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TOWN OF WARREN
RHODE ISLAND

COMPREHENSIVE PLAN REPORT

DECEMBER 1966

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INTRODUCTION

Unrealized opportunities for development exist in nearly every community. Cities and towns prosper and acquire reputations for good living standards and progressive policies. This occurs when a community has followed sound procedures not unlike those of successful business establishments. These cities and towns accomplish this by first taking stock of their assets and liabilities. Based upon these findings a plan is then drawn, since only through this process can the needs of the community be realistically projected and their feasibility evaluated.

The preparation for Warren's Comprehensive Plan was initiated by a detailed land use inventory followed by a thorough analysis of the Town's physical development, population and economy. The land use studies, while primarily concerned with the land and its utilization, also considered the relationship of these resources to the people and their institutions.

The nature of this report, the Comprehensive or Master Plan as it is sometimes called, is that of a recommendation stage. The scope of these recommendations are specific in some areas and necessarily broad in others. Implemented, they will affect people, their land and economy. The objective of this Plan is to present a framework of recommended action designed to aid Warren in reaching its goals and potential.

Since the Town's earliest beginnings, it has successively passed through periods of both affluence and depression. During the forty years prior to 1960 the Town changed little. However, commencing about 1960 an upward population surge, accompanied by considerable physical change, became apparent. Challenges brought by such a change in growth trends demand responsive new thinking and planning efforts to reasonably assure proper community development.

The generally uncomplicated Town of Warren, not possessing the myriad of problems found in some unplanned communities, nevertheless has, during its formative years, assumed some development conditions which do not measure up to prevailing standards of modern development. Added to the need for measures to correct these conditions is the highly important matter of properly directing the future use of the Town's remaining undeveloped land.

The Townspeople through its policy makers did therefore in 1962 institute a Planning Program designed to remove Warren's future from the realm of chance and insert, instead, a program for controlling development and guiding it toward logical community goals. Without a series of goals and the means of implementing them, Warren could become a dumping ground for unwanted and undesirable development. Such growth depresses property values, destroys the natural and aesthetic beauty of the Town and often necessitates large future expenditures of public funds to correct conditions which flourish in the absence of sound direction.

Warren undertook an attitude survey during this planning program. The aspirations and complaints recorded are part of the substantive data which will serve to make this Comprehensive Plan sensitive not only to community needs as seen by the planners, but in accordance with citizen desires.

Warren's favorable location, aided by a steadily improving highway system and our present burgeoning economy, has resulted in a period of accelerated expansion in the Town. It is reasonable to expect continued community growth. The potential for Warren is considerable, with the shape of the future greatly dependent upon the direction given it by responsible Town agencies.

The problems prevalent in the Town may well be largely overcome; however, the creation of new problems is a factor of evolution in all communities. This simple fact clearly indicates that this or any Comprehensive Plan is not the final product of the planning function. It is rather a plan, which at the time of its writing, describes the current problems and suggests a course of action to achieve Town goals.

The increasing dimensions of future development will demand continuous efforts to refine and update the Comprehensive Plan, as time and circumstances change. To be of optimum value to a community, the planning program must:

1) Re-adjust wherever necessary, yet remain within the framework of the long-range plans.

2) Review regulatory codes and ordinances at regular intervals to assure their continued adequacy in promoting the Plan's effectiveness.

3) Strive continuously to publicize the need for constant dedication to Town development according to a plan, without yielding to special interest groups.

4) Actively encourage citizen participation and support, since planning which is for people should also be of the people.

5) Exercise concerned involvement with the Capital Improvement Program, as optimum fiscal efficiency in a Town is most likely when public capital improvements are systematically scheduled in accordance with need and financial resources.

COMPREHENSIVE
COMMUNITY
PLAN

THE COMPREHENSIVE COMMUNITY PLAN

In drafting the Comprehensive Community Plan, certain goals, based upon the requirements of projected populations, have been established to serve as a guide or framework for the development of features of the Plan. In very general terms, the goal of this Plan is the preservation and improvement of the community in line with its economic, social and physical needs as projected to the year 1980.

In more specific terms, the following goals have been established:

1. The development of a well articulated system of arterial and secondary highways to provide safe and easy access to all areas of the Town and to carry disinterested traffic through Warren with a minimum of interruption.

2. To provide community facilities such as recreation areas, public schools, public works facilities, protective services, utilities and administrative facilities in accordance with accepted standards and in locations designed to best serve the needs of the community.

3. To develop a pattern of land use that will provide for the efficient development of vacant land in a manner best suited to its characteristics and the highest development of older areas in need of conservation, rehabilitation, or renewal.

4. To conserve unique open areas which are considered to be biologically significant to the preservation of animal and plant life and, in addition, to preserve historic buildings and other significant examples of Warren's past development.

5. To evolve, from this Plan, a program of implementation that is geared to the needs and economic resources of the community.

6. To coordinate the development patterns of Warren with those of adjacent communities and the State of Rhode Island.

7. To enable Warren to qualify for various aids which are available through State and Federal programs.

In line with the Workable Program concept as developed by the Department of Housing and Urban Development, the Comprehensive Community Plan is presented in its three major elements:

1. Community Facilities Plan - covering public facilities related to recreation, conservation, public works, education and local administration. This Plan suggests additional facilities where present facilities are not adequate to serve future populations.

2. Major Thoroughfare Plan - showing a classification of major roads and a program for system improvement designed to upgrade the highway system to satisfy projected circulation demands.

3. Land Use Plan - suggesting a pattern of uses and densities to serve as a guide for both public and private development in the future.

While the Comprehensive Plan and its elements have no legal force, they are designed as guides to be used in later implementation stages. Adoption of the Plan by the Community is considered to be the initial step in showing that the Town is attempting to plan for its future.

