



Town of Barrington  
Rhode Island

# HOUSING FOR BARRINGTON'S FUTURE:

## *Housing Land Use Study*

April 29, 2008

Prepared by:  
Pare Corporation  
Bradford Associates  
The Environmental Simulation Center





## **Housing for Barrington's Future: Housing Land Use Study**

### **Housing Land Use Committee Members**

June Speakman, Town Council, Housing Trust/Conservation liaison  
Kate Weymouth, Town Council, Zoning/Planning liaison  
Mike McCormick, Planning Board Chair  
Edgar Adams, Planning Board, Economic Dev./Housing (Comprehensive Plan) liaison  
Sandra Hannan, Housing Trust  
Peter D'Angelis, Town Manager  
Philip Hervey, Town Planner  
Annette Bourne, Rhode Island Housing

### **Consultant Team**

Pare Corporation  
8 Blackstone Valley Place  
Lincoln RI 02865

Bradford Associates  
25 Creighton Street  
Providence RI 02906

Environmental Simulation Center  
261 W. 35th Street  
New York, NY 10001

*Funding provided by the Town of Barrington and Rhode Island Housing*



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## Housing for Barrington's Future: Housing Land Use Study

### Executive Summary

As a nearly built-out community, Barrington has limited options to meet affordable housing goals. *Housing for Barrington's Future: Housing Land Use Planning Study* considers strategies outlined in the *Town of Barrington Affordable Housing Plan* to provide a range of housing types, meet affordable housing goals, and establish senior residential communities that also preserve and protect the sense of place and community unique to Barrington. The plan focuses on the 37-acre Zion Bible College campus, the 15-acre Sowams Nursery site, a 1.8-acre Town-owned parcel at 562-568 County Road, and residential and mixed-use infill in the Neighborhood Business zone on Maple Avenue.

Pare Corporation, under contract to the Town of Barrington, collaborated with the Housing Land Use Committee to review project findings and direct opportunities to increase affordable housing with a range of housing alternatives in the four project areas. The committee included representatives of the Town Council, Planning Board, and Housing Trust, together with the Town Manager, Town Planner, and a representative of Rhode Island Housing (a funding partner with the Town of Barrington). Meetings were held monthly from November 2007 through April 2008. The Pare Corporation project team included Bradford Associates and the Environmental Simulation Center.



**Zion Bible College campus.**



**Sowams Nursery site.**

The project was undertaken to assess the opportunity to provide a range of housing types and increase affordable housing at four project areas. The study is intended to communicate the Town's goals and provide guidance for developers to propose new zoning or to pursue a development project under the Comprehensive Permit process. The Housing Land Use Study will also be incorporated into the upcoming *Barrington Comprehensive Plan Update*. The *Barrington Affordable Housing Plan*, prepared in 2004, will be amended to include recommendations of this study.



The Town of Barrington is faced with many challenges in developing a range of housing types at varying densities. As available buildable land becomes more limited, it is important that municipal zoning and land development regulations are amended to facilitate use of sustainable development, smart growth techniques, and current planning tools to integrate new construction with existing neighborhoods. This study outlines techniques that blend tenets of New Urbanism, Traditional Neighborhood Design, and Form-based Zoning to preserve the sense of place and community character, so important in the Town of Barrington.

Barrington, like most Rhode Island municipalities, faces the challenge of providing affordable housing and a mix of housing types. High housing prices for the typical single-family homes that dominate the housing stock in Barrington may preclude those who grew up or work in town, from living here. High costs also preclude seniors from finding appropriate housing. The Town is challenged in achieving the mandates of the Rhode Island Comprehensive Planning Act (R.I.G.L. 45-22.2) and the Low and Moderate Income Housing Act (R.I.G.L. 45-53) to set aside 10 percent of housing stock for low- and moderate-income residents. Currently 1.55 percent of Barrington's housing qualifies as low- or moderate-income housing.

Based on the findings of this study, all four project sites are appropriate for a range of housing types at various densities. These developments should feature walkable neighborhoods, with mixed use (as appropriate), that create a sense of community with an intergenerational blend of residents. Although 25 percent of units will be affordable to those with low- and moderate-income, units will be indistinguishable in appearance, quality of construction and design from market rate units in the development.

- Project Locations Suitable for Diverse Housing**
- Zion Bible College, Middle Highway
  - Sowams Nursery site, Sowams Road
  - Housing Trust site, 562-568 County Road
  - Neighborhood Business zone – Maple Avenue

By providing a range of housing types, the Town will begin to ease its housing constraints. The increased residential density that allows affordability and a range of housing choice, must be balanced with preservation of open space, high design standards, a commitment to sustainable development and respect for the context of the existing neighborhoods. Sustainable development may be assured through Leadership in Energy and Environmental Design-Neighborhood Design (LEED-ND) certification.

The study included a buildout analysis of the Zion and Sowams Nursery sites. Wetlands and associated setbacks, flood zones, and land with conservation zoning or National Register designation are not considered developable. Table ES-1 outlines the range of potential development with 20,000 square foot single-family lots (typical of current residential development with inclusionary zoning) and development potential with proposed Village and Village Mixed Use zoning or development guidance for both the Zion and Sowams Nursery sites. As indicated, with proposed zoning, between 131 and 161 units could be built at Zion and 41 to 51 units could be built at the former Sowams Nursery. Housing types would include detached single-family homes, attached single-family homes or duplexes, four-unit structures which blend two-story and single-level living, townhouses, and elevator-served apartments. With single-family-only construction, 36 units could be constructed at Zion (assuming the zone is changed to residential) and 17 units could be constructed on both sides of Sowams Road.

Assuming both Zion and Sowams Nursery sites are fully developed in accordance with proposed Village zoning, between 70 and 126 units of senior housing and between 43 and 53 units of affordable housing could be constructed. If the two sites were fully developed as single-family subdivisions with inclusionary zoning, only 12 affordable units would be created.



New England School Development Council (February 20, 2008) has indicated that new single-family construction in Barrington typically generates an average of 1.1 students per unit while existing neighborhoods typically generate an average of 0.55 students per unit. The total projected student population at the Zion and Sowams Nursery sites would be 59 students if only single-family housing were built and between 76 and 93 students if a range of housing types are provided with Village zoning. Based on an overall declining school population projected by the New England School Development Council, 2008 Barrington public school enrollment is not anticipated to be exceeded with the addition of students with Village zoning.

**Table ES-1: Projected Density, Housing Units, and Population**

	Zion			Sowams East and West		
	20,000 sf single-family zoning	Proposed Village Mixed Use Zone		20,000 sf single-family zoning	Proposed Village Zone	
		Low Range	High Range		Low Range	High Range
<b>Total Site</b>	37.3 Acres	37.3 Acres		15.2 Acres	15.2 Acres	
Developable Area (approx)	28 Acres	25 Acres		12 Acres	12 Acres	
Units per Acre	1.3	5.3	6.5	1.4	3.5	4.2
<b>Type Unit</b>						
Single Family Units	36	18	22	17	7	9
Multifamily Units	0	65	79	0	34	42
Apartment/Condo Units	0	49	59	0	0	0
<b>Total Units</b>	<b>36</b>	<b>131</b>	<b>161</b>	<b>17</b>	<b>41</b>	<b>51</b>
<b>Senior and Affordable Units</b>						
Senior units (40 to 60%)		53	96		17	30
Affordable units (25%)	8	33	40	4	10	13
<b>Projected Student Population</b>						
Single family detached units - 1.1 students/unit (1)	40	20	24	19	8	10
Multifamily - 0.55 students/unit (2)	0	37	46	0	11	14
<b>Total Projected Student Population</b>	<b>40</b>	<b>57</b>	<b>70</b>	<b>19</b>	<b>19</b>	<b>23</b>

*Notes:*

- (1) New England School Development Council, February 20, 2008
- (2) Multifamily (excluding 40% senior units) assumes NESDC 2007 Barrington Public Schools average of 0.55 K-12 students per dwelling

This Housing Land Use Study has been prepared to serve as guidance for implementation of the *Barrington Affordable Housing Plan*. Regardless of all short and medium term actions to increase the number of affordable units in town defined by Rhode Island Housing, it will be many years before the Town has met the state's 10 percent goal of affordable housing for those with low- and moderate-income. As such, the Town will be subject to applications by non-profit and for-profit developers looking to utilize the Comprehensive Permit process. The Comprehensive Permit process enables relief from Zoning Ordinance requirements – including the use table (for example housing types and densities), dimensional, lot area and lot coverage requirements -- in return for 25 percent affordable housing. Site plan review and approval are by the Planning Board. If the Planning Board denies a Comprehensive Permit, the developer may appeal to the State Housing Appeals Board (SHAB). The SHAB uses a literal interpretation of the Town's affordable housing plan and the comprehensive plan. The findings and recommendations of this

**Housing for Barrington's Future: Housing Land Use Study  
Town of Barrington**

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Housing Land Use Study will be incorporated into the Barrington Comprehensive Plan Update and the Affordable Housing Plan will be amended with recommendations of this study. This study will guide both developers seeking to either propose new zoning (the preferred route) or utilize the Comprehensive Permit process and the SHAB in review of project appeals.

Public participation has been very important to this study. Input from a two-day public workshop (January 30 and 31, 2008) and a joint Town Council, Planning Board, and Housing Trust workshop on March 18, 2008 helped form proposed concepts for the Zion and Sowams Nursery sites. The Housing Trust utilized preliminary recommendations of this study to issue a Request for Qualifications for the Development of Workforce Housing for 562-568 County Road on February 25, 2008. The Barrington Comprehensive Plan Update Economic Development Committee will present proposed concepts for Maple Avenue infill development in accordance with proposed amendments to Neighborhood Business zoning at an upcoming meeting. The public will have opportunity to comment during public hearings for zone changes or for Comprehensive Permit applications for proposed developments at Zion and Sowams and for amendments to the Neighborhood Business zone.



## **Section 1:**

### **Existing Conditions and Projected Housing Needs**

Barrington is a mature suburban community with a stable population, indicating both that there is limited land available for development and that the number of persons per household is decreasing. According to the 2000 US Census, the community had a population of 16,819 with 6,137 dwelling units. Although this was a 6.12 percent increase (970 persons) from the 1990 population of 15,849, Rhode Island Statewide Planning Program estimates that the July 1, 2005 population had decreased to 16,575.

Housing in Barrington is dominated by single-family detached units. Of the 6,137 dwelling units (not including 62 seasonal units), 92.9 percent are single-family detached units and 0.6 percent are single-family attached units. Approximately 3.3 percent of units are in two-family structures, 1.0 percent are in buildings with 3 to 20 units, and 2.0 percent are in buildings with 20 or more units. Approximately 700 housing units in Barrington are rental units, representing 11.6 percent of the Town's dwelling units.

The predominance of single-family housing types in Barrington may limit the ability of residents to find housing that meets their changing needs at different stages of life. A four-bedroom home in a subdivision may not meet family needs when children are grown, if physical disabilities limit the ability to access second floor bedrooms, or if the ability (or interest) in maintaining the yard and structure is constrained by age or declining income. With an increase in single-headed households and other life-style changes, housing types other than single-family homes may become more attractive.

Despite the affluence of many Barrington residents, according to Rhode Island Housing, 23 percent or 1,424 households have housing problems in town. These households may be spending more than 30 percent of income on housing, may live in units that do not meet code standards, or may be subject to overcrowding, among others. Rhode Island Housing estimates that 64 percent of households with housing problems have income below 80 percent of area median income. Rhode Island Housing also estimates that 31.5 percent of Barrington households have incomes below 80 percent of the area median income (below the state average of 40.8 percent).

According to data from HousingWorksRI, in 2006 the median sales price of a single-family home in Barrington was \$418,300 with a typical monthly payment of \$3,321 for mortgage, taxes and insurance. To meet the federal standards of allocating no more than 30 percent of income to housing, an annual household income of \$132,837 would be required. By 2007 the median housing price in Barrington was \$440,000. In 2006, the average monthly rent in Barrington was \$1,297, requiring an annual household income of \$51,880. The average annual wage for private sector jobs in Barrington as \$28,252 in that year. Although many of these positions are part-time retail jobs that typically supplement household income or are held by teenagers, many full-time employees including staff of many of the private schools cannot afford to live in town. According to information presented at the January 31, 2008 workshop, only 5 to 10 percent of municipal employees including public school teachers live in town.



## Town of Barrington Affordable Housing Plan

The *Town of Barrington Affordable Housing Plan*, adopted by the Barrington Town Council in November 2004, was prepared in accordance with the Rhode Island Low and Moderate Income Housing Act (RIGL 45-53) to help address the shortage of affordable housing. The state goal is for each community to assure that ten percent of its housing be affordable to residents with low- and moderate-incomes. Moderate income is defined as 80 to 120 percent of the area median income for the Providence-Fall River metropolitan area (for a family of four, moderate income is defined as \$58,550 to \$81,950). Low income would be below \$58,550 for a family of four or \$41,000 for a single-person household. Affordable housing is defined in the Housing Act as properties which have received federal, state or municipal subsidies.

Currently a total of 95 housing units qualify as affordable housing in Barrington, representing 1.55 percent of total housing units. Affordable housing units include 60 units of senior housing at Barrington Cove Apartments and one family housing unit, both with Rhode Island Housing subsidies, and 34 group home beds for residents with special needs. To meet the state goal, 500 additional subsidized housing units are required to meet the housing needs of low- and moderate-income residents. To date the Town of Barrington has permitted 50 affordable units at Sweetbriar, located on Washington Road at Bayspring Avenue. Construction will be initiated upon completion of the financing package for this development.

The *Town of Barrington Affordable Housing Plan* identified the need to expand affordable housing to seniors and to the workforce. The population of Barrington is aging as the Baby Boomer generation approaches retirement age. According to the Town of Barrington Affordable Housing Plan, "Barrington's population is aging, the 45-64 age bracket saw a 60 percent increase in population between 1990 and 2000. Those age 80 and over increased by over 20 percent. Conversely, younger populations are declining markedly... Age projections show current trends continuing through 2030. Persons aged 65 years and older will account for 20 percent of the Town population, an increase of nearly six percent."

The *Town of Barrington Affordable Housing Plan* states that the town will need to produce 30 new low- and moderate-income units each year to reach the projected number of low- and moderate-income units that meet the 10 percent threshold. Based on the town's history of development and the limited amount of developable land (approximately 300 acres), this is an aggressive goal that requires policy interventions. Of the following five interventions proposed in the *Affordable Housing Plan*, two have been implemented to date:

- **Create a Housing Trust Fund.** The Town of Barrington has created the Barrington Housing Board of Trustees as set forth in Chapter 39 of Barrington's Code of Ordinances. The Town has purchased a 1.8-acre site at 562-568 County Road with the intent of developing up to 12 units of workforce housing.
- **Implement Inclusionary Zoning.** The Barrington zoning ordinance has been amended with Article XXVII, Low- and Moderate-Income Housing: Mandatory Inclusionary Zoning Requirements (added August 8, 2003 and amended April 9, 2007). The article applies to all subdivisions of three or more units and land development projects, as classified under Barrington's Zoning Ordinance and Land Development and Subdivision Regulations, within all residential zones, the Recreational and Education zone, and the Neighborhood Business zone. At least 20 percent of the units on site must qualify as affordable housing, as defined by the zoning ordinance. All inclusionary units provided within a development shall be reasonably dispersed throughout the development, be



indistinguishable in appearance of quality of construction from other units in the development, contain a mix of two and three bedrooms, be compatible in architectural style to the market rate units within the project, and be built and occupied prior to, or simultaneous with, the construction and occupancy of any market-rate units. All projects subject to inclusionary zoning are entitled to a density bonus allowing for a 20 percent reduction in the minimum lot area for each house lot in the development based upon the underlying zoning. Article XXVII includes provisions for in-lieu fees or off-site options.

- **Create a Senior Residential Community.**
- **Identify areas that could support a mix of housing types.**
- **Allow residential units above commercial uses.**

The last three interventions are the subject of this Housing Land Use Study.

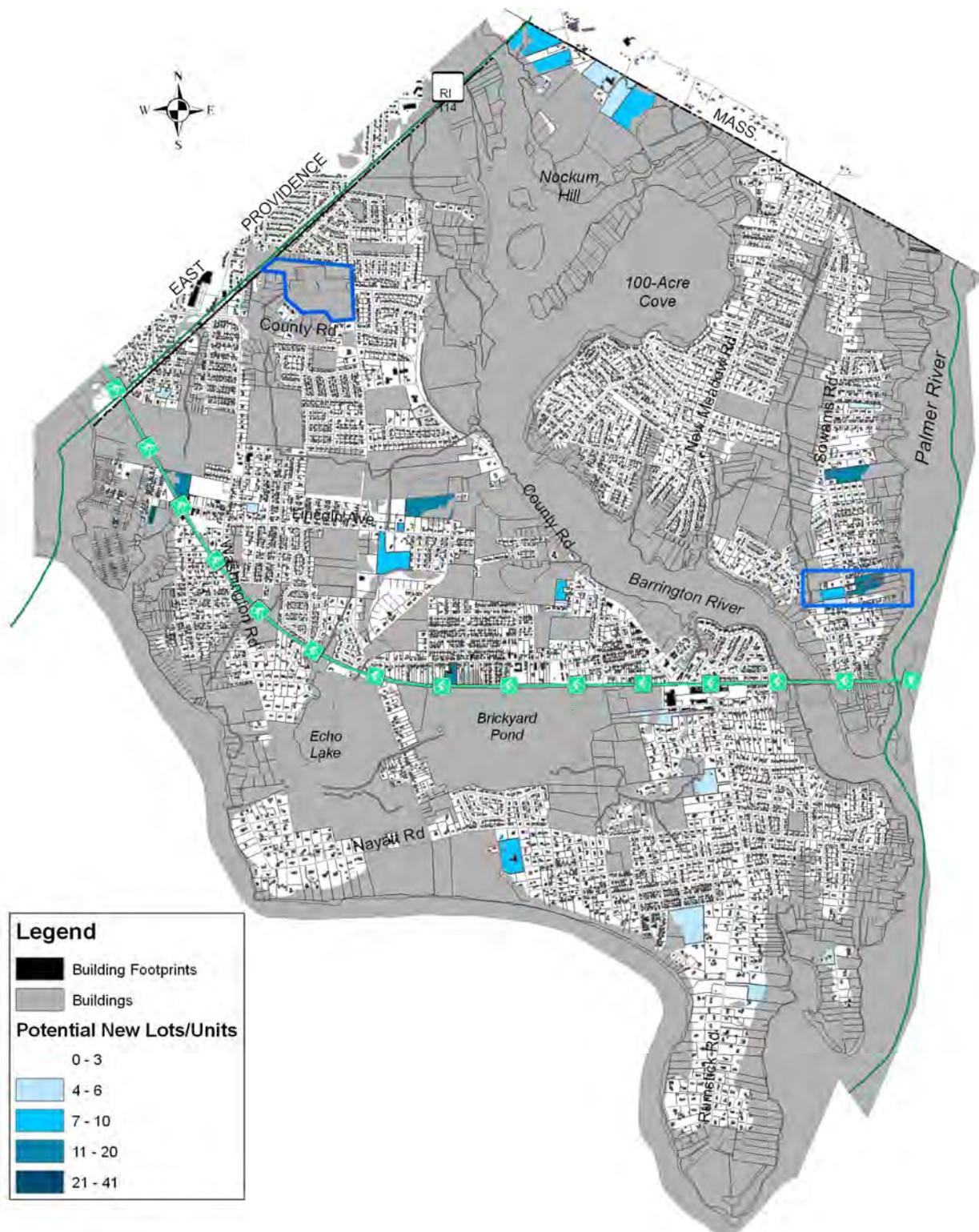
### **Developable Land and Zoning**

The Town of Barrington is approaching buildout, with limited opportunities to increase affordable housing units. As indicated in Figure 1, a graphic prepared by the Barrington town planner, few developable parcels remain in Town. Many remaining developable parcels are located in areas not served by municipal sewer, are not conveniently located with access to shops, schools, or bus lines, or are not in accordance with state planning principles to increase infill opportunities within existing town centers.

The Barrington Zoning Map, prepared by the Barrington town planner, is presented as Figure 2. Current zoning encourages construction of single-family detached housing, a permitted use in the R-10, R-25, R-40, and the Neighborhood Business (NB) zone, and is a use by Special Permit in the Recreation Education (RE) zone. Two-family housing is prohibited in the R-10, R-25, R-40 and RE zones and allowed with a Special Use Permit in the NB zone. Multifamily homes are prohibited in R-10, R-25, R-40, RE and NB zones. Auxiliary apartments (a second dwelling unit located entirely within or attached to what otherwise is an owner-occupied single-family structure, which structure, including the auxiliary apartment, after constructed, contains no less than 2,000 square feet of gross floor area), requires a Special Use Permit in R-10, R-25, R-40, NB, and RE zones.

