

Route 1 Scenic Roadway

Stewardship Plan

Charlestown, Rhode Island



Prepared by:

*The Charlestown Conservation Commission
August, 2004*

Submitted to:

*The Honorable Town Council
Charlestown, Rhode Island*

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Acknowledgements:

Beginning in 1996, the successful effort to attain the Rhode Island Scenic Roadway designation for Route 1 (The Post Road) in Charlestown, Rhode Island was the result of the contributions of the following individuals and groups:

- *Town Council and the residents of Charlestown*
- *Charlestown Conservation Commission and volunteers*
- *Town administrators, planners and other professional staff*
- *Special recognition is given to the Conservation Commission leadership for their steadfast pursuit of the RI Scenic Roadway designation for Route 1. From 1996 through present Conservation Commission chairpersons have included: Gordon Foer, Katharine Waterman and Faith LaBossiere*
- *The Conservation Commission recognizes with thanks, Charlestown town planner, James Lamphere, for his support and his contributions toward the completion of the Route 1 Scenic Roadway application*
- *The assistance of the Rhode Island Scenic Roadways Board is gratefully acknowledged.*



Looking South from Route 1

Photos by Katharine Waterman

The Route 1 Scenic Roadway Stewardship Plan was developed by the Charlestown Conservation Commission from the research and writing contributions of the following people: Gordon Foer, Faith LaBossiere, Ernest Morreira (Editor), Clifford Vanover, Katharine Waterman, Virginia Wootten.

From the Chair of the Charlestown Conservation Commission:

Residents and visitors alike understand and appreciate the unique quality of the Route 1 corridor in Washington County, a.k.a., South County, in the local vernacular. This unique quality is especially obvious along the section that passes through Charlestown. Visitors routinely say, "I just love coming here, it is so peaceful". Undoubtedly, this sense of tranquility begins with the first entrance to the community along Route 1. The image is of light commercial dominated by unbroken natural vistas. The sense of entering a different and preserved place is so unlike most of the impressions confronting travelers elsewhere along the US eastern seaboard.

The designation of Route 1 as a Rhode Island Scenic Roadway will help to raise awareness of the value and the unique character of the roadway and provides a basis for further protective measures to be taken. This designation and the special attention the roadway will receive will help to protect the environment and preserve its aesthetic quality, but will also enhance tourism and the larger economic base of our community and the region. We also note with pride that Charlestown's leadership in this area has encouraged efforts by South Kingstown and North Kingstown to seek Scenic Roadway designation for their portion of Route 1. Charlestown's leadership has also prompted a successful grant application by RI Scenic Roadways Board that will provide g funding for further study of Route 1, with the additional goal of attaining the prestigious "National Scenic Byway" designation for The Route 1 Corridor - a win-win for all Rhode Islanders and visitors to our state..

*Faith LaBossiere, Chair
Charlestown Conservation Commission*



Cross Mills Pond

Introduction:

The Charlestown section of Route 1 (The Post Road), was designated as a Rhode Island Scenic Roadway on August 26, 2002. In its application to the Scenic Roadways Board, the town identified important natural, historic and cultural features, and recognized Route 1 as the primary gateway to the recreation and nature-based attractions on which the economies of Charlestown and the region as a whole depend. The RI Scenic Roadways Board, Application Review Committee agreed. In its report (Appendix A), the Committee states, "...Post Road in Charlestown has wonderful views that create an unusually attractive and integrated traveling experience..." and "possesses outstanding natural, historical and cultural characteristics, significant recreational opportunities and other significant visual characteristics".

Route 1 is a shared community asset that supports our economy and enriches the quality of life of the residents of Charlestown and the region. By applying for and accepting a scenic roadway designation for Route 1, the Town Council has declared its intention that the scenic qualities of the roadway should be preserved and enhanced. And while control and maintenance of the roadbed and shoulder areas are the responsibility of the RI Department of Transportation (RIDOT), the Town of Charlestown does regulate zoning and land use of properties in the line of sight along Route 1 and 1a - responsibilities critical to maintaining the scenic qualities of the road..

...a shared community asset that supports our economy and enriches the quality of life of the residents of Charlestown and the region.