With future change in mind, the Plan has been designed as a flexible document, sensitive to changes in population growth and composition as well as changes in development standards. Since, in 1966, this Plan represents only a current estimate of future requirements, it is essential that its validity be maintained by a periodic review and updating of the Plan elements to ensure the inclusion of factors not currently apparent.

THE LAND USE PLAN

The major objective in developing a plan of land use for Warren is to estimate future land use relationships to serve as a general guide for development. The major application of this element of the plan is in the area of land use control: zoning. Major factors, that have been taken into account in developing this plan, are:

1. Present land use patterns.

2. Trends in land use and development in recent years, particularly with respect to densities, economic development, highway development, utility development and other activities which have altered use patterns or which have an effect upon the use of land.

3. Projected trends in population and economic development as revealed in previous inventory and analysis studies of population, economic factors and land use.

4. The suitability of particular locations for particular uses in the light of current development, population factors, transportation facilities and others.

In the development of the Land Use Plan, a series of use designations has been used, adjusted to both current development and anticipated future requirements. These categories, in general terms, are:

1. Residence (low density) - an average development density of 40,000 square feet per dwelling unit. Single family detached dwellings are anticipated.

2. Residence (medium-low density) - an average development density of 20,000 square feet per dwelling unit. Again, single family detached dwelling units are anticipated.

3. Residence (medium density) - an average development density of 10,000 square feet per dwelling unit. Although this is considered for primarily single family development, the possibility of low density garden-type multiple dwellings in such areas exists.

4. Residence (high density) - development at densities of greater than 8,000 square feet per dwelling unit, applicable to areas which are now largely developed within this density range. Multiple family dwellings are considered to be suitable for these areas.

5. Business - areas allocated to present and future use in business of a general retail and office type, including both neighborhood, highway and downtown types of commercial uses.

6. Waterfront Commercial - a designation devised to take advantage of Warren's waterfront. Envisional uses for this type of area are normal waterfront commercial and manufacturing uses such as boat building, boat repair, marinas, fishing piers, fish processing, marine supply sales and others. In addition, it is expected that other retail and light manufacturing can be anticipated in such an area as related uses.

7. Manufacturing - including existing areas devoted to manufacturing use plus vacant areas deemed suitable for new or expanded industrial operations. In considering future manufacturing uses, the general trend in Rhode Island toward limited, low density manufacturing of electronics, plastics, metal products, pharmaceutical and similar types was noted. So-called heavy industrial uses, with potential noise, odor, smoke or other nuisance factors are not expected to play a role in future industrial development in Warren.

8. Civic and Institutional - including land allocated to government, educational, religious and other public or quasi-public uses, not including recreation or public utilities. In keeping with the general character of the Comprehensive Plan, only those uses requiring a substantial allocation of land are shown on the Land Use Plan. Individual institutions on small lots have been omitted.

9. Recreation and Conservation - land allocated to future public and private recreation facilities and to areas deemed to be worthy of conservation are shown in this category. Where a recreation area is attached to a school, it is shown in the institutional classification.

10. Public Utilities - major areas of land used or projected for use in connection with water supply, sewerage, electric power, telephone or gas service are shown in this use classification.

Applying this series of classifications to the Town of Warren, the attached Land Use Plan has been developed to serve as an over-all framework for the guidance of future planning and development activity by both public and private interests. This Plan of Land Use is described, by category, as follows:

Low Density Residence - a large portion of the Touisset area, south of the abandoned railroad right-of-way but excluding several compact areas of summer residences. Much of this area is either vacant or is in agricultural use. Public utilities (sewer and water) are not currently available in the area and it is expected that such services will not be extended to this area for some time. Due to the absence of these facilities, low density is recommended.

Medium-Low Density Residential - large areas east of Market Street and along the State line. These areas are similar to the Touisset area in terms of current development, but water service is expected to be available to portions of this area in the near future and, in fact, is already available along portions of Market Street. This area is adjacent to a location suggested for future industrial development which appears to raise the possibility of early pressure for additional residential development.

Medium Density Residential - confined largely to South Warren and an area currently undergoing development at the easterly end of Child Street. Much of these areas has been developed at lot sizes within this medium density range and such development is expected to continue. Public utilities serve most of the South Warren area and water supply is available to the outer Child Street area, making such densities practicable.

High Density Residential - this category includes all of the residential areas contiguous to the central business district and the inner Market-Child Street area as far east as the Kickemuit River. These areas are almost all developed in mixed housing types of single and multi-family structures on lots that are, in many cases, very small. Primary activity in these areas will be conversion of single dwellings to multi-family use and demolition of substandard dwellings for new multifamily construction or, possibly, public uses.