### **Comprehensive Permit Process**

This Housing Land Use Study has been prepared to serve as guidance for implementation of the *Barrington Affordable Housing Plan*. Regardless of all short and medium term actions to increase the number of affordable units in town defined by Rhode Island Housing, it will be many years before the Town has met the state's 10 percent goal of affordable housing for those with low- and moderate-income. As such, the Town will be subject to applications by non-profit and for-profit developers looking to utilize the Comprehensive Permit process. The Comprehensive Permit process enables relief from the dimensional, area and lot coverage requirements outlined in the zoning ordinance in return for 25 percent affordable housing. Site plan review and approval are by the Planning Board. If a Comprehensive Permit is denied by the Planning Board, the developer may appeal to the State Housing Appeals Board (SHAB). The SHAB uses a literal interpretation of the Town's affordable housing plan and the comprehensive plan. The findings and recommendations of this Housing Land Use Study will be incorporated into the Barrington Comprehensive Plan Update and serves as the basis for proposed zoning changes and



**Figure 1**  
**POTENTIAL NEW UNITS / EXISTING ZONING**  
**Barrington, Rhode Island**

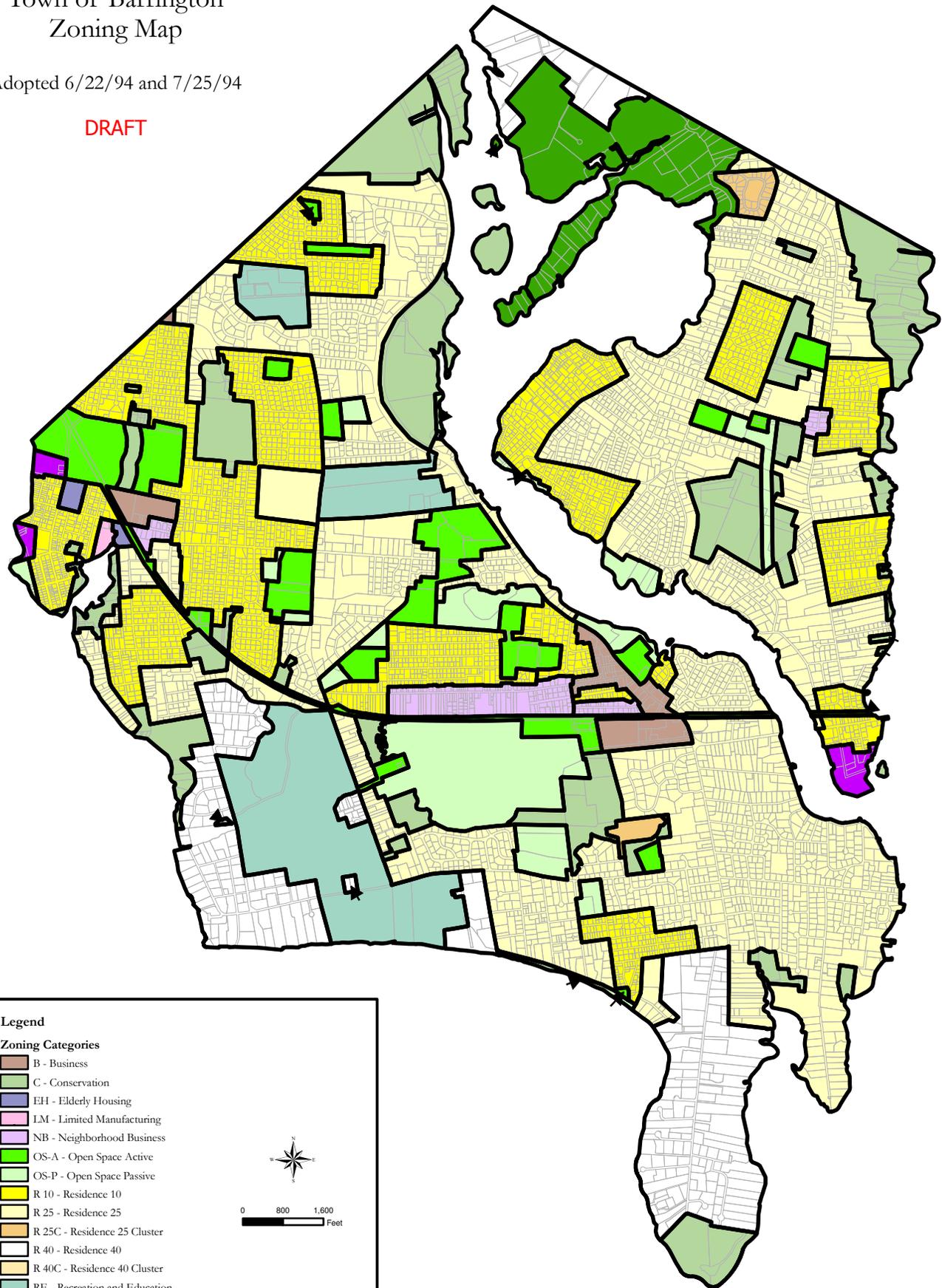
References:  
 1. Mapping obtained from Barrington Town Planner.

Scale: NTS  
 Date: January 2008

Figure 2  
 Town of Barrington  
 Zoning Map

Adopted 6/22/94 and 7/25/94

**DRAFT**



**Legend**

**Zoning Categories**

- B - Business
- C - Conservation
- EH - Elderly Housing
- LM - Limited Manufacturing
- NB - Neighborhood Business
- OS-A - Open Space Active
- OS-P - Open Space Passive
- R 10 - Residence 10
- R 25 - Residence 25
- R 25C - Residence 25 Cluster
- R 40 - Residence 40
- R 40C - Residence 40 Cluster
- RE - Recreation and Education
- WB - Waterfront Business
- WR - Wildlife Refuge



amendments. The update will guide both developers seeking to utilize the Comprehensive Permit process and the SHAB in review of project appeals.

Affordable housing is defined by any federal, state and municipal program or incentive that is used to assist the construction or rehabilitation of low or moderate income housing that is sufficient to make housing affordable. Assistance may include direct financial support, abatement of taxes, waiver of charges and fees, approval of density bonuses, internal subsidies, or any combination of forms of assistance.

Diversification of housing stock with a range of housing types and prices is required to meet future housing need in Barrington. The range of housing must also include affordable housing as one component.



## Section 2: Site Suitability

The Housing Land Use Study offers an opportunity to assess the potential of four sites indicated in Figure 3 to accommodate affordable housing and a diversity of housing types.

The planned relocation of the **Zion Bible College** from Middle Highway to a vacant campus in Haverhill, MA (Fall, 2008) serves as an impetus for the Town and developers to look at this 40-acre site with a fresh perspective. The size and unique characteristics of the Zion Bible College presents an opportunity for the Town of Barrington to investigate a more innovative approach to conventional neighborhood development. The campus includes the significant historic Belton Court, listed on the National Register of Historic Places, a gymnasium/auditorium and other campus-related buildings associated with the College. Barrington parcels included in the Zion site include Plat 14/Lots 2, 13, 341, 342, and 343 (an additional 3-acre parcel is located in East Providence).

The 15-acre **Sowams Nursery Road** is an existing agricultural site located on both sides of Sowams Road. Property on the east side of Sowams Road includes frontage on the Palmer River. This site may provide an opportunity for the Town to investigate innovative approaches to neighborhood design. Parcels included in the Sowams Nursery site include Plat 28/Lots 5, 12, 264, 265, 72, 73, 246, 249, 263.

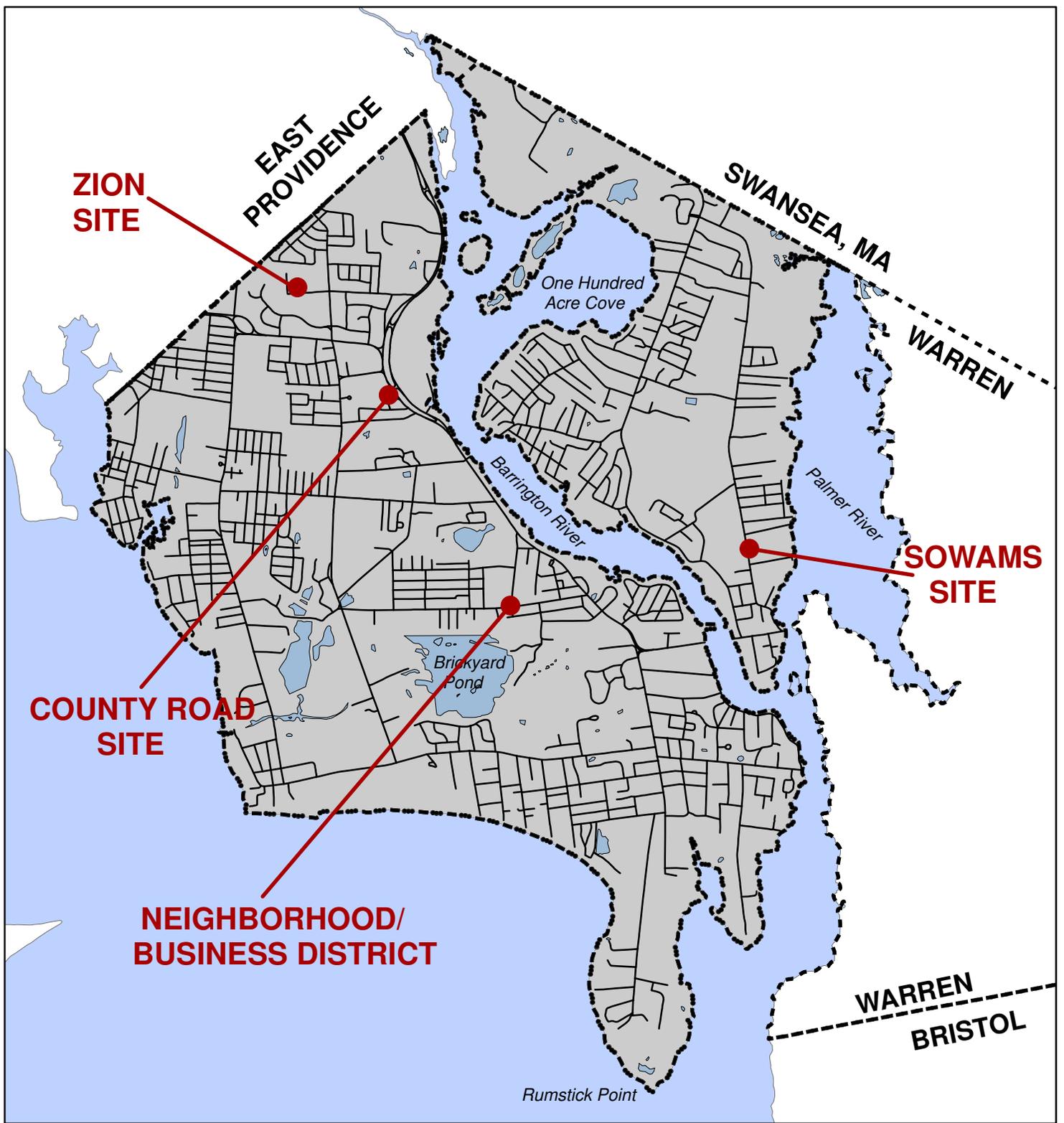
A 1.8-acre parcel at **562-568 County Road** on the corner of Eleanor Drive has been purchased by the Town of Barrington for construction of workforce housing by the Barrington Housing Trust. The property identified as Plat 16/Lot 31 includes a farmhouse, barn, and a former wood frame fire station.

Although the Housing Land Use study addresses zoning amendments for **Neighborhood Business** districts, a site suitability analysis has not been conducted for this zone. Future development and redevelopment opportunities will be on a parcel by parcel basis with much smaller lots than those considered for the other three sites.

### Suitability Analysis

The first step in assessing the opportunity of properties to accommodate higher densities and a diverse range of housing typologies is to determine the suitability of sites for development. Suitability analyses were conducted to identify environmental constraints, existing municipal infrastructure, and resources/amenities within a half-mile radius.

**Environmental:** Environmental constraints include physical characteristics of the site that would preclude development. Soil types must be suitable for community development, with limited development potential in areas of ledge and hydric or wetland soils. Freshwater and estuarine wetlands and regulatory setbacks are protected by the Rhode Island Department of Environmental Management (RIDEM) and the Coastal Resources Management Council (CRMC). The Federal Emergency Management Administration (FEMA) identifies and regulates development in areas subject to flooding during storms anticipated to occur once in 100 or once in 500 years. Development is precluded within the 100-year floodplain. Historic assets including properties



References:  
 1. Parcel and Town data obtained through  
 RIGIS/Town of Barrington.

DATE: JANUARY 2008



Figure 3



**LOCUS MAP**  
**BARRINGTON HOUSING - LAND USE PLANNING STUDY**  
**BARRINGTON, RHODE ISLAND**



SCALE: NTS



listed on the National Register of Historic Place were identified as opportunities for adaptive reuse with federal and state Historic Tax Credits.

**Infrastructure/Municipal:** Infrastructure and zoning designations of subject sites and of abutting parcels, proximity to open space and water access, and existing residential development are important in understanding the context of adjacent neighborhoods. The density of development proposed at these sites requires that municipal sewer and water be available and precludes consideration of private wells and on-site wastewater treatment systems. Existing pedestrian networks, connections and safety considerations provide information on the suitability for a site to become a walkable neighborhood with pedestrian connections to local destinations. Vehicular access and connections to arterial and local roads, and roadway capacities also provide information on site suitability.

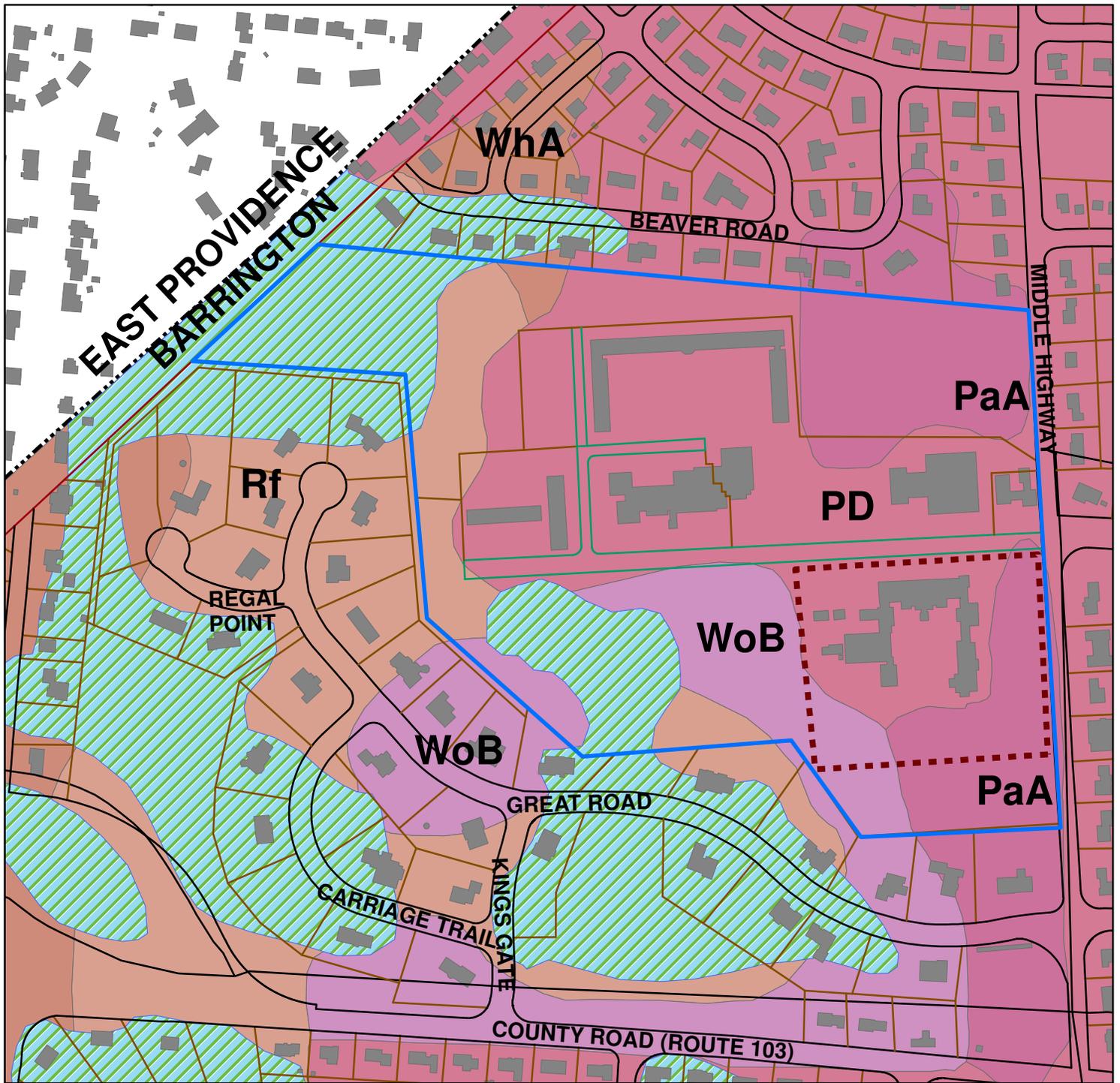
**Half-mile Radius:** An analysis of the existing context of development sites is important in understanding opportunities for community connections. These connections are especially important within a half-mile radius or an acceptable walking distance. Proximity to public transportation was identified. Passive and active recreational areas, proximity to commercial areas for goods and services and the adjacency to schools, municipal facilities, and houses of worship were noted.

#### **Zion Bible College, Middle Highway**

**Environmental:** Paxton, Paxton/Urban Land Complex, Ridgebury/Whitman/Leicester, Woodbridge and Woodbridge were reported on the Zion site, as indicated in Figure 4. Soils other than Paxton/Urban Land Complex and Ridgebury/Whitman/Leicester are suited to community development. Paxton/Urban Land Complex and Ridgebury/Whitman/Leicester soils have slow permeability and high water table and are therefore less suited for development. Rhode Island Geographic Information System (RIGIS) mapping identifies approximately 5.3 acres of wetlands. Wetland areas and associated regulatory setbacks are not considered developable. Wetland delineation would be required according to the Rhode Island Freshwater Wetlands Protection Act for any future development planning.

Belton Court, listed on the National Register of Historic Places, is the former country house of Fredrick S. Peck. This U-shaped building, built in the early 1900s, is constructed of rough masonry granite with a steep, red-tiled roof. Fredrick Peck was a leader in Republican Party politics, an important businessman in banking, manufacturing, and real estate, and a major collector of books and manuscripts. Peck's varied career is of primary importance for the history of Rhode Island. Belton Court at one time served as the manor house for an estate of over 800 acres.

**Infrastructure/Municipal:** As indicted in Figure 5, the majority of the site is zoned Recreation/Education (RE), with a small portion that continues into East Providence zoned Residence 25 (R-25). Adjacent properties are zoned R-10 along Beaver Road to the north and R-25 to the south on Great Road. Municipal sewer and water are available along Middle Highway frontage and extend into the campus. Existing sidewalks within the immediate area are located on the east side of Middle Highway, north side of Great Road, east side of King's Gate, and north side of County Road approximately 200 feet west of the Kings Gate intersection. Primary access is provided off Middle Highway, classified as a Minor Arterial based on the 2005 Rhode Island Department of Transportation (RIDOT) Functional Classification.



References:  
 1. Parcel and Town data obtained through RIGIS/Town of Barrington.

DATE: DECEMBER 2007



**LEGEND**

- APPROXIMATE SITE LOCATION
- WETLANDS
- X500 FLOOD ZONE
- AE FLOOD ZONE
- MUNICIPAL BOUNDARY
- NATIONAL REGISTER OF HISTORIC PLACES

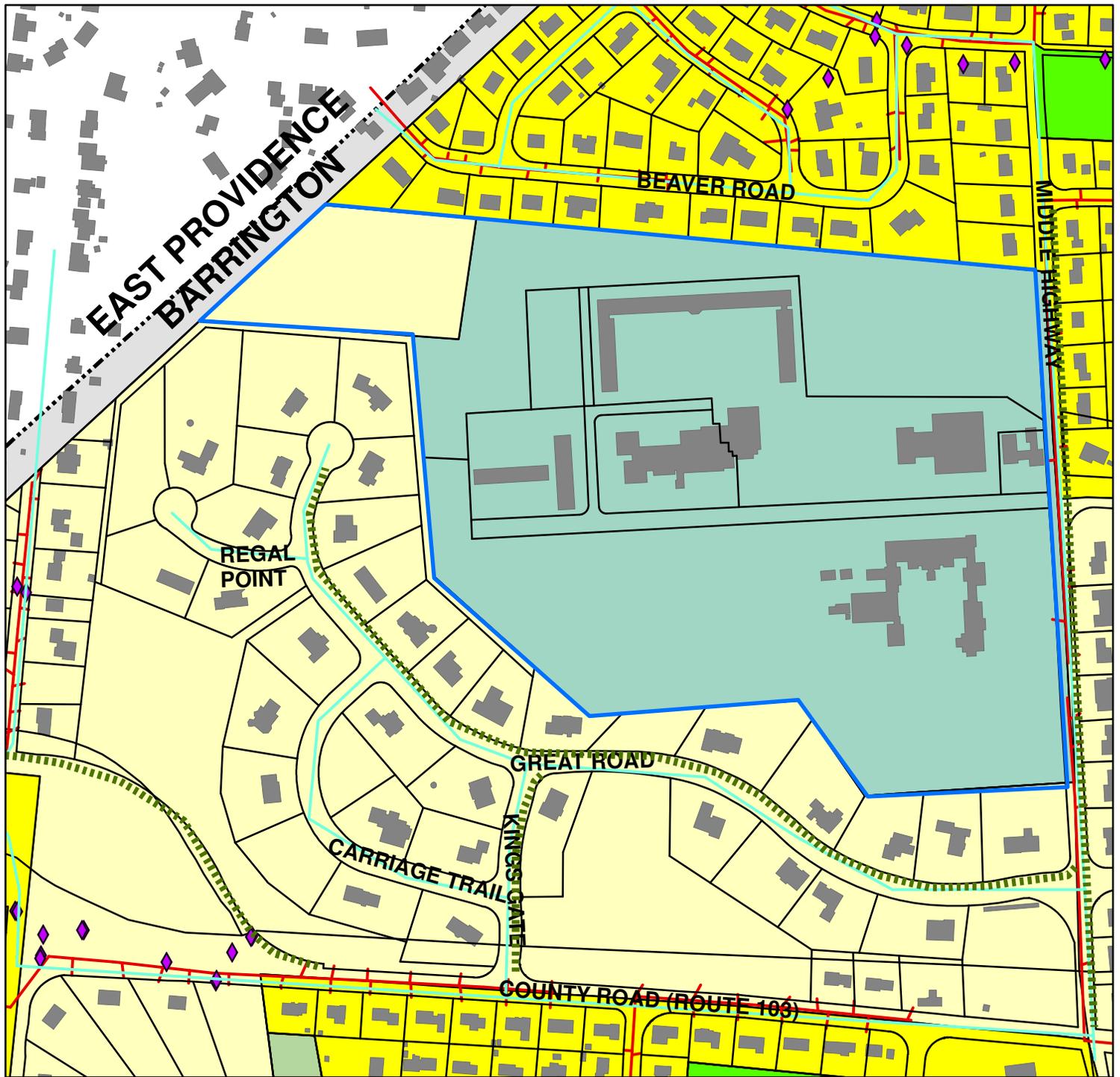
**SOIL TYPES**

- PaA** Paxton
- PD** Paxton/Urban Land Complex
- Rf** Ridgebury/Whitman/Leicester
- WhA** Woodbridge
- WoB** Woodbridge



**Figure 4**  
**ZION SITE**  
**SUITABILITY ANALYSIS**  
**ENVIRONMENTAL**  
 Barrington, Rhode Island





- References:
1. Parcel and Town data obtained through RIGIS/Town of Barrington.
  2. Waterline service locations approximated via Bristol County Water Authority 12.3.07.

