town's Park Master Plan Concepts (see Appendix VII) to identify opportunities to complete the highest priority projects incrementally, in order to spread out the cost over a number of years as part of a realistic long-term capital budget.	X	X	X	Park & Recreation Commission / Town Council (Program, Capital)
B. Include park improvements in long-term capital budget planning based on master plan priorities (see Action A).	X	X	X	Park & Recreation Commission / Town Council (Capital)
C. Complete Master Plans for St. Andrews Farm, Latham Park and other sites. These plans would supplement the existing Master Plans completed for other sites, providing the Town a complete picture for evaluating which projects should be funded and when.	X	X		Park & Recreation Commission / Town Council (Program)
3. Develop and implement Management Plans for Town park and recreation sites				
A. Develop Management Plans for Town Parks and Recreation Sites. Priority areas include: Sherwood Park, the Lincoln Avenue/Prince's Pond park, Barrington Beach, Veterans Park and Saint Andrews Farm.	X			Park & Recreation Commission / Open Space Ad Hoc (Program)

Table IF (cont): Open Space & Recreation

Strategies & Actions	Short-Term	Mid-Term	Long-Term	Responsibility
	0-2 Years	2-5 Years	5-10 Years	(Type)
B. Annually review status of approved and pending park and recreation Management Plans.	X	X	X	Park & Recreation Commission / Open Space Ad Hoc (Policy)
5. Establish a formal Parks and Recreation director position to oversee community facilities improvements, management plans for parks and open spaces, etc.		X		Park & Recreation Commission / Town Council (Policy)
6. Establish a Sowams National Heritage District to coordinate efforts to enhance and protect the scenic, historic, natural and recreational open spaces within the district.				
A. Form a voluntary partnership consisting of large landowners in the district, including the RI Country Club, the Town and the Land Trust, to develop the concept of a Sowams National Heritage District.		X		Land Trust / Town Council (Policy)
B. Develop and implement a Sowams National Heritage District Management Plan.		X		Land Trust / Property Owners / Park & Recreation Commission / Conservation Commission / Open Space Ad Hoc (Program)
C. Include Sowams National Heritage District in other planning activities including parks and recreation, bicycle and pedestrian facilities, greenways and open space plans.		X		Park & Recreation Commission / Planning Board (Program, Capital)

Table IG: Land Use

Strategies & Actions	Short-Term	Mid-Term	Long-Term	Responsibility
	0-2 Years	2-5 Years	5-10 Years	(Type)
1. Adopt Zoning Map, Zoning Ordinance and Land Development & Subdivision Regulations amendments consistent with Future Land Use Map.				
a. Amend Zoning Map as follows:				
Phase 1 (within 1 year): Rezone parcels designated for zoning districts that currently exist, <i>and</i> parcels identified for new zoning districts, other than Mixed-Use Village and Village zones. Districts include: Rural Residential and Government. Consider completing a land suitability analysis in conjunction with the development of Rural Residential zoning. <i>Reference: Future Land Use Map.</i>	X			Planning Board / Town Council (Program / Regulation)
Phase 2 (within 3 years): Consider rezoning of residential areas, including the creation of new zones, where the zoning is inconsistent with the existing lots. Evaluate opportunities to encourage production of affordable housing units through the rezoning initiative, potentially as a means to implement Housing & Neighborhoods Strategy 6-4 and other LMI housing strategies. Maps LU-3 to LU-5 provide a basis for identifying areas requiring further study.		X		Zoning Rewrite Committee / Planning Board / Town Council (Regulation)
Mixed-Use Village and Village zones (timing dependant upon property owners): Create new zoning district upon application and findings of consistency with Developer Guidance as outlined in Appendix III. (See Future Land Use Map and Housing & Neighborhoods Strategy 5-9)	<i>Upon Application by Developer</i>			Planning Board / Town Council (Regulation)

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APPENDIX I: Additional Components of the Barrington Comprehensive Community Plan

The following are additional components of the Comprehensive Community Plan, previously adopted by the Barrington Town Council. They are incorporated by reference into the 2009 update of the Comprehensive Plan.

1. **Harbor Management Plan.** The Harbor Management Plan provides a long-range vision for controlled growth and development of harbor and shoreline areas. It includes policies and programs outlining goals for the development of the tidal waters adjacent to Barrington and the designation of specific locations, conditions and other management requirements for activities conducted within the local harbor area.
2. **Affordable Housing Plan.** The Affordable Housing Plan, approved by the State in 2005, outlines strategies for reaching the State-mandated 10 percent affordable housing goal, based on the total number of dwelling units in Barrington. The AHP has been revised and incorporated in the Housing & Neighborhoods element. Updated LMI unit calculations are included in Appendix IV, revised based on the latest available data and the amended strategies in the Housing & Neighborhoods element.

APPENDIX II: Implementation Status: 2002 Comprehensive Community Plan

HOUSING ELEMENT—2002 Comprehensive Community Plan Recommendations

Recommendation	Implementation Status	Status: 2009 Update
1. Convert specific parcels of land within Hampden Meadows from the present R-10 zone to R-25, in order to maintain a desirable residential density on certain large parcels of land if and when development occurs. These areas are as follows: the neighborhood lying between Martin Avenue and Massasoit Avenue, and the area along the east side of Sowams Road south of Orchard Avenue.	This zoning map amendment occurred in June 1994.	Deleted
2. Promote the availability of affordable housing units by allowing residential and commercial uses in the same building, in the form of apartments over stores, within the new Neighborhood Business District (see Economic Development Element recommendations).	Completed in 1994. Within the new NB District, mixed use residential (residential and commercial in one structure), is allowed by right. The 1994 Zoning Ordinance revisions included the allowance of two-family dwellings by SUP within the NB District; 3-family dwellings and apartment complexes are still prohibited.	Revised - see Housing & Neighborhoods Strategy 5-5
3. Become actively involved in the East Bay Community Development Corporation, whose purpose is to provide housing opportunities for low and moderate income persons.	Barrington is now represented on the Board of the East Bay Community Development Corporation.	Revised. Housing & Neighborhoods Strategy 4-3 calls for the Town to "Pursue Public/Private/Nonprofit Housing Alliances"
4. Establish an affordable housing task force to work in conjunction with the East Bay Community Development Corporation and undertake other efforts to promote affordable housing.	The Affordable Housing Plan redefines the proposed 'Task Force' as a chartered Housing Trust 'charged with exploring affordable housing alternatives for Barrington's families and seniors.' The Housing Trust is identified in the Affordable Housing Plan as an 'Enabling Policy' and will be an integral part of the implementation of several of the proposed strategies.	Revised to reflect creation of Housing Trust and Board in 2006. (See Housing & Neighborhoods Strategies 4-1 and 4-2)
5. Develop a plan for an elderly housing complex, involving either conversion of one of the Bay Spring Mills, if feasible, or the selection of a vacant parcel for new development.	No longer applicable; two elderly housing complexes have been constructed on former mill sites. (Bay Spring Village, Barrington Cove Apartments).	Deleted

ECONOMIC DEVELOPMENT ELEMENT—2002 Comprehensive Community Plan Recommendations

Recommendation	Implementation Status	Status: 2009 Update
1. Establish a Neighborhood Business District to replace the present Business District throughout Barrington with the exception of the County Road area, and a portion of the Bay Spring area. In general, the Neighborhood Business District would allow less intense commercial and retail activity than is allowed in the Business District, and would restrict the total size of an individual business establishment. However, it would also have less restrictive lot coverage and parking requirements. The specific areas of Barrington impacted by this include Maple Avenue (see #3 below), Bay Spring Avenue and Sowams Road.	The Neighborhood Business District was established and applied to the commercial areas described above as part of the rewrite of the zoning ordinance and revisions to the zoning map in 1994.	Economic Development Element Strategy 4 and Future Land Use Map recommends expanding NB zone by rezoning remaining R10-zoned parcels on Wood Avenue and West Street.
2. Develop a County Road commercial center for Barrington by undertaking the following: a new site plan for an improved shopping center and commercial district to complement the design and aesthetic improvements developed as part of the upgrade to County Road (see Circulation Element recommendations); and consider the placement of all overhead utilities underground as part of the design improvements to the roadway.	Redesign and upgrade of the shopping center has occurred through the private development process. Improvements include the demolition of the old Almacs store and construction of a new Shaw's supermarket; demolition of an old gas station and one of the older multi-tenant buildings and construction of a new building with CVS as the main tenant; and improvements to the storefronts of another building (the north building). Utilities were not placed underground as part of the road project, completed in 2000.	Deleted
3. Convert Maple Avenue zoning designations by changing the existing business district on the south side of Maple Avenue between Barrington Avenue and Middle Highway to residential (R-10); and by changing the business district on the north and south sides of Maple Avenue between West Street and Barrington Avenue to a neighborhood business district.	This zoning change was done as part of the rewrite of the zoning ordinance and revisions to the zoning map in 1994.	Deleted
4. Establish Site Plan Review for commercial and industrial developments to improve the overall quality, appearance and functioning of these areas, by enactment of a Development Plan Review Ordinance. New developments, or the expansion or conversion of the use of existing buildings, would be reviewed under this regulation, which would allow the Planning Board to consider such impacts as traffic, and to have control over such site features as access and parking, landscaping, signage and aesthetics.	A development plan review ordinance, which requires building design and site plan review of all commercial redevelopment, as well as site plan review of major residential developments, was first adopted by the Town in 1993. It remains a part of the zoning ordinance (Article XXIV), which was rewritten in 1994. A design manual, the "Barrington Village Design Study and Design Guidelines" was adopted by the Town in 1995.	Economic Development Strategy 1 / Action D recommends development / revision of design guidelines for development in the B, NB zones

**ECONOMIC DEVELOPMENT ELEMENT—2002 Comprehensive Community Plan
Recommendations (continued)**

Recommendation	Implementation Status	Status: 2009 Update
5. Establish Design Review of commercial and industrial buildings within all business and manufacturing districts, to give the Town a means of control over the design and general appearance of new buildings, and buildings undergoing rehabilitation or a change of use within these districts. The establishment of design review would be done as a component of the Development Plan Review Ordinance. It could also be done in conjunction with a revision of the sign ordinance to provide for consistent signage in commercial areas, and the phase out of non-conforming signs.	Completed. See status of Economic Development Recommendation 4, above	
6. Strengthen the Town's commercial base by establishment of a Barrington Chapter of the Bristol Chamber of Commerce, or a more active business association. The chamber or business group should market the Town to attract new and relocating businesses, and to encourage residents to shop in town.	Not completed	Revised as Economic Development Strategy 6

CIRCULATION ELEMENT—2002 Comprehensive Community Plan Recommendations

Recommendation	Implementation Status	Status: 2009 Update
1. In conjunction with the R.I.DOT, undertake improvements to County Road and the Barrington Shopping Center as follows: incorporate aesthetic elements into the design plans for the upgrade of County Road from Sullivan Terrace to Rumstick Road, including street trees, period lighting, specially marked pedestrian crossings and the addition of a green strip along the west side of the road; expand these proposed aesthetic improvements to town owned land on the east side of the roadway to better facilitate pedestrian movement around the government center; develop a plan to improve auto and pedestrian circulation in and around the shopping center; construct the Bosworth Street extension following development of adjoining vacant land; and construct a non-vehicular bicycle bridge over County Road at the East Bay Bicycle Path crossing, to both improve traffic flow and bicycling safety.	The County Road Project, including the widening of the road and all amenities, was completed by the D.O.T. in 2000. Underground placement of utility lines was not included in the road reconstruction. Circulation within the shopping center was revised and improved to coordinate with both the road reconstruction and upgrading of the center. Plans for a bicycle/pedestrian bridge over County Road were abandoned by the state primarily due to cost. Plans for the pedestrian bridge were rejected by D.O.T. The undeveloped land between the shopping center and the Y.M.C.A. has been purchased by the Town as protected open space, meaning Bosworth Street will never be extended. Private commercial land between Wood Street (Avenue) and the shopping center has been redeveloped (new Brooks Pharmacy) but a bicycle/pedestrian connection to the bike path and the center was constructed as part of the redevelopment.	Revised. Economic Development Strategy 4 and Circulation Strategy 5 call for studying the potential to extend Wood Avenue as a secondary pedestrian/vehicular connection to the shopping center.
2. Undertake design improvements to dangerous intersections including the County Road and Massasoit Avenue, the County Road and Lincoln Avenue, and the Maple Avenue and Middle Highway intersections.	Improvements to County Road/Massasoit Avenue intersection completed	Included as Circulation Strategy 2.
3. Improve the circulation and appearance of Maple Avenue by installing curbs, reconstructing sidewalks, planting street trees, and by minimizing future traffic volumes through the reduction of the amount of land area in commercial zoning (see Economic Development Element recommendations).	The Town installed new sidewalks, curbing and streetlights on the south side of Maple up to Vienna Bakery.	Included as Economic Development Strategy 1, focusing improvements on Maple Avenue and Bay Spring Avenue areas.
4. Add to the safety of Massasoit Avenue through the addition of sidewalks and curbs, placement of signage to discourage speeding, elimination of school bus stops, and regular police enforcement of the speed limit.	Ongoing	Included as Circulation Strategy 2.
5. Amend the road design standards in the town subdivision regulations to establish reduced width requirements for smaller developments.	Road width standards were adjusted when the subdivision regulations were rewritten in 1995, allowing for a reduction in width from 26 feet to 22 feet for roads in minor subdivisions (five or fewer lots).	Deleted (Housing Strategy 2 calls for establishing sustainable site design standards, which could include allowing for streets less than 22' in width)