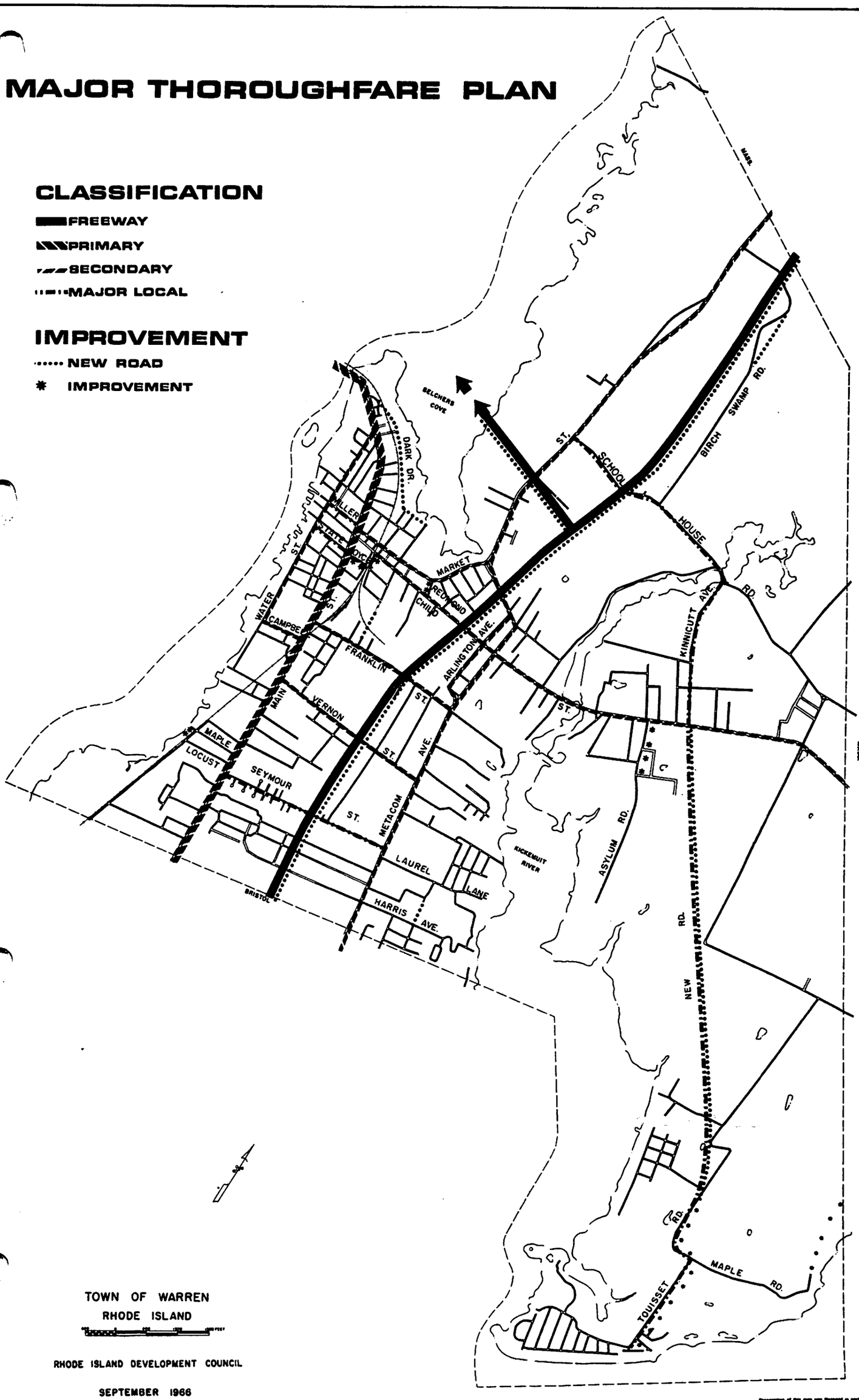
MAJOR THOROUGHFARE PLAN

CLASSIFICATION

- FREEWAY
- PRIMARY
- SECONDARY
- MAJOR LOCAL

IMPROVEMENT

- NEW ROAD
- IMPROVEMENT



TOWN OF WARREN
RHODE ISLAND

RHODE ISLAND DEVELOPMENT COUNCIL

SEPTEMBER 1966

Business - designated in six areas of the community as follows:

1. C. B. D. (central business district) - located generally in the area bounded by both frontages of Main Street, Market Street, Redmond Street, Child Street, the Railroad and Broad Street. This includes all of the current central shopping area. At present, there is a mixture of business, manufacturing, residence and institutional uses within this area, together with uses accessory to these such as parking and storage. It is anticipated that future uses will include general retail, service and office uses with an expansion of off-street parking use. Within this area residential and manufacturing uses will eventually discontinue and be replaced by business uses. A separate section of this report deals with the C. B. D.

2. Water Street - from Main Street to Company and Liberty Streets is designated as business, in recognition of current development in the area and a need for neighborhood shopping facilities to serve the compact residential area north of the C. B. D.

3. Metacom Avenue - both sides of Metacom Avenue in the vicinity of Seymour Street are so designated with current business development in mind and the need for neighborhood business services to newer residential areas in South Warren. This is an attempt to concentrate business activity in one area of Metacom Avenue in preference to scattered strip development for the entire length of this artery as now permitted in the Zoning Ordinance.

4. Child Street - in the vicinity of Metacom Avenue in recognition of current development and to serve neighborhood needs of the compact older residential area near Arlington and Kickemuit Roads.

5. Market Street - in the vicinity of School House Road to recognize future need for shopping facilities in an area that is expected to show accelerated development in the future. Related to this business area is an adjacent area proposed for manufacturing use. It is quite possible that certain commercial uses may be oriented toward serving adjacent manufacturing uses as well as residents of contiguous areas. This

business location is considered to be well suited for an integrated shopping center with some regional implications, due to the proximity of the proposed expressway.

6. Touisset - located tentatively on Child Street near the intersection of Kinnicutt Avenue. This business location is tentative but is shown on the map to recognize the need for neighborhood shopping services in this area as residential uses are developed in the future. It is entirely possible that the final location may be somewhat south of Child Street nearer to the center of the area to be served. A small planned shopping center is considered appropriate in this area.

Waterfront Business - recommended for the area between Water Street and the river from Company Street to the Town Beach. This type of classification, with the water oriented comcercial uses that are implied, is considered well suited to this particular area in the interest of maximizing use of the waterfront. Warren now has firmly established shipbuilding activities and logic would dictate the allocation of this area to this and related uses. Marinas, docking facilities and other marine services together with fishing services and related activities are considered to conform to this objective.