*This Plan was developed by the Charlestown Conservation Commission at the recommendation of the RI Scenic Roadway Board and is submitted for consideration to the Charlestown Town Council. **The Plan puts forward the central recommendation that town serve as principal steward and advocate for the Route 1 Scenic Roadway.** The Plan is intended to provide an overview of current and emerging issues affecting Route 1 and offers guidance and specific recommendations regarding actions steps and stewardship strategies which can help to preserve the character and scenic integrity of Route 1.*

*Ernest Morreira
Charlestown Conservation Commission*

1. Purpose of the Stewardship Plan:

Route 1 is facing rapid change due to commercial and residential development, road safety design changes, and other factors. Moreover, road character and certain scenic views along the roadway have degraded due to vegetative overgrowth, intrusive signage and lighting, indiscriminate removal of vegetative buffers, and deferred building and landscape maintenance of some properties. While it is inevitable that the view along the roadway will change over time, the town can take a proactive role in addressing current and emerging negative impacts to the Scenic Roadway.

Route 1 is facing rapid change...

The issues affecting Route 1, and recommendations and goals contained in the Stewardship Plan, were identified through public forums, land-use inventories, interviews, field studies and related research and analysis conducted by the Charlestown Conservation Commission and Planning Department with input by the Town Council, Town Administration, and RI Scenic Roadways Board.

The *Route 1 Scenic Roadway Stewardship Plan* was produced by the Charlestown Conservation Commission at the recommendation of the RI Scenic Roadway Board and submitted to the town council. The purpose of the *Plan* is to:

Provide guidance to the Town of Charlestown about roles and responsibilities and stewardship strategies which will help to preserve and improve the character and scenic qualities of Route 1 and to serve as a foundation for further study of the roadway.

Specific objectives of the *Plan* are to:

- Identify the characteristics and scenic qualities of the natural and managed landscape and historic and cultural assets along Route 1
- Discuss the roadway's economic and social value to the town and region
- Identify existing and emerging conditions, trends and specific developments that have impacted or have the potential to impact, the visual quality and character of the roadway
- Propose mechanisms to monitor, evaluate, and anticipate changes and proposals that have the potential to impact the roadway view and unique scenic assets of Route 1
- Recommend stewardship actions and planning and oversight strategies to safeguard the character and unique visual assets along the Route 1 Scenic Roadway and suggest appropriate roles and responsibilities for units of town government

2. The Rhode Island Scenic Roadway Designation:

In 1985, *Title 24 of the General Laws of Rhode Island*, relating to Highways (*Appendix B*) was amended to establish a state system of scenic roadways. The purpose of the RI Scenic Roadways Program is to “identify and protect scenically and culturally significant routes designated as scenic roadways”. The amendment also established the eleven-member RI Scenic Roadways Board. The board manages the application process and issues scenic roadway designations.

Only a municipality can submit a formal scenic roadway application. The scenic roadway designation declares that, “these roads have both scenic value and local support for their preservation”. The designation gives local communities a greater say about road modifications, roadway and shoulder maintenance and other management and design matters. With the designation too, communities can access the Scenic Roadway Board’s technical expertise and be better positioned to receive grant funding for enhancement projects.

“...these roads have both scenic value and local support for their preservation”.

The scenic roadway designation does not limit or change the rights or responsibilities of property owners in any way. Property owners are not required to seek permission from the RI Scenic Roadway Board about their plans for their property. Neither does the scenic designation diminish or change the need for the roadway to be of safe design. However, the RI Scenic Roadway Board will review and comment on all RIDOT highway improvement proposals and related design and construction plans.



Route 1 (The Post Road)

3. Characteristics and Scenic Qualities of Route 1:

Route 1 extends 7 miles from the Westerly town line in the west, to the South Kingstown town line in the east. It is a divided highway along its entire length in Charlestown. Route 1 is controlled and maintained by the RI Department of Transportation.

Given its proximity to one of the loveliest stretches of coastline along the US eastern seaboard, it is remarkable that so much of this passage remains in its natural state. While there is scattered development along Route 1 in the western part of town, the road through much of Charlestown and into South Kingstown is a green corridor (See also, Appendix C, Proposed Future Land Use map). This is in strong contrast to stretches of the highway farther to the west and north, where it is often characterized by commercial intrusions, traffic, and sprawl.