DATE: DECEMBER 2007

**LEGEND**

	APPROXIMATE SITE LOCATION		MUNICIPAL BOUNDARY
	RECREATION/EDUCATION		GRAVITY SEWER/CONNECTION
	RESIDENCE 10		WATERLINE
	RESIDENCE 25		CATCH BASIN
	OPEN SPACE/ACTIVE		SIDEWALKS



**Figure 5**  
**ZION SITE**  
**SUITABILITY ANALYSIS**  
**INFRASTRUCTURE/MUNICIPAL**  
 Barrington, Rhode Island





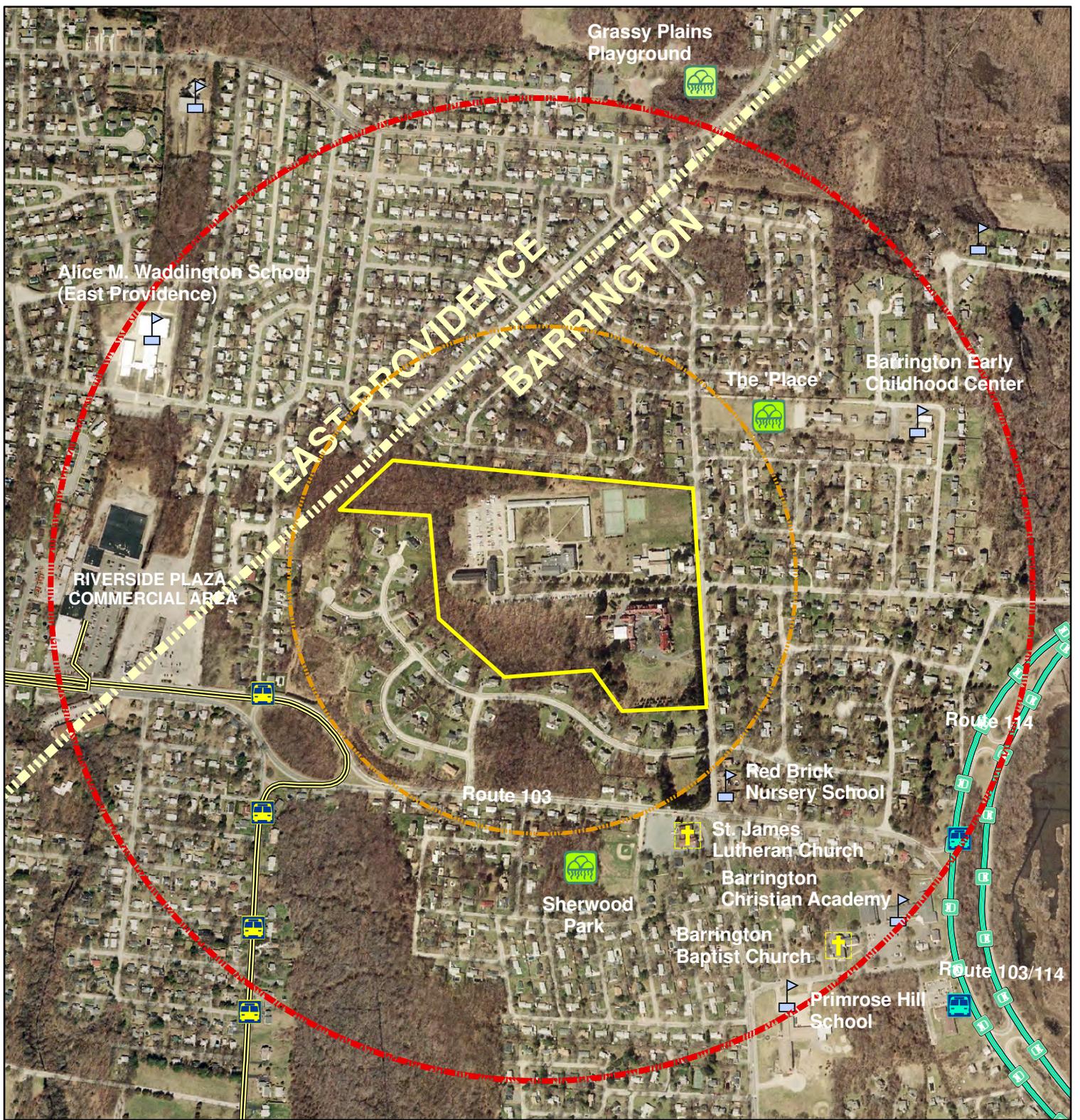
*Belton Court, listed on the National Register of Historic Places, is a focal point of the Zion Bible College campus*

**Half-Mile Radius:** Many destinations and amenities are located within a half-mile of the Zion campus as indicated in Figure 6.RIPTA's Route 32 with service to Kennedy Plaza in Providence is located along County Road to the southwest of the site. RIPTA's Route 60 provides service to Kennedy Plaza, Providence and Gateway Center, Newport Park n' Ride east of Zion on Route 114. To the west, Riverside Plaza in East Providence (Domino's, Andy's Nails, Soiree Salon, Tirrell Realty, The Selective Eye, Citizen's Bank, Burkhardt's Clothiers, The Right Angle, Subway, Exotic Tans, McGreen's Fine Wine/Spirits, Rite Aid Pharmacy) provides pedestrian access to a commercial center. Recreational areas within the area include the Grassy Plains Playground and Sherwood Park. The Red Brick Nursery School, Barrington Christian Academy, Primrose Hill School and Barrington Early Childhood Center located in Barrington, and the Alice M. Waddington School located within East Providence are within walking distance of the site. Barrington Baptist Church and St. James Lutheran Church were noted within the half-mile radius.

#### **Sowams Nursery Site, Sowams Road**

**Environmental:** As indicated in Figure 7, soil types for the Sowams Nursery site include Merrimac, Merrimac/Urban Land Complex, Scarboro, and Walpole. Merrimac and Merrimac/Urban Land Complex are suited to community development while seasonal high water tables limit suitability with Scarboro and Walpole soils. RIGIS wetland mapping indicates that approximately 4.5 acres of the site includes wetlands (1.8 acres on the east side of Sowams Road and 2.7 acres on the west). Wetland areas and associated RIDEM regulatory setbacks are not considered developable. Sowams east includes a CRMC 225-foot regulatory setback from the Palmer River (4.3 acres). Depending on type and intensity of development, a CRMC Category A and/or B application may be required. Wetland delineation would be required according to the Rhode Island Freshwater Wetlands Protection Act for any development planning.

**Infrastructure:** The site is currently zoned Residence 25 (R-25), although Sowams east is contiguous with a more dense, existing Residence 10 (R-10) district to the north on Orchard Road as indicated in Figure 8. Approximately 0.65-acres along the Palmer River is zoned Conservation (C) and is contiguous with a riverfront conservation/greenway. Municipal sewer and water are available along Sowams Road frontage. A sewer easement extends parallel to the Palmer River several hundred feet west of the Conservation district boundary. No sidewalks are located within



References:  
 1. Parcel and Town data obtained through RIGIS/Town of Barrington.  
 2. RIGIS Colororthophoto # 3626.

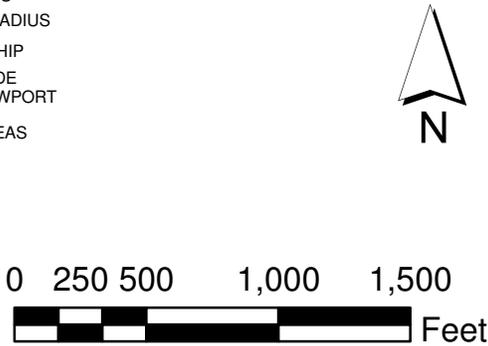
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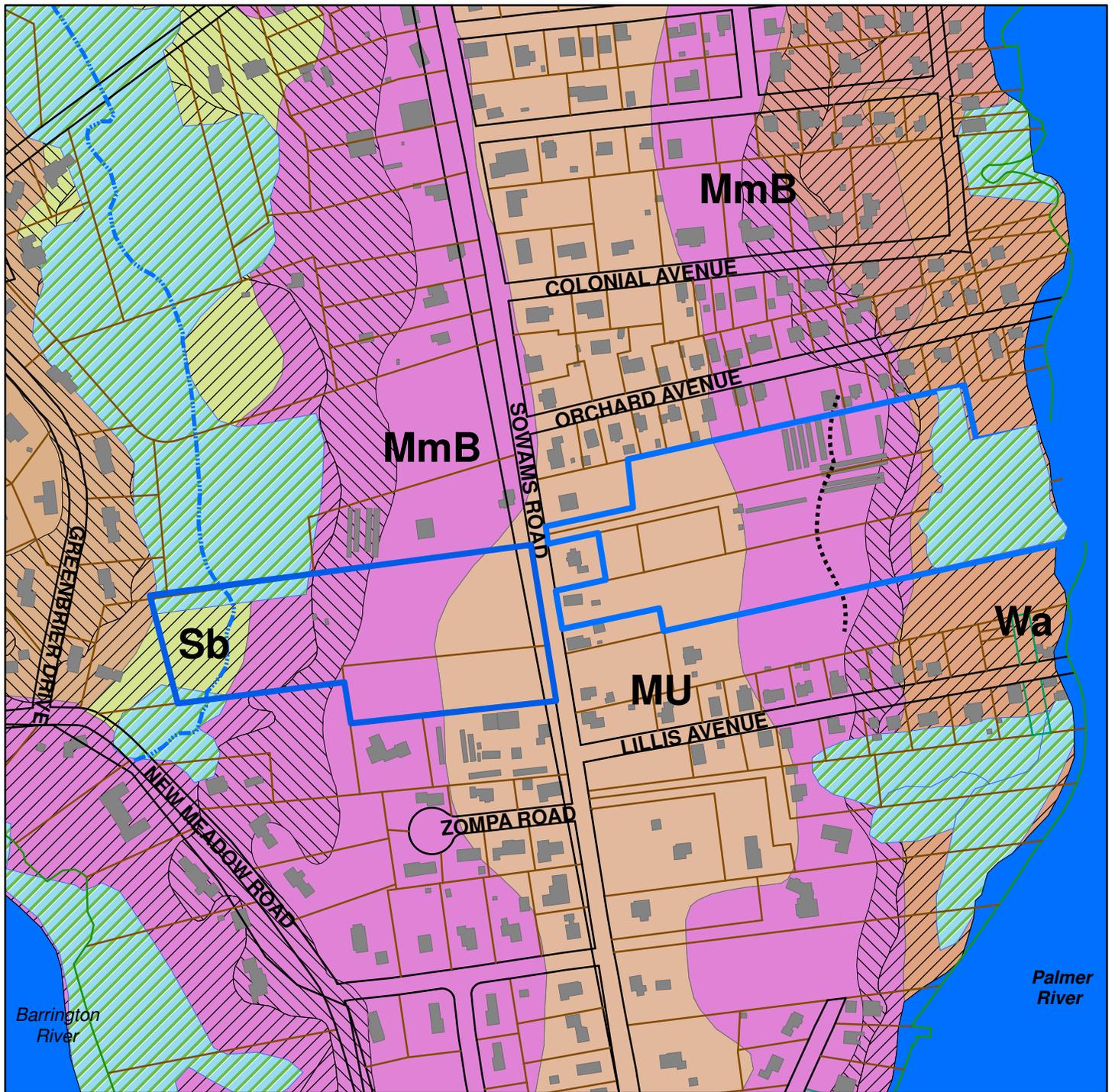
- |   |                           |   |                                       |
|---|---------------------------|---|---------------------------------------|
|  | APPROXIMATE SITE LOCATION |  | HALF MILE RADIUS                      |
|  | SCHOOL                    |  | QUARTER MILE RADIUS                   |
|  | RIPTA ROUTE 32            |  | PLACE OF WORSHIP                      |
|  | RIPTA ROUTE 32 BUS STOP   |  | RIPTA PARK N' RIDE PROVIDENCE/NEWPORT |
|  | RIPTA ROUTE 60            |  | RECREATION AREAS                      |
|  | RIPTA ROUTE 60 BUS STOP   |   |                                       |

DATE: JANUARY 2008



**Figure 6**  
**ZION SITE**  
**QUARTER/HALF-MILE RADIUS**  
 Barrington, Rhode Island





References:

1. Parcel and Town data obtained through RIGIS/Town of Barrington.
2. Wetland Delineation and CRMC buffer information for Sowams east digitized from plans titled, 'Barrington Elderly Housing Community 24 Unit', July 13, 2006.



**LEGEND**

- APPROXIMATE SITE LOCATION
- WATER
- WETLANDS
- BROOK
- X500 FLOOD ZONE
- AE FLOOD ZONE

CRMC BUFFER

SOIL TYPES

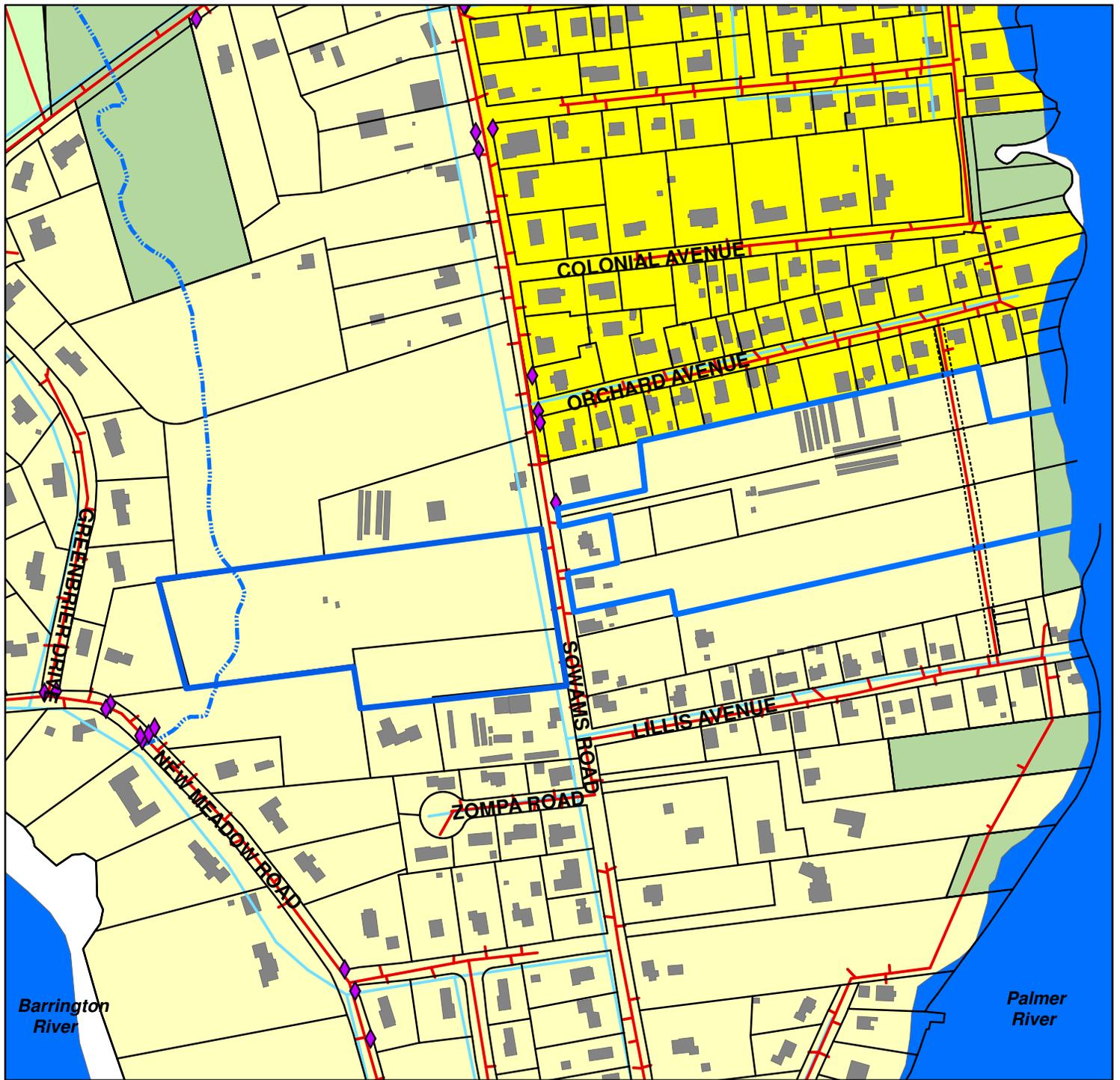
- MmB** Merrimac
- MU** Merrimac/Urban Land Complex
- Sb** Scarboro
- Wa** Walpole

DATE: DECEMBER 2007



**Figure 7**  
**SOWAMS SITE**  
**SUITABILITY ANALYSIS**  
**ENVIRONMENTAL**  
**Barrington, Rhode Island**





References:  
 1. Parcel and Town data obtained through  
 RIGIS/Town of Barrington.

DATE: DECEMBER 2007

**LEGEND**

- |   |                           |   |                          |
|---|---------------------------|---|--------------------------|
|  | APPROXIMATE SITE LOCATION |  | GRAVITY SEWER/CONNECTION |
|  | WATER                     |  | WATERLINE                |
| <b>ZONING</b>   |                           |   |                          |
|  | CONSERVATION              |  | CATCH BASIN              |
|  | RESIDENCE 10              |  | SEWER EASEMENT           |
|  | RESIDENCE 25              |  | BROOK                    |



**Figure 8**

**SOWAMS SITE  
 SUITABILITY ANALYSIS  
 INFRASTRUCTURE/MUNICIPAL  
 Barrington, Rhode Island**





the immediate vicinity of the site. Access is provided on Sowams Road, a Minor Arterial based on RIDOT's Functional Classification. Sowams Road intersects with County Road (Routes 103, 114) a half mile south near the Barrington-Warren bridge and the East Bay Bike Path.

**Half-Mile Radius:** RIPTA's Route 60 provides service to Providence and Newport on County Road, as indicated in Figure 9. Recreational areas within the half-mile radius include the East Bay Bike Path and scenic view areas associated with the bike path. The Hampden Meadows Volunteer Fire Station is located north of the site. A large tract of land recently acquired by the Town is located to the north, adjacent to Sowams west, with frontage along Sowams Road.

### **Barrington Housing Trust Site, County Road**

**Environmental:** Merrimac/Urban Land Complex, Udorthents, and Windsor were reported, as indicated in Figure 10. Merrimac/Urban Land Complex and Windsor are suited to community development. Udorthents varies greatly due to previous disturbance and should be further investigated to determine suitability for development.

**Infrastructure/Municipal:** The site and adjacent parcels are zoned Residence 25 (R-25) as indicated in Figure 11. Currier Park, an undeveloped town-owned park, is located northwest of the site, adjacent to the Primrose Hill School. The park is zoned for Open Space/Passive and property east of County Road along Hundred Acre Cove is zoned for Conservation. Municipal sewer and water are available along County Road and Eleanor Drive frontage. Sidewalks are located along the west side of County Road only. Current access (existing curb cut) is provided off County Road (Route 103/114), classified as a Principal Arterial according to RIDOT's Functional Classification. County Road is a 4-lane divided highway with a Michigan Turnaround (median U-turn) located immediately to the north of the site.

**Half-Mile Radius:** RIPTA's Route 60 provides service along County Road, immediately adjacent to the site (no sidewalks are located at the bus stop on the northbound side of the road), as indicated in Figure 12. Recreational areas within a half-mile radius include the Walker Farm, Osamequin Nature Trail/Bird Sanctuary on Hundred Acre Cove, and Sherwood Park. Currier Park is a wooded tract. The Red Brick Nursery School, Barrington Christian Academy, Primrose Hill Elementary School, Tot's Cooperative Nursery School, Barrington High School and St. Andrew's School are within walking distance of the site. Barrington Baptist Church, St. James Lutheran Church, and Barrington Congregational Church are also located within walking distance. The site is immediately adjacent to the East Bay Mental Health Center.

### **Buildout Scenarios with Single Family Residential Construction**

A buildout assessment was conducted for the Zion and Sowams Nursery sites to determine the development potential under single-family zoning, with inclusionary zoning. Inclusionary zoning, outlined in Article XXVII of the Zoning Ordinance, requires that for all subdivisions of three or more units and land development projects, at least 20 percent of the units must qualify as affordable. A density bonus is provided allowing a 20 percent reduction in the minimum lot area for each house lot based upon the underlying zoning. The minimum lot size for R-25 zoning, therefore, would be reduced to 20,000 square feet with mandatory inclusionary zoning.

The Housing Trust is currently seeking a developer for the County Road site as workforce housing or housing that meets requirements of the Americans with Disabilities Act (ADA) for residents with physical disabilities. Approximately eight to 12 units are proposed. Per the



- References:
1. Parcel and Town data obtained through RIGIS/Town of Barrington.
  2. RIGIS Colororthophoto # 3824, #3826R3.

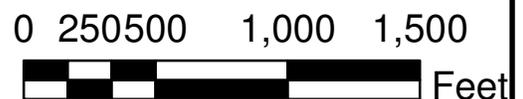
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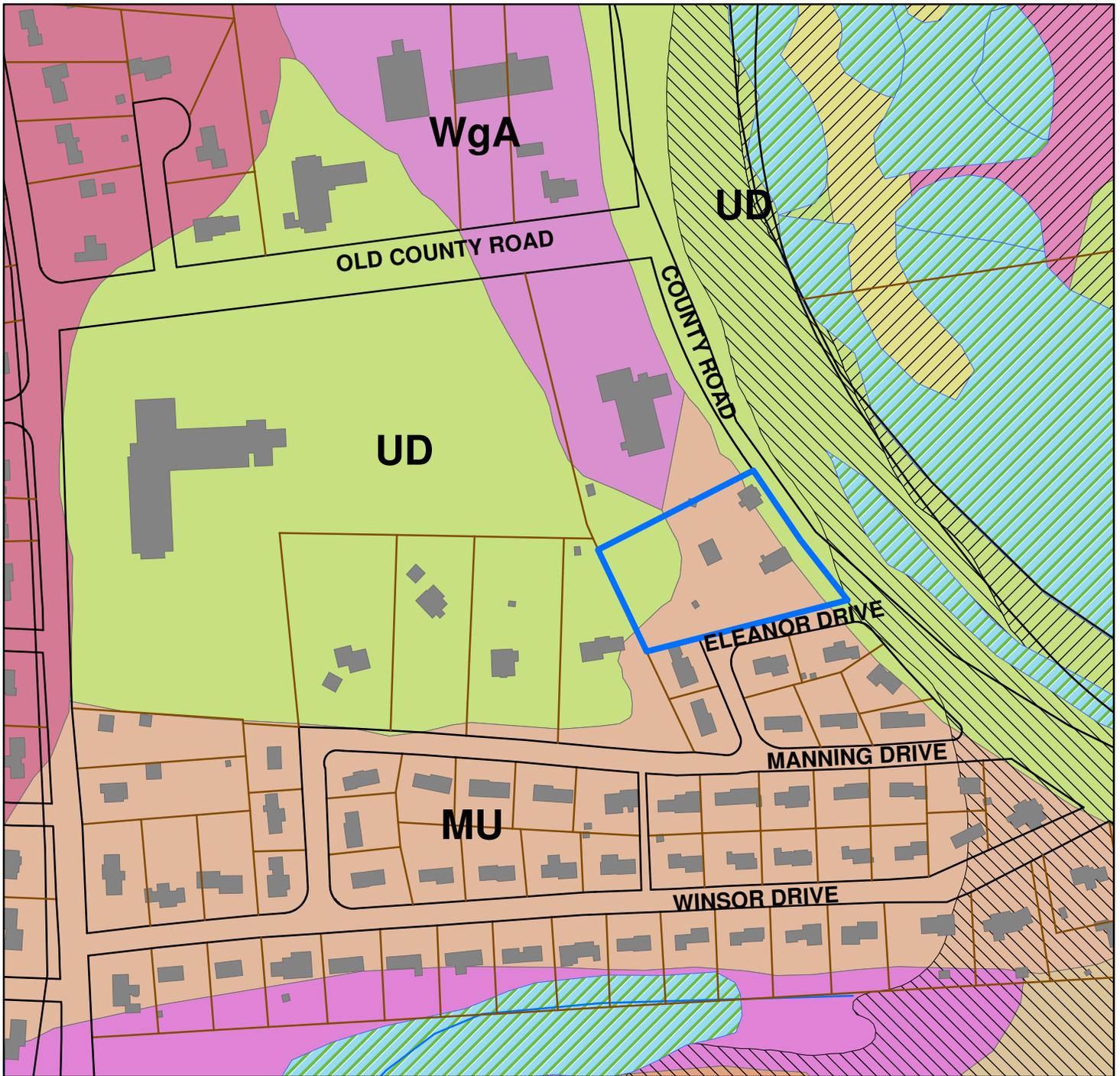
- |   |                           |   |                                       |
|---|---------------------------|---|---------------------------------------|
|  | APPROXIMATE SITE LOCATION |  | HALF MILE RADIUS                      |
|  | BIKE ROUTE                |  | QUARTER MILE RADIUS                   |
|  | SHORE POINTS              |  | RIPTA PARK N' RIDE PROVIDENCE/NEWPORT |
|  | FIRE STATION              |  | RIPTA ROUTE 60                        |
|   |                           |  | RIPTA ROUTE 60 BUS STOP               |

DATE: JANUARY 2008



**Figure 9**  
**SOWAMS SITE**  
**QUARTER/HALF-MILE RADIUS**  
**Barrington, Rhode Island**





References:  
 1. Parcel and Town data obtained through  
 RIGIS/Town of Barrington.