**CIRCULATION ELEMENT—2002 Comprehensive Community Plan Recommendations
(continued)**

Recommendation	Implementation Status	Status: 2009 Update
6. Develop a town-wide bike system by providing bicycle and pedestrian paths that connect with the East Bay Bicycle Path to serve as alternate travel routes between neighborhoods, and the schools and recreation areas.	Ongoing	Included as Circulation Strategy 1.
7. Expand commuter programs by the addition of a second park and ride lot in Barrington, possibly along County Road.	Barrington was the successful recipient of a Congestion Mitigation and Air Quality (CMAQ) Program grant from D.O.T. which will provide for various transportation-related site improvements at a town-owned parcel off County Road (adjoining the vacant police station) including a bikeway connector and new RIPTA bus stop.	Included as Circulation Strategy 3.
8. Require Site Plan Review to address the traffic impacts of certain developments, including larger residential developments as well as commercial and industrial developments, as part of a new Development Plan Review Ordinance.	A development plan review ordinance, which includes traffic analysis of commercial developments along with building design and site plan review, was first adopted by the Town in 1993. It remains a part of the zoning ordinance (Article XXIV), which was rewritten in 1994.	Deleted

COMMUNITY SERVICES & FACILITIES ELEMENT—2002 Comprehensive Community Plan Recommendations

Recommendation	Implementation Status	Status: 2009 Update
1. Institute methods of controlling public education costs, including remaining active in the East Bay Collaborative to pursue ways of saving money in purchasing and other areas.	Ongoing	Deleted
2. Undertake changes in the provision of fire fighting and rescue services, specifically to reduce the size and related high expense of the Barrington Fire Department, through one or more of the following methods: natural attrition of the present force, in conjunction with the reorganization and training of the Hampden Meadows Volunteer Fire Department; contracting out for fire and/or rescue services; establishment of an entirely volunteer force; cross-training of town employees; and consolidation of the Fire and Police Departments into one public safety department. Changes in public safety services should be done in conjunction with a plan for the construction of a new building (or buildings) to house the Police and Fire Departments.	The fire department now resides in the new public safety building on Federal Road. Both stations are now privately owned: station 1 is a residence and station 2, a non-profit school.	Deleted
3. Maintain town control of solid waste disposal by keeping the present system of town pick-up and direct haul to the state landfill, in combination with an aggressive local recycling program; plan for future use of the transfer station in Warren at such point it becomes a municipally operated transfer station.	In 1998 Barrington joined the state maximum (expanded) recycling program which is managed by the R.I. Resource Recovery Corporation.	Solid waste and recycling strategies are included (Community Services & Facilities Strategy 4)
4. Support a full service connection to the East Providence water system to provide for the future drinking water needs of Barrington and all of Bristol County, and maintain and protect the existing system owned by the Bristol County Water Authority, including the Nayatt wellfields.	The cross bay pipeline was completed in late 1998 at a cost of \$34 million, preceded by the full service connection to East Providence. Bristol County receives between 3.3 and 3.5 mgd from the Providence water supply system. The treatment plant is currently being upgraded; work has not yet been initiated on the reconstruction of the Shad Factory transmission line. The Nayatt wells are still in active production, providing the principal source of Barrington's drinking water.	Protection of Nayatt wells as supplemental water supply addressed (Community Services & Facilities Strategy 3)
5. Reduce the annual cost of wastewater treatment by working with the City of East Providence to find a suitable site for sludge composting.		Maintenance of wastewater infrastructure addressed (Community Services & Facilities Strategy 2)

NATURAL & CULTURAL RESOURCES ELEMENT—2002 Comprehensive Community Plan Recommendations

Recommendation	Implementation Status	Status: 2009 Update
1. Establish a Wetland Overlay Zone to provide for control over the impacts of development on all wetland areas, under the provisions of a new ordinance. This would be done as a floating zone, an unmapped district applied to wetland areas, with regulations that are applied when an application for development or a violation occurs.	A wetlands overlay district was established as part of the zoning ordinance rewrite in 1994 (Article XXV). It requires the granting of a special use permit by the Zoning Board of Review, with advisory review by the Conservation Commission, prior to any development within 100 feet of either a coastal wetland or a freshwater wetland one-half acre or greater in size.	Natural & Cultural Resources Strategy 1 calls for enhanced enforcement of wetlands regulations.
2. Implement an aquifer protection program, to include: a delineation of the wellhead recharge area and other critical zones; a survey of property owners in the wellhead recharge area to determine what contamination threats exist, and educational materials for these property owners; an emergency contingency plan; and a draft Wellhead Protection Ordinance.	The construction of the cross-bay pipeline was completed in 1998. The wellhead protection study for the Town was completed in 1994. It recommended the establishment of a groundwater protection overlay district and included a proposed draft ordinance, which has not yet been enacted by the Town.	Natural & Cultural Resources Strategy 2 (Action D) calls for adoption of wellhead protection ordinance.
3. Develop management plans for various town conservation areas, including Nockum Hill, Osamequin Park and Walker Farm, Currier Park, Veterans Park and Hampden Meadows Greenbelt. Each plan will include a description of the area's significant characteristics and features, management objectives and implementation plan.	Ongoing	Included as Natural & Cultural Resources Strategy 3
4. Adopt methods to control soil erosion and sedimentation resulting from new development, including the consideration of a Soil Erosion and Sediment Control Ordinance; review of the subdivision regulations regarding stormwater management requirements; and increase in the setback and buffer requirements for wetlands and water bodies.	Included in Subdivision Regulations	Deleted
5. Adopt strategies for the protection of scenic and historical resources including the establishment of a register of important scenic areas; adoption of a town register of historic properties worthy of preservation; creation of an historic committee appointed by the Town Council to study, in conjunction with the Barrington Preservation Society, the possible establishment of an Historic District Overlay Zone; and adoption of a Development Plan Review Ordinance that requires measures to identify and avoid significant historical resources, including archaeological resources.	A development plan review ordinance, which requires building design and site plan review of all commercial redevelopment, as well as site plan review of major residential developments, was first adopted by the Town in 1993. It includes the consideration of the potential impact upon properties listed or formally declared eligible for listing on the National and State Registers of Historic Places. It remains a part of the zoning ordinance (Article XXIV), which was rewritten in 1994. Advance review on behalf of the Planning Board is performed by the Technical Review Committee.	Natural & Cultural Resources Strategy 5 calls for measures to protect historic resources.

OPEN SPACE & RECREATION ELEMENT—2002 Comprehensive Community Plan Recommendations

Recommendation	Implementation Status	Status: 2009 Update
1. Establish new Conservation and Recreation Districts, by replacing the existing Open Space District in Barrington's zoning ordinance with four new districts which better define appropriate uses for certain types of land. The proposed new districts are: Conservation District, Conservation-Wildlife Refuge District, Open Space-Passive and Open Space-Active Recreation Districts.	The four districts described above were established and applied to the appropriate areas as part of the rewrite of the zoning ordinance and revisions to the zoning map in 1994.	The Future Land Use Map identifies additional recreational and conservation parcels recommended for rezoning (see Open Space & Recreation Strategy 1)
2. Proposed use of town open space and recreation areas; this recommendation involves defining the future use and potential development of town owned land in a manner which balances the need to protect land for open space and conservation purposes, and developing it to meet active and passive recreational needs. It includes the following proposed additional playing fields: Bicknell Park -- one soccer field Landfill #3 -- two soccer fields Chianese Field -- two little league fields Veterans Park -- one softball field Sowams School -- one soccer field Haines Park -- two little league fields, and use of the major league, little league, softball and two soccer fields	A more recent and thorough study of Barrington's recreational facilities was performed by the Park & Recreation Commission in 2007. Recommendations are incorporated in the updated plan, Strategy 5.	See Open Space & Recreation Strategy 2
3. Develop contingency plans for private land through the establishment of a committee to identify critical sites, determine their potential for development, and develop plans that would allow the Town some input into their ultimate fate.	Ongoing (monitored by various boards and commissions and Town administration)	Recommendations for future use of critical sites to be addressed as part of development of Open Space Master Plan (Natural & Cultural Resources Strategy 2).
4. Monitor the need for a formal recreation department by undertaking a study under the direction of the Town Council.	Ongoing	Open Space & Recreation Strategy 5

APPENDIX III: Developer Guidance: Village Zoning

Several concepts have been presented in the “Housing for Barrington’s Future: Housing Land Use Study” report (2008) to illustrate potential options for providing affordable housing and a diversity of housing types at suitable sites. The following is provided as guidance for potential developers of sites that qualify per Section 1: Applicability, for establishment of a new “Village” or “Mixed-Use Village” zone. The guidelines provide the Town a means to evaluate development proposals and new zoning submitted by developers for areas where the Village zoning option is applicable.

1. Applicability

This guidance shall apply to all existing parcels or assembly of parcels under single ownership prior to January 1, 2009 with a minimum of 5 acres of contiguous upland, and also served by municipal sewer and water, including but not limited to the (former) Zion Bible Institute on Middle Highway (Plat 14/Lots 2, 13, 341, 342, 343) and the (former) Sowams Nursery on Sowams Road (Plat 28/Lots 5, 12, 264, 265, 72, 73, 246, 249, 263).

2. Findings

- A. The Town of Barrington’s Affordable Housing Plan outlines strategies to achieve the state-mandated 10 percent low- and moderate-income housing goal, and expanding housing options for current and future residents of Barrington. The Affordable Housing Plan has identified a need to provide housing for a growing senior population, workforce housing for municipal employees and other workers, and persons with disabilities.
- B. Two strategies were identified in the Affordable Housing Plan to work toward achieving the 10 percent goal: creation of a senior residential community and identification of areas that could support a mix of housing types.
- C. Two specific areas of Town were identified in the *Housing for Barrington’s Future: Housing Land Use Study* as suitable to implement creation of a compact “village” community with a range of housing types at varying densities: the Zion Bible Institute on Middle Highway (Plat 14/Lots 2, 13, 341, 342, 343) and the former Sowams Nursery on Sowams Road (Plat 28/Lots 5, 12, 264, 265, 72, 73, 246, 249, 263).

3. Purpose

The purpose is to achieve the following:

- A. Increase diversity of housing types in Barrington, with dwelling units that meet the needs of residents at varying life stages, recognizing that single-family homes in traditional subdivisions may not meet the needs of all segments of the population, especially the senior population.
- B. Meet the housing needs of households with a range of incomes, including 75 percent at market rate and 25 percent housing affordable to those with low income (below 80 percent of area median income) or moderate income (80 to 120 percent of area median income).

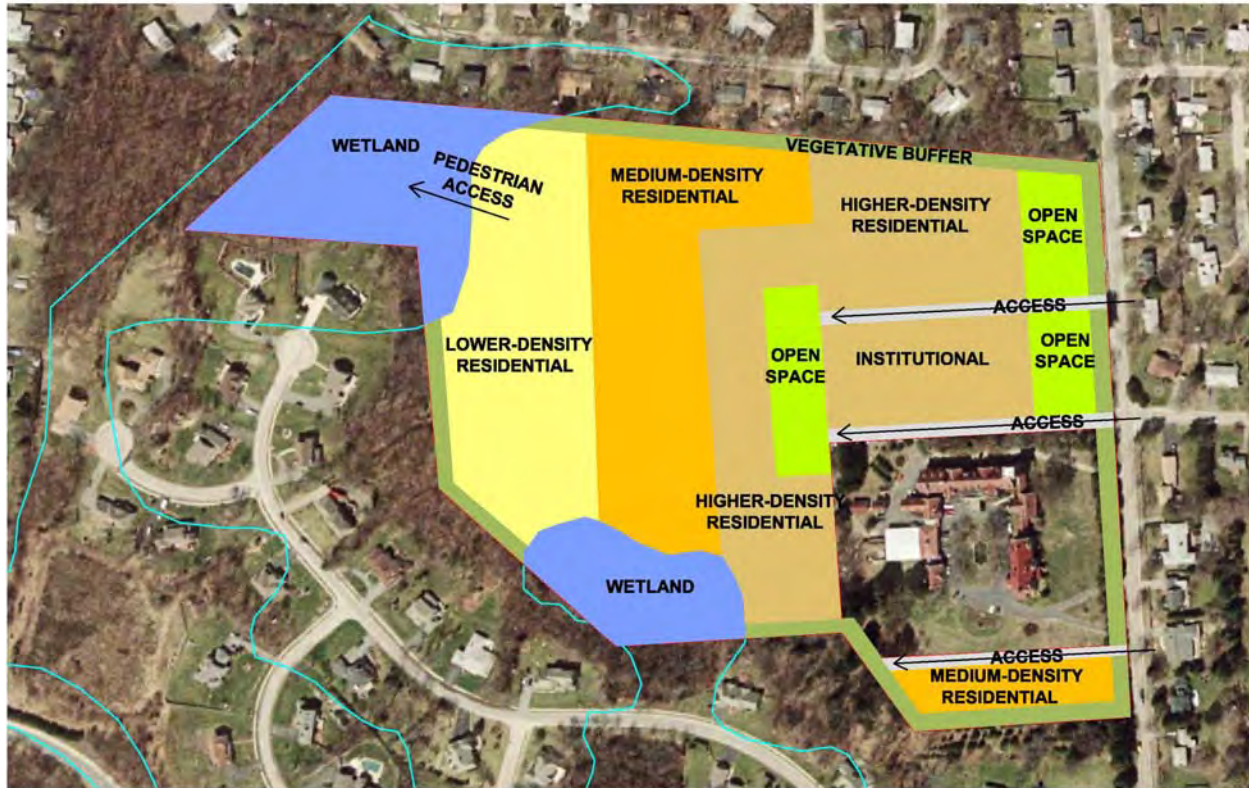


Figure A. Functional Diagram showing arrangement of densities at Zion Bible Institute site, with the highest density near Middle Highway with neighborhoods buffered by open space/ vegetative buffers, medium density toward the center of the site, and low-density near wetlands/wooded areas on the edge. Source: Housing for Barrington's Future study, presented to the Town Council May 2008.