The traveler's experience along Route 1 is linked to the image Charlestown presents. Long expanses of the roadway as it passes through Charlestown offer a picturesque and varied landscape that conveys both the town's rural character and seaside charm and eases modern travelers and visitors to Charlestown, into a "South County state of mind".

The most distinctive natural characteristic visible from the highway is the diversity of land forms and water bodies it traverses, including coastal and freshwater ponds and wetlands, agricultural land, the glacial moraine and outwash plain. Prominent among the features which define the natural history of the Route 1 corridor is the Charlestown Moraine. Formed by glacial activity during the last ice age, this land elevation which edges much of the north side of the highway is composed of soil and rock debris left at the southernmost reach of the vast ice sheets.

...a picturesque and varied landscape.

Vegetation along the moraine and median consists of a variety of oak, maple, white pine, black pine, red cedar and other trees and shrubs. In contrast, the southern side of the highway features the flat outwash plain which stretches across to freshwater ponds and salt marshes to the Atlantic Ocean. The Roadway presents the traveler with a number of water vistas and views of coastal features and settlements along Route 1 and the adjoining Old Post Road (Route 1a). Some scenic views however, have been obstructed over time by invasive vegetation and overgrowth.

Travelers on Route 1 are also reminded of the rich history of Charlestown and the region. Post Road is the southern boundary of the settlement lands of the Narragansett Indian Tribe containing the site of the Narragansett Indian's Historic Village which served as the nucleus of Narragansett Indian life from 1709 to 1880. A sense of history is present as historic farm fields, stone walls and 17th and 18th century architecture complements the natural beauty of the roadway view. Signs beckon the traveler to visit sites along Route 1 and 1a, on the National Register of Historic Places including: the dramatic overlook of Fort Ninigret, District Schoolhouse #2 (1883), the General Stanton Inn (1667) and the Wilcox Tavern (1730). Route 1 also offers glimpses of The Old Post Road, revealing the historic village of Cross Mills with its historic library, residences, art galleries and antique and retail shops that retain the character of this seaside settlement, and former mill village and agricultural center.

4. Economic and Social Importance of Route 1 to Charlestown and the Region:

It is widely recognized that Route 1 has exceptional scenic quality, and is a central feature of Charlestown's unique identity and the South County experience. Route 1 traverses important natural, historic and cultural features and is a primary gateway to the recreation, and nature-based attractions on which the economies of Charlestown and the region as a whole depend. By applying for and accepting a scenic roadway designation for Route 1, the people of Charlestown have declared that Route 1 is a valued town asset, and that its scenic qualities should be preserved and enhanced.

The residents of Charlestown and the state of Rhode Island, together with other public and private organizations, have already acted to preserve a significant amount of green space bordering and near to Route 1. Some of the area's most important conservation lands and recreation areas within the Route 1 Corridor include: the Ninigret National Wildlife Refuge (US Fish and Wildlife Service), Ninigret Park (Town of Charlestown), the Kimball Wildlife Refuge (Audubon Society of Rhode Island), and the Burlingame Management Area and State Park (Rhode Island Department of Environmental Management) among other open lands.

During the summer months, tens of thousands of visitors and travelers use Route 1 to reach Charlestown's beaches, fishing areas, marinas and nature areas. Post Road is also a regional transportation link that provides access to the recreational and nature-based seasonal attractions of coastal South County and beyond. The scenic quality and rural character of the corridor are important elements of the visitor's experience, and are part of what makes the South Coast communities so attractive as vacation destinations. Preserving these qualities can be an important part of maintaining the area's attraction as a distinctive destination, thereby supporting the tourism, hospitality and recreation component of the Charlestown and regional economy while retaining the town's unique "sense of place" residents value.



Wilcox Tavern (1730)

5. Potential for Change - Current Issues and Trends:

The visual scene of the Route 1 Corridor will not remain static. Change- positive and negative, dramatic or incremental is inevitable and ongoing. The *Route 1 Scenic Roadway Stewardship Plan* advises the town to establish a process to monitor trends and anticipate future factors with the potential to impact the visual character of Route 1.

At this point in time, the *Plan* identifies the following conditions, issues, projects and trends with high potential to alter the character of Route 1 in the near term:

- **Residential and Commercial Development along Route 1:**
Residential and commercial development is not inappropriate to the purpose and character of Route 1. However, development of both large and small parcels can have a dramatic impact on the scenic integrity of the roadway as well as impacting traffic flow, safety and the environment.