DATE: DECEMBER 2007



**LEGEND**

- APPROXIMATE SITE LOCATION
- WETLANDS
- X500 FLOOD ZONE
- AE FLOOD ZONE

SOIL TYPES

- MU** Merrimac/Urban Land Complex
- UD** Udorthents
- WgA** Windsor

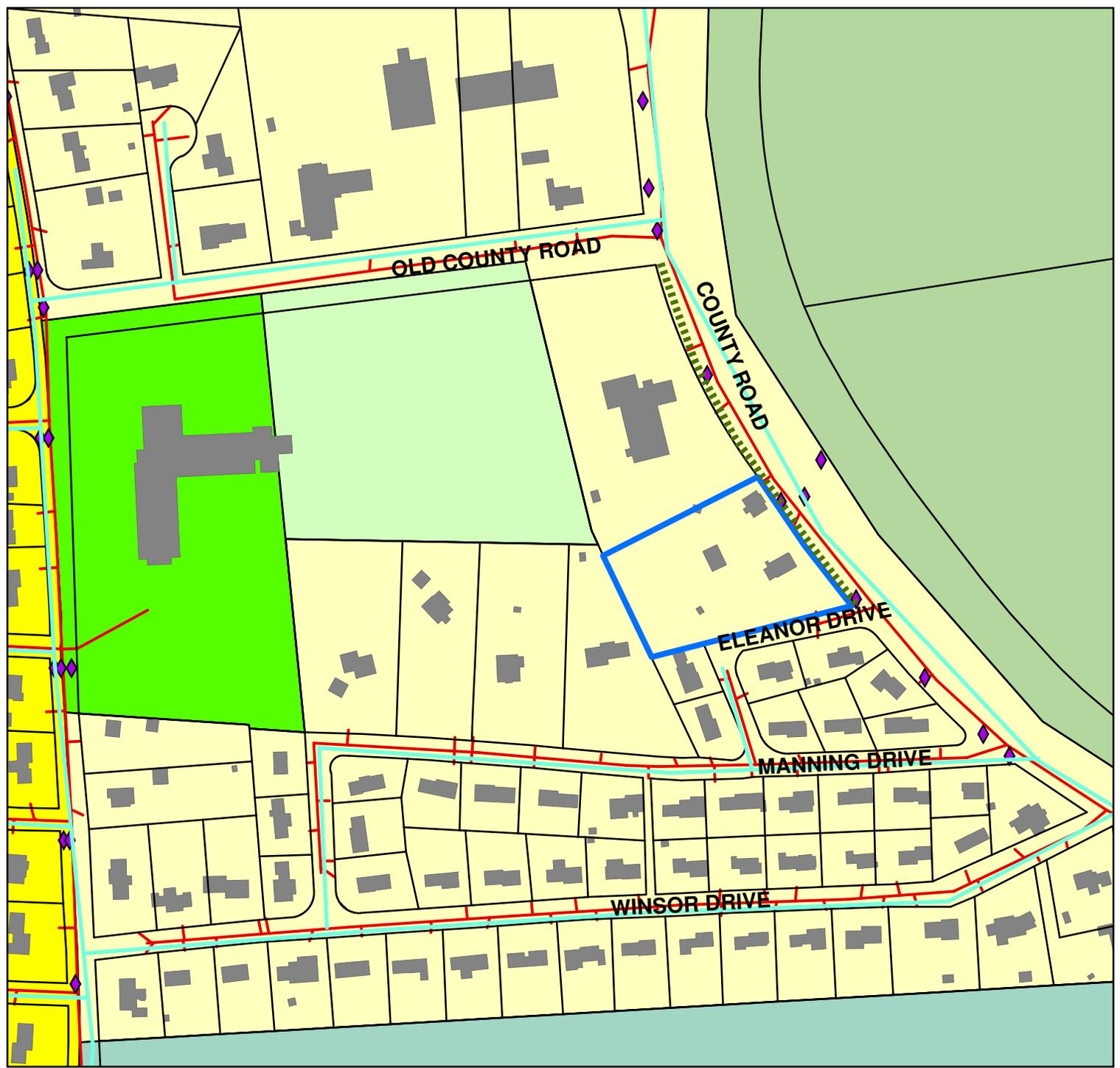


**Figure 10**

**COUNTY ROAD SITE  
 SUITABILITY ANALYSIS  
 ENVIRONMENTAL**

**Barrington, Rhode Island**





- References:
1. Parcel and Town data obtained through RIGIS/Town of Barrington.
  2. Waterline service locations approximated via Bristol County Water Authority 12.3.07.

DATE: DECEMBER 2007

**LEGEND**

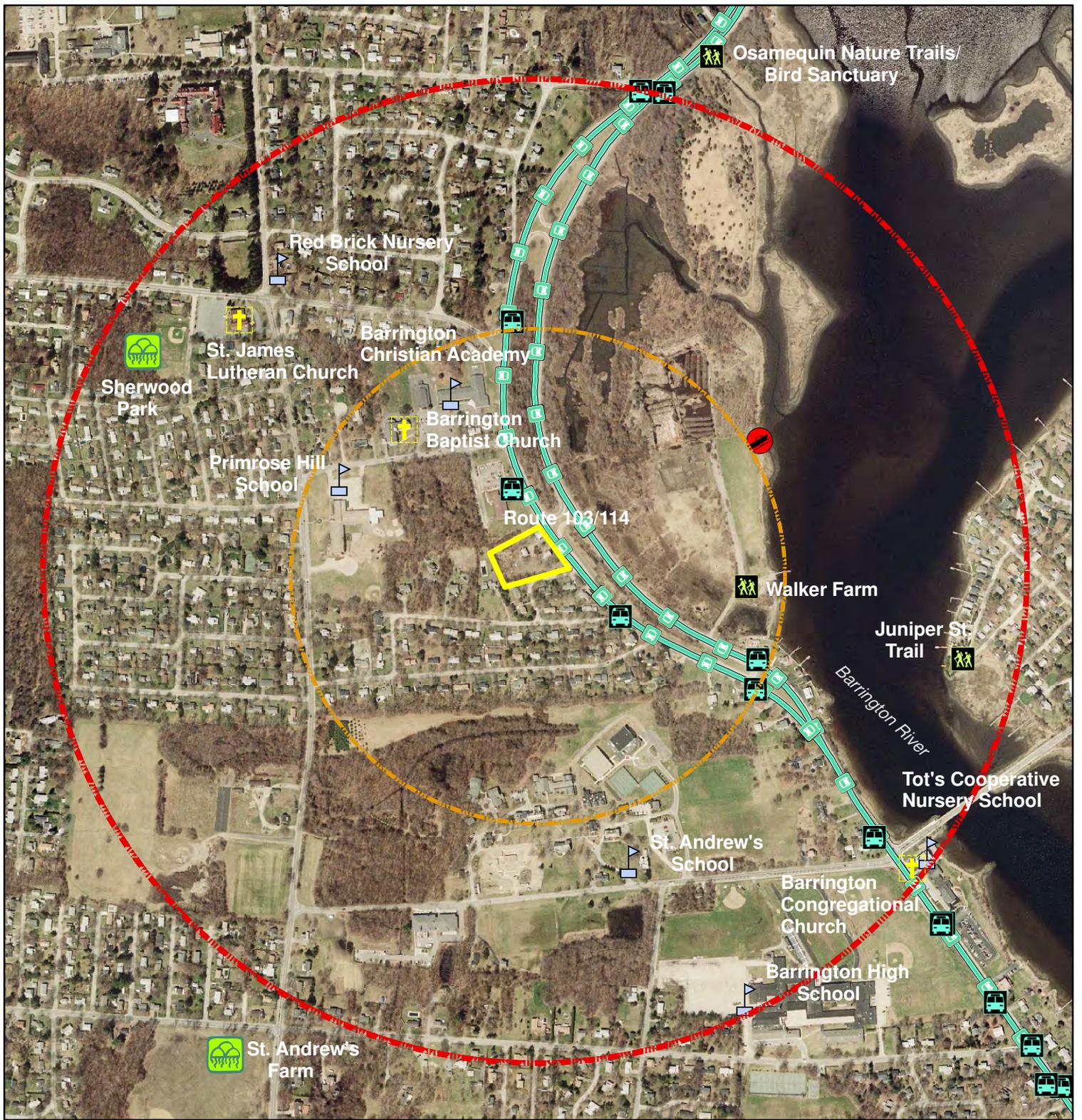
- |   |                           |   |                          |
|---|---------------------------|---|--------------------------|
|  | APPROXIMATE SITE LOCATION |  | GRAVITY SEWER/CONNECTION |
|  | CONSERVATION              |  | WATERLINE                |
|  | OPEN SPACE/PASSIVE        |  | CATCH BASIN              |
|  | OPEN SPACE/ACTIVE         |  | SIDEWALKS                |
|  | RESIDENCE 25              |   |                          |



Figure 11

**COUNTY ROAD SITE  
SUITABILITY ANALYSIS  
INFRASTRUCTURE/MUNICIPAL  
Barrington, Rhode Island**





- References:
1. Parcel and Town data obtained through RIGIS/Town of Barrington.
  2. RIGIS Colororthophoto # 3626.

**LEGEND**

- |  |                           |  |  |
|--|---------------------------|--|--|
|  | APPROXIMATE SITE LOCATION |  | HALF MILE RADIUS                       |
|  | SCHOOL                    |  | QUARTER MILE RADIUS                    |
|  | SHORE POINTS              |  | PLACE OF WORSHIP                       |
|  | RECREATION AREA           |  | RIPTA PARK 'N' RIDE PROVIDENCE/NEWPORT |
|  | BOAT RAMP                 |  | RIPTA ROUTE 60                         |
|  |                           |  | RIPTA ROUTE 60 BUS STOP                |

DATE: JANUARY 2008



**Figure 12**  
**COUNTY ROAD SITE**  
**QUARTER/HALF-MILE RADIUS**  
 Barrington, Rhode Island





direction of the Town Manager and the Town Planner, a single-family buildout scenario was not prepared for the County Road site.

Table 1 presents information on acreage per site, acreage with constraints, and total buildable acreage for the Zion and Sowams Nursery sites. The total number of units, assuming 15 percent of developable land is utilized for roads, stormwater management and other infrastructure, is presented.

**Table 1: Constraints and Single Family Buildout, Zion and Sowams Nursery Sites**

	<b>Zion</b>	<b>Sowams West</b>	<b>Sowams East</b>
Total Acreage	37.7	5.75	9.17
Constraints (1)	10.0	2.4	2.24
Wetlands, acres	5.5	.4	2.02
100-year Flood Zone, acres		1.98	0.65
Conservation Zone, acres			0.65
National Register, acres	4.5		
Developable Acres	27.7	3.35	6.93
Single-family Lots	36	6	11
Affordable Units	8	2	3

Notes:

(1) Many constrained areas overlap and are not additive.

### **Zion Bible College, Middle Highway**

The Zion Bible College property is currently zoned Recreational/Educational. As an educational institute the campus may be built out at much higher density, with increased number of classrooms, offices, dormitories, dining halls, and support facilities. Limitations on development would be based on building height (zoning limits building heights to 35 feet) and the demand for parking (based on number of students, instructors and other employees). Figure 13 presents a buildout of the Zion campus in accordance with RE zoning. Demand for continued educational use, however, is limited, as indicated by the lack of interested educational purchasers.

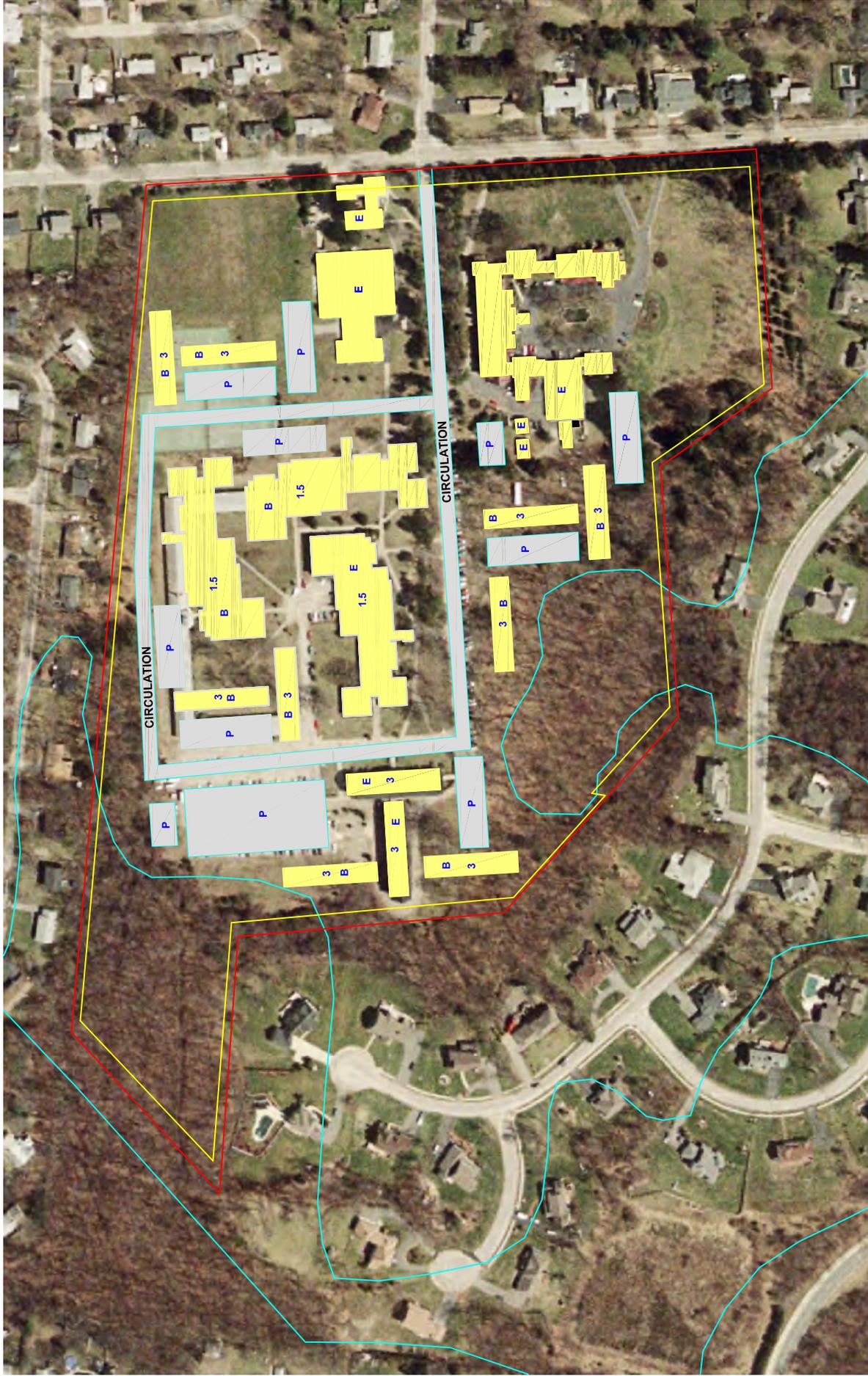
If developed according to adjacent R-25 zoning with mandatory inclusionary zoning, the Zion parcel could be developed with 36 single-family dwelling units, as indicated in Figure 14. Approximately eight of the units must qualify for affordable housing.

### **Sowams Nursery Site, Sowams Road**

The former Sowams Nursery site has approximately 3.4 developable acres on the west side of Sowams Road and 6.9 acres to the east. With R-25 zoning and inclusionary zoning (20,000 square foot lots), the former nursery could have a buildout potential of 17 single-family dwelling units, as indicated in Figure 15. Five of the units must qualify for affordable housing to meet inclusionary zoning requirements.

### **Neighborhood Business Zone, Maple Avenue**

The Neighborhood Business district currently includes single and two-family residential and mixed use as a secondary extension of the Business district located along County Road. Higher concentrations of smaller-scale commercial development exist to the west of the downtown core of commercial activity, with residential use increasing as one moves further west along Maple



References:  
 1. RIGIS 2003 Color orthophoto #3626 east.

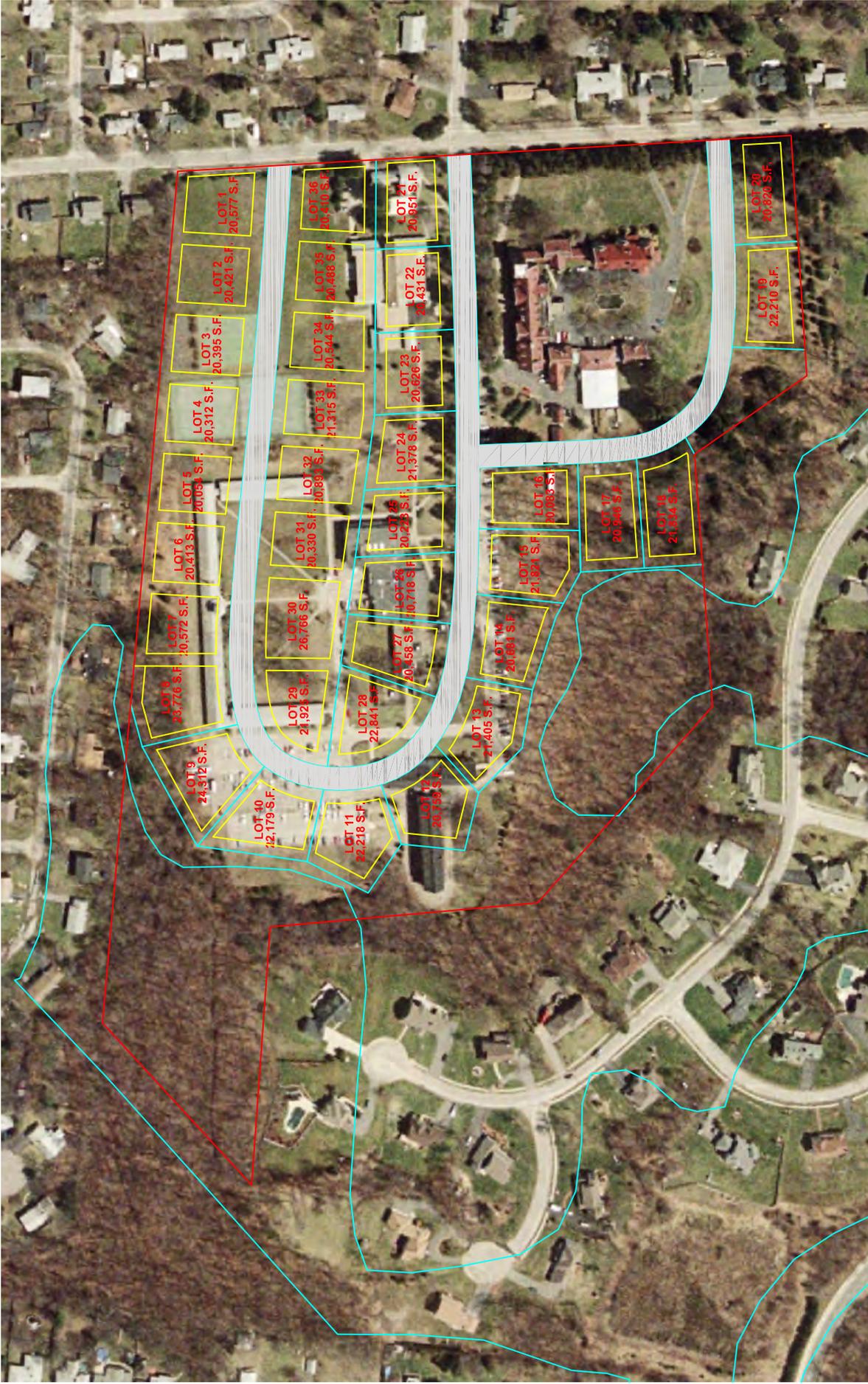


**Figure 13**  
**ZION SITE**  
**Recreation/Education Zoning Buildout**  
**Barrington, Rhode Island**

Date: December 2007

**LEGEND**  
 E EXISTING STRUCTURE  
 B BUILDOUT STRUCTURE  
 P PARKING  
 1.5 NUMBER OF STORIES





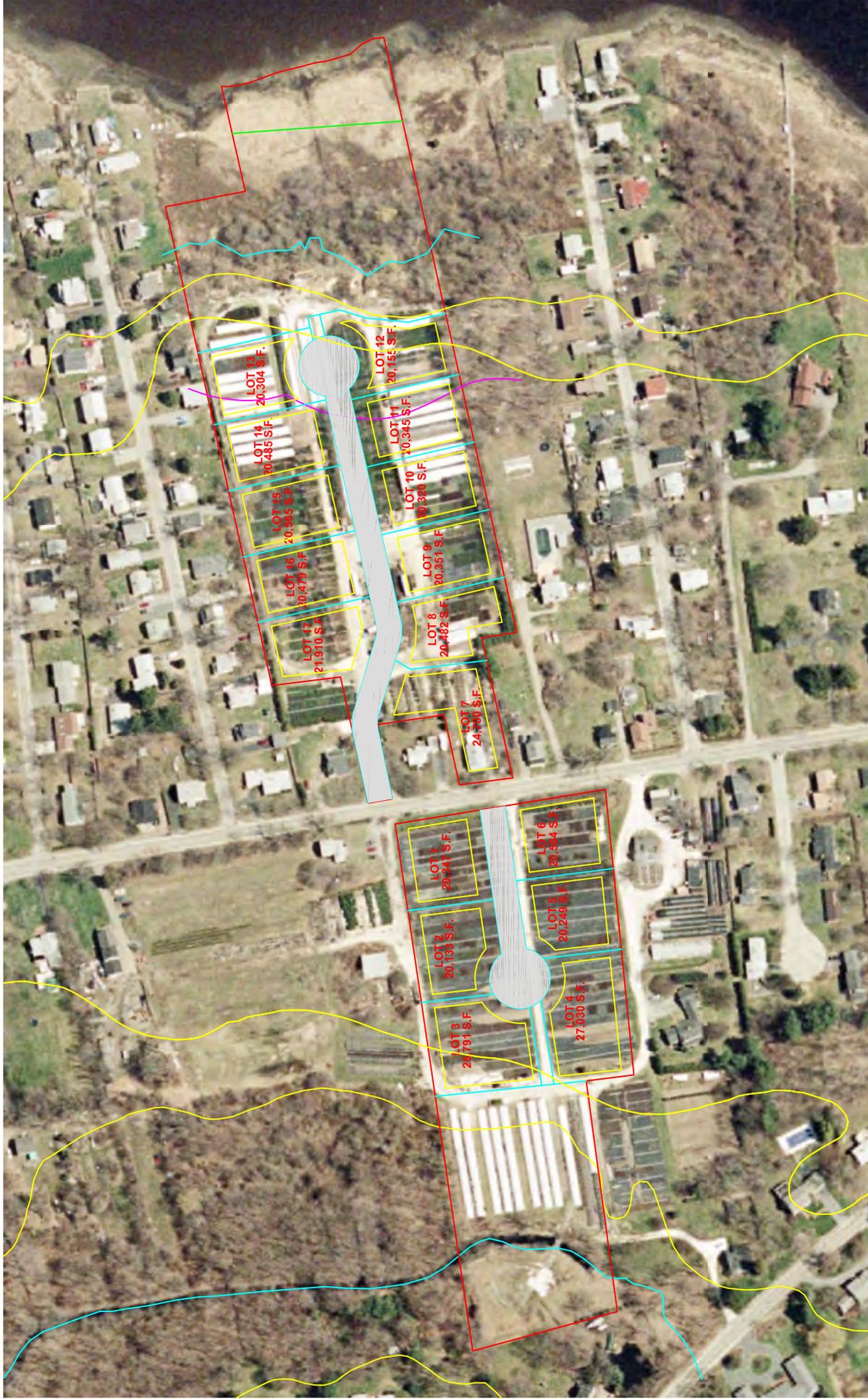
References:  
 1. RIGIS 2004 Color orthophoto #3626 east.