- C. Encourage a form of development that embraces the town and neighbors, and does not give the appearance of a stand-alone development or "gated community."
- D. Promote the concept of a "garden suburb" in keeping with the character of Barrington, with a formal element at the core (village green, higher densities) and lower densities at the edges.
- E. Provide housing that is accessible to people with disabilities.
- F. Assure integrated generational housing, to enable seniors and those younger to benefit from the maturity and enthusiasm of a diverse population. Limit units for seniors (ages 55 and above) to 40 to 60 percent of units.
- G. Design common areas for people to meet and develop strong social ties.
- H. Provide compact, sustainable development that preserves open space for recreation, hiking paths, community gardens, and other public uses.
- I. Encourage walkable neighborhoods by providing sidewalks, hiking paths, and connections to shops and services.
- J. Facilitate public interaction along the street by including residential units with porches and covered stoops, as appropriate.
- K. Minimize the emphasis of private vehicles by recessing garages back from the facade of

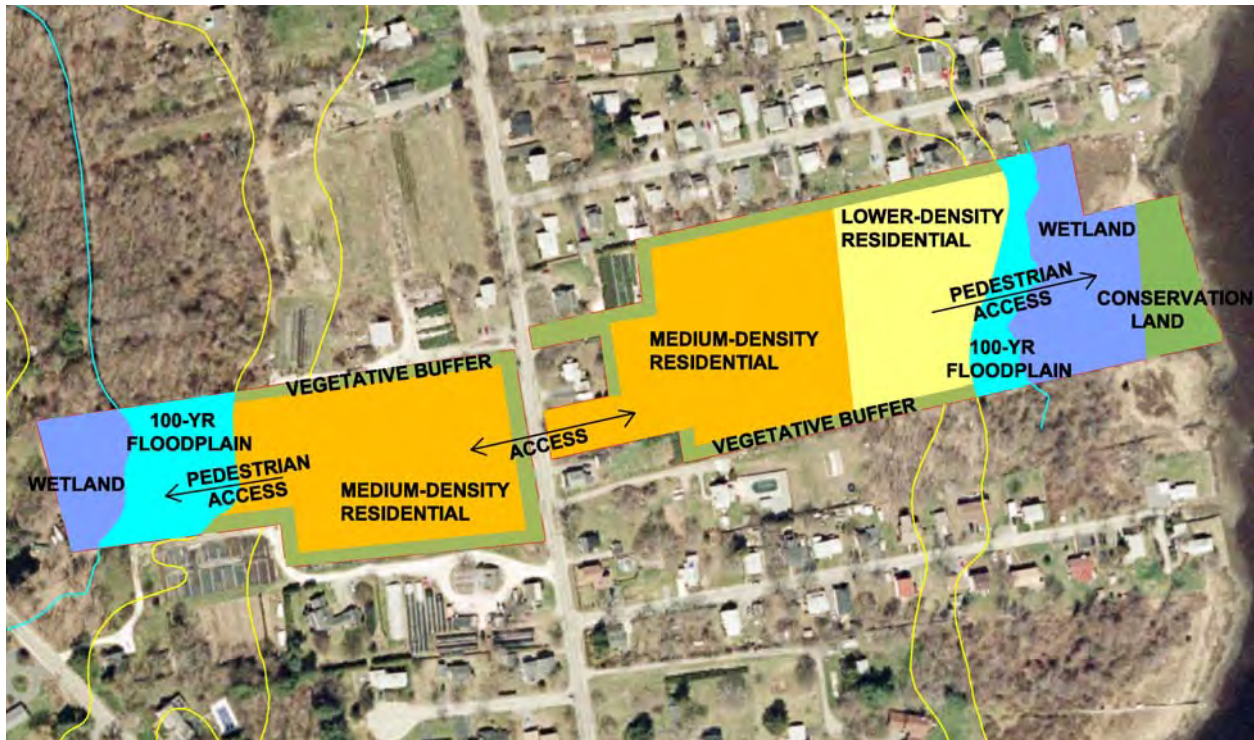


Figure B. Functional Diagram showing arrangement of densities at the Sowams Nursery site, with the highest density near Sowams Road with neighborhoods buffered by open space/ vegetative buffers. Provision of public access into protected open space is recommended. Source: Housing for Barrington's Future study, presented to the Town Council May 2008.

the structure or providing utility access to garages on rear alleyways, where possible.

- L. Retain existing buildings with historical or architectural features that define the visual character of the community. Retain properties such as Belton Court, listed on the National Register of Historic Places. Retain monumental landscaping and features such as the existing cedar hedge and stonewall along Middle Highway.
- M. Incorporate low impact development principles into the design to reduce energy consumption for construction, operation, and maintenance, to reduce impermeable pavement, and to encourage use of sustainable materials and energy sources.
- N. Encourage access to multi-modal transit.
- O. Provide mixed use for developments with more than 20 contiguous acres of upland, to assure convenient access to some of the goods and services needed for a diverse population.

4. Definitions

- A. Assisted living: A type of long-term care facility for elderly or disabled people who are able to get around on their own but who may need help with some activities of daily living, or simply prefer the convenience of having their meals in a central cafeteria and having nursing staff on call.
- B. Cottage: Single family attached or detached unit within a range of 1,200 – 2,400 square feet of living space.

- C. Senior unit: One or more resident of each designated senior unit shall be age 55 or above. Total units occupied by seniors shall be between 40 and 60 percent to encourage an intergenerational mix of residents. To encourage an intergenerational population, no residents of any age shall be prohibited from living in a senior unit with a requisite senior resident.
- D. Townhouse: Attached multi-level residential unit.
- E. Upland: That portion of a site that is suitable for development; such area shall exclude areas within the 100-foot wetland setback and the 100-year floodplain, and areas within Coastal Resource Management Council and RI Department of Environmental Management regulatory setbacks.

5. Design and building requirements

Design and building requirements are as follows:

Minimum Requirements

- A. Proposed development shall provide 35 percent affordable units as defined in RIGL 45-53-3(5). Units must be constructed or rehabilitated with a federal, state, or municipal subsidy, and must remain affordable for at least thirty years.
- B. Residential units shall include a mixture of housing types, including single-family, townhouse, cottage and, where appropriate, multifamily units, to encourage a diversity of housing types.
- C. Affordable housing units shall be comply with Section 185-195A of the Zoning Ordinance:

Design and Building Requirements:

- 1. Be reasonably dispersed throughout the development
- 2. Be indistinguishable in appearance of quality of construction from the other units in the development
- 3. Contain a mix of two and three bedrooms
- 4. Be compatible in architectural style to the market rate units within the project

Density

- D. Overall residential density at the (former) Zion Bible Institute, or other eligible parcels greater than 20 acres, shall be 6 to 8 units per acre of developable land. Developable land shall exclude wetlands, floodplains and other constrained areas, and any land utilized for a commercial use such as assisted living, but shall include common open space/recreation areas, roadway infrastructure, areas dedicated for stormwater management.
- E. At the Zion Bible Institute site, developable land also shall exclude 4.5 acres within the Belton Court Historic Register District.
- F. Residential density at the (former) Sowams Nursery property, or other eligible parcels with greater than 5 acres of contiguous upland, shall be no more than 5 units per acre. Developable land shall exclude wetlands, floodplains and other constrained areas, but include common open space/recreation areas, roadway infrastructure and stormwater management areas.

Open Space/Recreation Requirements

- G. Open space/recreation improvements shall be required. For each unit, 500 square feet of open space shall be preserved (in addition to wetlands/flood zone and other areas of constraints) and improved for the benefit of residents and accessible to the general public. Open space/recreation improvements shall be completed on site; developers may request from the Town approval to meet a portion of the open space/recreation improvements requirement off-site. Improvements may include common open seating areas and landscaped parks, playground, community gardens and vegetable plots, hiking trails, or off site improvements so designated at the discretion of the planning board at existing municipal recreation areas.

Streets

- H. Streets shall be designed with sidewalks along at least one side of the roadway. Sidewalk width shall be at least five feet.
- I. Continuous streets are required. Cul-de-sacs are prohibited; however, this may be waived if deemed necessary due to environmental constraints or other site-related factors.
- J. The number of curb cuts on shall be minimized. For the Zion Bible Institute site, consideration should be given to providing two, rather than three, curb cuts on Middle Highway.
- K. "Yield streets", where appropriate, shall be designed to accommodate on-street parking to buffer pedestrians, calm traffic and supplement off-street parking. Yield streets are suitable for low traffic roadways where on-coming vehicles may be required to yield to oncoming traffic if on-street parking limits available roadway width.
- L. To minimize the impact of the automobile, rear alleys or mews within higher-density and medium-density areas (in developments of more than 20 contiguous acres of upland) shall be considered to access garages. Alleys shall be no more than 20 feet in width. Alleys shall provide access for municipal solid waste / trash vehicles.

Streetscape/Parking

- M. Rights of way shall include sidewalks along at least one side of the road and shall include landscaped swales to infiltrate stormwater runoff.
- N. Additional street trees shall be planted at regular intervals to define the street edge, buffer pedestrians from vehicles, and provide shade. Trees shall be located in a planting strip at least five feet in width between the curb and sidewalk.
- O. Pedestrian-scale lighting shall be provided along all roadways and in surface parking lots in areas designated for high density/institutional uses (in sites greater than 20 acres).
- P. Off-street parking spaces shall be provided based on the minimum number of spaces required in the Town's Zoning Ordinance for specific uses.
- Q. The provision of large parking areas shall be minimized. Small parking areas that are well integrated within the site are encouraged (for example, for Belton Court and the high-density areas at Zion Bible Institute).
- R. Parking shall not overwhelm spaces between buildings. Landscaping and public spaces shall be used to break up / soften parking lots where provided.
- S. On-street, surface parking shall not be located within thirty (30) feet of a corner.

Historic Preservation

- T. Properties listed on the National Register of Historic Places shall be preserved.
- U. At the Zion Bible Institute site, Belton Court shall be restored in a manner that is consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties. The historic grounds associated with Belton Court shall be preserved (the area, including the building and grounds, totals approximately 4.5 acres).
- V. At the Zion Bible Institute site, development within the high density area depicted in Figure A located to the north of Belton Court shall respect the historic character, including the setback from Middle Highway, of Belton Court.

Buildings

- W. A range of building typologies with articulated facades and rooflines, and porches shall be encouraged.
- X. The ground floor of an assisted living facility, if included in the Zion Bible Institute project, shall be articulated to relate well with the street. Examples: include porches/colonnades. This is especially important with the side(s) facing the street.
- Y. Designs shall incorporate porches or wide stoops with overhangs on the front of units whenever possible to encourage interaction between residents and those walking along pedestrian paths and sidewalks.

Mixed Use Option

- Z. Parcels with more than 20 acres shall provide a mixture of uses (possible assisted living, retail, restaurant, senior services, office or other use) in addition to residential use. A mixture of convenient uses, geared towards the needs of local residents, encourages walkable neighborhoods and helps reduce vehicle miles traveled.
- AA. On-site amenities are encouraged for developments of 20 or more acres (Mixed Use Village). Amenities could include meeting space, medical office, coffee shop, hair salon, or other service meeting the needs of seniors or include a daycare facility.

Site Planning

- BB. Development of the sites shall carefully arrange densities on the site such that lower densities are located along the edges that abut existing neighborhoods (see Figures A and B).
- CC. Transitions from high- to medium- to low-density (in developments of more than 20+ contiguous acres) shall be carefully designed to avoid abrupt changes in building heights and massing. This can be handled through articulation of the buildings and other strategies such as locating public open spaces to serve as transition zones.
- DD. Green building / sustainable principles shall be incorporated in site design.
- EE. Stormwater shall be managed in accordance with low impact design standards.
- FF. Native vegetation shall be retained and grading minimized wherever possible to maintain natural features of the site.

Other

- GG. A homeowner's association shall be formed to maintain common areas such as parks, trails, lawns, and private roadways.

- HH. A property owner association or management company shall be responsible for assuring that the number of units available for seniors (ages 55 and above) shall be not less than 40 percent nor more than 60 percent of project units. Deed restrictions shall limit transfer upon sale to non-seniors.

6. Dimensional Regulations

Dimensional regulations within Village and Mixed-Use Village zones shall be consistent with the design and building requirements in this appendix and, to the extent feasible, with existing Dimensional Regulations Table in the Barrington Zoning Ordinance for similar zoning districts.

- A. To illustrate, for the village development concept depicted in Figure A for the Zion Bible Institute site, the following dimensional regulations shall be considered:
 - a. Higher Residential Density/Institutional Areas north of Belton Court: Elderly Housing dimensional regulations
 - b. Other Higher Residential Density Areas and Medium Density Areas: Neighborhood Business dimensional regulations
 - c. Lower Density Areas: Residence 10 dimensional regulations
 - d. Vegetative buffer/wetlands/conservation land/floodplain: N/A (no development)
- B. To illustrate, for the village development concept depicted in Figure B for the Sowams Nursery site, the following dimensional regulations shall be considered:
 - a. Medium Density Areas: Neighborhood Business and Residence 10 dimensional regulations
 - b. Lower Density Areas: Residence 10 dimensional regulations
 - c. Vegetative buffer/wetlands/conservation land/floodplain: N/A (no development)
- C. Special Provisions:
 - a. Buildings with frontage on Middle Highway shall not exceed the height of the main sections of Belton Court (excluding the tower).
 - b. On roads other than alleys, the setback of attached and detached garages shall be greater than the setback of residential units from the street.

APPENDIX IV: Affordable Housing Plan Appendices

The following appendices are from the Town's Affordable Housing Plan, adopted in 2005 and incorporated in the Housing & Neighborhoods Element of the Comprehensive Community Plan. The tables have been revised for the 2009 update, to account for revisions to the Future Land Use Map identifying new or modified zoning and adjustments incorporating the State's most recent land use GIS data and local GIS data developed for Barrington.