Poorly planned residential and commercial development can negatively impact the visual quality of Route 1 in the following ways: removal of vegetative buffers critical to erosion control, aesthetics and interrupting the unbroken woodland scene, including the destruction of mature trees, native shrubs and rare plants; creating housing or business clusters that are incongruous and out of scale with their surroundings and which increase traffic and lighting. So called “high density” residential developments intensify these negative impacts.

- **Commercial Development along Route 1a:**
Route 1a (The Old Post Road) runs parallel to Route 1. Structures, signage, fences, lighting and land use/site activities along Route 1a are intermittently visible from Route 1 and therefore influence the character of the roadway and the visual experience of the traveler.

...the Route 1 Corridor will not remain static.

- **Department of Transportation (RIDOT) upgrade plan for Route 1:**
RIDOT has announced plans for a major design upgrade of Route 1 through Charlestown. The primary purpose of the upgrade is to improve traffic safety through a number of traffic management mechanisms such as traffic lights, and modification of roadway access/exit points and signage. The project presents a timely opportunity to initiate a dialog with RIDOT and the RI Scenic Roadway Board on the visual impact of design changes and related construction disturbance to the visual landscape and well as future enhancements to Route 1, maintenance issues and reopening of southerly vistas.

(5. Potential for Change - current issues and trends, continued)

- Obstruction of views by invasive plants:
Over time, views of the ocean and ponds to the south have been diminished by encroaching plants and trees along Route 1 and Route 1a
- Route 1 Gateway Project, Charlestown Chamber of Commerce:
The Charlestown Chamber of Commerce, with RIDOT funding and review, plans landscaping and welcome-signage improvements at the traffic island within the important intersection of Route 1 and Route 1a. This work will beautify the barren and unattractive intersection and will influence the style and image for the roadway. Additional landscaping is scheduled at the intersection of Route 1 and Narrow Lane.

...establish a process to monitor trends ...with the potential to impact the visual character of Route 1.

- Mud Cove property:
Mud Cove is a 32+ acre property on the southerly side of Route 1 that has been recently transferred to the RI Department of Environmental Management (DEM). DEM and the Town of Charlestown will enter into a "Property Management Custody and Control Agreement". Plans provide for the preservation and "utilization as a park", the undeveloped parcel which overlooks Mud Cove. Public access to the property will impact Route 1 in terms of views, road cuts, traffic patterns and signage, and will add to the total number of scenic and nature based destinations.

6. Recommendations:

To maintain the scenic values of Route 1 and address current and emerging factors with the potential to impact the view from the roadway and the overall character of the corridor, the *Plan* recommends that the Town of Charlestown undertake the following strategies and actions:

- Adopt the role of steward and advocate for the Route 1 Scenic Roadway, initiating advisories and proposals and undertaking policies and actions to minimize the negative impacts and enhance the scenic qualities of Route 1. In this role, the town should work closely with the RIDOT Scenic Roadways Board and open dialog and establish partnerships with RIDOT and other state and federal agencies, area business, tourism interests, private land owners and other stakeholders.

Task leaders: Town Council, Conservation Commission

- Incorporate Route 1 into the *Charlestown Comprehensive Plan* highlighting the roadway's status as shared community asset, its official designation as an official Scenic Roadway, its economic and cultural significance to the town, and defining the town's commitment to protecting and enhancing its scenic values. Goals and strategies for the protection and enhancement of its scenic qualities should be stated in the *Comprehensive Plan*. Existing elements of the *Comprehensive Plan* (*Appendix D*) that support Route 1 stewardship goals should be reviewed and strengthen as needed.

Task leaders: Town Planner, Planning and Conservation Commissions

- Establish "scenic roadway design standards" for new development and significant building improvements along Route 1. Design standards can address: signage, lighting, buffers between the roadway and residential/commercial structures or districts, landscape approaches/materials, parking locations, building dimensions/materials/styles and the preservation of key views and vegetative buffers. Standards may also seek to limit highway-oriented development and high density housing that would detract from the unique green corridor section of the highway and undeveloped sections of the Charlestown Moraine

Task leaders: Town Planner and Planning Commission

- Review, update and enforce existing town zoning and sub-division ordinances, and where appropriate, enact new codes which specifically serve to protect the scenic quality of Route 1 in Charlestown.

