



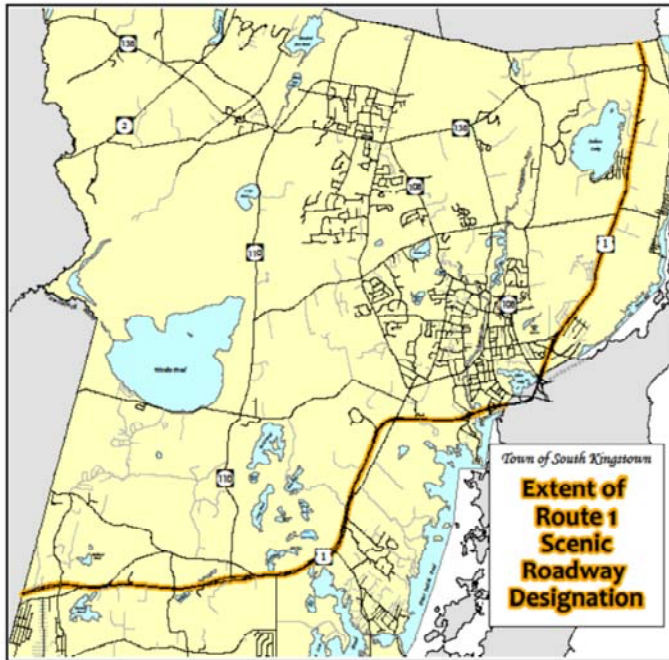
Application for Designation of Route 1 as a Scenic Roadway

Good evening.

I am Chelsea Siefert, South Kingstown's Director of Planning.

This is a public hearing to consider submittal of an application to the State Scenic Roadways Board for designation of the entirety of U.S. Route 1 within the Town's corporate boundary as a Scenic Roadway.

Scenic Route 1



The extent of the area under consideration, approximately 11 miles in length, is depicted in orange on the map

Scenic Route 1

Hannah Robinson Tower



Hale House



The scenic landscapes along U.S. Route 1 are diverse, providing a variety of natural and historic vistas.

Some significant features include:

The historic Hannah Robinson Tower and Hale House

Scenic Route 1

Highland Farm



South County Commons



Perryville Baptist Church



Multiple commercial farm properties, such as Highland Farm

The South County Commons development

The Perryville Baptist Church

Scenic Route 1

Pond Street Exit



Characteristic Stone Wall



Typical Median Plantings



Water views, such as the view near Pond Street

Both historic and newly constructed stone walls

And a wide range of vegetation, both in the medians

Scenic Route 1

Vegetated Shoulders



And along the shoulders

History of Application

1996	Initial application submitted Scenic Roadways Board (SRB) reviewed but took no final action, recommended resubmittal
2003	Revised application submitted
2005	Application submitted addressing all SRB comments Public hearing conducted, no decision due to lack of quorum
2014	Comprehensive Plan adopted "The Town shall continue to pursue the designation of the entire length of Route 1 within the Town as a State recognized scenic highway."
2017	Planning Board reinitiates discussion
Dec 2017	Planning Board consideration, request for EDC recommendation
Jan 2018	Economic Development Committee provides favorable recommendation on the application Planning Board recommends consideration of the application by the Town Council
March 2018	Town Council Public Hearing

The Town first began considering designation of U.S. Route 1 as a Scenic Roadway in 1996, when it initially submitted an application to the Scenic Roadways Board

At that time, the Board reviewed the application and recommended revisions, but took no final action

In 2003 and again in 2006, the Town submitted revised application, which the Town believed addressed all the Scenic Roadways Board comments

However, though a Scenic Roadways Board public hearing was held in 2006, no decision was made due to a lack of quorum

In 2014, the Town Council adopted the latest update to the Town's Comprehensive Community Plan, which called for the Town to continue to pursue designation

In 2017, the Planning Board reinitiated the discussion of designation of U.S. Route 1 as a Scenic Roadway and staff began updating the application data

In December 2017, the Planning Board considered the application, and requested an advisory recommendation from the Economic Development Committee (EDC)

The EDC provided a favorable recommendation in January 2018, and subsequent to the recommendation, the Planning Board moved to recommend consideration of the application by the Town Council

Which brings us to tonight, and the Public Hearing before the Town Council to consider submittal of the application

Next Steps

1	Submission of Application to Scenic Roadways Board (SRB)
2	Public Hearing of SRB (tentatively scheduled May 9 th) Consider designation as a Scenic Roadway
3	If designated, local development of Stewardship Plan

Should the Town Council see fit to authorize submittal of the application, staff will submit the application as soon as possible

The Scenic Roadways Board will hold a public hearing on the application, here in South Kingstown, which has been tentatively scheduled for May 9th

If the Scenic Roadways Board approves designation, the Town will then be required to prepare a Stewardship Plan for the corridor

Impacts of Designation

DESIGNATION WILL:

- Require Scenic Roadway Board review of new RIDOT projects within the corridor
- Require development of a Stewardship Plan for Route 1

DESIGNATION WILL NOT:

- Create new regulations for abutting property owners
- Change the permitted uses on abutting properties
- Initiate new RIDOT projects within the corridor

The designation of U.S. Route 1, in and of itself, will have only one direct impact to the corridor.