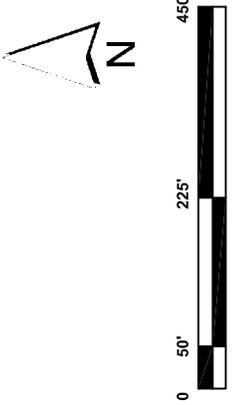
# Figure 14 ZION SITE R-25 Inclusionary Zoning Buildout Barrington, Rhode Island

Date: December 2007





Date: December 2007



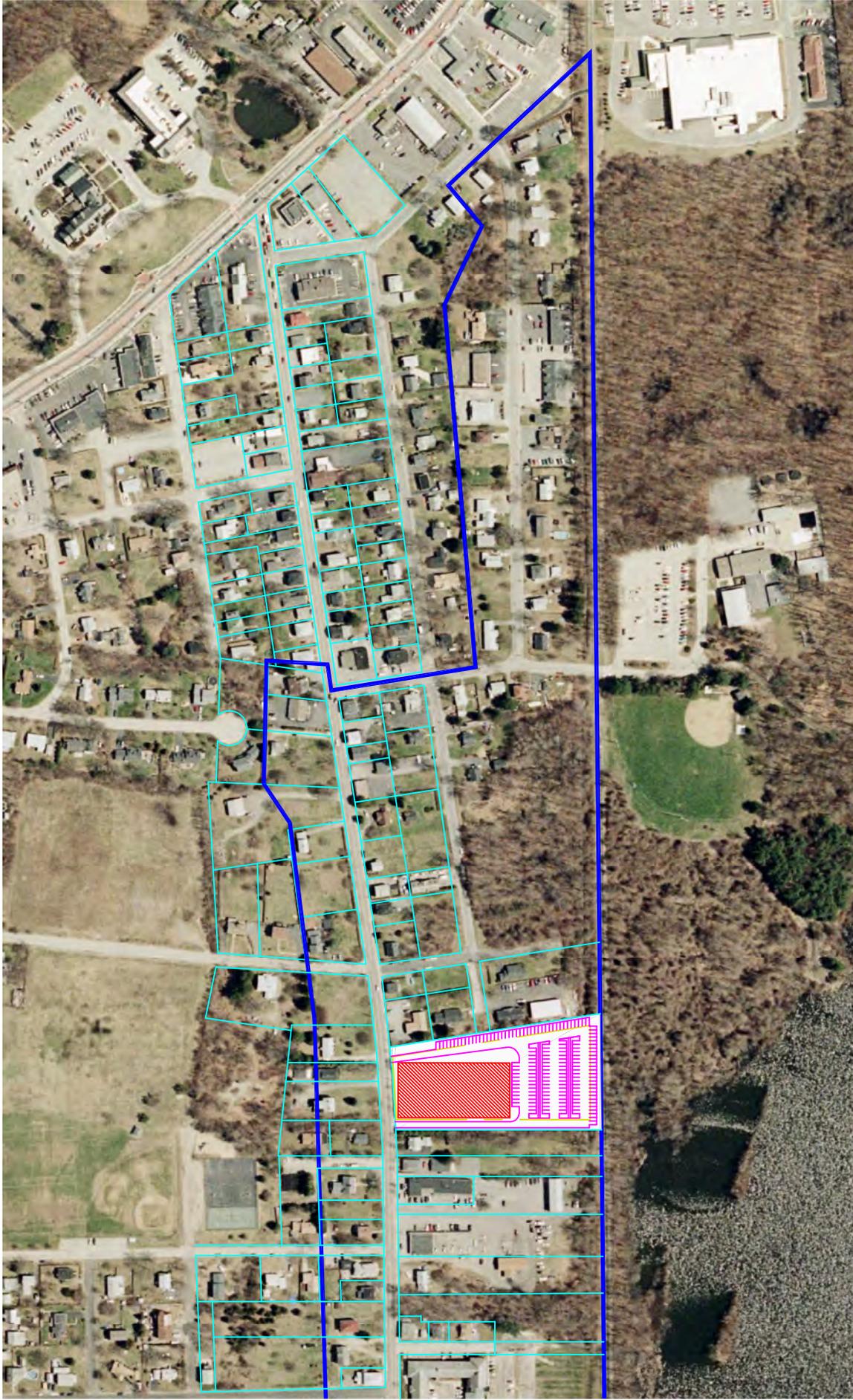
# Figure 15 SOWAMS SITE R-25 Inclusionary Zoning Buildout Barrington, Rhode Island

- References:
1. RIGIS 2004 Color orthophoto #3826R3, #3824 east.
  2. Wetland delineation and CRMC buffer information for Sowam's east digitized from plan entitled, 'Barrington Elderly Housing Community 24 Unit', July 13, 2006.





Avenue. A review of existing regulations revealed a strong framework in place to protect and enhance the existing context of the Neighborhood Business district. Several considerations relative to the future assemblage of parcels and full utilization of the 30 percent maximum lot coverage identified a potential threat to the village-style character, with a single-story, large footprint building as indicated in Figure 16.



Date: January 2008

Figure 16

# NEIGHBORHOOD-BUSINESS INFILL DEVELOPMENT Barrington, Rhode Island

- References:
1. RIGIS 2004 Color orthophoto #3624, #3824 east.



BRADFORD ASSOCIATES



## Section 3: Major Themes, Principles and Priorities

A two-night public workshop was held on January 30 and 31, 2008 at Barrington Town Hall. The first evening provided a common base of understanding for substantive public feedback. Information was presented on housing issues in Barrington, the *Affordable Housing Plan*, and implications of not meeting the 10 percent state mandate for affordable housing. Images of various housing types and densities, including subsidized affordable housing were presented. Neighborhood design concepts emphasized the following:

- High quality design facilitated through design guidelines
- Pedestrian-oriented neighborhoods with reduced emphasis on vehicles and pavement
- Development around a node/common open space to create a sense of hierarchy of development
- Affordability through increased density, efficient layout of units and use of the land, and limited costs associated with financing, delays and overhead
- Context-sensitive development with respect for the existing neighborhoods
- Sustainable development practices including low impact stormwater management and use of Leadership in Energy and Environmental Design (LEED) certification

Three primary areas of concern were raised by the public at the first evening's workshop. Many were concerned that any development would impact schools, municipal services and the tax rate. Others had expressed concern about the implications of the Comprehensive Permit process. Others questioned the need for affordable housing at all in Barrington.

### Functional Diagrams

The second night, project team planners and architects presented a planning process for the Zion, Sowams Nursery, and County Road sites to implement neighborhood design concepts not currently implementable under current Barrington Zoning. Functional diagrams were used to describe the methodology to develop conceptual plans for Zion and Sowams Nursery sites. The diagrams identify the principal parts of a total system and show the important relationships and interactions among the parts, both internal to the development, and in consideration of the existing neighborhood context. The diagrams presented the following for each site:

- Retained areas, including Belton Court (listed on the National Register of Historic Places) including the 4.5 acres surrounding the mansion (monumental cedar trees and stonewall along Middle Highway) at the Zion site, and Conservation-zoned land (contiguous with linear greenbelt of land to the north and south) on the Sowams east portion, along the Palmer River
- Areas constrained for development (wetlands, flood zones and CRMC setbacks), as well as pedestrian connections to these areas
- Vegetative buffers to adjacent neighborhoods
- Access/circulation into and throughout the sites
- Public open spaces, to serve as a shared community resource
- Institutional use such as assisted living
- Higher density residential use



- Medium density residential use
- Lower density residential use

### **Zion Bible College, Middle Highway**

The framework for proposed development at Zion reflects the adjacent traditional small-lot neighborhood as well as the more recent trend to larger-lot development, needs of the community, and size of the site. The preservation of Belton Court, listed on the National Register of Historic Places, was not only a primary goal, but celebrated as the centerpiece of any conceptual development schemes proposed. The stately mansion, landscaped grounds, and stone walls, framed by the grand cedars remained as the main pedestrian and vehicular access to the site, off Middle Highway. Secondary access is provided at two locations along Middle Highway, to the north of the main entrance to service the institutional area, and to the south to service potential hospitality use at Belton Court.

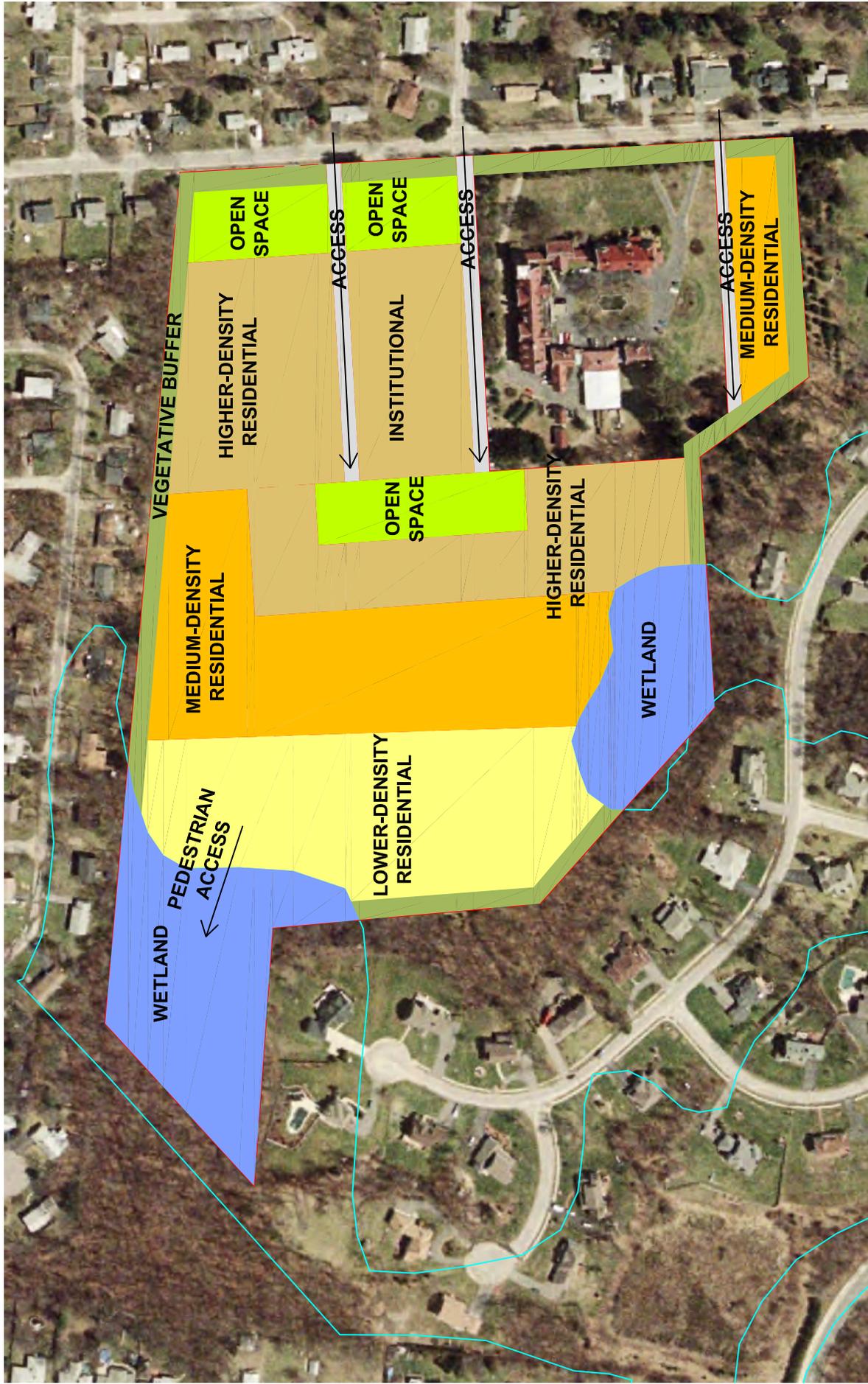
Constraints included two wetland areas to the west (rear of the parcel) and southwest. Consideration for the abutters who presently look out onto woodlands, athletic fields, and manicured lawns may be remedied through the use of a vegetative buffer around the perimeter of the site. Common open space, central to the development, becomes a place-marker and the focal point from which all proposed development radiates. This area becomes the central node of activity, visible and accessible from many points within the site. Open space west of the main entrance mirrors the lawns in front of Belton Court.

Moving further into the site from the main entrance, higher-density residential development frames the common open space to the west and balances the scale and mass of Belton Court to the north. A step-down approach to proposed development is achieved through a band of medium-density development radiating from the higher-density development. Finally, taking advantage of the increased marketability of the more secluded areas of the site, a lower-density band of development is proposed to the rear of the parcel. Pedestrian access is proposed from the rear of the lower-density development, through the wetland area, as a nature trail amenity and as functional access to the commercial development to the west, in East Providence. The composite functional diagram for the site is shown in Figure 17.

### **Sowams Nursery Site, Sowams Road**

The existing medium-scale residential development and open land, coupled with the site's limited access, constraints, waterviews, and developable land, guided the layout for development at Sowams, as presented in Figure 18. Access has been provided to the east and west, coincidental with each other to minimize curb cuts and foster safety at the intersection of the proposed development.

Sowams east constraints include Conservation-zoned land to the rear of the site along the Palmer River, wetlands, the FEMA 100-year floodplain, and CRMC's 225-foot setback. Consideration for the abutters who presently look out onto nursery stock fields and woodlands may be remedied through the use of a vegetative buffer around the perimeter of the site. The constraints that limit development also serve as open space preserved for residents. Medium-density residential



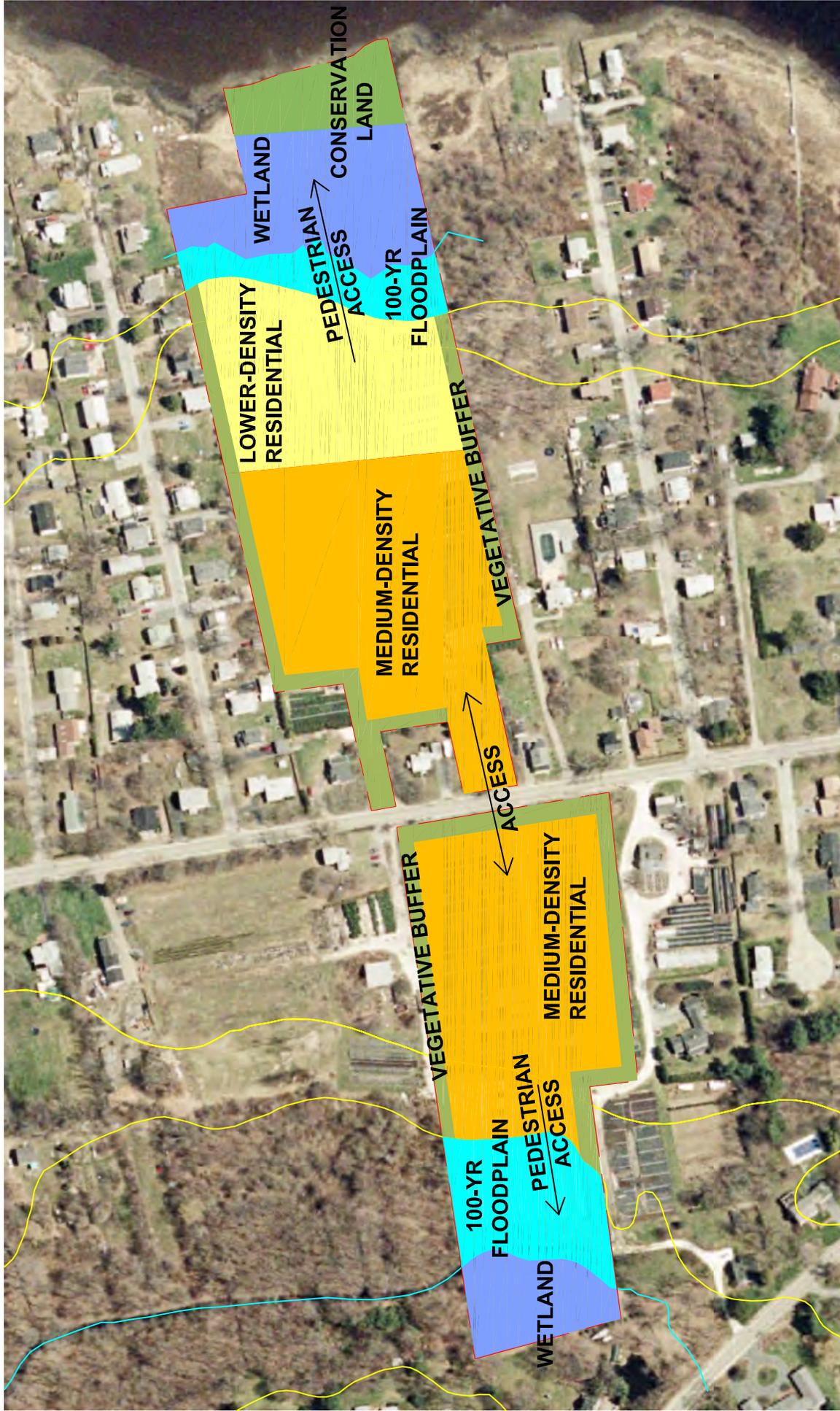
Date: January 2008

Figure 17

# ZION SITE Functional Diagram Barrington, Rhode Island

References:  
1. RIGIS 2004 Color orthophoto #3626 east.





Date: January 2008



**Figure 18**  
**SOWAMS SITE**  
**Functional Diagram**  
**Barrington, Rhode Island**

- References:
1. RIGIS 2004 Color orthophoto #3826R3, #3824 east.
  2. Wetland delineation and CRMC buffer information for Sowams east digitized from plan entitled, 'Barrington Elderly Housing Community 24 Unit', July 13, 2006.





development fronts along Sowams Road, contributing to the existing fabric of the neighborhood. Lower-density residential development to the rear of the site takes advantage of the marketability of sites with Palmer River views. A pedestrian path through lower-density development, floodplain and wetlands provides public access to a corridor of Conservation-zoned land along the Palmer River.

Sowams west constraints include wetlands and the FEMA 100-year floodplain. A vegetative buffer to screen proposed development replaces the existing views abutters currently enjoy of the nursery stock fields. Again, the constraints that limit development also serve as open space preserved for residents. Medium-density residential development is proposed, contributing to the existing fabric of the neighborhood. Pedestrian access has been maintained from the rear of the medium-density development, and through the wetland area/constraints as public access to a town-owned parcel to the north.

### **Barrington Housing Trust Site, County Road**

The Barrington Housing Trust site provides the opportunity for increased residential development with access to schools, recreation, and public transit. Given the proximity to and high traffic volumes on County Road (Route 103/114), two access points have been provided off Eleanor Drive.

The only constraints to this site proved to be vehicular access from County Road. A vegetative buffer should be maintained along Eleanor Drive and established along County Road to screen the view of the highway. Open space has been maintained in the western portion and the front setback of the site to replicate the context of the existing neighborhood.

Medium-density residential development replicates the existing fabric of the neighborhood. The opportunity for future pedestrian access to Currier Park, located northwest corner of the site, should be further investigated. The composite functional diagram for the Housing Trust Site is presented in Figure 19.

### **Facilitated Workgroups**

Following the presentation, the workshop participants were divided into five facilitated workgroups and asked to engage in role-playing exercises addressing the following five questions:

- Senior who has lived in town and now wants to downsize to conserve expenses
- Local firefighter or employee at the shopping center who wants a place for their family to live in town
- A family that is concerned about having options for their children to be able to afford to live in town in the future
- Abutter of Zion, Sowams Nursery, Housing Trust parcel or who lives in a Neighborhood Business zone
- Town-wide resident (potential concern about municipal services, density of development, traffic, etc.)



Date: January 2008



References:  
 1. RIGIS 2004 Color orthophoto #3626 east.

**Figure 19**

**COUNTY ROAD SITE**  
**Functional Diagram**  
**Barrington, Rhode Island**





Workshop participants were asked to address the questions from specific perspectives and then rank each group's findings. The following represent key findings.

**1) Senior who has lived in town and now wants to downsize to conserve expenses**

- Seniors would be interested in staying in Barrington, to enjoy the social ties that have developed over decades. Senior housing should be intergenerational and include family housing and housing that is handicapped-accessible.
- A range of senior housing opportunities should be provided to meet diverse income levels and changing needs over time. Affordability is very important to seniors with limited choices.
  - 55+ developments should emphasize active lifestyles (include boat parking as well as two parking spaces per unit), include maintenance so that residents can travel and not feel that they are leaving a home that looks empty behind. Younger seniors appreciate private entrances to units, a range of unit size that may be smaller than their former family-sized home, that provides a neighborhood context (attached or detached single-family homes).
  - As they age, seniors appreciate a closely-knit community of neighbors with common open space (may include parks and more formal meeting areas for checkers and bocce) and meeting space (community/social center), activities, convenient shops and services within walking distance (mixed use), increased services (concierge, meals, medical), and a safety net of watchful eyes. Higher density, multifamily or elevator-style apartments may be more appropriate. Not all seniors want one-floor living.
- Amenities attractive for seniors include nature walks/trails, vegetable and flower gardens (either communal or private), continuous sidewalks to local destinations, good bus service (RIPTA, RIDE, or local senior bus), the ability to have pets, and access to the Barrington Learning Center and schools.
- If the Town of Barrington gave substantive tax relief to seniors, more could remain in their homes. If seniors sell their homes, it is likely that families with children will purchase, thereby increasing the demand on municipal services for education.
- Senior housing (and all affordable housing) should be well-designed, meet high architectural standards, and include sustainable, green or low impact design components. Development should respect wetland resource areas and habitat, be adequately buffered to provide privacy, but provide connections to adjacent neighborhoods to avoid creation of gated communities.