Task leaders: Town Planner, Zoning and Planning Commissions, Building Inspector

(6. Recommendations, continued)

- Develop a program of public information, and owner outreach education, site planning consulting and incentives to adopt property improvements.

Task leaders: Conservation Commission

- Planning for the Business District along Route 1a (The Old Post Road) should consider the visual impact on Route 1.

Task leaders: Business District Commission

...adopt the role of steward and advocate for the Route 1 Scenic Roadway...

- Inventory and evaluate developed and undeveloped parcels along Route 1; propose site improvements to preserve, restore or enhance the appearance and scenic quality along the roadway and to bring properties into compliance with existing town codes as required

Task leaders: Conservation Commission, Building Inspector

- Request RI DOT trim or remove vegetation which block scenic views on the south side of Route 1 and perform other routine maintenance and improvements as necessary - alternatively, request that the town be allowed to undertake selected trimming activities.

Task leaders: Conservation Commission

- Establish a scenic roadway stewardship commission or standing committee to serve as the town representative and primary advocate for the Route 1 Corridor.

Task leaders: Town Council, Conservation Commission

- Cooperate with the RI Scenic Roadways Program to pursue the "National Scenic By-Way" designation for Route 1. This designation would place the roadway among an elite group of scenic roads nationally and therefore qualify for special funding consideration.

Task leader: Town Council, Conservation Commission via RI Scenic Roadway Board

(6. Recommendations, continued)

- Pursue acquisition of unique undeveloped parcels along Route 1 as opportunities arise

Task leaders: Town Council, Conservation Commission

- Actively support and participate in all future regional and state sponsored studies and planning activities relating to the Route 1 corridor.

Task leader: Conservation Commission, other town departments/commissions as appropriate



King Tom Pond



Quonochontaug Grange

Appendices:

- A. R.I. Scenic Roadway Board. Report of the Application Review Committee

- B. Title 24 of the General Laws of Rhode Island, relating to Highways; establishing scenic roads (excerpt)

- C. Proposed Future Land Use Map of Charlestown

- D. Scenic Roadway Compliance with Charlestown's Comprehensive Plan

Appendix A

RHODE ISLAND SCENIC ROADWAYS BOARD

Report of the Application Review Committee Appointed to Review the Application of the Town of Charlestown, Dated April 10, 2002 to Nominate Post Road, Route U.S. 1 for Scenic Road Designation

The Application of the Town of Charlestown to nominate Post Road, Route U.S. 1 for Scenic Designation was referred to this Application Review Committee.

The Committee met on June 25, 2002 and initially determined that the Application was complete in all respects. The Application covers the entire portion of Post Road (U.S. 1) that lies in the Town of Charlestown. At the easterly end of the portion of the Post Road in Charlestown, the road continues into the Towns of South Kingstown, Narragansett and North Kingstown; at the westerly end it continues into the Town of Westerly. The Charlestown portion is about 7 miles long.

During the meeting, the Committee members reviewed and discussed the Application and also drove over the road. The Committee's task under the Rules of the Scenic Roadways Board is to determine whether Post Road possesses significant scenic resources visible from the road that create an unusually attractive and integrated traveling experience for motorists, bicyclists, or pedestrians. The following are the types of scenic resources which the Committee is to consider under the Rules:

1. Significant natural characteristics.
2. Significant historical characteristics associated with individual buildings, districts or historic landscapes.
3. Significant cultural characteristics.
4. Significant archeological characteristics.
5. Significant recreational opportunities for active or passive recreation or for well known and re-occurring seasonal or special events.
6. Other significant visual characteristics that are striking, memorable views and/or interesting and attractive spaces in a continuous, integrated experience.

The Committee finds that Post Road in Charlestown has wonderful views from Post Road that create an unusually attractive and integrated traveling experience for motorists, bicyclists and pedestrians. We have reached this conclusion after considering all of the above six types of scenic resources in relation to Post Road. The road possesses outstanding natural, historical and cultural characteristics, significant recreational opportunities and other significant visual characteristics.