-
- A. LMI Unit Calculations by Strategy—Summary
 - B: LMI Unit Calculations—Detail
 - C: LMI Units by Strategy and Year
 - D: Barrington's Low- and Moderate- Income Housing
 - E: CHAS Data

A. LMI Unit Calculations by Strategy—Summary

A. LMI Unit Calculations by Strategy—Summary

Following are descriptions of the methodology for calculating the number of LMI units that each Affordable Housing Plan strategy is projected to produce. See tables B-1 through B-4 for additional detail.

Strategy 5-1. Continue requiring provision of affordable units under the Town's adopted Inclusionary Zoning standards and Subdivision and Land Development procedures. The inclusionary requirement will apply to all residential development within Barrington. However, this particular strategy only addresses the inclusionary requirement for subdivisions (3 or more lots) and land development projects within Barrington's traditional residential zoning districts and will target the need for affordable homeownership opportunities in town. There are 3,035 buildable acres in the residential zones, of which 248 are undeveloped. The undeveloped land will support 534 units under the current zoning requirements, with the 20% inclusionary density bonus and factoring in the land required for other strategies. The strategy, based on these assumptions, will provide 64 LMI units. (See Appendix B: LMI Unit Calculations-Detail).

Number of LMI units created: 15 for $\leq$ 80% AMI, Elderly Ownership
45 for $\leq$ 80% AMI, Single Family Ownership
4 for $\leq$ 80% AMI, Special Needs Ownership

Strategy 5-2. Create a Senior Residential Community (SRC). It is not unreasonable to expect that the town will strongly promote the development of affordable senior housing. Therefore, coupled with the significant density bonus offered to developers for this type of housing, it is anticipated that the criteria for development of this strategy will require that at least 50% of the units qualify as LMI units. As a result, the mandatory inclusionary requirements need not apply to this use. This use will be specially permitted in the R25 and R25C residential zoning districts as well as the Business, Neighborhood Business and Limited Manufacturing districts. This strategy will be implemented by taking into consideration any environmental constraints and will include specific recommendations on areas that could support units within this strategy. It is anticipated that the SRC ordinance will provide incentive enough on its own to encourage its use by institutions in commercial areas. In residential districts, the SRC will allow up to 30% greater density than the base density allowed by right; in commercial districts, the density increase will allow up to 10 units per acre, as no base density for residential development is currently established for commercial districts.

In the specified business districts, there are 26.02 undeveloped buildable acres and 106.5 developed acres in the specified commercial districts. The calculation assumes that all of the undeveloped land and 10% of the currently developed land will be used to create new affordable units. This could lead to production of 168 total units, with 84 LMI units. In the specified residential districts, 10 percent of the 135 undeveloped acres of land is assumed to be available for SRC's. This would account for 35 new units, 17 LMI units. Full implementation could produce up to 101 LMI units. Following the trend occurring throughout the State and in anticipation of the needs of an aging population it is estimated that the rental need for the senior population will in fact be more than that reflected in the CHAS data discussed in the Housing & Neighborhoods Element.

Number of LMI units created: 73 for $\leq$ 80% AMI, Elderly Ownership
20 for $\leq$ 80% AMI, Elderly Rental
8 for $\leq$ 80% AMI, Special Needs Rental

Strategy 5-3. Identify Areas That Could Support A Mix Of Housing Types. There are a total of 2,758 acres of buildable land in the applicable residentially zoned districts; of this area, approximately 20.5 acres are available for development in the R10 zone, 134 acres in the R25, and 42.75 acres in the R40 zone. Assuming that 10% of all undeveloped acres in the residential districts (about 20 acres) could support a mix of housing types with these new density guidelines, this strategy will create 59 dwelling units on undeveloped buildable lots. If 20% of these units are reserved for LMI housing, it creates approximately 12 new affordable units. The multi-family units to be created in this strategy may provide either owner occupied or rental opportunities. Redevelopment and conversion scenarios require further investigation, but it is assumed that at least 3% of the R10, R25, and R40 residential districts would be redeveloped utilizing this strategy. There are 2,757 developed acres in these districts. If 3% of this land is redeveloped at a density of 2 units per acre for the R40 district, 3 units per acre in the R25 district, and 5 units per acre in the R10 district, 292 new units would be created. If at least 20% of these units are set aside for LMI housing, this conversion scenario will create 59 LMI units. In total, this strategy will create 71 LMI units.

Number of LMI units created: 21 for $\leq$ 80% AMI, Elderly Ownership
50 for $\leq$ 80% AMI, Family Ownership

Strategy 5-4. Allow Affordable Housing Development On New Substandard Lots.¹ This provision will apply to oversized lots in the R-10, R-25, and R-40 zoning districts that have existing houses. The town's analysis of GIS parcel data found that there are more than 550 developed residential lots that exceed 175 percent of the minimum lot area, and therefore could take advantage of this provision. The town further assumes that five percent of property owners would take advantage of this option. This accounts for 14 units in the R-10 district, 11 units in the R-25 district and 3 units in the R-40 district. All units created under this strategy would be included as affordable housing.

Number of LMI units created: 20 for Family Ownership
4 for Special Needs Ownership
4 for Special Needs Rental

Strategy 5-5. Modify Zoning in Commercial Areas to Promote Development of Units Above Commercial Uses. Although the town currently permits mixed use, the provisions require at least 50 percent of the structure to be for commercial use. No density is specified in the ordinance. Through zoning ordinance amendments, the Town will stipulate specific densities (10 units per acre) and will mandate that 20% of the proposed units be affordable to low and moderate income households. This strategy will utilize a combination of zoning exceptions and other incentives as part of a subsidy program. Barrington has a number of existing commercial areas, primarily along County Road. Fifty-seven acres of commercial land are developed and 24.9 acres are undeveloped but buildable. Assuming that 10% of developed land is redeveloped, 107 upper-story units could be created on 10.7 acres of commercially zoned land at a density of 10 units per acre. If 20% of these units are reserved for LMI housing under the mandatory inclusionary strategy, this strategy will create up to 32 new affordable units. Undeveloped buildable land in the B and NB zones not targeted for SRC development, approximately 9% of available land in the B zone; 32% in the NB zone, could support 52 units at 10 du/acre, of which 10 would be affordable, or 20%.

Number of LMI units created: 12 for $\leq$ 80% AMI, Elderly Ownership
6 for $\leq$ 80% AMI, Family Ownership
14 for $\leq$ 80% AMI, Family Rental

¹ Text for Strategy 5-4 Revised, per amendments adopted by the Town Council, December 5, 2011.

Strategy 5-6. Allow Accessory Apartments. Accessory apartments will be allowed in all seven districts; however they will most likely be constructed in the R40, R25 and R25C districts. There are 2,636 developed house lots in these districts. If 1% of these lots in the R25, R40 and R25C districts use this provision to create accessory apartments, this strategy could create up to 29 new LMI units.

Number of LMI units created: 26 for $\leq$ 80% AMI, Elderly Rental
3 for $\leq$ 80% AMI, Special Needs Rental

Strategy 5-7. Establish Rehabilitation Incentives to Capture Existing “Affordable Homes”. This strategy will be implemented on previously developed parcels. The Town assumes that about 4% of the homes in the Business, Neighborhood Business, Limited Manufacturing, and R10 districts are potentially affordable in addition to 2% of the homes in the R25 and R25C districts and 1% of the homes in the R40 district. Based on an analysis of the possible existing units, this could account for up to 172 homes. If all of these homes in the business and manufacturing districts and 30% of the homes in the residential districts are captured, this strategy could create approximately 56 new LMI units. Allowing for the start up of the Housing Trust and other implementation efforts, it is assumed that the Town will begin to capture homes beginning in year 4 at the rate of 1 to 2 homes per year, eventually increasing to 6 homes per year. The Town assumes that this strategy will be implemented over 20 years.

Number of LMI units created: 43 for $\leq$ 80% AMI, Family Ownership
6 for $\leq$ 80% AMI, Elderly Rental
3 for $\leq$ 80% AMI, Special Needs Ownership
4 for $\leq$ 80% AMI, Special Needs Rental

Strategy 5-8. Strongly Negotiate New Comprehensive Permits.² As part of this strategy, the Housing Trust, in conjunction with the Town, will actively solicit nonprofit organizations to submit comprehensive permit applications over the next 20 years. It is estimated that this strategy will create 146 LMI units (the total for the first 5 years includes three pending comprehensive permit developments—Sweetbriar (50 LMI units), Haines Park Village (3 LMI units) and 562/568 County Road (12 LMI units). The Town will identify additional parcels/sites of approximately two to four acres in buildable area that will accommodate the targeted number of units. Due to the scarcity of available land, several small-scale (6 to 10 units) are anticipated to be built.

Number of LMI units created: 48 for Elderly Ownership
51 for Family Rental
25 for Family Ownership
12 for Special Needs Ownership
10 for Special Needs Rental

Strategy 5-9. Establish “village” zoning permitting higher density on sites identified on the Future Land Use Map, based on the Town’s evaluation of remaining developable parcels. On behalf of the Town, a planning consultant in 2008 evaluated several sites where the future use was under discussion. One of the recommendations is to permit the development of higher densities on sites that meet certain criteria, including minimum land area and availability of water, sewer and road access. Two sites were identified as candidates for future village development: the 40-acre Zion Bible Institute, and the Sowams Nursery properties on Sowams Road. The consultant evaluated the site conditions to determine the buildable areas on the sites and proposed an arrangement of housing types and densities on the sites totaling up to 175 units at Zion and approximately 55 units at the

² Text for Strategy 5-8 Revised, per amendments adopted by the Town Council, May 14, 2012.

Sowams Nursery properties. The Comprehensive Community Plan requires 35% of the total units to qualify as LMI units. At Zion, the total number of LMI units comes to 62; at Sowams Nursery, the total is 20. It is anticipated that the strategy will produce these units at both locations within three years (by 2011), allowing for zoning ordinance amendments, design and Town review.

Number of LMI units created: 26 for $\leq$ 80% AMI, Elderly Ownership
 9 for $\leq$ 80% AMI, Elderly Rental
 32 for $\leq$ 80% AMI, Family Ownership
 6 for $\leq$ 80% AMI, Family Rental
 7 for $\leq$ 80% AMI, Special Needs Ownership
 2 for $\leq$ 80% AMI, Special Needs Rental

B: LMI Unit Calculations—Detail*

* Data have been updated per Town Council adoption of amendments, November 7, 2011 (Strategy 5-8—Aggressively Negotiate Comprehensive Permits) and December 5, 2011 (Strategy 5-4—Allow Affordable Housing on New Substandard Lots)

Table B-I: Units per Strategy**1. Mandatory Inclusionary Zoning (subtract other strategies/max 60%)*****64 LMI Units**

Zoning District	Acres (Undeveloped)	Units by Right			Potential Units	20% AMI	
		Allowed Density	w/ 20% Bonus	% Acres Used		# Units	Rounded
R10	20.52	4/acre	98.48	60%	59.09	11.82	12.00
R25	134.04	2/acre	321.68	60%	193.01	38.60	39.00
R25C	1.43	2.2/acre	3.76	0%	0.00	0.00	0.00
R40	42.75	1/acre	51.30	60%	30.78	6.16	6.00
RR	49.24	1/acre	59.08	60%	35.45	7.09	7.00
Total	247.96		534.31		318.33	63.67	64.00

*See Charts C-2 and C-3 for acreage calculations in relation to other strategies.

2. Senior Residential Community**101 LMI Units**

Zoning District	Acres (Undeveloped)	Acres (Developed)	Possible Units (12/ acre)	50% LMI			
				Percent Built	Total Units	#Units	Rounded
B	12.21		122.10	9%	11.10	5.55	6.00
B		42.53	425.30	10%	42.53	21.27	21.00
NB	12.64		126.44	32%	40.82	20.41	20.00
NB		63.97	639.73	10%	63.97	31.99	32.00
LM	1.16		11.62	80%	9.30	4.65	5.00
Total	26.02	106.50	1,325.19	1.41	167.72	83.86	84.00

Zoning District	Acres (Undeveloped)	Units by Right	Units at 30% Increase	Units on 10% of Available Land	50% LMI		Units from Mandatory Inclusionary	Units in Addition to Mandatory Inclusionary	
					#Units	Rounded			
R25	134.04	268.07	348.49	34.85	17.42	17.00	5.36	12.06	12.00
R25C	1.43	3.14	4.08	0.41	0.20	0.00	0.06	0.14	0.00
Total	135.46	271.21	352.57	35.26	17.63	17.00	5.42	12.20	12.00

3. Identify Areas for a Mix of Housing Types**71 LMI Units***Vacant Land*

Zoning District	Acres (Undeveloped)	Allowed Density	Units by Right	Density Increase	Units at Density Increase	Units on 10% of Available Land	20% LMI		Units from Mandatory Inclusionary	Units in Addition to Mandatory Inclusionary
R10	20.52	4/acre	82.06	5/acre	102.58	10.26	2.05	2.00	1.64	0.41 0.00
R25	134.04	2/acre	268.07	3/acre	402.11	40.21	8.04	8.00	5.36	2.68 3.00
R40	42.75	1/acre	42.75	2/acre	85.50	8.55	1.71	2.00	0.86	0.00 0.00
Total	197.30		392.89		590.19	59.02	11.80	12.00	7.86	3.09 3.00

Developed Land

Zoning District	Acres (Developed)	Allowed Density	Units by Right	Density Increase	Units at Density Increase	Units on 3% of Available Land	20%LMI	
R10	901.83	4/acre	3,607.33	5/acre	4,509.16	135.27	27.05	27.00
R25	1,540.70	2/acre	3,081.41	3/acre	4,622.11	138.66	27.73	28.00
R40	315.05	1/acre	315.05	2/acre	630.10	18.90	3.78	4.00
Total	2,757.58		7,003.78		9,761.37	292.84	58.57	59.00

4. Allow Affordable Housing on New Substandard Lots¹**28 LMI Units**

Zoning District	Acres (Developed House Lots)	Number of Oversized Developed House Lots (>175 % Min. Lot Area)	LMI Units (5% of Oversized House Lots)
R10	169.6	270	14
R25	373.9	222	11
R40	192.0	64	3
Total	735.5	556	28

¹ Data for Strategy 5-4 Revised, per amendments adopted by the Town Council, December 5, 2011.