**2) Local firefighter or employee at the shopping center who wants a place for their family to live in town**

- Only 5 to 10 percent of municipal workers live in Barrington. Town has a responsibility to enable municipal workers to live in town. There should be a preference for town employees, to show them the respect they deserve for providing service to the community.



- A range of housing types should be considered to provide affordable family housing. Options include:
    - Duplexes or farmhouse/Victorian-style structures with multiple units constructed as infill in neighborhoods where vacant lots may not meet current zoning requirements. Zoning amendments would be required for construction of affordable housing. Such development could replicate the existing pattern of development.
    - Residential units above storefronts
    - In-law apartments
  - Family dwelling units should include yards, walkable neighborhoods, playgrounds and other destinations such as shops and services within walking distance.
  - Attendees are concerned that affordable family housing would adversely affect pupil/teacher ratios at the elementary schools, especially Primrose Hill Elementary School. Increased enrollment could jeopardize the quality of education that families move to Barrington for or increase taxes for construction of additional schools.
  - Both ownership and rental opportunities should be provided. Homeownership encourages investment in the community but may not be suitable for all needs. Tax exemptions should be considered as a mechanism to provide the subsidy necessary to quality as affordable housing
- 3) **A family that is concerned about having options for their children to be able to afford to live in town in the future**
- The same issues regarding neighborhood setting, type structure, and potential impact to schools were addressed (see 2), above).
  - Live/work options could be considered.
  - Others felt that Barrington is a transient town and that families are not particularly concerned about having opportunities for the next generation to remain in town.
- 4) **Abutter of Zion, Sowams, Housing Trust parcel or who lives in a Neighborhood Business zone**
- Abutters are concerned about maintaining property values and privacy. Development should respect the context of surroundings and adjacent neighborhoods.
  - Site specific public amenities should be provided to benefit the adjacent neighborhood. Amenities could include a recreation facility, community meeting space, or public access to trails.
  - A dramatic change in density from adjacent neighborhoods should be minimized (reducing a looming view of a 4-story building over single-family homes). Density of development should gradually increase/decrease within development.
  - New development should be knit together with adjacent neighborhoods. Robust vegetated buffers should be used only selectively to maintain privacy as necessary so that



- new development is not separated from adjacent residential areas. Sidewalks and accessibility are important with connections to destinations and adjacent neighborhoods.
- It is important to cluster development so that open space and views, habitat connections to conservation land, and wetland corridors are retained. Need to protect native plants.
  - Design standards and aesthetics are very important. Historic structures should be retained. Street lighting, expansive parking lots with impervious pavement, noise/light pollution, low impact design/sustainable development and fire access should be carefully considered. Existing drainage problems should not be exacerbated by new construction.
  - Zoning should be amended to consider shadow impacts from tall structures.
  - Impacts of adjacent development on municipal services (school impacts) and traffic are important considerations.
  - Town must enforce commitments that developers make during the approval process.
- 5) **Town-wide resident (potential concern about municipal services, density of development, traffic, etc.)**
- Need to broaden the typology of houses (diversify housing types from single-family homes) while conscientiously protecting the sense of character and quality of life in Barrington. The scale of new development should be compatible with existing neighborhoods.
  - To avoid impacts to the tax rate, developers should pay an impact fee for costs associated with increasing school capacity, preserving open space, and providing other municipal services including sewers, solid waste collection, recreation facilities, and emergency response.
  - Bus routes /sidewalks are needed along all major roads in town. Walkability (Safe Routes to Schools) is important within and from new development.
  - Increased housing units will increase traffic with resultant concerns for pedestrian safety, especially at schools.
  - Sustainable design including solar energy should be considered for housing. Development should be conscientious about environmental sustainability with LEED design.
  - Increased density requires better design. Need professional designers who have demonstrated their success. There is no room for on-the job training; need to get it right.
  - We need to meet the needs for current residents, allow them to stay in town.
  - Affordable housing should be distributed throughout town, use infill

A joint workshop of the Town Council, Planning Board, and Housing Trust was held March 18, 2008. Information on design concepts for Zion and Sowams Nursery sites was presented for consideration (see Section 4).



Infill concepts for Maple Avenue using amended Neighborhood Business zoning will be presented at a community meeting as part of the economic development element of the Barrington Comprehensive Plan Update process. The public will have an opportunity to comment on the site rendering and cross-section presented in Section 4.

Additional opportunities for public input will be provided at the presentation of the Housing Land Use Study to Town Council and later during the public hearing process for a zone change and zone amendments.



## Section 4: Affordable Housing Plan Strategies

Four Barrington sites have been selected to assess opportunities to meet the following objectives:

- Create attractive neighborhoods that reflect the community,
- Diversify the range of housing options and prices (including affordable housing),
- Design pedestrian-oriented neighborhoods that reduce dependence on private vehicles and encourage healthy lifestyles.

Proposed strategies consider how a neighborhood's design shapes a space, contributes to functionality that encourages a sense of community, deemphasizes garages to minimize the visual importance of private vehicles, and supports mixed-use development with shops and offices within walking distance. The objective is to create communities *where neighbors meet, people work, and children play.*

### Project Locations Suitable for Diverse Housing

- Zion Bible College, Middle Highway
- Sowams Nursery site, Sowams Road
- Housing Trust site, 562-568 County Road
- Neighborhood Business zone – Maple Avenue

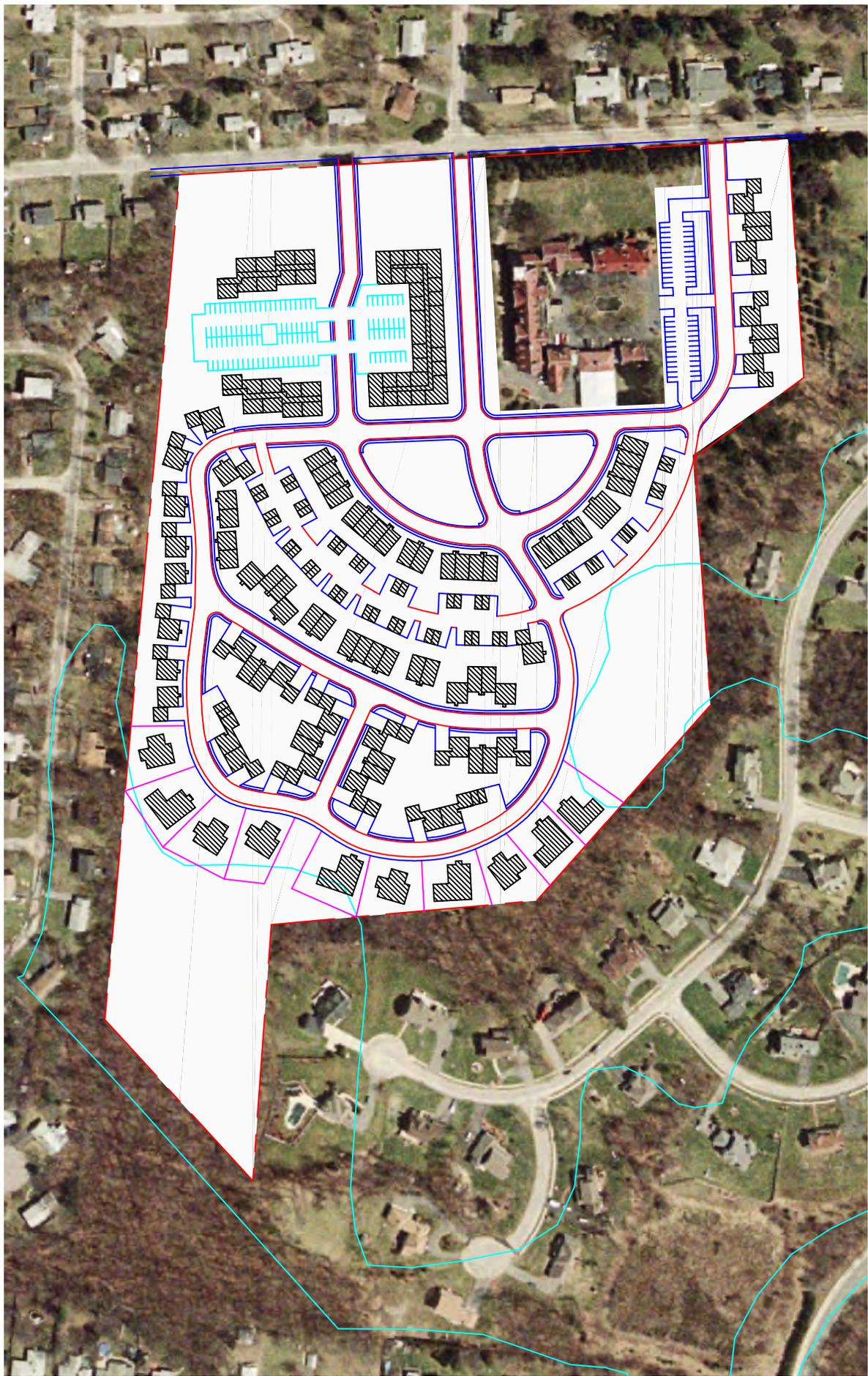
Based on analysis of site suitability (Section 2) and public feedback (Section 3), Pare Corporation has concluded that all four sites identified in the text box are appropriate for a higher range of residential density than is allowed under current zoning. Pare Corporation and Bradford Associates have collaborated on potential buildout scenarios of the Zion and Sowams Nursery sites that incorporate progressive planning that reduces sprawl, creates intergenerational neighborhoods, and strengthens a sense of community. The following concepts are presented as *examples* of how a mixture of housing types and densities could be accommodated at the four project locations. Although concepts reflect public input and guidance from the Housing Land Use Committee, they should not be interpreted to be the *only* design solutions for these parcels. Section 6 outlines development guidance for a new Village Zone and other amendments necessary to accomplish these integrated neighborhoods through the Comprehensive Permit process or by zoning amendment..

### Design Concepts

#### Zion Bible College, Middle Highway

A conceptual development plan for the Zion site has evolved from the functional diagram presented at the January 31, 2008 workshop (see Figure 17). The functional diagram describes how the site should function internally, while relating and contributing to the existing neighborhood context. The Zion site offers an opportunity to celebrate Belton Court as an amenity and destination for Barrington while providing a range of diverse housing types at higher densities focusing both on common open space and Belton Court.

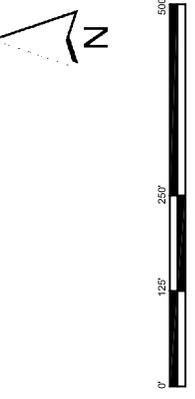
Zion Proposed Village Zoning, presented in Figure 20 and Image 1, illustrates a hierarchy of housing typologies and densities clustered around a central open space that focuses on the historic restoration of Belton Court. This central open space crescent serves as the node, or core, from which all activity radiates. The crescent provides an open-air meeting place, a spot to put down a blanket and read a book, or space to run with a Frisbee or play catch. All sidewalks connect to this central node.



Date: January 2008  
 Revised March 3, 2008

# Figure 20 ZION SITE Proposed Village Zoning Barrington, Rhode Island

References:  
 1. RIGIS 2004 Color orthophoto #3626 east.





The scale, massing, and architectural detail of two Middle Highway institutional buildings located on the northeast quadrant of the Zion site reflect the historic Belton Court. Primary site access from Middle Highway is framed by Belton Court to the south and proposed assisted living on the north. Elevator-served apartments to the north helps achieve higher densities and contribute to the range of housing typologies while providing convenient access to Belton Court amenities. Belton Court's front yard setback from Middle Highway has been maintained for the larger-scale assisted living and apartment buildings to respect the context of the surrounding neighborhood and to frame the main entrance. Development in the northeast quadrant responds to the institutional and higher-density uses identified in Figure 17, the Zion functional diagram. This use reflects discussions with potential developers and Town officials, review of the *Affordable Housing Plan*, and future needs of the community (as expressed at the public workshops held in January). An alternative option is to retain the existing gymnasium building as an amenity for residents and for the Town.



*Image 1: Bird's eye perspective of Zion site, view west.*

Radiating out from the central open space, a crescent of higher-density townhomes further define the open space and provide an option for medium-density housing. These townhomes feature a zero build-to line, sited directly off the sidewalk to frame the space. Covered stoops and porches on these and other housing styles help create a semi-public space that encourages a sense of community and “watchful eyes.” On-street guest parking is provided along the open space crescent, with resident and utility access provided along a rear alley, or muse.

Medium density development transitions at the midpoint into the site. Medium density is achieved through a combination of townhomes, single, and multi-story cottages in four-unit footprints. Single-level units provide an attractive handicapped accessible alternative to multifloor dwellings. A range of building setbacks, architectural features, and roofline articulations create both intimate, private spaces, as well as open community spaces that encourage conversation. Garages are accessed off the main road, yet recessed from the main structure's façade.



Lower density, single-family development is clustered to the rear of the site, adjacent to the wetlands and woodland buffers. This last band of development completes the hierarchy of development densities, and provides a transitional balance back to the context of adjacent neighborhoods.

Amenities such as crosswalks, sidewalks, benches, and lighting reinforce the pedestrian-oriented context of the proposed development. Continuity of sidewalks from the existing neighborhoods, into the site, encourages the integration of new and old. Elevated boardwalks through the wetlands to the rear of the site provide an opportunity for additional passive



*Image 2: Historic Belton Court retained for mixed-use.*

recreation for residents and provide a functional utility connection to Albert Avenue neighborhoods and Riverside Plaza in East Providence. Retention and preservation of the many mature trees and other vegetation on the Zion campus will integrate the proposed village into the current landscape and improve environmental sustainability.

A new zoning district, the Village zone, is required to enable construction of a concept such as the one presented for Zion. Another option is for a developer to utilize the development guidance presented in Section 6 for site development and approval through the Comprehensive Permit process. The 37-acre Zion parcel provides a unique opportunity to provide a range of housing types, meet affordable housing goals, and establish a senior residential community that preserves and protects the sense of place and community unique to Barrington. Full utilization of Belton Court as an amenity and destination serves as the common thread, linking the history of the site with the future as illustrated in Image 2. Low Impact Development (LID) principles can also be incorporated into the design through reduced pavement widths for the alley/muse, grass swales along roadways, landscaped rain gardens, and clustering of buildings on smaller lots.

As indicated in Table 2, between 131 and 161 units of housing may be accommodated at the Zion site with guidance presented in Section 6. Housing includes townhouse/2-story, cottage style/1-2 story attached or detached units, duplexes, single-family units and two apartment buildings. Residential units would be suitable for families, individuals, seniors, and those requiring single-level handicapped accessibility. Figures presented in Table 2 do not include any housing units developed at Belton Court or any assisted living units. Based on preliminary information from Rhode Island Housing, a housing unit must include a private kitchen and bath to be considered a housing unit for calculation of affordable housing. As such, assisted living facilities would not be considered as housing units in the proposed development concept.

**Table 2: Development Ranges, Density, and Projected Revenue**

	Zion			Sowams East and West		
	R-25 inclusionary zoning, 20,000 sf lots	Proposed Village Zone		R-25 inclusionary zoning, 20,000 sf lots	Proposed Village Zone	
		Low Range	High Range		Low Range	High Range
<b>Type Unit</b>						
Single Family Typology	36	18	22	17	7	9
Multifamily Typology		65	79		34	42
Apartment/Condo Units		49	59		0	0
<b>Total Units</b>	<b>36</b>	<b>131</b>	<b>161</b>	<b>17</b>	<b>41</b>	<b>51</b>
Approximate Developable Area	28 Acres	25 Acres	25 Acres	12 Acres	12 Acres	12 Acres
Units per Acre	1.3	5.3	6.5	1.4	3.5	4.2
<b>Senior and Affordable Units</b>						
Senior units (40 to 60%)		53	96		17	30
25% affordable units	8	33	40	4	10	13
<b>Projected Assessed Value</b>						
Single family and multifamily, excluding apartment/condo (1)	\$13,920,000	\$31,464,000	\$38,456,000	\$6,460,000	\$15,732,000	\$19,228,000
Apartment/condo units (2)		\$13,365,000	\$16,335,000			
Belton Court (3)	\$3,777,000	\$8,100,000	\$9,900,000			
Assisted Living (4)		\$7,020,000	\$8,580,000			
<b>Total Projected Assessed Value</b>	<b>\$17,697,000</b>	<b>\$59,949,000</b>	<b>\$73,271,000</b>	<b>\$6,460,000</b>	<b>\$15,732,000</b>	<b>\$19,228,000</b>
<b>Projected Revenue</b> (at current tax rate, \$13.85/\$1,000 assessed valuation)						
	<b>\$245,100</b>	<b>\$830,300</b>	<b>\$1,014,800</b>	<b>\$89,500</b>	<b>\$217,900</b>	<b>\$266,300</b>
<b>Current Assessed Value and Revenue</b>						
Current assessed value (5)		\$13,445,500			\$2,137,400	
Current municipal revenue (6)		\$53,000			\$29,603	
<b>Net Annual Tax Revenue</b> (projected revenue less current revenue)	<b>\$192,100</b>	<b>\$777,300</b>	<b>\$961,800</b>	<b>\$59,897</b>	<b>\$188,300</b>	<b>\$236,700</b>

**Notes:**

- (1) Assumes 75% are at market rate (\$440,000 median Barrington price) and 25% are affordable (\$200,000)
- (2) Assumes units are for-sale condos with 75% at market rate (\$300,000) and 25% are affordable units (\$200,000)
- (3) Current assessed value: \$3,777,000. Village Zoning assumes 8 high-end condos (\$1,000,000 each assessed value); other uses (such as cafe/offices) assume \$1,000,000 total assessed value
- (4) Assumes 54 assisted living units with an assessed value at \$150,000 per unit
- (5) Zion: Plat 14/Lots 2, 13, 341, 342, 343; Sowams: Plat 28/Lots 5, 12, 264, 265, 72, 73, 246, 249, 263
- (6) Annual municipal payment by Zion - \$53,000 as a religious institution (with current assessed value and tax rate for a taxable land use, taxes would be \$186,000 annually); Sowams tax revenue based on \$13.85/\$1,000 assessed valuation



In keeping with comments received at the January workshop, it is important to integrate housing for seniors into the development as a whole and not isolate this age group in a segregated building. It is also important to assure that developments not serve seniors exclusively but that family housing be an important component of a balanced and integrated community that replicates naturally occurring retirement communities (known as NORCs in other parts of the country). It is recommended that the percentage of units with senior residents (age 55 and above) be no less than 40 percent or more than 60 percent. With this range, between 53 and 96 units would be occupied by seniors. In accordance with inclusionary zoning requirements, 25 percent of units would be affordable for residents with low to moderate income (up to 120 percent of the median area income). Between 33 and 40 units at Zion would be affordable. By comparison with single-family development with 20,000 square foot lots (zone change required), eight of the 36 units would be affordable to households of low to moderate income.

Projected assessed value of the Zion site at full buildout with proposed Village zoning (see Section 5), could be between \$60 and \$73 million, a significant increase in value over the \$13.5 million current assessment as a college campus. With development as a typical single-family subdivision, the assessed value would be \$18 million.

Projected population with development of Zion as a typical subdivision or as a multigenerational village is presented in Table 3. As indicated, approximately 98 residents could be anticipated with a typical subdivision. With proposed Village zoning, between 311 and 380 residents could be projected. More important from the municipal perspective, and from the perspective of many who attended the January 30 and 31 workshops, is the impact that any proposed residential development would have on public schools. As indicated in Table 3, projected school aged population could include 40 with a conventional subdivision and between 57 and 70 if proposed Village zoning is implemented. Based on recent experience for new construction, initially 70 percent of students would be elementary-school aged. This information is presented for one potential layout that could be developed utilizing the guidance presented in Section 6.

### **Sowams Nursery Site, Sowams Road**

A conceptual development plan for a medium- and lower-density residential neighborhood for the Sowams Nursery site has been presented as one possible option. This plan reflects the existing residential context and capitalizes on Palmer River frontage. The relatively long and narrow parcel configuration on the east and west sides of Sowams Road provides an opportunity for a more limited range of housing types and densities than the Zion site. The design concept has evolved from the functional diagram presented at the January 31, 2008 workshop (see Figure 18).

The Conceptual Development Plan presented in Figure 21 illustrates medium-density residential development clustered and coincidental with the main access points, along Sowams Road. Structures along Sowams west have been sited to front along Sowams Road to contribute to the rhythm of existing residential development along Sowams Road.

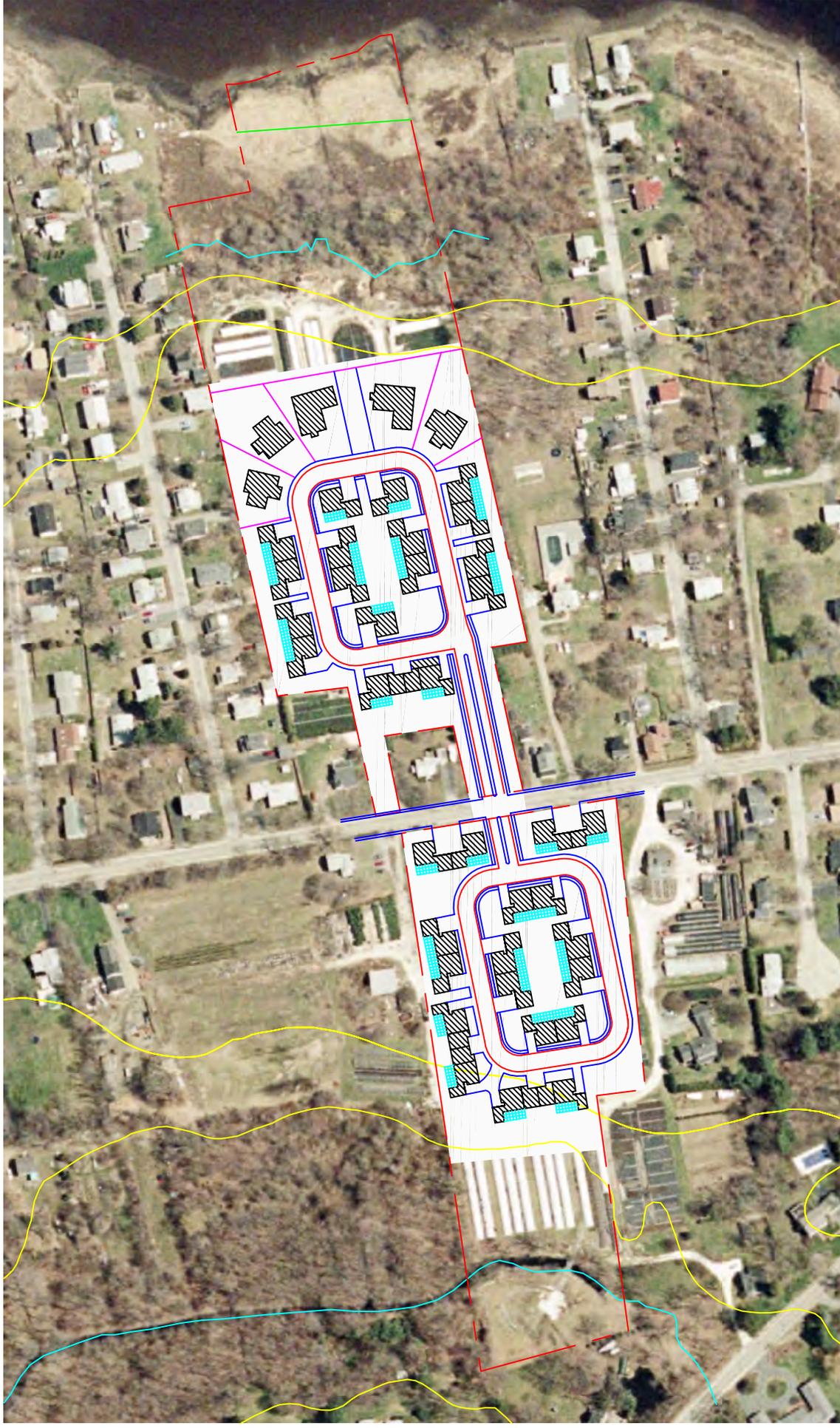
Early discussions with potential developers identified a desire to build an assisted living facility on the Sowams west parcel. After initial review of the Suitability Analyses for the site, numerous site visits, and feedback from the public workshop held in January, Pare Corporation and Bradford Associates determined the Sowams Nursery Site was not well suited, or appropriate for the scale of development associated with an assisted living facility.