There are important natural resources along Post Road in Charlestown that for the most part have been well preserved. On the northerly side, being the edge of the glacial

Charlestown Moraine, there is thick and beautiful foliage consisting of a variety of species of trees. The median strip, which is very wide for over half of the road, has attractive plantings which totally block the view of the oncoming traffic in many areas. On the southerly side, where the glacial flat outwash plain begins, the views contrast with those to the north – the vegetation is lower and ponds and occasional coastal ocean views are visible. The variety of the natural land forms and vistas most certainly create an especially attractive and appealing driving experience.

In addition to the scenic natural beauty, there are interesting historical and cultural resources along the road dating back as far as the 17th century. These include the 1667 Stanton Inn, the Wilcox Tavern, the Joseph Stanton House and monument, and a red salt box near the Wilcox Tavern. In driving over Post Road, one also passes many exit signs identifying historic sites nearby, many of which are on the National Register of Historic Places.

Cultural activities of interest are the summer season's seafood festival and Swamp Yankee Days, rustic shopping at the Route 2 intersection, specialty shops in historic Cross Mills and events at Ninigret Park.

Post Road offers many exciting recreational opportunities. It is close to Charlestown's beaches, salt ponds, the Charlestown Breachway to the Atlantic Ocean, and Burlingame State Park. A great deal of swimming, relaxation and pleasure on beaches, boating, fishing and camping all take place close to Post Road.

Our Committee notes that Post Road is included in the Scenic Roadway Board's Inventory of Rhode Island Roadways with Scenic Character, as is its extensions to the west and to the east and north.

Our Committee also raises the question of what steps the Charlestown community might take to protect or enhance the view sheds along Post Road. For example, the Application states that water vistas are blocked by uncontrolled bittersweet and other invasive species. Is there a plan of action to remove such vegetation?

We conclude that Post Road (Route 1) in Charlestown is an outstanding scenic road and enthusiastically recommend that it should be so designated by the Scenic Roadways Board.

Respectfully submitted,

APPLICATION REVIEW COMMITTEE



Calvert C. Groton, Chair

John R. Payne

W. Michael Sullivan

J. Michael Bennett

June 25, 2002

Appendix B

RI Scenic Roadway legislation

TITLE 24

Highways

CHAPTER 24-15

Scenic Highways

SECTION 24-15-1

§ 24-15-1 Purpose. - In order to create and preserve rustic and scenic highways for vehicular, bicycle, and pedestrian travel in unhurried, quiet, and leisurely enjoyment; to protect and preserve recreational driving, culture, beauty, trees, vegetation, shoreline, and wildlife by establishing protective standards of scenic highway design, speed, maintenance, and identification, which will promote a continuous system of scenic highways and scenic easements for the public health and welfare; a state system of scenic highways is created.

§ 24-15-2 Definitions. - As used in this chapter:

(1) "Board" means the scenic roadways board in the department of transportation.

(2) "Commission" means the scenic highway commission as established in this chapter.

(3) "Director" means the director of the department of transportation.

(4) "Municipality" means a city or town.

§ 24-15-3 Designation as a scenic highway. - The director, or the governing body of any municipality as to any highway (including a state highway) within its borders, may apply to the board for the designation of a highway as a scenic highway. A municipality making application for a state highway shall notify the director of the Rhode Island department of transportation. The director shall have thirty (30) days to comment on the application. After holding a public hearing, the board shall approve or deny the application for designation of a highway as a scenic highway submitted under this section. Provided, however, that prior to any approval or denial of any application, the applicant shall notify the owners of the properties fronting the application area that an application has been filed and the board shall provide the fronting property owners with an opportunity to attend a public hearing in the municipality subject to the application, and in the Town of Westerly no application for designation of a highway or road, or portion of a highway or road, shall be approved unless the owners of a majority of the lineal lot frontage abutting the highway or road agree to the designation by filing with the director or governing municipal body, within sixty (60) days immediately following the application, a written statement or statements agreeing to the designation.

§ 24-15-4 Withdrawal of highways from scenic highways system. - After holding a public hearing, the director, or the governing body of any municipality as to any scenic highway (including a state highway) within its borders, may apply to the board for, and the board itself may propose, the removal of a highway from the scenic highway system. The board shall thereupon approve or deny the removal of the highway from its designation as a scenic highway. Provided, however, that no application for removal of a highway or road, or portion thereof, from the scenic highways system, shall be approved unless the owners of a majority of the lineal lot frontage abutting the highway or road agree to the removal by filing an application with the director or governing municipal body, within the sixty (60) days immediately preceding the application, a written statement or statements agreeing to the removal.