5. Allow Units above Commercial Uses**32 LMI Units**

20% LMI							
Zoning District	Acres (Undeveloped)	Acres (Developed)	Possible Units (10/ acre)	Percent Built	Total Units	#Units	Rounded
B	12.21		122.1	9%	11.10	2.22	2.00
B		42.53	425.3	10%	42.53	8.51	9.00
NB	12.64		126.4	32%	40.82	8.16	8.00
NB		63.97	639.7	10%	63.97	12.79	13.00
Total	24.85	106.50	1,313.57	0.61	158.42	31.68	32.00

6. Allow Accessory Apartments**29 LMI Units**

Zoning District	House Lots (Developed)	Percent with Accessory Apartments	New LMI Units	
R25	2,599.00	1%	25.99	26.00
R25C	37.00	1%	0.37	0.00
R40	274.00	1%	2.74	3.00
Total	2,636.00		29.10	29.00

7. Establish Rehabilitation Incentives to Capture Existing "Affordable Homes"**56 LMI Units**

Zoning District	Number of Residential Properties
B	26
NB	127
R10	2,757
R25	2,599
R25C	37
R40	274
Total	5,820

Potential Captured Existing Affordable Units							
Zoning District	Existing Units	Percent of Units Potential Affordable	Number Units Potential Affordable	Percent Aff. Units Captured	Number Aff. Units	Units Captured Rounded	% Total Existing Units
B	26	4%	1.04	100%	1.04	1	4.00%
NB	127	4%	5.08	100%	5.08	5	4.00%
R10	2757	4%	110.28	30%	33.08	33	1.20%
R25	2599	2%	51.98	30%	15.59	16	0.60%
R25C	37	1%	0.37	30%	0.11	0	0.30%
R40	274	1%	2.74	30%	0.82	1	0.30%
Total	5,820		171.49		55.73	56	0.96%

8. Strongly Negotiate New Comprehensive Permits²**146 LMI Units**

Solicit 6 Comprehensive Permits in conjunction with nonprofit organizations over next 10 years, totaling 146 new units.

Zoning District	Acres (Undeveloped)	Acres Assigned to Strategy	Acres Used - Approved Comp Permit Projects*	Net Undeveloped Acres	Units Allowed by Zoning**	Units at Increased Density***	Units from Mandatory Inclusionary	Units Approved to Date (Through Aug. 2011)	Total Comp Permit Units (including approved units)	% of Total Acres Used
B	11.21	9.00	8.1	0.90	7.20	9.0	1.8	47	56	80.3%
NB	12.64	3.50	1.0	2.50	20.00	25.0	5.0	5	30	27.7%
R10	17.70	3.50		2.00	15.25	19.06	3.0		19	11.3%
R25	134.04	9.00	1.8	7.20	15.68	19.60	3.1	12	32	6.7%
R40	42.75	3.50		3.50	3.81	4.76	0.8		5	8.2%
R40R C	49.24	3.00		3.00	3.27	4.08	0.7		4	6.1%
Total	266.26	31.97	10.90	19.10	65.21	82	13.0	64	146	12.01%

*Acres Used includes Sweetbriar (8.1 acres in B zone, 0.85 acres in NB zone), and Walker Farm Lane (1.8 acres in R25 zone); Haines Park Village (3 LMI units) was built on a redeveloped 1-acre parcel and is not included in the Acres Used column

**Units per acre dependant on site constraints in NB, B zones; assume 8 du/acre

***Assumes a 25% average density increase: 10 du/acre in B, NB, 5.45 du/acre in R10; 2.18 units/acre in R25; 1.36 units/acre in R40, R40CD zones.

9. Allow "Village" and "Mixed-Use Village" Development in Suitable Areas**82 LMI Units**

Require minimum of **35%** of total units to qualify as LMI as part of new Village and Mixed-Use Village Zones.

Zoning District	Current Zoning	Acres	Vacant Buildable Acres Used	Developed Acres Used	Units Allowed by Current Zoning*	Mandatory Inclusionary LMI Units	Total Units at Increased Density**	% LMI	LMI Units	LMI Units in Addition to Mandatory Inclusionary Zoning
V	R25	14.92	10.00	0.28	17.00	4.00	55	35%	20.0	16.00
MUV	RE	37.05	2.39	24.52	0.00	0.00	175	35%	62.0	62.00
Total		51.97		24.52	17.00		230.00		82.00	78.00

*Includes 20% bonus per mandatory inclusionary zoning.

**Per Developer Guidance - Appendix III of the Comprehensive Community Plan - 2009 Update

² Data for Strategy 5-8 Revised, per amendments adopted by the Town Council, May 14, 2012.

Table B-2: Units by Zoning District

Units by Zoning District																					
Strategy	Undeveloped Land										Developed Land										Total
	R10	R25	R25 C	R40	RR*	B	NB	LM	MU V*	V*	R10	R25	R25 C	R40	RR*	B	NB	LM	V*	MUV*	
Mandatory Inclusionary Zoning (80%)	12	39		6	7																64
Senior Residential Community (50% LMI)		17				6	20	5								21	32				101
Identify Areas for Mix of Housing Types	2	8		2							27	28		4							71
Allow Affordable Housing on Sub-standard Lots	14	11		3																	28
Allow Apartments Above Commercial Uses						2	8									9	13				32
Allow Accessory Apartments												26	0	3							29
Capture Existing "Affordable Homes" (30%)											33	16		1		1	5				56
Strongly Negotiate New Comprehensive Permits	19	32		5	4											56	30				146
Allow Mixed Use Village Development (35% LMI)									7											55	62
Allow "Village" Development (35% LMI)										20											20
Total	47	107	0	16	11	8	28	5	7	20	60	70	0	8	0	87	80	0	0	55	609

*Proposed new zoning districts.

Table B-3: Percent of Land Developed by Zoning District**Percent Developed by Zoning District**

Strategy	Percent of Undeveloped Land										Percent of Developed Land									
	R10	R25	R25 C	R40	RR*	B	NB	LM	MU V*	V*	R10	R25	R25 C	R40	RR*	B	NB	LM	MUV*	V*
Mandatory Inclusionary Zoning (subtract others)	60%	60%		60%	60%	-														
Senior Residential Community (50% LMI)		10%				9%	32%	80%								10%	10%			
Identify Areas for Mix of Housing Types	10%	10%		10%	10%						3%	3%		3%						
Allow LMI Housing on New Sub-standard											5%	5%		5%						
Allow Apartments Above Commercial Uses						9%	32%									10%	10%			
Allow Accessory Apartments												2%	4%	4%						
Capture Existing "Affordable Homes" (30%)											1.5%	0.6%	0.6%	0.3%		1%	0.8%			
Strongly Negotiate New Comprehensive Per-	9.7%	6.7%		8.2%	6.1%	73.7%	27.7%										2%			
Establish Village/ Mixed-Use Village Zon-									35%	100%										
Total	80%	87%	0%	78%	76%	92%	92%	80%	35%	100%	10%	11%	5%	12%		21%	23%	0%	100%	100%

Table B-4: Acres Developed by Zoning District

Strategy	Acres of Undeveloped Land*											Acres of Developed Land											Total Possible per Strategy
	R10	R25	R25 C	R40	RR**	B	NB	LM	MUV **	V**	R10	R25	R25 C	R40	RR**	B	NB	LM	MUV **	V**			
Mandatory Inclusionary Zoning (60%)	12.3	80.4		25.7	29.5																147.9		
Senior Residential Community (50% LMI)		13.4				1.1	4.1	0.9								4.3	6.4				30.2		
Identify Areas for Mix of Housing Types	2.1	13.4		4.3							27.1	46.2		9.5							102.5		
Allow Affordable Housing on New Sub-standard Lots											8.5	18.7		9.6							36.8		
Allow Apartments Above Commercial						1.1	3.9									4.2	6.3				15.5		
Allow Accessory Apartments											30.81	0.78	12.60								44.2		
Capture Existing "Affordable Homes" (50)											13.2	8.9	0.1	0.9		0.5	0.5				24.2		
Strongly Negotiate New Comprehensive		4.0		3.5	3.0	9.0	3.5														23.0		
Establish Village/ Mixed-Use Village Zon-									2.4	10.0									24.5	0.3	37.2		
Total Acres by District	14.4	111.2	0	33.4	32.5	11.2	11.5	0.9	2.4	10.0	48.7	104.6	1.0	32.6	0.0	9.0	13.2	0	24.5	0.3	461.4		
	227.6										233.8												
	461.4																						

*On undeveloped land in residential districts, the assumption was made that all land would be subject to the mandatory inclusionary provision. While other strategies also allow for development of this land, some with increased density, those percentages are provided as a reference point only and are not included in the sum of the percentage of land developed or acres developed for the obvious reason that it would constitute double-counting of available land.

**Rural Residential, Mixed-Use Village, Village zones (proposed)

Table B-4 (cont.): Acres Developed by Zoning District

Proposed Change in Zoning - Future Land Use Map (Revised 2009)							
Site	Existing Zone	Proposed Change	Ownership	Acreage			
				Developed	Vacant / Buildable	Vacant / Un-buildable	Total
Wood Avenue, West Street	R10	NB	Private	1.46	0.00	0.00	1.46
Sowams Road Park	R25	OSA/P	Town	0.09	2.56	3.25	5.89
Saint Andrews Farm (Park)	R25	OSA/P	Town	4.02	19.94	4.72	28.67
Public Safety Building	R25	Govern.*	Town	2.24	1.00	1.23	4.47
Sowams Nursery	R25	Village*	Private	0.28	10.00	4.64	14.92
4-Town Farm / George Street Area	R40	R40-Rural Resid.*	Private	10.33	49.24	15.44	75.00
Brickyard Wetlands	B	OSP	Town	0.00	4.24	5.44	9.68
Zion Bible Institute	RE	Mixed Use Village*	Private	24.52	6.88	2.59	33.98
Zion Bible Institute	R25	Mixed Use Village*	Private	0.00	0.00	3.07	3.07

*Proposed new zoning district

Source: RIGIS 2003 land use coverage data, "Housing for Barrington's Future" report to Town by Pare Corp. (2008)

Conversion of Vacant Buildable Land Since 2003							
Site	Existing Zone	Change	Ownership	Vacant Land Developed (Acres)			
				Developed	Vacant / Buildable*	Vacant / Un-buildable	Total
Annie's Way	R10	4-lot subdivision developed	Private	0.35	1.00	0.00	1.35
Atlantic Crossing	R25	Developed (18-Lot Subdivision)	Private	0.72	17.55	6.39	24.66
Hart Subdivision	R25	6-lot subdivision	Private	1.76	5.59	1.38	8.72
Veritas Way	R25	3-lot subdivision developed	Private	1.41	3.05	0.26	4.72
Sweetbriar	B	50-lot development approved	Private	0.00	7.99	0.00	7.99
Sweetbriar	NB	50-lot development approved	Private	0.78	0.00	0.00	0.78

*Vacant/Buildable now classified as "Developed"

Source: RIGIS 2003 land use coverage data, Town records

Table B-4 (cont.): Acres Developed by Zoning District

Buildable Acres by Zoning District - with Proposed Zoning				
Zoning District	Developed	Vacant / Buildable	Vacant / Un-buildable	Total
R10	901.8	20.5	32.9	955.2
R25	1540.7	134.0	238.8	1913.6
R25C	19.4	1.4	7.5	28.3
R40	315.0	42.8	80.1	437.9
Rural Resid*	10.3	49.2	15.4	75.0
B	42.5	12.2	3.2	57.9
NB	64.0	12.6	1.8	78.4
LM	0.5	1.2	3.1	4.8
EH	8.0	0.1	0.7	8.8
MUV*	24.5	6.9	5.7	37.0
V*	0.3	10.0	4.6	14.9
Total	2927.1	291.0	393.8	3611.9

*Proposed new zoning district

Buildable Acres by Zoning District		
Zoning District	Acres (Undeveloped)	Acres (Developed)
R10	20.5	901.8
R25	134.0	1540.7
R25C	1.4	19.4
R40	42.8	315.0
R40-RC*	49.2	10.3
B	12.2	42.5
NB	12.6	64.0
LM	1.2	0.5
MUV*	6.9	24.5
V*	10.0	0.3
	290.9	2,919.1

*Proposed new zoning district (see Future Land Use Map).