**Table 3: Projected Population, Student Population, and Net Annual School Costs**

	Zion			Sowams East and West		
	R-25 inclusionary zoning, 20,000 sf lots	Proposed Village Zone		R-25 inclusionary zoning, 20,000 sf lots	Proposed Village Zone	
		Low Range	High Range		Low Range	High Range
<b><u>Projected Population</u></b>						
Single and multifamily units, excluding apartment/condo - 2.73/unit (2000 census, household average)	98	226	276	46	113	138
Apartment/condo - assume 1.75/unit	0	85	104	0	0	0
<b><i>Total projected population</i></b>	<b>98</b>	<b>311</b>	<b>380</b>	<b>46</b>	<b>113</b>	<b>138</b>
<b><u>Projected Student Population</u></b>						
Single family detached units - 1.1 student/unit (1)	40	20	24	19	8	10
Multifamily (excluding 40% senior units) - assume 0.55 students/unit (2)	0	37	46	0	11	14
<b><i>Total projected student population</i></b>	<b>40</b>	<b>57</b>	<b>70</b>	<b>19</b>	<b>19</b>	<b>23</b>
Elementary - 70%	28	40	49	13	13	16
Middle School - 20%	8	11	14	4	4	5
High School - 10%	4	6	7	2	2	2
<b><i>Annual School Costs - \$11,136/pupil (3)</i></b>	<b>\$440,986</b>	<b>\$637,224</b>	<b>\$778,830</b>	<b>\$208,243</b>	<b>\$213,878</b>	<b>\$261,406</b>
<b><i>Net annual revenue less projected school costs</i></b>	<b>(\$248,886)</b>	<b>\$140,076</b>	<b>\$182,970</b>	<b>(\$148,346)</b>	<b>(\$25,578)</b>	<b>(\$24,706)</b>

*Notes:*

- (1) Assumes recent average of 1.1 students/unit in new construction in Barrington (New England School Development Council, February 20, 2008)
- (2) Assumes NESDC 2007 Barrington Public Schools Average of 0.55 K-12 students per dwelling.
- (3) <http://www.infoworks.ride.uri.edu/>



Date: January 2008



- References:
1. RIGIS 2004 Color orthophoto #3826R3, #3824 east.
  2. Wetland delineation and CRMC buffer information for Sowams east digitized from plan entitled, 'Barrington Elderly Housing Community 24 Unit', July 13, 2006.

# Figure 21

## SOWAMS SITE

### Proposed Village Zoning

#### Barrington, Rhode Island





Given the context of the existing neighborhood, provision of sewer and water services, and somewhat remote location from many Barrington destinations, medium-density development is appropriate for the Sowams Nursery Site. A combination of townhomes and attached multi-story and single-level handicapped accessible cottages are proposed along loop roads for Sowams west, see Image 3, and the first half (from Sowams Road) of Sowams east. Garages are accessed off the loop road and recessed from the main structure's façade.

Single-family, lower-density residential development is proposed at the east end of the site, adjacent to Palmer River wetlands, woodland buffers, and Conservation-zoned land, as indicated in Image 4. This area of single-family development takes advantage of the marketability of the water views along the Palmer River.

Sidewalks, benches, and lighting throughout both sides of the development reinforce the pedestrian-oriented focus of the proposed development. Sowams west includes pedestrian connectivity at the rear of the site to a town-owned undeveloped recreation parcel, with the potential for future improvements. An elevated boardwalk through the wetlands of Sowams east provides the opportunity for additional passive recreation for residents with access to the conservation corridor or greenway along the Palmer River.

As indicated in Table 2, between 41 and 51 units of housing may be accommodated at the Sowams Nursery site with development guidance presented in Section 6.. Between 17 and 30 units would be age restricted to 55 and older (40 to 60 percent), and 10 to 13 units would be affordable to low and moderate income households. With development under single-family zoning with 20,000 square foot lots, four of the 17 units would be affordable to households of low to moderate income.



*Image 3: Sowams west.*



*Image 4: Sowams east view towards Palmer River.*

Projected assessed value of the Sowams site at full buildout with proposed Village zoning could be between \$16 and \$19 million, an increase over the current commercial value of the Sowams



Nursery of \$2.1 million. With development as a typical single-family subdivision, the projected assessed value would be \$6.5 million. With higher density Village zoning at Sowams, projected population is between 113 to 138 residents. Approximately 46 residents could be anticipated with development as a typical subdivision. As indicated in Table 3, projected school aged population could include 19 with a conventional subdivision and between 19 and 23 if proposed Village zoning is implemented. This information is presented for one potential layout that could be developed utilizing the guidance presented in Section 6.

### **Housing Trust's County Road Site**

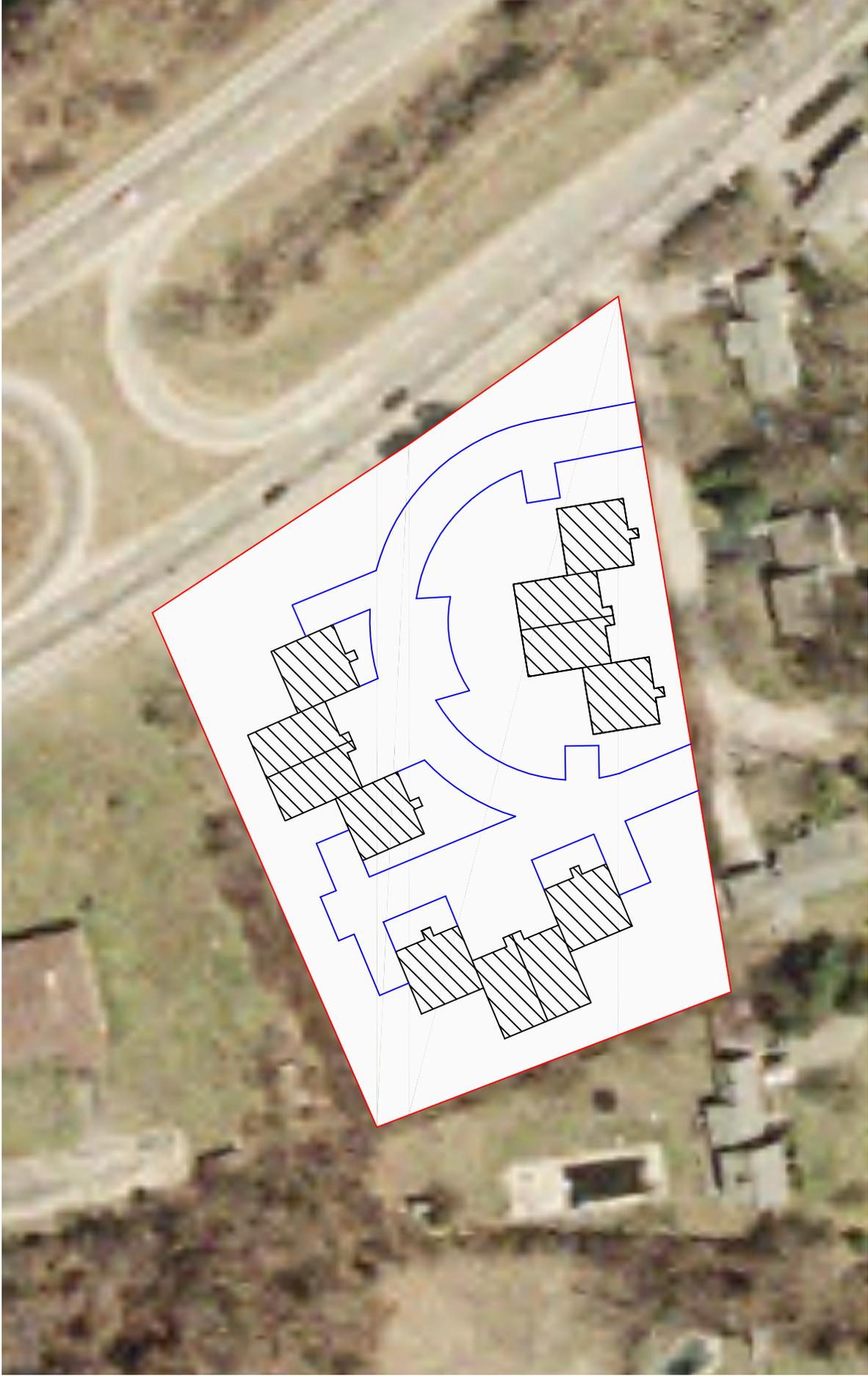
Based on the functional diagram presented at the January 31, 2008 public workshop (see Figure 19), the 1.8-acre site is suitable for a three 4-unit attached multi-story and single-level handicapped accessible cottages. The Housing Trust has indicated its intention to develop this site through the Comprehensive Permit process with all units qualifying as affordable housing. Access to the site should be provided via Eleanor Drive to minimize safety access issues with County Road access. High design standards are important to reflect the adjacent neighborhood on Eleanor Drive. A proposed concept and rendered site plan, utilized by the Housing Trust in issuing its February 25, 2008 Request for Qualifications for development of workforce housing, are presented in Figures 22 and 23.

The Housing Trust has proposed development of 12 units at the County Road site (7.5 units per acre). Based on an average of 2.73 residents per housing unit in Barrington (2000 US Census), a total of 33 residents could be anticipated. Utilizing the Barrington average of 0.55 students per dwelling unit in town (and not using the 1.1 students/unit for new single-family subdivisions), projected public school enrollment would be seven students. Assuming the typical experience for new home construction in Barrington, five of these students would be elementary school aged.

### **Neighborhood Business Zone, Maple Avenue**

Maple Avenue is a vibrant, walkable corridor of small businesses, single-family homes, and a range of mixes. By amending allowable uses in the Neighborhood Business zone to include multifamily housing (three or more units) by special use permit, a more balanced range of uses will emerge over time. Duplexes or two-family houses could be permitted by right. Multiunit farmhouse/Victorian-style structures could be built as infill to replicate the varied pattern of housing in this neighborhood. Townhouse apartment could also be considered to provide a range of housing types. By requiring that any multifamily dwelling with four or more units include 25 percent of the units as affordable for low and moderate incomes (every fourth unit to be affordable), the Town of Barrington will encourage construction to meet the needs of a range of residents. By implementing design guidelines as part of the zoning code, the Town will be assured that future development in the Neighborhood Business zone will be as asset to the character of the community.

Currently Maple Avenue is too narrow to permit on-street parking. On-street parking provides convenient parking for adjacent businesses, helps slow down or calm traffic speeds, and protects pedestrians from roadway traffic. To enable construction of convenient on-street parking in the Neighborhood Business Zone, zoning should be amended to encourage developers to dedicate a sufficient portion of the front yard to the Town to accommodate on-street parking and a relocated sidewalk. On-street parking and sidewalk relocation would be constructed by the applicant, to Town standards. As an incentive, the on-street parking would be counted towards the required off-street parking required in the zoning ordinance.



References:

1. RIGIS 2004 Color orthophoto #3626 east.



**Figure 22**  
**COUNTY ROAD SITE**  
**Innovative Zoning**  
**Barrington, Rhode Island**

Date: January 2008



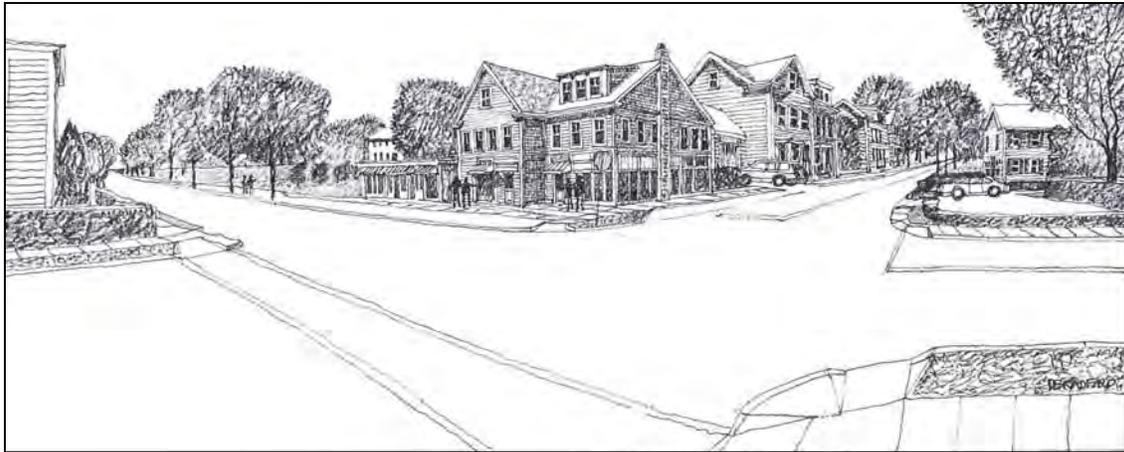


**Figure 23**  
**BARRINGTON HOUSING TRUST SITE**  
**Conceptual Development Scenario - Innovative Zoning**  
**Barrington, Rhode Island**

NOT TO SCALE  
Date: January 2008

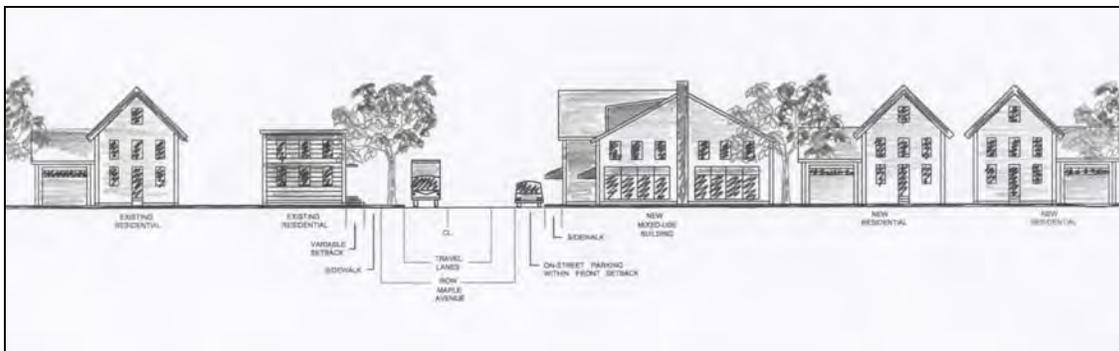


Form-based zoning had been considered by the Housing Land Use Committee as an option to facilitate development along Maple Avenue that responds to the surrounding pattern of development. Form-based zoning is more concerned with the form or design of a building than of the use within, as regulated by traditional zoning codes. A transect approach can be used to



*Image 5: Perspective of mixed-use, in-fill development along Maple Avenue.*

identify a range of building densities with a form-based code. Upon review of the Barrington zoning code, however, a range of uses are currently permitted, building setbacks are appropriate to require parking to the side or rear, and the missing piece is to encourage a diversity of residential uses. By amending the use table and implementing design guidelines, future development will meet Town objectives of increasing mixed use, providing affordable housing, and creating guidance for building as well as site design. Image 5 presents one concept for mixed use and increased residential use along Maple Avenue. Image 6 is a cross section of Maple Avenue showing the area depicted in Image 5, indicating how proposed development may be integrated into the existing landscape.



*Image 6: Section of mixed-use and residential in-fill development along Maple Avenue.*

Future residential and mixed use along the Maple Avenue Neighborhood Business zone is difficult to project as development is dependent upon many variables. It is likely that multifamily development in this zone would be more attractive to young couples and seniors than potential developments at Zion and Sowams. The number of residents per unit would likely be below 2.73 persons per household (2000 US Census). Based on data from the Town of South Kingstown (a town with a range of housing types and an annual requirement to tally the number of school aged



residents per unit for a range of housing types), multifamily housing typically has a lower student/unit ratio than single-family housing.

Table 4 presents information on the Town of South Kingstown and identifies the ratio of students per multifamily unit as a percentage of Townwide students per single-family unit (0.36 students/unit). This ratio has been used to project students per multifamily unit in Barrington, a town which historically has had more students per single-family unit than South Kingstown. As indicated in Table 4, a multifamily (2 to 5 units) home in Barrington may be projected to yield 0.32 students per unit (1 student for every three units) while an apartment building with more than five units would generate 0.23 students per unit (one student for four units) and a residential unit above a first floor commercial unit may be projected to generate 0.15 students per unit (one student per seven units). Based on the experience in the Town of South Kingstown, condominiums may be expected to yield 0.08 students per unit or one student for every 13 units.

**Table 4: Projected Student Population Per Unit, Various Housing Types**

	Barrington		South Kingstown (1)	
	Existing Students/Unit	Projected Students/Unit	Students/Unit	Ratio of MF to SF housing Townwide average
Single household, new construction	1.1		0.58	
Single household, townwide average	0.55		0.36	
2-5 Household Units		0.32	0.21	58.3%
Apartments over 6 Units		0.23	0.15	41.7%
Combination (residential)		0.15	0.1	27.8%
Residential Condominium		0.08	0.05	13.9%

(1) Town of South Kingstown *Capital Improvement Program, Fiscal Period 2008-2009 and 2013-2014*, December 2007

## Potential Community Impacts

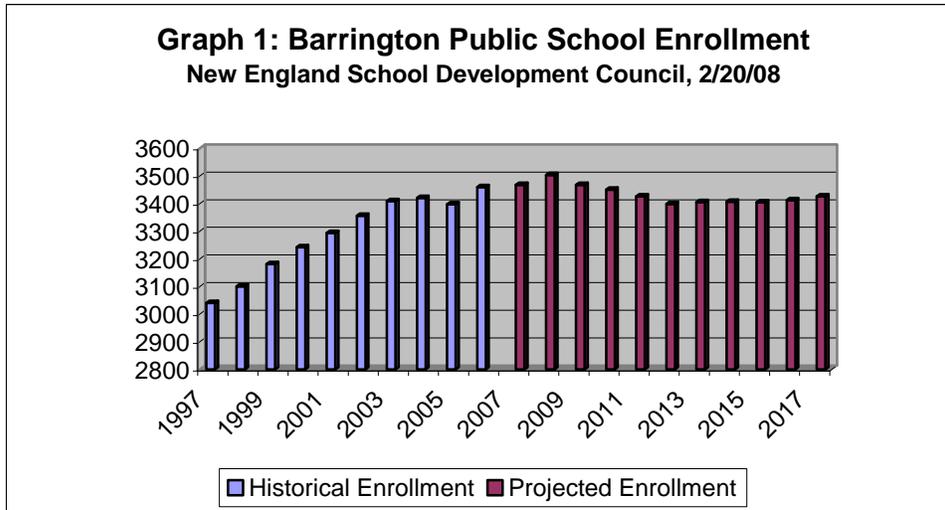
### Projected School Enrollment

Projections of school-aged population are based on information provided by the New England School Development Council (NESDC) for the Barrington public schools. Graph 1 presents historical and projected school enrollment in Barrington. Projected school enrollment factors in a decreased birth rate as well as assumed construction of the following developments:

- 2009: Bay Spring, Hart (52 Rumstick), Sweetbriar, Haines Park Village, 6 additional sing family units (83 total units)
- 2009-2010: Prince's Hill, Sowams Road, Newbury Village (22 units total, 14 units age restricted)
- 2010-2011: Zion (120 to 150 units), Sowams (12 to 15 acres<sup>1</sup>), County Road (12 units)

Potential occupancy was estimated by NESDC based on conversations with the Town Planner. Court review, the economic cycle, the permitting process, and decisions by builders and buyers will affect actual occupancy.

<sup>1</sup> Basis of student population projection unknown



According to the NESDC report to Dr. Robert O. McIntyre, Barrington Public Schools Superintendent (February 20, 2008), “Calculating the differential cost of adding extra students is a complex issue of budget accounting. Adding one or two students per grade often adds expense only for books and classroom supplies whereas adding several students per grade may reach the tipping point of adding additional faculty and furniture. That said, adding a student without adding any resources diminishes the resources available to each individual pupil in the student body (and reduces the calculated per-pupil expense).”

As a worst case situation, an annual cost per pupil of \$11,136 (<http://www.infowors.ride.uri.edu/>) has been assessed for projected enrollment. As indicated in Table 3, a projected deficit of approximately \$250,000 at Zion and \$150,000 at Sowams may be anticipated over projected tax revenue if developed with 20,000 square-foot single-family lots. With higher density Village zoning at Zion (assuming that Belton Court and the assisted living facility are fully built out) no deficit is projected from additional school aged population. With proposed higher density Village zoning at Sowams, the projected deficit from additional school aged population is approximately \$25,000 per year.

### Traffic Impacts

The Institute of Transportation Engineers (ITE) provides guidance for projecting traffic volumes associated with a range of land uses. Table 5 presents projected traffic volumes with both single-family development and proposed residential development with Village concepts at Zion and Sowams Nursery. With single-family only construction, 345 vehicle trips per weekday day can be anticipated at Zion and 163 trips per weekday day can be anticipated at Sowams. Current traffic generation at Zion is associated with operation of a 250-student college campus for staff commuting to the campus and for students who commute off campus for local employment. Current traffic generation at Sowams Nursery is wholesale related.