Manufacturing - two basic objectives are considered in designating areas for this use classification: existing industrial plants and their contiguous areas and land for future industrial development. Present industry is expected to require adjacent area for expansion and the development of related service industries. New manufacturing uses will require sites which have public utilities and easy access to the expressway system. In keeping with these objectives, three general areas have been designated for manufacturing use:

1. Main Street and Water Street - in recognition of the American Luggage Works plant which occupies an extensive area adjacent to the waterfront.

2. Child Street to Franklin Street - recognizing an area which has extensive development of several industrial installations including: Berkshire Hathaway, Taylor Box Company, and several other well established

concerns scattered throughout the designated area. A considerable quantity of land remains within this area for expansion of industrial activity, although drainage problems do exist in some portions of the area.

3. Northern Market Street - designated as an area for future industrial development in view of the excellent highway access afforded by the proposed expressway and the presumed availability of utilities. Although utility extension will be required, it is presumed that such extension will be made to serve any industrial use in this area. This site is considered ideal for an industrial "park" of limited manufacturing uses and a coordinated development of the area as a unit is strongly recommended. Sufficient land exists to provide ample parking and attractive landscaping to enhance compatibility with future residential uses expected in this general area.

Civic and Institutional - as previously mentioned, only the larger land areas to be devoted to this use are shown on the Plan. Public schools, the Child Street Education Center, the cemetery area on Franklin Street and the proposed government center on Main Street account for the area shown in this classification. The section containing the Community Facilities Plan describes many of these areas in more detail.

Recreation and Conservation - designed to include current recreation areas of major dimensions and to show proposed recreation and conservation areas which are to be elements in the future system. Much of the area shown in this classification is related to the conservation of tidal marsh and marsh area in the vicinity of the reservoir. Included on this map and described in more detail in the facilities plan are recreation developments or extensions proposed for Belcher's Cove, Warren Town Beach, a waterfront "overlook", playgrounds in South Warren and a system of trails and easements in North Warren. It is anticipated that extensive use will be made of both State and Federal grant funds in acquiring certain of these areas for future Town use.

Utilities - Water installations, sewage treatment facilities and power easements comprise all of this category. Little attempt has been made to anticipate future requirements, since the demand for utility land must be determined by engineering studies of system extension in the case of sewer and water facilities. The community facilities section of this report discusses the problem of sanitary fill sites.

SUMMARY

The following table shows a comparison of the land allocations on the attached plan with current land use and current zoning:

Table 1 Land Use Allocations - Warren (Acres)

	Land Use Plan	1966 Land Use	1966 Zoning
Residence	2910	1250	3702
Recreation	440	65	--
Institutional	120*	225	--
Business	85**	55	115
Manufacturing	190	45	278
Trans.& Utilities	350***	210***	--
Vacant	--	2,245	--

* Only Major Uses.
** Includes Waterfront classification.
*** Includes Streets and Highways.

Of interest in this table is the excessive area of land currently zoned for business and manufacturing, indicative of past zoning practice of stripping business along major arteries and designating older commercial and residential areas for industry when they show signs of blight. In effect, very little of the land now zoned for industrial use is available or suitable for that purpose and any manufacturer needing large areas of vacant land has had to look elsewhere.

Comparing the "Plan" with current use patterns, a significant increase is seen in recreation, indicating a current deficiency. Additional area is provided for business and manufacturing uses to provide for expansion of these activities as Warren grows in the future. The

increase in transportation and utilities is caused by the anticipated additional streets which will be developed in the future to serve expanded land uses. This includes the expressway.

In general summary, the Plan of Land Use provides for a logical pattern of residential densities tuned to community services, land for expanded recreation, conservation, commercial and manufacturing uses to serve the increasing population and provides, where possible, a logical interrelationship of these various elements to bring essential community facilities and services within a reasonable distance of all potential residential development.

The Land Use Plan is a schematic representation of the general pattern of land uses which are expected to be evident in future years and, as such, represents a general goal for community development. It will be left to future zoning studies to quantify and precisely locate use areas to serve as a legal instrument to direct public and private development toward conformity with this pattern.

MAJOR THOROUGHFARE PLAN

The purpose of the Thoroughfare Plan is to devise a road system to provide the best possible traffic pattern for the community. This includes recommendations to allow better utilization of present roads together with recommendations for new roads or changes in road function to more efficiently integrate present and planned lanes of travel.

Policies eventually to be adopted by Warren must include an updated highway system based primarily upon function. This type of policy can guide local and State officials in planning an efficient circulation pattern and can prove useful in establishing priorities for future road improvements within the Town.