§ 24-15-5 Joint jurisdiction of highways. - Highways under the joint jurisdiction of two (2) or more municipalities may not be designated scenic highways or be withdrawn from the scenic highway system until after approval by the governing bodies of all affected municipalities and the board.

§ 24-15-6 Local authority. - The director and the municipalities and all other authorities shall have the same authority over scenic highways as they possess over other highways under their jurisdiction except as otherwise provided in this chapter.

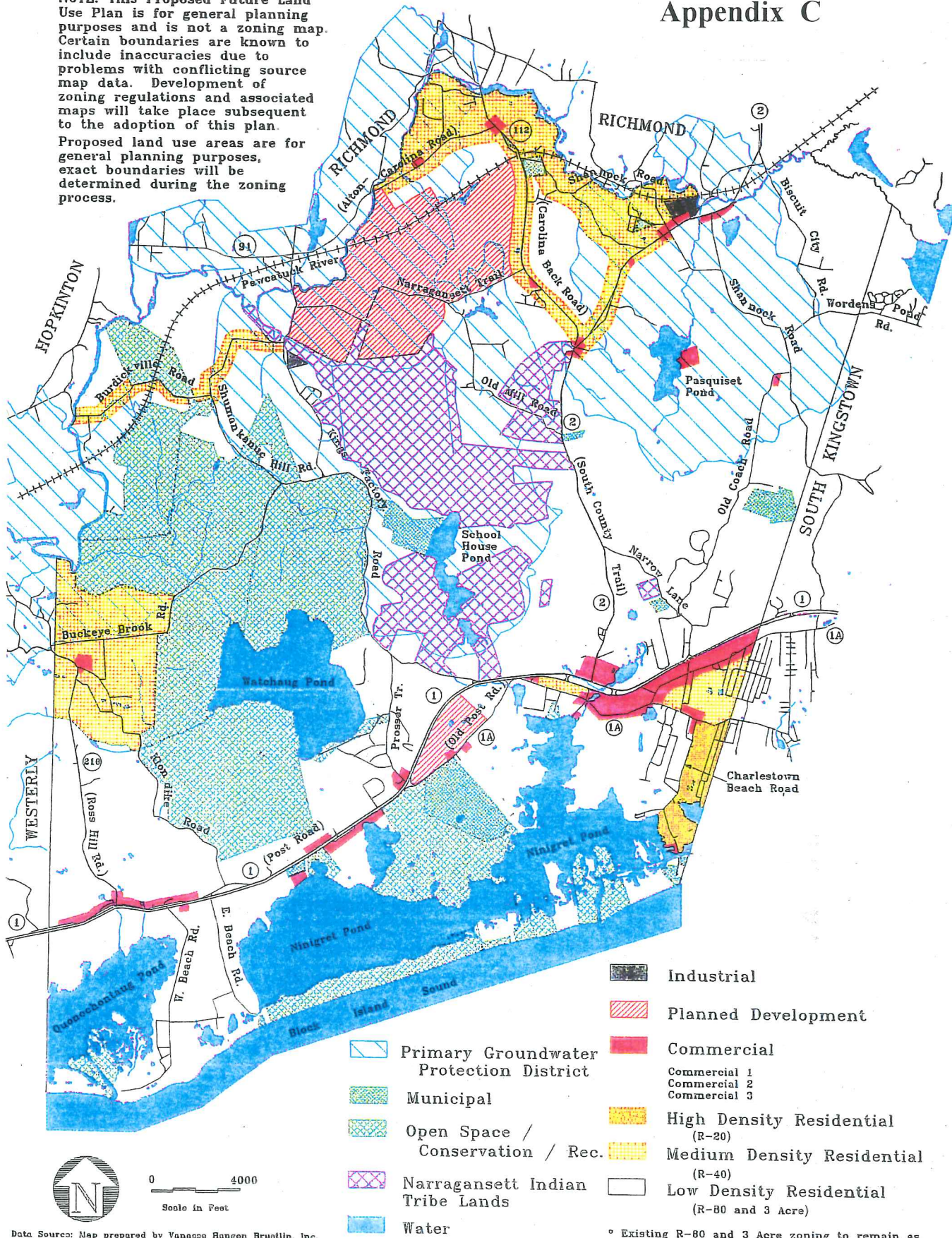
§ 24-15-7 Funding. - State aid for scenic highways shall be determined in accordance with the local transportation funding as provided in these general laws.