C: LMI Units by Strategy and Year

Table C-I: LMI Units by Strategy and Year

Units per Year																									
Strategy	Year*																							Total Units	
	1*	2	3	4	5	1-5	6	7	8	9	10	6-10	11	12	13	14	15	11-15	16	17	18	19	20		16-20
Mandatory Inclusionary Zoning (80%)	--	--	--	1	2	3	3	3	3	4	4	17	4	4	4	4	4	20	4	5	5	5	5	24	64
Senior Residential Community (50% LMI)	--	--	--	--	12	12	--	12	--	--	14	26	--	15	--	14	--	29	17	--	--	17	--	34	101
Identify Areas for Mix of Housing Types	--	--	--	1	2	3	3	3	3	4	4	17	4	4	5	5	5	23	5	5	6	6	6	28	71
Allow Affordable Housing on New Substandard Lots	--	--	--	1	1	2	1	1	2	2	2	8	2	2	2	2	2	10	2	2	2	2	--	8	28
Allow Apartments Above Commercial Uses	--	--	--	1	1	2	2	2	2	2	2	10	2	2	2	2	2	10	2	2	2	2	2	10	32
Allow Accessory Apartments	--	--	--	--	1	1	1	1	1	2	2	7	2	2	2	2	2	10	2	2	2	2	3	11	29
Capture Existing "Affordable Homes" (30%)	--	--	--	--	--	0	2	2	3	3	3	13	3	3	3	4	4	17	4	5	5	6	6	26	56
Strongly Negotiate New Comprehensive Permits	--	--	3	62	12	77	12	--	10	--	10	32	--	12	--	12	--	24	6	--	7	--	--	13	146
Allow Mixed Use Village Development	--	--	--	--	--	0	32	30	--	--	--	62	--	--	--	--	--	0	--	--	--	--	--	0	62
Allow "Village" Development	--	--	--	--	--	0	20	--	--	--	--	20	--	--	--	--	--	0	--	--	--	--	--	0	20
Total	0	0	3	66	31	100	76	54	24	17	41	212	17	44	18	45	19	143	42	21	29	40	22	154	609

Total low-mod units added		100		212		143		154
Running total low-mod units		196		408		551		705
Total anticipated # of housing units		6,383		6,595		6,738		6,892
10% goal		638		660		674		689
% low-mod units achieved		3.1%		6.2%		8.2%		10.2%

*Year 1 = 2006

D: Barrington's Low- and Moderate- Income Housing

Updated 4/2/2008

2007 Low- and Moderate-Income Housing by Community

	LMH Grand Total	Total Housing Units (2000) (minus seasonal)	2007: Overall LMH %	Elderly				Elderly Sum	Family				Family Sum	Special Needs				Special Needs Sum									
				HUD 202	HUD Section 8-Elderly	Public Housing's Elderly	RHS 515		RHS 515	Other Family	Public Housing Family	RHS 515		RH Family	Group Home Beds	HUD 811	PSH		RH Family	Thres-holds	Transitional Units						
	96	6,137	1.56%					60	60								1	35									35
	504	8,575	5.88%	96		195		68	359		15						55	70	49							26	75
	500	5,694	8.78%	53		76		113	242		26						198	224	34							34	
	828	7,264	11.40%	14		329		289	632						18		141	159	29				8				37
	51	3,318	1.54%														6	6	45								45
	682	12,861	5.30%		207	196			403		8						224	232	46						1	47	
	1,794	31,988	5.61%	58		597		700	1,345						35		35	238	186		15				10	211	
	746	12,536	5.95%	61	88	176		255	580								106	106	53			7				60	
	227	5,182	4.38%		106			35	141		2				28		16	46	40							40	
	2,330	21,236	10.97%	117		400		876	1,393		36				36		591	795	117		25					142	
	29	2,158	1.34%														2	2	27							27	
	39	1,569	2.49%				30		62										18							18	
	80	3,644	2.20%																19							19	
	212	3,040	6.97%	167				23	190								3	3	11							11	
	103	2,428	4.24%	12		35		19	66		1						5	26	11							11	
	967	11,526	8.39%	113		128		496	737		62				36		22	120	90		11	7			2	110	
	592	8,472	6.99%			246		120	366		70				6		93	169	57							57	
	2	1,516	0.13%														2	2									
	566	6,152	9.20%	49				50	99								367	367	73		15	10			2	100	
	204	7,124	2.86%			4		104	108		16				12		63	76	12						9	21	
	36	497	7.24%															36									
	2,048	12,368	16.56%	116		230		87	433		123				448		851	1,422	60						133	193	
	857	10,477	8.18%					170	170		109						446	555	49		10				73	132	
	1,069	14,793	7.23%		49	131		742	922						14		14	97	30		30			6	133		
	278	4,058	6.85%				75		215		14						663	1,140	137		46			4	187		
	2,678	31,748	8.44%	114	14	629		594	1,351		21				456		12	12	24					5	29		
	185	7,005	2.64%	10		40		94	144								12	12	19								
	9,941	67,572	14.71%	610	520	1,129		2,089	4,348		365				1,476		2,035	4,685	361		90	300	18		139	908	
	66	2,592	2.55%														21	21	45						45		
	39	3,882	1.00%				24		24										15							15	
	388	7,354	5.28%	46		50		194	290									98								98	
	553	9,565	5.78%	149		18	32	114	313		15				52		77	144	87					9		96	
	235	6,283	3.74%	51		45		24	120								68	68	47							47	
	227	4,889	4.64%			153			153						7		7	14	31		10			19	60		
	1,975	36,592	5.40%	153	475	483		546	1,657						36		101	137	149			27		3	2	181	
	34	1,787	1.90%														19	19	15							15	
	1,045	13,115	7.97%	136	18	250		268	662								190	290	66		12	9			6	93	
	547	9,898	5.53%			110		249	359						13		81	116	57		10				5	72	
	3,091	18,745	16.49%	43	87	666		502	1,298		415				625		592	1,632	96		49				16	161	
	35,844	425,610	8.42%	2,168	1,564	6,306	223	9,011	19,272	2,044	483	3,298	38	7,097	12,960	2,433	368	18	3	467						3	467

Public Housing are rental units owned & administered by local public housing authorities. Rhode Island Housing units include Low Income Housing Tax Credit rentals, HOME (rental & homeownership), development loans, project-based Section 8 rental units as well as Neighborhood Opportunities Program (NOP) and State Rental Assistance Program units which are administered by Rhode Island Housing. RHS 515 are rental units funded through the rural housing service. HUD Section 8 are project-based rental subsidies, not portable tenant vouchers. HUD 202 and 811 are rental funding programs for the elderly and disabled, respectively. Group Home Beds are residential facilities licensed by the State DCFY and MHHF agencies. Towns shaded in black have low- and moderate-income rental units in excess of 10% of all housing units. Towns shaded in gray have at least 5,000 occupied rental units that comprise at least 25% of all housing units, and the town's low- and moderate-income rental units exceed 15% of the occupied rental units.

E: CHAS Data

Definitions:

Any housing problems: cost burden greater than 30% of income and/or overcrowding and/or without complete kitchen or plumbing facilities.

Other housing problems: overcrowding (1.01 or more persons per room) and/or without complete kitchen or plumbing facilities.

Elderly households: 1 or 2 person household, either person 62 years old or older.

Renter: Data do not include renters living on boats, RVs or vans. This excludes approximately 25,000 households nationwide.

Cost Burden: Cost burden is the fraction of a household's total gross income spent on housing costs. For renters, housing costs include rent paid by the tenant plus utilities. For owners, housing costs include mortgage payment, taxes, insurance, and utilities.

Source: Tables F5A, F5B, F5C, F5D

SOCDS CHAS Data: Housing Problems Output for All Households											
Name of Jurisdiction: Barrington CDP, Rhode Island			Source of Data: CHAS Data Book			Data Current as of: 2000					
Household by Type, Income, & Housing Problem	Renters			Owners					Total Owners	Total Households	
	Elderly 1 & 2 member households (A)	Small Related (2 to 4) (B)	Large Related (5 or more) (C)	All Other Households (D)	Total Renters (E)	Elderly 1 & 2 member households (F)	Small Related (2 to 4) (G)	Large Related (5 or more) (H)			All Other Households (I)
1. Household Income <=50% MFI	129	56	0	33	218	359	108	30	60	557	775
2. Household Income <=30% MFI	83	12	0	8	103	218	59	20	15	312	415
3. % with any housing problems	66.3	100	N/A	50	68.9	79.8	76.3	100	100	81.4	78.3
4. % Cost Burden >30%	66.3	100	N/A	50	68.9	79.8	76.3	100	100	81.4	78.3
5. % Cost Burden >50%	54.2	66.7	N/A	50	55.3	64.2	76.3	100	100	70.5	66.7
6. Household Income >30% to <=50% MFI	46	44	0	25	115	141	49	10	45	245	360
7. % with any housing problems	91.3	54.5	N/A	40	66.1	50.4	100	100	77.8	67.3	66.9
8. % Cost Burden >30%	91.3	54.5	N/A	40	66.1	50.4	100	100	77.8	67.3	66.9
9. % Cost Burden >50%	41.3	9.1	N/A	40	28.7	15.6	91.8	100	44.4	39.6	36.1
10. Household Income >50 to <=80% MFI	4	80	4	84	172	260	204	50	55	569	741
11. % with any housing problems	0	31.3	0	23.8	26.2	23.5	80.4	70	81.8	53.6	47.2
12. % Cost Burden >30%	0	31.3	0	23.8	26.2	23.5	80.4	70	81.8	53.6	47.2
13. % Cost Burden >50%	0	0	0	0	0	6.9	34.3	30	45.5	22.5	17.3
14. Household Income >80% MFI	38	140	25	85	288	759	2,563	523	310	4,155	4,443
15. % with any housing problems	10.5	10.7	0	0	6.6	7.1	12.6	10.1	19.4	11.8	11.5
16. % Cost Burden >30%	10.5	10.7	0	0	6.6	7.1	12.4	9.4	19.4	11.6	11.3
17. % Cost Burden >50%	0	0	0	0	0	1.3	1.2	0.8	0	1.1	1
18. Total Households	171	276	29	202	678	1,378	2,875	603	425	5,281	5,959
19. % with any housing problems	59.1	27.5	0	16.8	31.1	26.1	20.2	19.6	36.5	23	23.9
20. % Cost Burden >30	59.1	27.5	0	16.8	31.1	26.1	20.1	18.9	36.5	22.8	23.8
21. % Cost Burden >50	37.4	4.3	0	6.9	13.3	13.8	6.6	8.1	14.1	9.3	9.7

SOCDS CHAS Data: Housing Problems Output for All Households											
Name of Jurisdiction: Bristol County, Rhode Island		Source of Data: CHAS Data Book				Data Current as of: 2000					
Household by Type, Income, & Housing Problem	Renters					Owners					
	Elderly 1 & 2 member households (A)	Small Related (2 to 4) (B)	Large Related (5 or more) (C)	All Other Households (D)	Total Renters (E)	Elderly 1 & 2 member households (F)	Small Related (2 to 4) (G)	Large Related (5 or more) (H)	All Other Households (I)	Total Owners (J)	Total Households (L)
1. Household Income <=50% MFI	933	530	71	794	2,328	1,376	409	60	148	1,993	4,321
2. Household Income <=30% MFI	629	281	39	434	1,383	683	144	35	39	901	2,284
3. % with any housing problems	42	91.1	89.7	63.1	59.9	82.6	90.3	100	89.7	84.8	69.7
4. % Cost Burden >30%	42	88.3	89.7	63.1	59.4	82.6	90.3	100	89.7	84.8	69.4
5. % Cost Burden >50%	31	72.6	64.1	50.5	46.5	48.2	83.3	100	89.7	57.6	50.9
6. Household Income >30% to <=50% MFI	304	249	32	360	945	693	265	25	109	1,092	2,037
7. % with any housing problems	57.2	77.9	87.5	58.3	64.1	46.8	67.9	100	81.7	56.6	60.1
8. % Cost Burden >30%	57.2	76.3	62.5	55.6	61.8	46.8	64.2	100	81.7	55.7	58.5
9. % Cost Burden >50%	11.2	12	0	11.1	11	19.3	45.3	40	54.1	29.6	21
10. Household Income >50 to <=80% MFI	133	484	74	585	1,276	869	774	224	145	2,012	3,288
11. % with any housing problems	21.8	17.4	39.2	17.9	19.4	19.4	67.7	48.7	72.4	45.1	35.1
12. % Cost Burden >30%	21.8	16.5	5.4	16.2	16.3	19.4	66.4	46.9	72.4	44.4	33.5
13. % Cost Burden >50%	0	3.1	0	0	1.2	10.4	23.9	8.9	20.7	16.2	10.3
14. Household Income >80% MFI	147	925	90	685	1,847	1,605	6,030	1,054	840	9,529	11,376
15. % with any housing problems	15	4.9	22.2	1.5	5.3	7.5	12.9	13.2	22	12.8	11.6
16. % Cost Burden >30%	15	2.7	0	1.5	3.1	7.5	12.4	10	22	12.2	10.7
17. % Cost Burden >50%	0	0	0	0	0	0.6	0.7	1.4	3	1	0.8
18. Total Households	1,213	1,939	235	2,064	5,451	3,850	7,213	1,338	1,133	13,534	18,985
19. % with any housing problems	40.3	29.9	47.7	29	32.6	30.6	22.3	23	36.5	25.9	27.8
20. % Cost Burden >30	40.3	28	25.1	28.1	30.6	30.6	21.7	20.2	36.5	25.3	26.8
21. % Cost Burden >50	18.9	12.8	10.6	12.5	14	14.6	6.5	6	13.2	9.3	10.7