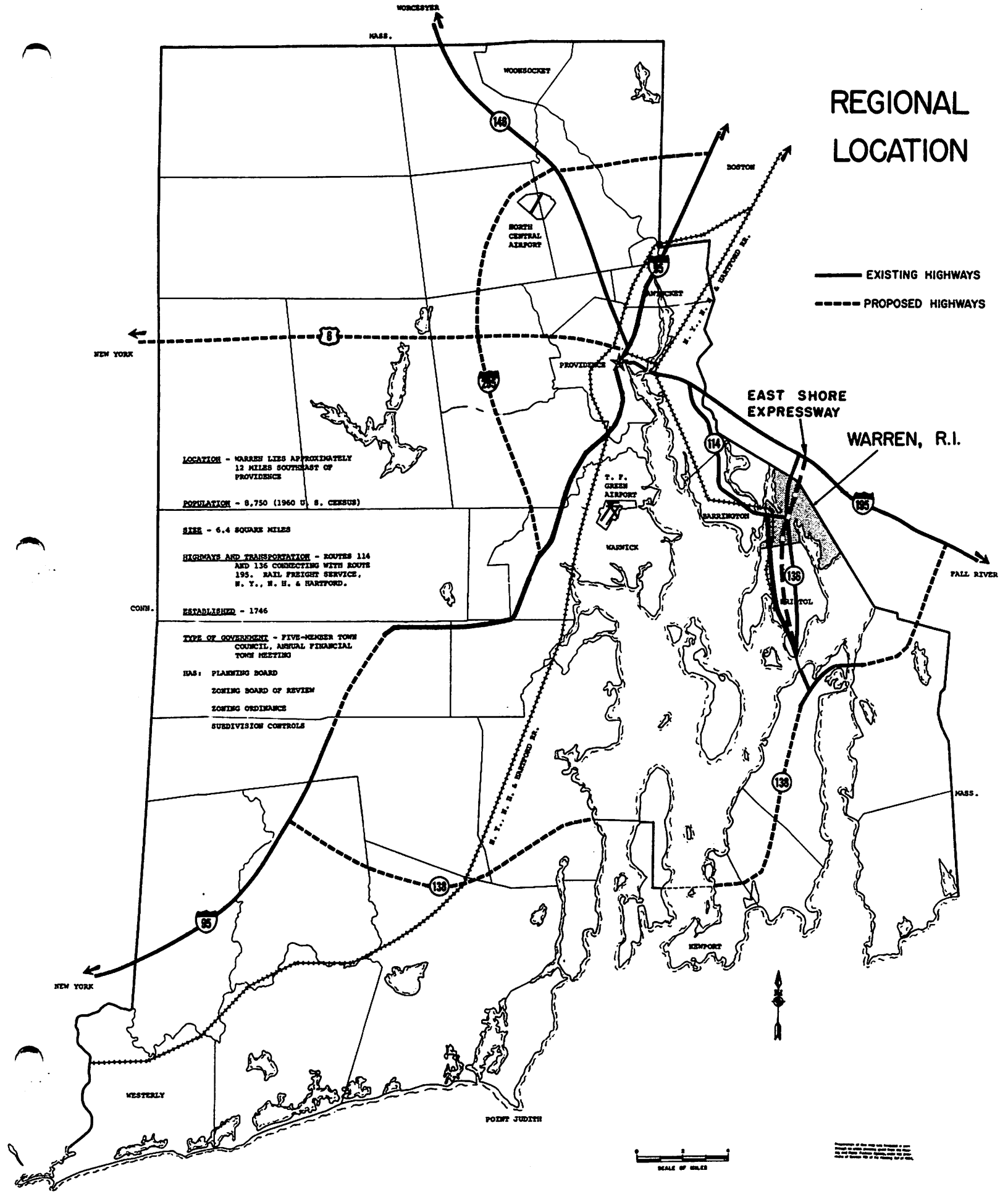
There is a distinct correlation between the development and growth of a community and the adequacy of the lanes of travel serving it. The importance of properly integrating local road systems with the region and the State cannot be over emphasized. The rate of population increase and that of other segments of community development will, to a considerable degree, be related directly to the traffic pattern of the Town. The traffic arteries as outlined will re-adjust traffic flow and facilitate circulation, thus reducing accident potential. Warren has reached the point in time, when adjustments to vehicular movement become of singular significance to community development.

Functional Road Classification

In 1958 a report of the Governor's Highway Study Committee declared that sound road classification was essential to highway progress and presented recommendations to which this study subscribes. The roads would thus be classified as follows:

A. State Trunk Highways
B. State Secondary Highways
C. Local Access Roads

Utilizing this method of classification, the State would assume major responsibility for the maintenance, improvement and operation of both the State Trunk and Secondary Highway system. Local communities would be responsible for all Local Access roads. Also proposed was periodic revision of classification when warranted by functional changes.


REGIONAL LOCATION
EXISTING HIGHWAYS
PROPOSED HIGHWAYS
EAST SHORE EXPRESSWAY
WARREN, R.I.
LOCATION - WARREN LIES APPROXIMATELY 12 MILES SOUTHEAST OF PROVIDENCE
POPULATION - 8,750 (1960 U. S. CENSUS)
SIZE - 6.4 SQUARE MILES
HIGHWAYS AND TRANSPORTATION - ROUTES 114 AND 136 CONNECTING WITH ROUTE 195. RAIL FREIGHT SERVICE, N. Y., N. H. & HARTFORD.
ESTABLISHED - 1746
TYPE OF GOVERNMENT - FIVE-MEMBER TOWN COUNCIL, ANNUAL FINANCIAL TOWN MEETING
HAS: PLANNING BOARD
ZONING BOARD OF REVIEW
ZONING ORDINANCE
SUBDIVISION CONTROLS
WORCESTER
MASS.
WOONSOCKET
BOSTON
NORTH CENTRAL AIRPORT
PROVIDENCE
N. Y., N. H. & HARTFORD RR.
NEW YORK
CONN.
T. F. GREEN AIRPORT
WARWICK
BARRINGTON
BRISTOL
FALL RIVER
NEWPORT
WESTERLY
POINT JUDITH
SCALE OF MILES

Since the Governor's Committee released its 1958 findings, one change of real significance has taken place: the proposal of an East Shore Expressway running through Warren and Bristol. This substantiates the value of long-range planning in the area of road classification by function. This deviation from the original outline of eight years ago was caused by the accelerated development in Warren and Bristol, together with the 1965 State acquisition of Colt Farm in Bristol to be developed as a park. These events necessitated a change in highway plans since the estimate of future traffic volumes had to be increased for the area.