§ 24-15-8 Scenic highways marking signs - State payment. - The department of transportation shall pay the cost of furnishing and installing scenic highway marking signs on officially designated scenic highways.

§ 24-15-9 Rules and standards. - The board shall promulgate rules and establish standards for the maintenance, identification, construction, use, and preservation of the scenic highways system. The board may establish rules and standards for regulating and limiting the construction or establishment of a highway which is inconsistent with the purpose of this chapter. No rule or regulation may be adopted or promulgated which affects any provision of the general laws of the state or any federal statutory provision without the prior approval of the general assembly.

Appendix C

NOTE: This Proposed Future Land Use Plan is for general planning purposes and is not a zoning map. Certain boundaries are known to include inaccuracies due to problems with conflicting source map data. Development of zoning regulations and associated maps will take place subsequent to the adoption of this plan. Proposed land use areas are for general planning purposes, exact boundaries will be determined during the zoning process.



0 4000
Scale in Feet

Data Source: Map prepared by Vanessa Hannon Brustlin, Inc. from Town of Charlestown and RICIS data.

- Industrial
- Planned Development
- Commercial
 - Commercial 1
 - Commercial 2
 - Commercial 3
- High Density Residential (R-20)
- Medium Density Residential (R-40)
- Low Density Residential (R-80 and 3 Acre)
- Primary Groundwater Protection District
- Municipal
- Open Space / Conservation / Rec.
- Narragansett Indian Tribe Lands
- Water

- Existing R-80 and 3 Acre zoning to remain as currently zoned.
- Ross Hill Road area as shown on plan to be rezoned from 5 Acre to 3 Acre zoning.
- South County Trail frontage to be R-80 from the southern end of Route 2 to intersection of Route 2 and Route 112.

PROPOSED FUTURE LAND USE PLAN

Appendix D

SCENIC ROADWAY COMPLIANCE WITH CHARLESTOWN'S COMPREHENSIVE PLAN SEPTEMBER 2001

As part of the preparation for the application as a Scenic Roadway, the Comprehensive Plan has been review for Compliance with the "Plan" for the eventual designation of Route 1 as a Scenic Roadway.

The following excerpts are taken directly from the pertinent Sections and are quoted exactly: (italics added for identification of salient language)

In the **LAND USE SECTION**

Goals and Policies-page 3

Major Goal

Major Supporting Policies

* Preserve the visual qualities of the villages, shorelines, important natural features, historic areas, *scenic roads, and major collectors and arterials;*

* *Preserve vegetated buffers between land uses and roads,*

RECOMMENDATIONS/IMPLEMENTATIONS

Zoning Amendments/Changes-page 25

High Priority

* *Roadway design standards*

* *Scenic road design standards*

In the **CULTURAL RESOURCES SECTION**

Scenic Resources-page 9

The Town is characterized by historic villages, *scenic roads*, coastal areas, inland ponds and woodlands.

The rural character of Charlestown is one of the town's most important qualities as perceived by residents and visitors alike. It is the reason for which many people are attracted to the town and is considered worth preserving.

According to the public opinion survey conducted by the town in December 1990 and based on discussions held by the Comprehensive Plan Citizens Advisory Committee (CPCAC) a definition of rural includes the following characteristics: (among which are)

* Open undeveloped views

* Minimal development

* *Country Roads*

The preservation of this rural character is an important goal of the comprehensive plan.

SCENIC RESOURCES AND FEATURES
TOWN OF CHARLESTOWN-page 11

Scenic Roads *

* *Post Road*

RECOMMENDATIONS/IMPLEMENTATION-page 16

High Priorities

4. *Designate scenic roadways and design standards to protect stone walls, views and the integrity of the landscape.*

In the **CIRCULATION SECTION**

RECOMMENDATIONS/IMPLEMENTATION-page 11

High Priorities

2. *Designate scenic roads and develop standards to protect scenic qualities*