SOCDS CHAS Data: Housing Problems Output for All Households											
Name of Jurisdiction: Rhode Island		Source of Data: CHAS Data Book				Data Current as of: 2000					
Household by Type, Income, & Housing Problem	Renters				Owners						
	Elderly 1 & 2 member households (A)	Small Related (2 to 4) (B)	Large Related (5 or more) (C)	All Other Households (D)	Total Renters (E)	Elderly 1 & 2 member households (F)	Small Related (2 to 4) (G)	Large Related (5 or more) (H)	All Other Households (I)	Total Owners (J)	Total Households (L)
1. Household Income <=50% MFI	26,566	24,985	5,980	24,435	81,966	23,473	7,912	2,027	4,730	38,142	120,108
2. Household Income <=30% MFI	17,842	14,865	3,235	15,485	51,427	10,723	3,183	577	2,275	16,758	68,185
3. % with any housing problems	53.8	77.3	86.6	67	66.6	82.5	84.8	93.2	78.5	82.8	70.6
4. % Cost Burden >30%	53	74.2	76.4	65.3	64.3	82.4	84.2	90.8	78.5	82.5	68.8
5. % Cost Burden >50%	33	54.6	49.8	50.7	45.6	49.7	74.9	77.1	67.5	57.8	48.6
6. Household Income >30% to <=50% MFI	8,724	10,120	2,745	8,950	30,539	12,750	4,729	1,450	2,455	21,384	51,923
7. % with any housing problems	48.8	59.8	71	64.1	58.9	42	76.8	82.8	75.2	56.3	57.8
8. % Cost Burden >30%	47.7	55.6	34.2	62.9	53.6	41.5	75.9	74.8	74.7	55.2	54.2
9. % Cost Burden >50%	15.6	7.8	1.5	15.6	11.8	17.1	46	34.8	47.5	28.2	18.5
10. Household Income >50 to <=80% MFI	5,650	13,300	3,098	13,500	35,548	15,701	16,124	4,325	5,788	41,938	77,486
11. % with any housing problems	29.9	16.5	45	22.1	23.2	21.7	57.5	59.2	60.8	44.7	34.9
12. % Cost Burden >30%	29	11.2	6.1	20.9	17.3	21.4	56.8	48.3	60.5	43.2	31.3
13. % Cost Burden >50%	6.8	1	0.1	2.2	2.3	7	11.7	6.7	19.4	10.5	6.8
14. Household Income >80% MFI	4,618	19,950	2,620	18,550	45,738	27,005	100,974	17,330	19,740	165,049	210,787
15. % with any housing problems	9.8	4.5	37	2.9	6.3	8.1	10.1	16.1	19.5	11.5	10.4
16. % Cost Burden >30%	8.4	1.1	1.7	1.5	2	7.9	9.5	9.2	19.1	10.3	8.5
17. % Cost Burden >50%	2.8	0.1	0	0.1	0.4	1	0.7	0.4	2	0.9	0.7
18. Total Households	36,834	58,235	11,698	56,485	163,252	66,179	125,010	23,682	30,258	245,129	408,381
19. % with any housing problems	43.4	35.5	60.8	34.8	38.8	29.9	20.6	29.9	36.3	26	31.1
20. % Cost Burden >30	42.5	31.6	31.1	33.3	34.6	29.6	20	22.3	36	24.8	28.7
21. % Cost Burden >50	21.1	15.6	14.1	16.9	17.2	13.4	5.7	5.5	13.9	8.8	12.1

APPENDIX V: Historic Properties in Barrington

The first comprehensive survey of the town's historic resources was completed in 1992 by the RI Historical Preservation Commission. A brief account of the architectural and developmental history of Barrington with an annotated, selective inventory of some properties of historic and architectural importance was published in 1993. This report titled "Historic and Architectural Resources of Barrington, RI" is available through the Barrington Preservation Society, at the Peck Center. Using the inventory as a base, in 1992 the Natural and Cultural Resources Committee (which worked on the 1992 Plan) prepared a list of those historic resources which possess outstanding historical significance and integrity. The loss or mistreatment of these properties would adversely affect the Town's appearance and identity; as a result, the preservation of these resources was considered during the development of the initial Comprehensive Community Plan. The list has been updated for the 2009 update.

Properties listed on the National and State Registers of Historic Places:

Districts:

- **Alfred Drown Road Historic District** (listed in 2005) - This district (see Figure 4) presents a unified character with 39 residences primarily dating from the 1850s to the 1920s. One half of the houses were built between 1870 and 1920. It documents the transformation of Barrington from a farming community to an early railroad suburb to a thriving middle class neighborhood noted for its high quality of stewardship.
- **Barrington Civic Center Historic District** (listed in 1976) - This historic district on the east side of County Road includes the Prince's Hill Cemetery established in 1728, the Town Hall (1887-8), the former Leander Peck School (1916-7), and Woods Pond.
- **Jennys Lane Historic District** (listed in 2008) - A riverfront district of 33 houses that documents the legacy of Allen C. Mathewson, who built two hotels and five Victorian houses from 1862 to 1873 to promote Barrington as an ideal summer colony. Later examples include Queen Anne, Arts and Crafts and Modern Colonial homes; deep front yards and the ever-present river unify this neighborhood.

Individual properties:

- **Belton Court (Frederick Peck Estate at Zion Bible Institute)** (listed on June 30, 1976) - Built in stages between 1905 and 1928, Belton Court was the country home of Frederick Stanhope Peck, one of Rhode Island's leading businessmen and political figures in the first third of the twentieth century. Now occupied by the Zion Bible Institute (Middle Highway), the house is a noteworthy example of Medieval-inspired architecture.
- **Benjamin Jackson House** (listed in 2008) - The Jackson House (115 Nayatt Road) is a substantial, Brick, Neo-Georgian house, designed by architect Norman M. Isham. Elaborate interior detailing is based on the 1786 John Brown House in Providence. This manor was the last private residence designed by Isham, recognized as Rhode Island's premier restoration architect of the early 20th century. (See Figure 1)
- **Nayatt Point Lighthouse** (listed on Feb. 25, 1988) - The Nayatt Light was established in 1828, the seventh lighthouse in Rhode Island, and continued in service until 1868. The structure, which is presently a private residence, includes the 1856 brick tower and cast-iron lantern, and the 1828 brick keeper's dwelling, which is the oldest surviving keeper's dwelling in the State. (See Figure 2)
- **St. Matthew's Episcopal Church** (listed in 1991) — A small Queen Anne/Gothic Revival church

(5 Chapel Road), designed by William R. Walker and Son, Architects, it has an asymmetrical, 3-level, corner tower capped with a conical roof. The church began in 1891 as a mission of St. John's Episcopal Church at Barrington Center.

- **O'Bannon Mill** (listed in 1996). Also known as O'Bannon Corporation Leather Division; Collins & Aikman Mill. The portion of the mill on the south side of 90 Bay Spring Ave., was renovated and converted in the mid-1990s into 60 age-restricted apartments (senior housing) (see Figure 3). A sprawling wood mill building on the north side of Bay Spring Avenue, adjacent to O'Bannon Pond, burned down in the 1990s; that site is currently vacant.

The following listed properties have been demolished in recent years.

- **Rhode Island Laceworks** - Established here in a small complex of wooden buildings on Bay Spring Avenue in 1904, and enlarged with a reinforced concrete mill in 1920, the Rhode Island Lace Works was an important American producer of leavers lace, and a major local employer until the plant was closed in 1991. Pleasantly sited on lawn-covered grounds, the complex remains an important Bay Spring landmark. Note: The mill was razed in 1997 to allow for the development of an assisted living complex. A portion of the front entrance was saved for use in an on-site tribute to the mill and its workers.
- **Barrington and Warren Bridges** - These concrete arch bridges, which carry County Road over the Barrington and Warren Rivers, were the first large project executed by the Bridge Division of the State Department of Public Roads. Completed in 1914, the bridges, with their graceful lines and structural durability, are important examples of the Bridge Division's pioneering work in the application of reinforced concrete technology.

Following is considered eligible for listing on the State and National Registers of Historic Places by the Rhode Island Historical Preserva-



Figure 1: Benjamin Jackson House



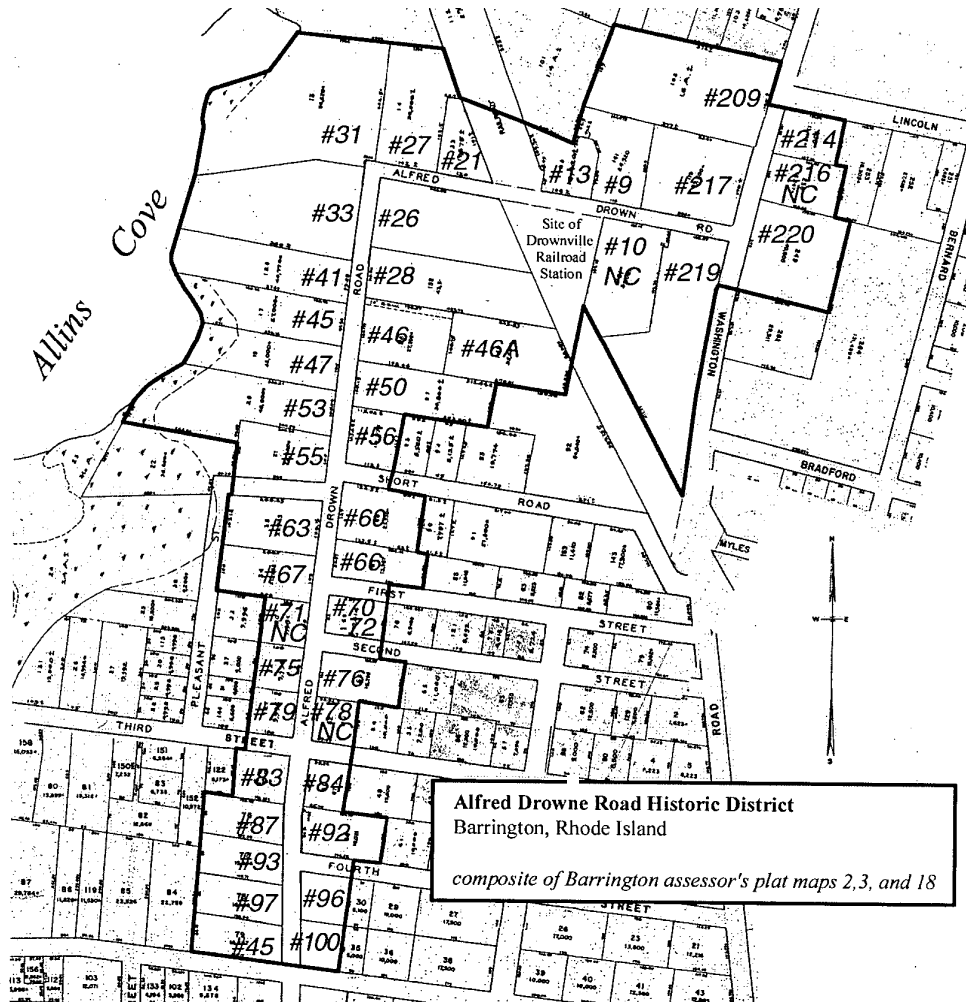
Figure 2: Nayatt Point Lighthouse



Figure 3: O'Bannon Mill (now Barrington Cove Apts)

Figure 4 (right):
Alfred Drown
National Register
Historic District

Source: RI Historical
Preservation
and Heritage
Commission



tion & Heritage Commission:

- **County Road Historic District** - This historic district encompasses most of the village that grew up around the Congregational Church at the north end of County Road beginning in the early eighteenth century. Identified as "Barrington Village," among the important buildings are the c. 1760 Samuel Allen House (499 County Road), the c. 1840 George Kinnicut Tavern and Stagecoach Office (509 County Road) and the c. 1707 Joseph Martin House (173 Massasoit Avenue).

Following are districts eligible for further study for listing in the State and National Registers of Historic Places. This list should not be considered final, as further research may reveal other properties that meet the criteria for listing in the Registers.

- **Barrington Brickworks Archaeological District** - The Barrington and New England Brick Companies have left a significant physical record of nearly one hundred years of brickmaking in the Nayatt area of town. Resources include buried industrial sites in the vicinity of Legion Way, standing buildings such as the former Nayatt Hall on Middle Highway, and physical features such as Brickyard Pond, a flooded claypit, and Mouscouchuck Creek, which was modified for use as a barge canal.
- **Drowneville Historic District** - Drowneville was one of the earliest and most successful residential neighborhoods, platted after the railroad arrived in Barrington in 1855. The handsome Victo-

rian architecture of its houses illustrates the character of the Town's initial suburban development. (Drownville includes the Alfred Drown historic district.)

- **Nayatt Point Historic District** - The large and architecturally distinguished houses on Nayatt Road illustrate Nayatt Point's history from its development as a summer resort, complete with hotel, in the mid-nineteenth century, through the late nineteenth and early twentieth century construction of elaborate bayside summer houses, designed by the State's leading architects. Outstanding examples include the Benjamin Jackson House of 1910, designed by Norman Isham (115 Nayatt Road).
- **Rumstick Road Historic District** - Rumstick Road has served as a major residential avenue from Barrington's earliest years, and the houses that line the street today include representatives from the early nineteenth century, such as the 1820 Nathaniel Adams House (29 Rumstick Road); the late nineteenth century, such as the c. 1885 William H. Hoffman House (53 Rumstick Road); and the early twentieth century, such as the c. 1914 William P. Sargent House (305 Rumstick Road). Although presented here and on the map as a single district centered on the north end of the road, the historic resources of Rumstick Road are extensive and may be best defined by upper and lower historic districts.
- **St. Andrew's School Historic District** - Founded as St. Andrew's Industrial School in 1893, this school complex on Federal Road includes a variety of architectural types on its campus, including the Colonial style Joshua Bicknell House (c. 1787), the Victorian Reverend Horton House (c. 1870), and the Tudor style McVicker Hall and Hardy Memorial Building (c. 1900).
- **West Barrington (Lincoln Avenue) Historic District** - At the western end of Lincoln Avenue is a well preserved residential neighborhood containing houses in a variety of architectural styles from the late eighteenth through the early twentieth centuries. Significant buildings include the center-chimney Thomas Allen House and the Victorian stick style Anthony House.
- **Barrington Congregational Church** — The 1805 Federal period structure (461 County Road), a 1-story, gable-roof structure was raised in 1852 to construct a vestry underneath and windows were replaced with Romanesque style windows; the large, stained-glass window was added ca. 1905. The 1852 steeple was destroyed by the 1938 hurricane and rebuilt. Town meetings were held here until 1858. (See Figure 5.)
- **Haile Bowen-Charles Barton House** — A Federal style house (78 County Road) with a balustrade-widow's walk on the deck of the hipped roof. The rear ell was added between 1870 and 1895. Bowen was a shipbuilder and Barton a whaling master.
- **James Bowen House** — A 2-story, center chimney Colonial house (24 New Meadow Road), enlarged by a 2-story gable-roof ell on the west side. Bowen was a farmer who ran a cable ferry across the river. During the Revolution, the house was used as a tavern. The site includes a late nineteenth-century barn, close to the river.
- **Isaac Barnum House II**— This Gothic Revival cottage (610 Maple Avenue) has fanciful bargeboards, applied wood trim on windows and a full-width porch with elaborate lacey-design posts.