Policy

The Town should adopt a modern highway classification system based on function alone. This policy will serve not only to guide State and Local officials in planning the best possible circulation pattern for Warren but will form the framework for establishing priorities for all roads within the Town. Moreover, this system should serve to standardize future design, improvement, maintenance and operation of every road in Warren.

It is recommended that Warren utilize the basic classification system set forth by the 1958's Governor's Committee with the addition of "Freeways" as a separate classification. Designating State Trunk (Primary) and Secondary highways as well as Local Access roads will assist in highway improvement determinations and priorities within the community.

The functional classification recommended for Warren is as follows:

FREEWAYS

With the primary purpose of connecting Bristol and Newport Counties to the Interstate System and providing a "through" route for non local traffic, the State of Rhode Island has proposed the construction of the "East Shore" Expressway, running from I-195 in Swansea, Massachusetts to the Mount Hope Bridge.

This highway will give to Warren a major, direct route to Providence and to major highways serving the entire eastern seaboard.

The three interchanges proposed for Warren will consist of two permanent connectors located at Vernon Street and Franklin Street. A third will tie into Kickemuit Road temporarily, to be replaced at a later date by a full interchange located near School House Road. This interchange is scheduled to become the eastern terminus of a future east-west highway to connect Route 37 in Warwick with Bristol County by spanning the Providence River.

The full interchange scheduled for north of Kickemuit Road will become a most essential connector for Warren:

a) It will provide direct and convenient access to the proposed industrial area, thus enhancing its potential.

b) It will serve as the Eastshore Expressway connector with the east-west highway when it becomes a reality. A considerable amount of disinterested through traffic will thus be diverted from central Warren. As the automobile traffic continues to increase, this by-pass will become even more significant.

The State of Rhode Island should be urged to proceed immediately on the development of this Freeway, in the interest of easing the general traffic flow in Warren. Construction of the east-west connector, while of prime importance to Warren, is considered to be somewhat far in the future. Consideration, however, should be given to the early construction of that portion of the connector running from the Freeway to the vicinity of Sowams Road in Barrington.

PRIMARY (TRUNK) HIGHWAYS

Highways in this category have as their primary purpose the handling of regional traffic.

Route 114 (Main Street)

Taking the Freeway out of this classification, the Primary Artery remaining is Route 114 (Main Street) which carries traffic from the Barrington Town Line to the Town of Bristol. Much of this artery, plagued by narrow width and curb parking, has inadequate capacity

to serve the demand for both local and through traffic that is required of it. While the Freeway may afford some relief to this artery, major relief will be forthcoming only when the east-west connector to Barrington is constructed, allowing disinterested Barrington traffic to by-pass Main Street in reaching the Freeway.

SECONDARY HIGHWAYS

These highways connect the trunk or primary highways with various sections of the Town and the adjacent communities.

Route 136 (Market Street, Kickemuit Road, Arlington Avenue, Metacom Avenue)

In the 1958 report, that portion of the highway from the Massachusetts line to Warren Center was included as a recommended Federal-Aid Primary Highway; however, the construction of the Freeway through Bristol County will relegate Route 136 to the Secondary category.

Route 103 (Child Street)

Starting in East Providence, passing through Barrington and Warren to the State line, this road was formerly a significant route connecting Providence and the eastern bay area with southeastern Massachusetts. Due to the recent construction of Interstate 195, multi-laned and limited access, added to Route 6 which parallels it, the major traffic load has thus been diverted, reducing Route 103's function to a secondary level.

Vernon Street

This local street will become a connector road for the new East Shore Expressway with Metacom Avenue (Route 136) and Main Street (Route 114).

Franklin Street

This local street will serve a similar function as Vernon Street upon completion of the Freeway.

Water Street and Campbell Street

This pair of streets forms a by-pass route around the central business district and serves to lower traffic volumes within this highly congested area. It also serves as the main access to the commercial and industrial uses along the waterfront. It is possible that completion of the Freeway and the east-west connector, plus traffic improvements within the C. B. D., may eventually reduce the significance of this secondary artery to local access functions.

MAJOR LOCAL ACCESS ROADS

This classification consists of streets which serve as collectors for local residential and commercial areas, connecting these areas with elements of the primary and secondary systems.

It is recommended that the following streets be classified as major local access streets due to their function and importance to the Town's internal circulation system:

1) Seymour Street
2) School House Road
3) Long Lane
4) Touisset Point (proposed)
5) Kinnicutt Avenue
6) Miller Street
7) State Street

These roads should be developed to standards of collector roads in line with their traffic volume. There should also be traffic regulations formulated to control traffic flow, intersections and driveway accesses to maintain their efficiency in this function.

All streets not included in the above four functional categories are to be treated as local streets to serve individual properties and provide access from these properties to the functional system. Included within this category are special access streets for parks, schools and other public land uses.

Implementation of this functional classification will result in a basic system of highways which, it is felt, will be adequate to serve the Town of Warren for many years. Of utmost importance is the completion of improvements to this system to gain the maximum value from the basic pattern of streets since the adequacy of several elements of the system depends upon the diversion of traffic to other arterials.

RECOMMENDED IMPROVEMENTS

The following actions in traffic improvement are recommended in order to gain optimum utility from the Major Thoroughfare Plan:

1. Freeway - construction of the proposed freeway at the earliest possible date on the approximate alignment proposed by the Rhode Island Department of Public Works. Where the proposed alignment parallels Birch Swamp Road, a shift to the east is strongly recommended to provide greater depth for property fronting on Market Street.

   There has been considerable discussion of a possible interchange at Child Street. It is felt that the feasibility of such an access depends upon the geometric standards involved in ramp design and that study and a final decision be requested of the Rhode Island Department of Public Works.