Upon designation, the Scenic Roadway Board will be required to review all new RIDOT projects which occur within the Route 1 corridor.

Other than initiating development of the Stewardship Plan, SRB review is the only immediate change to process and regulation.

It is important to note that designation of U.S. Route 1 as a Scenic Roadway WILL NOT:

Create new regulations for abutting property owners;

Change the permitted uses on abutting properties; or

Initiate any new projects or activities by RIDOT.

Stewardship Plan Contents

PURPOSE: To provide general guidance and recommendations to protect and preserve the scenic character of U.S. Route 1

OBJECTIVES:

- Address design improvements within the boundaries of the State right-of-way
- Address maintenance practices within the boundaries of the State right-of-way
- Address potential changes to U.S. Route 1 that could impact the roadway's scenic character, including abutting residential and commercial land uses
- Address the roles and responsibilities for units of government and other stakeholders with regard to stewardship

The Stewardship Plan, which is a required component of designation, will be crafted by the Planning Board through a public input process.

Once drafted, the Plan will be provided for consideration and potential adoption by the Town Council.

The purpose of the Stewardship Plan is to provide general guidance and recommendations to protect and preserve the scenic character of U.S. Route 1

To do this, the Plan will:

Address design improvements within the boundaries of the State right-of-way

Address maintenance practices within the boundaries of the State right-of-way

Address potential changes to U.S. Route 1 that could impact the roadway's scenic character, including abutting residential and commercial land uses

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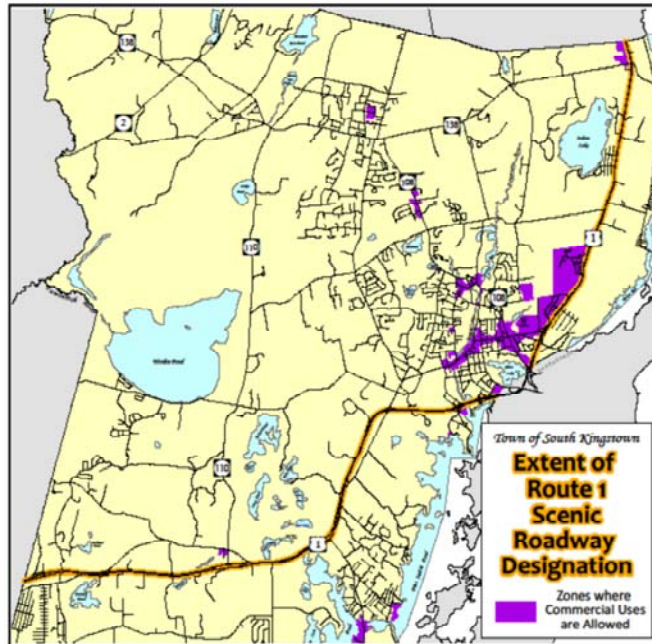
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Most of the questions fielded by the Planning Department are relative to bullet number three, or potential regulatory changes to abutting properties

Anticipating these concerns, the Planning Board discussed the potential contents of the Stewardship Plan at a work session in January

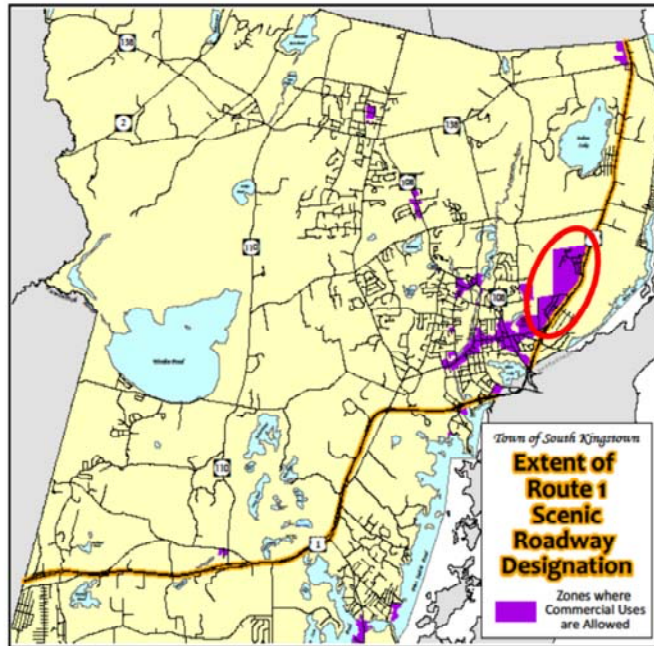
Existing Limitations on Commercial Activity



During this work session, the Board acknowledged that most of the land along the corridor is currently zoned residential, and commercial uses would not be permitted.