Figure 5: Barrington Congregational Church

- **Isaac Barnum House I** — This brick house (624 Maple Avenue) was probably built by the Narragansett Brick Company about 1855 when the Providence, Bristol & Warren Railroad was completed and sold to Barnum in 1868; he may have used the two large brick-lined vaults in the garden for storage of meat and provisions.
- **Jesse L. Davis House** — A large Italianate dwelling (12-18 Tyler Point Road) with a central octagonal cupola, bracketed trim and an oculus window. Davis was manager of the nearby Warren Manufacturing Company.
- **Leroy Fales House and Tower** - This massive sprawling stone and shingle Queen Anne mansion (17 & 32 Lorraine Avenue) was built for Leroy Fales, a successful manufacturer, in 1890. Although the once large estate has been subdivided, its outstanding architectural qualities are still apparent in the thirty-nine room main house, and the windmill-like water tower.
- **Forest Chapel Cemetery** - Established in 1871, and modified in 1911-1912 by the nationally-renowned Olmstead Brothers' landscape architecture firm, the Forest Chapel Cemetery on Governor Bradford Drive is an important local example of romantic landscape design.
- **Nathaniel Heath House** — A half gambrel roof, Colonial dwelling (38 Old River Road) with 12/12 windows. Heath was lieutenant in Captain Samuel Bosworth's Artillery Company in the Revolution. He was a furniture maker, carpenter and town tax collector.
- **Peleg Heath House** — A half gambrel roof, Colonial dwelling (1723 Wampanoag Trail), similar to the Nathaniel Heath House, which tradition says was raised on the same day. In the Revolution, Heath was lieutenant in Captain Carr's regiment and chosen major of the Bristol County regiment.
- **John Martin House** — The oldest existing house in Barrington (123 Massasoit Avenue), the original east section was built in 1707 as a 2-story house with a brick and stone end chimney. John Martin's son enlarged it about 1750. The property stayed in the Martin family until its 1864 sale to John Bowden of Providence, who sold oysters.
- **Thurber-Miller House/Parsonage Estate** — This Georgian style house (484 County Road) was moved to this site ca. 1800 by John Thurber, a shipwright; in 1856 a 2-story rear ell was added and Victorian era detailing introduced by owner Charles T. Miller. The house served as the par-



Figure 6: St. Andrews School

sonage for the Congregational Church from 1798 until 1856. It is now owned by St. Andrew's School.

- **Albert Peck House** - The Peck House (665 County Road) is a handsome bracketed Italianate dwelling, built c. 1865 for Albert Peck. The house with its barn and outbuildings, is an important landmark in the Peck's Corners neighborhood.
- **Rhode Island Country Club**, Nayatt Road - With the golf course designed by Donald Ross in 1911, and the grounds landscaped by the Olmstead Brothers between 1911 and 1923, the Rhode Island Country Club is significant as the work of nationally recognized masters of golf course design and landscape architecture. The Country Club also represents the late nineteenth and early twentieth century efforts of town residents, such as William Hoffman, to establish Barrington as a desirable suburban community.
- **Lucinda Richmond House** - The Richmond House (14 Brook Street), is a fine stuccoed bungalow with a cobblestone chimney built c. 1925. It is an excellent example of the arts and crafts style. A companion house on Park Street, and the William Seymour House (319 Washington Road) are two other well-preserved bungalows that should be considered significant.
- **St. John's Episcopal Church** - This Gothic Revival red brick edifice (191 County Road) was designed by Providence architect Clifton Hall in 1858, enlarged once with a chapel in 1885, and again with a bell tower in 1888.
- **William Seymour House** — This 1-story Craftsman bungalow (319 Washington Road) has heavy, battered piers supporting the gabled front porch. Deep-set eaves are decorated with triangular knee-braces.
- **C.E. Smith House** - The Smith House (North Lake Drive) is a handsome two-story, cross-gable roof, brick Victorian dwelling with a brick stable in the rear. Built of locally made brick c. 1878, this house was the residence of a contracting mason and the Town's Superintendent of Highways.



Figure 7: John Martin House

In addition to the districts and individual properties listed above, there are several additional properties that have been identified in the ongoing survey work that merit more detailed investigation. They include: the neighborhood around the intersection of County and New Meadow Roads; the Adams Point area in the vicinity of the Preston Richardson Farm; the Peleg Richmond House on Homestead Avenue; and the Old Salt Works Farm at 385 Washington Road.

New interest in 20th century, post-World War II suburban development merits study of a number of plats laid out on old farms between Rumstick Road, Chapin Road, Mathewson Road and Ferry Lane along the Warren River and between Clarke Road, Nayatt Road and Bay Road along Narragansett Bay for designation of future historic districts.

APPENDIX VI: Park and Recreation Sites—Current and Recommended Future Use

Following is a summary of the existing and intended future use of Town recreation/open space sites (for locations see Map 2 in the Open Space & Recreation Element). The list describes the Town's objectives for these properties. Recommended future uses are subject to change, as needs change and concepts are developed for specific sites.

- **Devine Vargas** - Presently a conservation area purchased with state open space bond money. Recommended future use: preserve conservation status (as required by the funding program).
- **Ormand Drive Park** - Presently an undeveloped park. Recommended future use: designate for passive and active recreation.
- **Osamequin Park** - Presently a conservation area with nature trails. Recommended future use: retain present use.
- **Walker Farm** - Presently a passive use area with trails, boat launch, dock and community gardens. Recommended future use: designate most of the parcel as a conservation area, with exceptions allowed for gardening and leaf composting, and the remaining southernmost waterfront portion as a passive recreation area, allowing for water based activities.
- **Sherwood Park** - Presently an active recreation area with one little league field, an open play area and trails (improved in 2007 using bond funds). Recommended future use: retain present use.
- **Tall Cedars** - Presently a conservation area consisting primarily of wetlands. Recommended future use: preserve conservation status.
- **Primrose Hill School** - Presently an active recreation area with one little league field, a play area and totlot. Recommended future use: retain present use (recommend improvements / upgrades to little league field).
- **Currier Park** - Presently a passive recreation area. Recommended future use: re-evaluate present use.
- **Barrington High School** - 1 football, 2 high school baseball (also used for senior leagues), 2 softball, 2 soccer/lacrosse, 1 hockey field. Recommended future use: retain present use
- **Lincoln Avenue Park** - Presently an active recreation area with one little league, one multi-purpose field, and six tennis courts (basketball court removed in 2007 as part of tennis court expansion). Recommended future use: retain present use. (See Figure 1)
- **Latham Ave Park** - Presently an active recreation area with game areas and totlot. Recommended future use: retain present use, with improvements to totlot, basketball court, walking areas (recommend master plan for this site).
- **Middle School** - Presently primarily an active recreation area with one football, one softball, one major league, two soc-



Figure 1. Latham Park



Figure 2. Chianese Field area.

cer and one hockey field, and two basketball courts (reconstructed in 2007) and four tennis courts. Recommended future use: retain present use of active areas and designate undeveloped northeastern and southern portions of the parcel as passive recreation areas.

- **Bicknell Park** - Presently an active recreation area with one little league field and game area, adjoining an undeveloped area consisting primarily of wetlands. Recommended future use: retain active use area, with addition of off-street parking and re-constructed little league field, and designate remaining portion as a conservation area; use Veri & Associates' 2006 master plan for Bicknell Park as basis for future improvements.
- **Washington Park** - Presently an undeveloped park consisting primarily of wetlands. Recommended future use: designate as a conservation area, with an exception allowed for parking over the existing sewer easement adjoining the bike path for users of adjoining Bicknell Park.
- **Prince's Pond/Landfill #4** - Presently an under-utilized recreation area, consisting of an eight acre pond and gravel bank adjoining a completed landfill with one hammer circle. Recommended future use: designate as a passive recreation area, and retain the existing paths for hiking, maintain a vegetative buffer around the pond, and make use of the adjoining land for picnicking and access to the water for fishing and non-motorized boating. Plans for future use or development should involve input from representatives of the surrounding neighborhood.
- **Landfill #3/Volpe Pond** - Presently an unused completed landfill adjoining a two acre pond. Recommended future use: develop the landfill portion as active recreation including the addition of two soccer fields, while designating the area around the pond as passive recreation, including access to the water for fishing and skating.
- **Chianese Field** - Presently an active recreation area with one little league and two soccer fields, one basketball and one tennis court and totlot. Recommended future use: expand use as detailed in the 2006 master plan for Chianese Park, to include total of two little league fields, two soccer fields, playground, parking spaces, a passive recreation area, three tennis courts and a playground, with closure of Prince's Hill Avenue. (See Figure 2)
- **Town Hall/Peck Center/Wood's Pond** - Presently an active and passive recreation area, with one totlot which adjoins an undeveloped section of waterfront along the Barrington River, and the recently restored Woods Pond along County Road. Recommended future use: retain

the active use area, while designating the riverbank and adjoining undeveloped upland as passive recreation and expanding sidewalk/pathway connections such that safe, handicap-accessible walkways provide continuous linkages from Wood's Pond/County Road to the Peck Center, Town Hall and the cemetery.

- **Veterans Park/Brickyard Pond** - Presently a primarily undeveloped passive recreation area including trails, picnic areas and boat ramp, with two areas of developed active recreation including a skating rink, one softball field and game areas. Recommended future use: retain the present active use areas including the addition of another playing field, and retain the present passive use area along the eastern portion of Brickyard Pond (and of the pond itself), while designating the remaining portion of the park, much of which is wetland, as a conservation area.
- **Nayatt School** - Presently an active recreation area with one little league and one soccer field, a game area and totlot adjoining an undeveloped area consisting primarily of wetlands. Recommended future use: retain active use area while designating the undeveloped portion as conservation (recommend improvements / upgrades to little league field).
- **Town Beach** - Presently an active-passive recreation area consisting of a bathing beach with a boat launch. Recommended future use: retain present use, but provide for future site improvements, consistent with master plan for the Town Beach developed by Veri & Associates in 2006.
- **Smith Cove** - Presently a conservation area/marshland. Recommended future use: retain conservation status.
- **Hampden Meadows Greenbelt** - Presently a wooded conservation and passive recreation area that consists primarily of wetlands. Recommended future use: retain present use by designating most of the parcel as a conservation area, with the exception of that area along the sewer easement, which would be designated passive recreation, allowing hiking and dogs on leashes on the access road.
- **Kent Street** - Presently an active recreation area adjoining Hampden Meadows Greenbelt with two tennis courts and a skating rink. Recommended future use: retain present use. (See Figure 3)
- **Hampden Meadows School** - Presently an active recreation area with one little league and one soccer field adjoining a wooded parcel of equivalent size. Recommended future use: re-



Figure 3. Kent Street



Figure 4. Sowams School

tain and expand the active use area, and designate the remaining undeveloped portion for passive recreation.

- **Sowams School** - Presently an active recreation area adjoining the northern section of Hampden Meadows Greenbelt with two little league fields, one basketball court, a game area and totlot. Recommended future use: retain active use area with the addition of one soccer field without encroaching upon adjacent wooded greenbelt area. (See Figure 4)
- **Nockum Hill** - Presently an open space and agriculture area (no recreation) with adjoining marshland fronting Hundred Acre Cove. Recommended future use: designate entire parcel as a wildlife refuge area with an exception allowed for use of a portion of the upland area for agriculture.
- **Haines State Park** - Presently an active recreation area, a portion of which the Town will lease (and maintain) from the State. This portion 1 Senior League, 2 Little League, 2 multipurpose fields, dog park, picnic areas, trails, boat ramp (in E. Providence portion). Recommended future use: retain present use.

Additional sites (not discussed in the 2002 Comprehensive Plan):

Sowams Road Park — Current use: undeveloped. Recommended future use: trails, active recreation use to be determined. The Town has examined options for building a multipurpose field with parking, and passive recreation amenities including a trail connection to the Hampden Meadows Greenbelt. (See Figure 5.)

“Brickyard Wetlands” — Current use: Unpaved trails connecting Bosworth Street with Veteran’s Park, Bike Path and West Street. Recommended future use: passive recreation/trails.

St. Andrews Farm — Current use: existing soccer field located on Middle Highway, with a parking lot, and passive recreation / trails in the western portion of the site. Recommended future use: maintain present use, with additional multipurpose/soccer field. The Town has identified an area for building one additional soccer/multipurpose field, either to the north or immediate west of the existing soccer field. Remaining portion of park to remain as open space/passive recreation with access for pedestrians and bicyclists in designated areas.

“The Place” — Current use: vacant site with parking. Recommended future use: To be determined.

Figure 5. Sowams Road park site



APPENDIX VII: Park and Recreation Sites—Conceptual Master Plans

Following are conceptual master plans developed in 2007 for the Town to help identify projects to fund utilizing a \$2 million recreation improvement bond. (Not included: Lincoln Avenue tennis courts, Sherwood Park, Middle Highway basketball courts (all completed in 2008).)

- Barrington Beach
- Bicknell Park
- Chianese Park
- Sowams Road Park