   In addition to the construction of the Freeway, it is recommended that early consideration be given to the construction of the connector from the Freeway to the Sowams Road area in Barrington to provide a suitable bypass for traffic which would normally travel through the C. B. D.

2. Primary System

   Control of curb parking on Main Street from the bridge to Broad Street, coupled with other traffic improvements in the C. B. D. is strongly recommended to increase the capacity and safety of this main artery. It is interesting to note that 23% of the recorded traffic accidents in Warren involve collisions with parked automobiles, as compared with an average of 10% nationally. The use of curbs for parking on this

narrow street retards the flow of traffic and severely raises the accident potential. The section of this report covering the C. B. D. suggests alterations to the traffic pattern and signalization to ease the painful congestion in this compact commercial area.

3. Secondary System

Again certain adjustments in traffic flow are suggested for Market Street and Child Street in the section on the C. B. D. Much of this improvement revolves around the creation of a "one way" street pattern on portions of these two streets and the closing of one small portion of Child Street at Main Street. Parking control is considered to be an essential part of the program for use of these two streets.

Since Vernon, Franklin and Kickemuit are to be the location of access ramps for the Freeway, there must be very careful regulation of parking and traffic flow to provide optimum access and egress to and from the Freeway. Certain adjustments of alignment and width for these streets should be made by the State at the time of Freeway construction to provide adequate flow to the Freeway.

Water Street presents a problem similar to Main Street with narrow width, curb parking (one side) and traffic congestion. While better traffic flow on Main Street will undoubtedly help Water Street, the long range answer is the elimination of disinterested traffic by diversion to the Freeway system.

4. Major Local Access Roads

Improvements recommended to this element of the street system are as follows:

a. Construction of an access road within the proposed Belcher's Cove recreation area from Mill Street to Hope Street. This street, aside from providing access to the recreation site, will connect up to 8 dead end streets and will greatly improve traffic circulation within this dense residential area.

b. Open Cutler Street to connect Child Street and Franklin Street, creating a north-south connector between Main Street and Metacom Avenue to provide better distribution of Freeway traffic entering Franklin Street.

c. Connect either Laurel Lane or Overhill Drive with Harris Avenue to effect a highly desirable connection between two adjacent plats.

d. Pave the connector between Maple Street and Locust Avenue to connect two dead-end street patterns.

e. Re-open Maple Road on Touisset Point to connect the Point area with adjacent areas in Massachusetts. This blocked street forces some Warren residents to gain access through Massachusetts.

f. Straighten the curve in Birch Swamp Road when Freeway construction is started. This will permit the recommended easterly movement of the Freeway alignment.

g. Widen Asylum Road to give proper access width to the Education center and contiguous residential and potentially developable areas.

h. Construct a new access road from Child Street (at Kinnicutt Avenue) south to Maple Road to eliminate the irregular alignment of Long Lane and provide ready access to Touisset Point. This street, combined with Kinnicutt Avenue and School House Road will form a local artery to connect Touisset, East Warren and North Warren. It will provide somewhat easier access to the proposed commercial and industrial area on Market Street.

Two regulatory measures can directly aid the Town of Warren in the implementation of a general circulation improvement program:

1. Subdivision Regulations
   Strict enforcement of the requirement for provision of adequate access to new subdivisions, both from arterial streets and from adjacent

plats can result in better integration of the minor street pattern to provide ease of access for public service vehicles and commercial vehicles.

2. Official Map (scheduled for 1967)

This recent planning tool can be used to eliminate many non-public ways and to protect future street locations. The benefits of such a map and ordinance in implementing the goals of the Major Thoroughfare Plan are quite apparent. Old private ways quite often become the responsibility of the community at a later date, involving maintenance and improvement of streets which are generally substandard. The advantages of being able to legally define future road locations needs little description.

ADDENDUM

At the time of the drafting of this report, two studies relating to the highway pattern of Warren have been completed and final reports are now being prepared for each.

The first study is the report on the East Shore Expressway, which is being assembled following public hearings held on the preliminary location proposed by the Statewide Planning Program and the Department of Public Works. It is assumed that the final location will approximate the location shown at the public hearing. The Comprehensive Plan has used this preliminary location with a minor shift near Birch Swamp Road.

The second study was initiated early in 1966 by a consultant under contract with the Department of Public Works and was directed toward the circulation systems of both Bristol and Warren. This report is scheduled for release in January 1967.

This study is a comprehensive survey of the circulation patterns of both communities and has been integrated with the proposed freeway alignment with the major objective of gearing local street patterns to changes in traffic anticipated from freeway construction. It is understood that the pairing of Main and Water Streets as one-way arteries is a major consideration of this report, together with other improvements designed to supplement this pattern of flow and to carry through-traffic around the C.B.D. Diversion of this through-traffic is the major objective of the proposed connector from Barrington to the freeway, suggested in the Major Thoroughfare Plan. Should the construction of this connector be delayed, implementation of such a one-way system offers a logical alternate measure which should be considered.

The timing of the Comprehensive Plan report has not permitted the use of recommendations from this new study. However, it is recommended that this traffic study, when released, be closely reviewed and that recommendations be considered for incorporation into the Thoroughfare Plan. The detailed data and analysis material contained in this study will be of great value in finalizing improvement programs for the C.B.D. and for the general street system of Warren. A meeting of the Warren Planning Board and the State D.P.W. should be scheduled to review the Plan report and the traffic study to establish a schedule for various highway improvement projects.

COMMUNITY FACILITIES PLAN

A Plan of Community Facilities has as its primary purpose, the direction of municipal facilities growth in such areas as schools, recreation, public facilities and other services shared in common by the residents of the Town.