**Table 5: Projected Traffic Volume, Zion and Sowams Nursery Site Residential Development**

	Average Vehicle Trips Generated, Weekday	Zion			Sowams East and West		
		20,000 SF Single Family lots	Proposed Village Zone		20,000 SF Single Family lots	Proposed Village Zone	
			Low Range	High Range		Low Range	High Range
<b>Type Unit</b>							
<i>Single Family Typology</i>		36	18	22	17	7	9
Senior Unit		*	7	13	*	3	5
Non-senior Unit		*	11	9	17	4	4
<i>Multifamily Typology</i>			65	79	*	34	42
Senior Unit		*	26	48	*	14	25
Non-senior Unit		*	39	32	0	21	17
<i>Apartment/Condo Units</i>			49	59	*	0	0
Senior Unit		*	19	36	*	0	0
Non-senior Unit		*	29	24	0	0	0
<b>Trip Generation</b>							
<i>Single Family Typology</i>							
Senior Unit	3.71	*	27	49	*	11	20
Non-senior Unit	9.57	345	103	84	163	41	34
<i>Multifamily Typology</i>							
Senior Unit	3.48	0	90	165	0	48	87
Non-senior Unit	6.58	0	256	208	0	135	110
<i>Apartment/Condo Units</i>							
Senior Unit	6.58	0	128	235	0	0	0
Non-senior Unit	6.72	0	196	160	0	0	0
<b>Total Projected Trips, Average Weekday (half entering, half exiting)</b>		<b>345</b>	<b>800</b>	<b>901</b>	<b>163</b>	<b>235</b>	<b>251</b>

\* Number of senior units unspecified

Source: Institute of Transportation Engineers, *Trip Generation*, 7<sup>th</sup> Edition.

Metrics for single-family detached homes, low-rise apartment units (for proposed four-unit multifamily residential structures) and medium-rise apartments (for the apartment building proposed at Zion) were used to project traffic volumes for proposed residential development with Village concepts. Senior adult attached and detached unit metrics were used to represent traffic volumes with senior units. ITE projects between 800 and 901 vehicle trips per weekday day with Village zoning at Zion. Traffic volumes generated by mixed-use development of Belton Court or an assisted living facility are not included. Projected volumes for residential development do not reflect the emphasis on pedestrian mobility at Zion:

- Sidewalks on at least one side of the street throughout the development,
- Mixed-use development at Belton Court with meeting rooms, restaurants, and many of the services required by residents provided on site, within walking distance,



- Pedestrian connections to Riverside Plaza shops and stores via a path to Albert Avenue in Riverside,
- Middle Highway and County Road sidewalk connections to schools, churches, and recreation areas within a half-mile radius,
- Access to RIPTA Routes 32 and 60 with service to Providence and Newport.

With between 40 and 60 percent of the units at Zion to include seniors, it is not likely that these residents will contribute significantly to AM and PM peak hour traffic volume most representative of commuter travel. As Village zoning has been proposed to reduce vehicle trips and to encourage walking as a healthy life style, volumes presented in Table 4 could be considered conservative.

Several off-site transportation improvements are recommended for consideration as part of the development review process to mitigate traffic volumes potentially associated with redevelopment of the Zion campus. These improvements should be required as exactments in the local approval process or forwarded through the Transportation Improvement Project (TIP) process for implementation by RIDOT or RIPTA:

- Consider the feasibility of Middle Highway as a “share the road” bike facility. This road provides access to two schools and several other destinations as indicated in Section 2. The Town of Barrington should request that RIDOT consider this roadway as a connection to the East Bay Bike Path.
- Require that a Zion developer extend the sidewalk along County Road (Route 103) west from King’s Gate to the existing sidewalk. This provides a missing link that would increase pedestrian safety for all local residents, especially those walking to Riverside Plaza.
- Request that RIPTA consider diverting the Route 60 bus to Middle Highway.

With Village zoning at the Sowams Nursery site, between 235 and 251 vehicle trips would be generated on an average weekday day as indicated in Table 5. Although sidewalks are proposed within development streets, currently there are no sidewalks on Sowams Road. Pedestrian access to any destinations would be limited. Although many destinations including RIPTA Route 60 are within a half-mile radius, most trips would require use of private automobiles.

Any developer of the Sowams site should be requested to address vehicular and pedestrian safety at the Sowams Road / Route 114 intersection located immediately west of the Barrington Bridge. The cumulative impact of American Tourister development in Warren and development along Sowams Road should be considered in determining if a signal is warranted at this intersection. A roundabout could also be considered if sufficient right of way is available. A roundabout could serve as an attractive gateway to Barrington.

The Housing Trust’s County Road site with a potential for up to 12 multifamily units, could generate 79 vehicle trips per day or approximately 70 more than with past use of the property as a single-family house. Sidewalks along the west side of County Road provide access to southbound RIPTA bus stops, recreation and open space areas, several churches, and schools. Given the number of walkable destinations, it is likely that fewer vehicles trips may be generated.

Any multifamily residential unit constructed in the Maple Avenue Neighborhood Business District could have the potential to generate 6.58 trips per weekday day. This estimate would be high, based on the walkability of the neighborhood and easy access to County Road businesses,



municipal buildings, churches, recreation areas and RIPTA Route 60 bus service. Many vehicle trips could be replaced with bicycle trips with easy access to the East Bay Bike Path.

The Town of Barrington should work with the Towns of Warren and Bristol to explore opportunities for a regional bus to augment RIPTA service, meet the needs of residents and employees, and facilitate heritage tourism in these East Bay communities. The Town could work with the local chamber of commerce to consider feasibility and funding sources for this service.



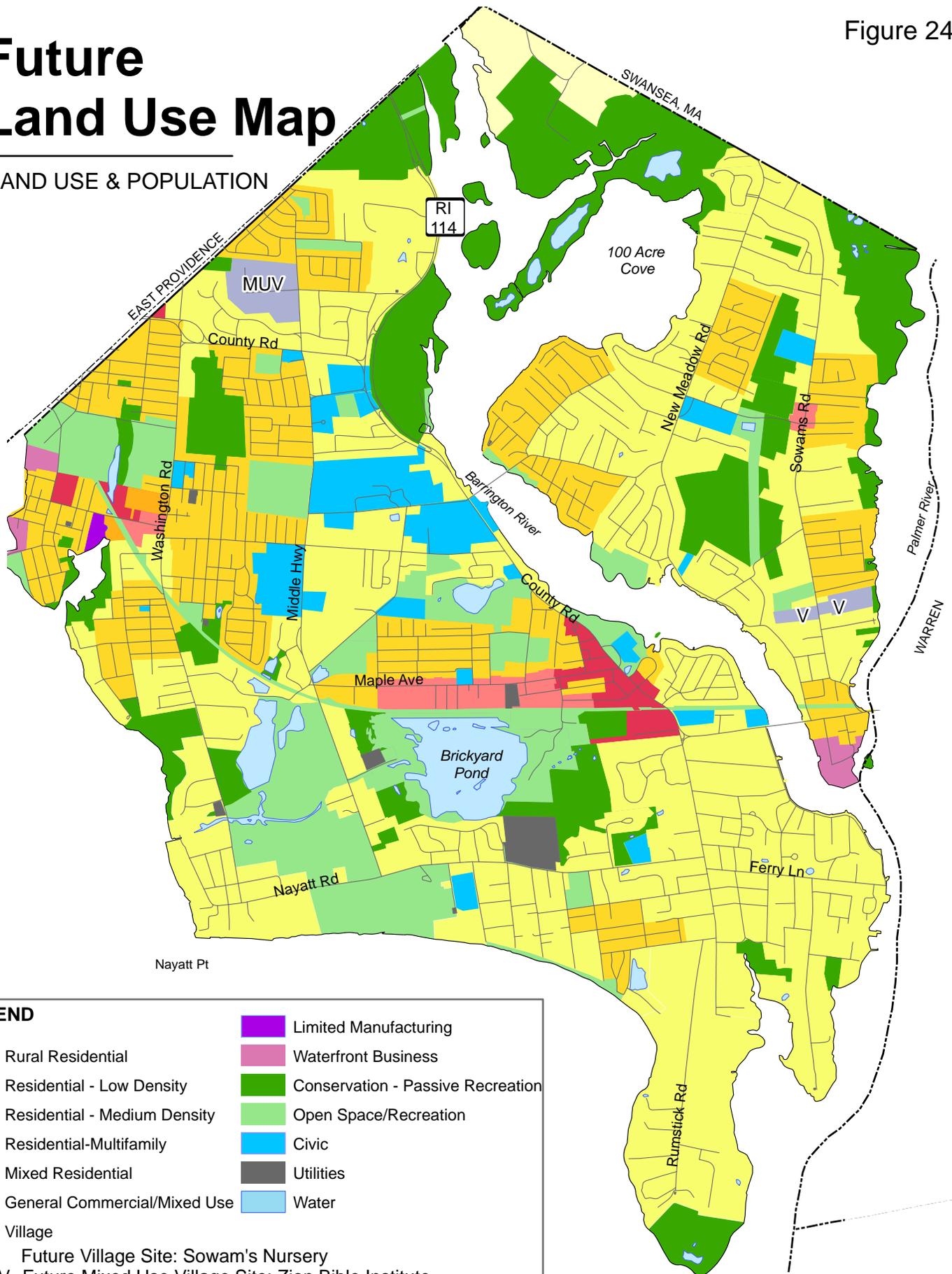
## **Section 5:** **Future Land Use Map**

Housing Land Use Study recommendations must be included in the upcoming Barrington Comprehensive Plan Update. The Comprehensive Plan includes a future land use map that guides future land use decisions in the Town of Barrington. Figure 24 includes a mixed-use village at Zion and a village at the Sowams Nursery site. Mixed residential use is projected in the future along Maple Avenue.

Figure 24

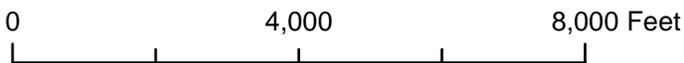
# Future Land Use Map

LAND USE & POPULATION



**LEGEND**

- |  |   |
|--|---|
|  Rural Residential            |  Limited Manufacturing             |
|  Residential - Low Density    |  Waterfront Business               |
|  Residential - Medium Density |  Conservation - Passive Recreation |
|  Residential-Multifamily      |  Open Space/Recreation             |
|  Mixed Residential            |  Civic                             |
|  General Commercial/Mixed Use |  Utilities                         |
|  Water                        |  Water                             |
|  Village                      |   |
- V Future Village Site: Sowam's Nursery  
MUV Future Mixed Use Village Site: Zion Bible Institute



SOURCES: Town GIS, RIGIS, 2002 Comprehensive Plan  
 Comprehensive Community Plan - 5-Year Update / Town of Barrington (2008)  
 Mapping prepared by the Office of the BarringtonTown Planner



## Section 6: Developer Guidance

Several concepts have been presented in Section 4 to provide affordable housing and a diversity of housing types. The following is provided as guidance for potential developers of the Zion Bible College and the Sowams Nursery sites, either under the Comprehensive Permit process or as a new zone and zone change. Amendments are also proposed to encourage mixed use and residential development in the Neighborhood Business zone.

### Village Zone

#### Applicability

This guidance shall apply to assembled parcels with a minimum of 5 acres of upland, served with municipal sewer and water. This guidance may apply to the (former) Zion Bible College 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).

#### 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 areas of Town have been identified as suitable to implement creation of a senior residential community with a range of housing types at varying densities: the Zion Bible College 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).

#### 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).



- C. Provide housing that is accessible to people with disabilities.
- D. 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.
- E. Design common areas for people to meet and develop strong social ties.
- F. Provide compact, sustainable development that preserves open space for recreation, hiking paths, community gardens, and other public uses.
- G. Encourage walkable neighborhoods by providing sidewalks, hiking paths, and connections to shops and services.
- H. Facilitate public interaction along the street by including residential units with porches and covered stoops, as appropriate.
- I. Minimize the emphasis of private vehicles by recessing garages back from the facade of the structure or providing utility access to garages on rear alleyways, where possible.
- J. 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.
- K. 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.
- L. Encourage access to multi-modal transit.
- M. Provide mixed use for developments over 20 acres, to assure convenient access to some of the goods and services needed for a diverse population.

### **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.

### **Design and building requirements**

Design and building requirements may be met either through Leadership in Energy and Environmental Design-Neighborhood Design (LEED-ND) certification or by meeting the following requirements:



- A. Proposed development shall provide 25 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 single-family, townhouse, cottage and other multifamily units, to encourage a diversity of housing types in accordance with Section 185-195A *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
- C. Municipal employees shall have first preference for affordable housing units.
- D. 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.
- E. 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.
- F. Overall residential density at the (former) Zion Bible College shall be no more than 8 units per acre of developable land. Developable land shall exclude 4.5 acres reserved for Belton Court, 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. Residential density at the (former) Sowams Nursery property shall be no more than 5 units per acre either east or west of Sowams Road. Developable land shall exclude wetlands, floodplains and other constrained areas, but include common open space/recreation areas, roadway infrastructure and stormwater management areas.
- 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 may be completed on site or off-site if it can't be accomplished on-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.
- H. Green building / sustainable principles shall be incorporated in site design. Overhangs shall be considered to shade windows from summer sun while allowing rays from the winter sun. Stormwater management shall include low impact design concepts such as rain gardens and landscaped swales to encourage infiltration of runoff from impervious surfaces (parking lots, sidewalks, and roofs). Pervious pavement shall be considered to the extent feasible.
- I. A range of building typologies with articulated facades and rooflines, and porches shall be encouraged.
- J. To minimize the impact of the automobile, rear alleys or mews shall be considered to access garages. On roads other than alleys, the setback of attached and detached garages shall be greater than the setback of residential units from the street.
- K. On-street, surface parking shall not be located within thirty (30) feet of a corner. Buildings shall be located to emphasize and "anchor" the corner whenever possible.



- L. Pedestrian-scale lighting shall be provided along all roadways and in surface parking lots. Light standards shall be nine to twelve feet in height and have a downcast glow.
- M. Native vegetation shall be retained and grading minimized wherever possible to maintain natural features of the site. 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.
- N. Streets shall be designed with sidewalks along at least one side of the roadway. Sidewalk width shall be at least five feet.
- O. Stormwater shall be managed in accordance with low impact design standards. Landscaped swales, rain gardens and other low impact stormwater management features shall be employed to provide groundwater infiltration.
- P. Continuous streets are required. Cul-de-sacs are prohibited.
- Q. 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.
- R. "Yield streets" 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. Roadway pavement shall be no more than 26 feet in width. Rights of way shall include sidewalks along at least one side of the road and shall include landscaped swales to infiltrate stormwater runoff.
- S. Alleys shall be no more than 20 feet in width. Alleys shall provide access for municipal solid waste / trash vehicles.
- T. A homeowner's association shall be formed to maintain common areas such as parks, trails, lawns, and private roadways.
- U. Two off-street parking and/or garage spaces shall be provided for each single-family, cottage, townhouse, or duplex unit. One parking space shall be provided for each apartment unit.
- V. 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.

### **Dimensional Regulations**

- A. With the exception of units fronting on Middle Highway, buildings (including porches and covered stoops) shall have a minimum front yard depth of 0 feet and a maximum front yard setback of 30 feet.
- B. Buildings with frontage on Middle Highway shall not exceed the height of Belton Court.
- C. Building height of a principal structure not fronting on Middle Highway shall not exceed 30 feet. A building designed with a pitched roof having a minimum slope of 8/12 may exceed the height limit by 5 feet for maximum height of 35 feet.
- D. Building height of an accessory structure shall not exceed 18 feet.
- E. Minimum front yard setback of buildings with frontage on Middle Highway north of Belton Court shall replicate the setback of Belton Court.

### **Neighborhood Business Zoning Amendments**

The Neighborhood Business (NB) zone along Maple Avenue has been identified as an area that may be appropriate to increase residential use, to create a vibrant, walkable mixed-use neighborhood of small shops and residences. As indicated in Section 2, this neighborhood is well



served with sidewalks, is accessible to the East Bay bike path, and is within walking distance of the County Road stores, Town Hall, Library, Senior Center, and RIPTA's Route 60 bus to Providence and Newport.

Although single-family, mixed (residential and commercial) uses, and commercial uses are allowed by right in the Neighborhood Business zone, under the current code construction of a two-family dwelling requires a special permit and multifamily dwellings and accessory living quarters (or guest house) are not permitted.

The following zoning amendments are recommended to encourage a diversity of housing types in the Neighborhood Business zone (amendments in CAPITAL letters):

- Section 185-5: Multifamily dwelling: A building consisting of three or more separate dwelling units and/or townhouses, row houses, apartment and/or condominiums to be owned, leased or rented by elderly individuals, ~~and/or~~ families OR OTHER HOUSEHOLDS.
- Section 185-6.J.: Neighborhood Business District (NB): This district contains areas of the community in which business AND RESIDENTIAL uses are permitted which are in character and scale with, and appropriate to, proximate residential uses. It is intended to provide areas for commercial, retail, AND RESIDENTIAL activities which do not generate the traffic, glare, noise or larger parking areas associated with more intensive business uses allowed in the Business District.
- Section 185-8.B.: Amend zoning use table for the NB zone to allow the following residential uses:
  - Two-family dwelling – \$ PERMITTED
  - Multifamily dwelling – N-SPECIAL USE PERMIT. ANY MULTIFAMILY DWELLING WITH FOUR OR MORE UNITS SHALL INCLUDE 25 PERCENT OF THE UNITS AS AFFORDABLE (EVERY FOURTH UNIT SHALL BE AFFORDABLE).
  - Accessory living quarters or guest house - \$ PERMITTED
  - Auxiliary apartment - \$ PERMITTED
- Section 185-151. Uses requiring development plan review. Amend B: The expansion of an existing non-residential or mixed-use building or construction of a new nonresidential or mixed-use building within a Business, Neighborhood Business, Waterfront Business, Limited Manufacturing or Recreation and Education District, OR EXPANSION OR CONSTRUCTION OF A NEW RESIDENTIAL BUILDING WITH FOUR OR MORE UNITS IN THE NEIGHBOHROOD BUSINESS ZONE.

Currently Maple Avenue is too narrow to permit on-street parking. On-street parking provides convenient parking for adjacent businesses, helps slow down or calm traffic speeds, and protects pedestrians from roadway traffic. To enable construction of convenient on-street parking in the Neighborhood Business Zone, applicants shall be encouraged to dedicate a sufficient portion of the front yard to the Town to accommodate on-street parking and a relocated sidewalk. Said on-street parking and sidewalk relocation shall be constructed by the applicant, to Town standards, and shall be counted towards the required off-street parking outlined in Section 185-78 of the Town of Barrington zoning ordinance. Transfer of property shall be at no cost to the Town. Dedication of the required frontage to the Town shall be recorded in the deed.

- Section 185-78. Add E: IN THE NEIGHBORHOOD BUSINESS DISTRICT, ANY ON-STREET PARKING CONSTRUCTED BY THE APPLICANT ON LAND TRANSFERRED TO THE TOWN, SHALL BE COUNTED IN MEETING MINIMUM OFF-STREET PARKING REQUIREMENTS.



## Design Guidelines

Design guidelines shall be developed for all commercial, residential and mixed uses in the Village zone and Neighborhood Business zone. Design guidelines shall address the following:

### **PART 1 CONTEXT**

Intent  
Guidelines

### **PART 2 SITE DESIGN AND LAYOUT**

Intent  
Guidelines

- 2.1 Driveway
- 2.2 Alternate Access/Egress
- 2.3 Shared Parking
- 2.4 Setback Exceptions
- 2.5 Building Orientation
- 2.6 Retaining Walls
- 2.7 Space between Buildings
- 2.8 Sidewalks
- 2.9 Accessory Buildings
- 2.10 Entrance Plazas

### **PART 3 ARCHITECTURE**

Intent  
Guidelines

- 3.1 Building Mass & Scale
- 3.2 Heights
- 3.3 Roofs
- 3.4 Facades
- 3.5 Entrances
- 3.6 360 Degree Design
- 3.7 Ancillary Structures
- 3.8 Service. Loading and Equipment

### **PART 4 SUSTAINABILITY/ ENERGY EFFICIENCY**

Intent  
Guidelines

- 4.1 LEED® Certified Buildings
- 4.2 Solar Radiation
- 4.2a Green Roofs
- 4.3 LID Strategies

### **PART 5 LIGHTING**

Intent  
Guidelines

- 5.1 Cut-off & Full Cut off Fixtures
- 5.2 Spot Lights
- 5.3 Accent Lighting
- 5.4 Light Direction
- 5.5 Curfew
- 5.6 Pole Heights
- 5.7 Lamp Type
- 5.8 Output Standards
- 5.9 Upward Search Lighting
- 5.10 Holiday Lighting

### **PART 6 LANDSCAPING**

Intent  
Guidelines

- 6.1 Topsoil / Loam
- 6.2 Street Trees
- 6.3 Parking Lots
- 6.4 Coordination with Lighting
- 6.5 General Tree Canopy Cover
- 6.6 Planted Buffer
- 6.7 Maintenance

### **PART 7 DESIGN REVIEW SIGNS**

Intent  
Guidelines

- 7.1 Design Review
- 7.2 Submission Amendments



### **Form-Based Zoning**

Form-based code may also be considered. These codes may be an effective land use tool for shaping pedestrian-scaled, mixed-use and active urban environments. This code is often used with “New Urbanism,” village-style development, and neo-traditional planning as proposed with the Village zones for the Zion and Sowams sites. The Village zone proposed above meets many of the parameters of form-based zoning.

Form-based codes are more concerned with the arrangement and form of buildings than the use that goes on inside them. The code uses diagrams and dimension to specify building massing, height, and relation to the street and public spaces. It also specifies street and sidewalk widths. Many of these objectives will be accomplished with implementation of Design Guidelines, as outlined above.



## Section 7: Implementation

Implementation of the Housing Land Use Study recommendations are required to assist the Town of Barrington in meeting the state-mandated requirement to provide 10 percent of housing units affordable to those with low and moderate income as defined by RIGL. Implementation of study recommendations outlined in Section 6 will also facilitate the diversity of housing stock in Barrington, to provide housing for all life stages.

The following implementation steps are recommended:

- Update the *Barrington Comprehensive Plan* with findings and recommendations of the Housing Land Use Study, including the Future Land Use Map (*Responsible Party: Town Planner*).
- Amend the *Barrington Affordable Housing Plan* to incorporate findings and recommendations of the Housing Land Use Study (*Responsible Party: Town Planner*).
- Provide the Housing Land Use Study as guidance for potential developers of the Zion and Sowams sites for use in Comprehensive Permit applications (*Responsible Party: Town Planner*).
- Amend the Barrington Zoning Ordinance Neighborhood Business Zone, and develop design guidelines as outlined in Section 6 (*Responsible Party: Town Planner, Planning Board, Town Council*).
- Consider amending the Barrington Zoning Ordinance to create a Village zone and Village Mixed Use zone (*Responsible Party: Town Planner, Planning Board, Town Council*).
- Request that RIDOT consider extending the East Bay Bike Path along Middle Highway. Request that RIPTA divert Route 60 to Middle Highway for at least one trip per day. Approach the chamber of commerce regarding the feasibility of establishing regional bus service to Barrington, Warren and Bristol (*Responsible Party: Town Manager*).