

STONEFIELD

March 24, 2026

James D. Rabbit, Planning Director
Town of South Kingstown Planning Department
180 High Street
Wakefield, RI 02879

**RE: Traffic & Parking Assessment Report
Proposed Multi-Household Land Development Project
Reilly Miller
Map 32-4, Lot 21
2001 Kingstown Road
Town of South Kingstown, Washington County, Rhode Island
SE&D Job No. BOS-250053**

Dear Planning Director:

Stonefield Engineering and Design, LLC (“Stonefield”) has prepared this analysis to examine the potential traffic and parking impacts of the proposed multi-household land development project on the adjacent roadway network. The subject property is bounded by Kingstown Road to the West, and residences to the North, East and South in the Town of South Kingstown, Washington County, Rhode Island. The subject property is located at 2001 Kingstown Road, and is designated as Map 32-4, Lot 21 on the Town of South Kingstown Tax Map. The site has approximately 160 feet of frontage along Kingstown Road. The existing site contains one (1) single-family residential dwelling unit. Access is presently provided via one (1) full-movement driveway along Kingstown Road. Under the proposed development program, the existing building will be razed and five (5) single-family attached dwelling units would be constructed. Access is proposed via one (1) dedicated full-movement driveway along Kingstown Road.

Existing Conditions

The subject property is bounded by Kingstown Road to the West, and residences to the North, East and South in the Town of South Kingstown, Washington County, Rhode Island. The subject property is located at 2001 Kingstown Road, and is designated as Map 32-4, Lot 21 on the Town of South Kingstown Tax Map. The site has approximately 160 feet of frontage along Kingstown Road. Land uses in the area are residential and commercial.

Kingstown Road (Rhode Island (RI) Route 108) is classified as a principal arterial roadway with a general north-south orientation, and is under the jurisdiction of the Rhode Island Department of Transportation (RIDOT). Along the site frontage, the roadway provides one (1) travel lane in each direction and has a posted speed limit of 25 mph. Curb and sidewalk are not provided along either side of the roadway, shoulders are provided along both sides of the roadway, and on-street parking is generally not permitted along either side of the roadway. Kingstown Road provides north-south mobility throughout the Town of South Kingstown and serves as a connection between RI Route 1 to the north and US Route 1 to the south. Land uses along the roadway are primarily residential and commercial.

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56 PINE STREET, 3RD FLOOR, PROVIDENCE, RI 02903 401.436.1800 T

Trip Generation

Trip generation projections for the proposed multi-household land development project were prepared utilizing the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 12th Edition. Trip generation rates associated with Land Use 215 "Single-Family Attached Housing" were cited for the proposed five (5)-unit development project. All dwelling units are attached to at least one (1) other unit. Two (2) of the five (5) units are proposed to have a gross floor area of 1,110 square feet with four (4) parking spaces per unit, and the remaining three (3) units are proposed to have a gross floor area of 962 square feet with two (2) parking spaces per unit. **Table I** provides the weekday morning, weekday evening and Saturday midday peak hour trip generation volumes associated with the proposed development.

TABLE I – PROPOSED TRIP GENERATION

Land Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Five (5) Single-Family Attached Housing Units <i>ITE Land Use 215</i>	1	1	2	1	2	3	1	1	2

The proposed development is expected to generate two (2), three (3) and two (2) new vehicle trips during the weekday morning, weekday evening and Saturday midday peak hours, respectively. Based on the Multimodal Transportation Impact Analysis for Site Development published by ITE, a trip increase of less than 50 vehicle trips would likely not change the level of service of the adjacent roadway system or appreciably increase the volume-to-capacity ratio of an intersection approach. As such, the proposed development is not anticipated to impact the operations of the adjacent roadway network.

Site Circulation/Parking Supply

A review was conducted of the proposed multi-household land development project using the Site Plan prepared by Stonefield Engineering & Design, dated February 19, 2026. In completing this review, particular attention was focused on the site access, circulation, and parking supply.

Access is proposed via one (1) full-movement driveway along Kingstown Road. Two (2) attached 1,110-square-foot dwelling units with four (4) parking spaces per unit are located in the northern portion of the site, and three (3) attached 962-square-foot dwelling units with two (2) parking spaces per unit are located in the eastern portion of the site. The dwelling units can be accessed via a central 24-foot-wide, two (2)-way drive aisle with access provided along Kingstown Road.

Regarding the parking requirements for the proposed development, the Town of South Kingstown Zoning Ordinance requires a minimum of two (2) parking spaces per dwelling unit. For the proposed five (5)-unit multi-household land development project, this equates to 10 required spaces. The site would provide a total of 14 parking spaces, which meets the parking requirement and would be sufficient to support this project's parking demand. All parking spaces are a minimum of nine (9) feet wide by 20 feet deep, in accordance with the Town of South Kingstown Zoning Ordinance and industry standards.

Conclusions

This report was prepared to examine the potential traffic impact of the proposed multi-household land development project. The analysis findings, which have been based on industry standard guidelines, indicate that the proposed development would not have a significant impact on the traffic operations of the adjacent roadway network. The site driveways and on-site layout have been designed to provide for effective access to and from the subject property. Based on the Town of South Kingstown Zoning Ordinance parking requirements the parking would be sufficient to support this project.

Please do not hesitate to contact our office if there are any questions.

Best regards,



Joshua H. Kline, PE
Stonefield Engineering and Design, LLC



Nicholas Tortorella
Stonefield Engineering and Design, LLC