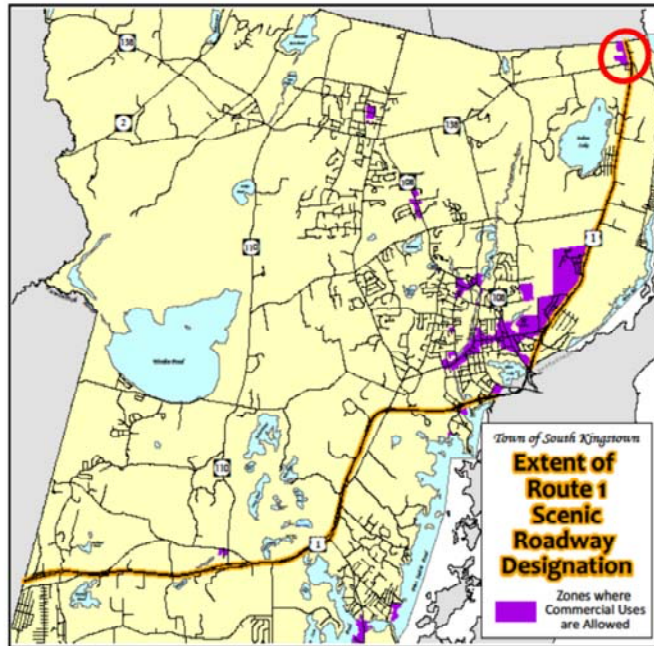
Areas in which commercial uses are currently allowed are depicted on this map, in purple, including:

Existing
Limitations on
Commercial
Activity



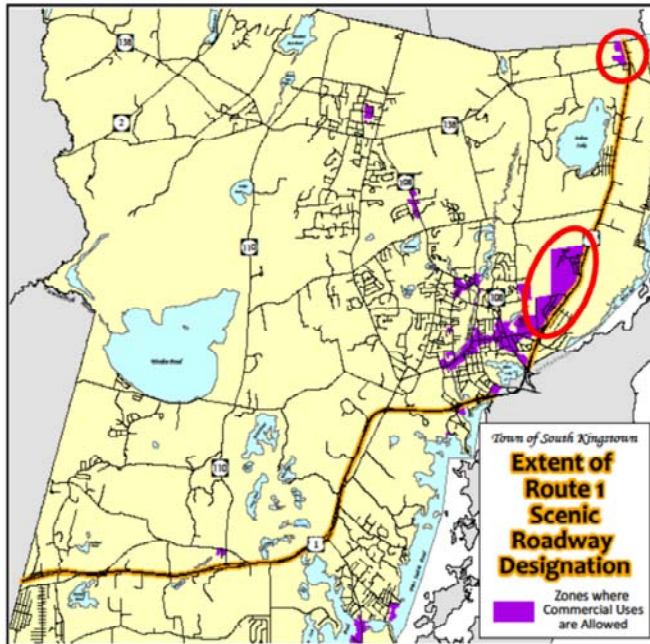
the Route 1 Special Management District; and

Existing
Limitations on
Commercial
Activity



the Commercial Neighborhood zone at the intersection of Route 1 and Route 138.

Existing Limitations on Commercial Activity



These two areas are the only places along the 11 mile stretch of U.S. Route 1 within South Kingstown where commercial activity is permitted by right, other than when associated with a farm use.

Of note, neither of these commercial zoning districts allow big-box style commercial activity.

There are other areas currently containing commercial uses, such as All Outdoors, and the Smith Co property, but these uses are considered pre-existing non-conforming uses and would not, by right, be able to expand or redevelop as another commercial use.

Additionally, the Board acknowledged that the Route 1 SMD currently includes a required 100 foot buffer from Route 1, to protect scenic quality;

And, there are already limitations in both Commercial districts on the number, size, and type of freestanding signage allowed on a single parcel.

Potential Regulatory Changes

- Limitations on the installation of invasive landscape species;
- Requiring the protection of existing stone walls along the highway line on parcels proposed for commercial or residential development;
- Requiring new major subdivisions and land development projects to preserve significant prominent viewsheds, to provide increased setbacks, and to limit the number of curb cuts onto Route 1; and
- Requiring increased setbacks and curved driveways for new single-family homes – on this point, the Board discussed setting the setback as a percentage of the total lot depth so that constructing a single-family home would never be precluded.

With the commercial limitations acknowledged, the Planning Board discussed what it might see as potential additional regulatory changes to abutting properties.

Such potential regulatory changes included:

Limitations on the installation of invasive landscape species;

Requiring the protection of existing stone walls along the highway line on parcels proposed for commercial or residential development;

Requiring new major subdivisions and land development projects to preserve significant prominent viewsheds, to provide increased setbacks, and to limit the number of curb cuts onto Route 1; and

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**ALL REGULATORY CHANGES WOULD REQUIRE A PUBLIC HEARING,
EITHER BEFORE THE TOWN COUNCIL OR THE PLANNING BOARD**

Most importantly, any and all regulatory changes would require a public hearing, either before the Town Council or the Planning Board.

Changes to the Zoning Ordinance require a Town Council public hearing.

Changes to the Subdivision and Land Development Regulations require a Planning Board public hearing.



Now I am happy to take any questions.