Through long range planning in these areas of community development, the aggravation and expense of "crisis" planning can be held to a minimum, since such late planning generally results in piecemeal construction in a manner that can be far from satisfactory.

Warren's growing population which is rising at a more rapid pace than heretofore experienced, has and will for some time continue to need expanded community services and facilities. This condition has made careful planning and programming of facilities in Warren, most essential.

For the purpose of presentation, the Community Facilities Plan section of this report will deal with the major categories of facilities in the following order:

1. Public Schools.
2. Recreation and Conservation areas.
3. Public Utilities.
4. Public Works.
5. Protective Services (Fire and Police).
6. Town Hall and Civic Center.

1. PUBLIC SCHOOLS

The education of tomorrow's leaders in every community is a demanding, complex and continuing matter. Among the numerous factors which affect the educational function are land development patterns, changing educational standards and the very practical element of cost. Therefore, no single set of rules can be applicable to every City or Town.

Warren, not unlike other Towns in the throes of accelerated population growth, is presently grappling with the problem of new school construction. At the request of the Town Council in the fall of 1965, the Rhode Island Development Council did a school study specifically relating to a proposed location and generally

to the entire school system. At that time it was suggested that Warren consider creating an Educational Center at the present High School area.

A special Financial Town Meeting was held and the voters approved a one million dollar bond issue for the construction of an elementary school consisting of twenty classrooms, to be located in the proposed Educational Center area. To direct the building of this school and the site purchase, a School Building Committee was appointed and is presently engaged in this task.

Warren's projected school enrollment for 1970 indicates a five year increase of approximately 400 pupils, bringing the total school population within the 2400-2500 range. This estimated student body will result in a deficit of about fifteen classrooms despite the twenty-room elementary school about to be constructed and scheduled to be operational sometime after September 1967. This deficit is based upon standard classroom assignments, far below the overcrowded pupil to room ratio now being experienced.

To accommodate, at reasonable standards, the projected school enrollments in future years, the following actions by the Town of Warren and particularly by its School Committee, are recommended:

A. That a thorough study be initiated to evaluate all public school buildings and the overall educational program. Based upon this study together with projected pupil enrollments, a Comprehensive School Plan must be formulated. This plan can then serve to remove Warren's School System from the area of uncertainty, establishing a guide for future actions by the School Committee and other Town agencies. The work required in developing such a plan demands a high degree of competence. It could be performed either by a professional School consultant or the School Committee and School Superintendent working as a team.

B. It is recommended that a new Junior High School Building be erected by 1971 to house 500 to 600 pupils in three grades. This unit would be properly located within the expanded Education Center

as proposed in the earlier study.

C. The Joyce Street School should be phased out of the system when the new Junior High School is opened.

D. The Mary V. Quirk School should, at the same time, be converted to elementary use. A general renovation of this building is recommended.

E. Properties adjacent to the Mary V. Quirk School should be acquired to provide a reasonably adequate outdoor recreation area.

F. Suggested for serious consideration is the closing of the Liberty Street School. The land area thus released could function as a neighborhood tot lot and the 1847 building can be demolished or, if deemed appropriate, conveyed to a civic organization for possible use. It is possible that the historic value of the structure might lend itself to use by a historical or preservation society as a headquarters or museum.

G. The Main Street School, deficient in outdoor recreation space, should be augmented by the acquisition of additional land. Renovation of this structure is recommended.

H. Properties adjacent to the Child Street School should be acquired for possible future expansion of this School. A general renovation of the building is recommended.

Assuming that all of the above recommendations are implemented in the future, the Warren School System will then consist of the following buildings:

A. Warren High School (existing at "center") 650 seats
B. Warren Junior High School (proposed at "center") 500-600 seats
C. Mary V. Quirk Elementary School (existing) 250 seats
D. Child Street Elementary School (existing) 250 seats
E. Main Street Elementary School (existing) 250 seats
F. New Elementary School (proposed at "center") 500-600 seats

Total Projected Capacity - 2400 to 2600 seats

It is believed that these structures, with suitable modernization of the older units, will be able to accommodate the projected school population of Warren for a period of at least ten years. By continuous updating and refinement of school population projections and studies of enrollment trends, Warren will have sufficient "lead time" to plan for future additions to the school system beyond this period.

2. RECREATION AND CONSERVATION AREAS

During the course of the planning inventory surveys of Warren, it was noted that a definite deficiency in recreation facilities exists in the community, particularly of the neighborhood playground type. This deficiency, in part, stems from the concentration of elementary schools in the dense areas of the community on sites that are far too small to provide any reasonable amount of neighborhood recreation space. A large void exists in the rapidly developing South Warren area where the rising population has created a need for neighborhood recreation facilities.

The Town Beach, adequate in the past, is becoming too small in the light of the rising population that it must serve. The Warren High School does provide a modern athletic field which can serve the Town adequately for many years.

An inventory of what may be considered as the major public recreation areas (exclusive of elementary school sites) in Warren is as follows:

Burr Hill Park	7.6 acres	Passive Recreation
Warren Town Beach	2.3 acres	Bathing
Warren High School	15.8 acres	Athletic Field.

The inventory of land use included several informal, semi-public and commercial recreation uses within the total, giving a somewhat high figure attributed to public recreation. In addition, the inventory did not note any areas within the community that were reserved or devoted to conservation, in spite of the existence of many areas of tidal marsh.

To bring Warren closer to a position of adequacy in the area of public recreation and to provide for an effort toward conservation, the following recreation and conservation areas are recommended for acquisition or other action toward their reservation for public use:

A. Belcher's Cove Recreation Area

This exposed and little used strip of land bordering the built-up area of the Town is recommended as a site for conservation, recreation and beautification.

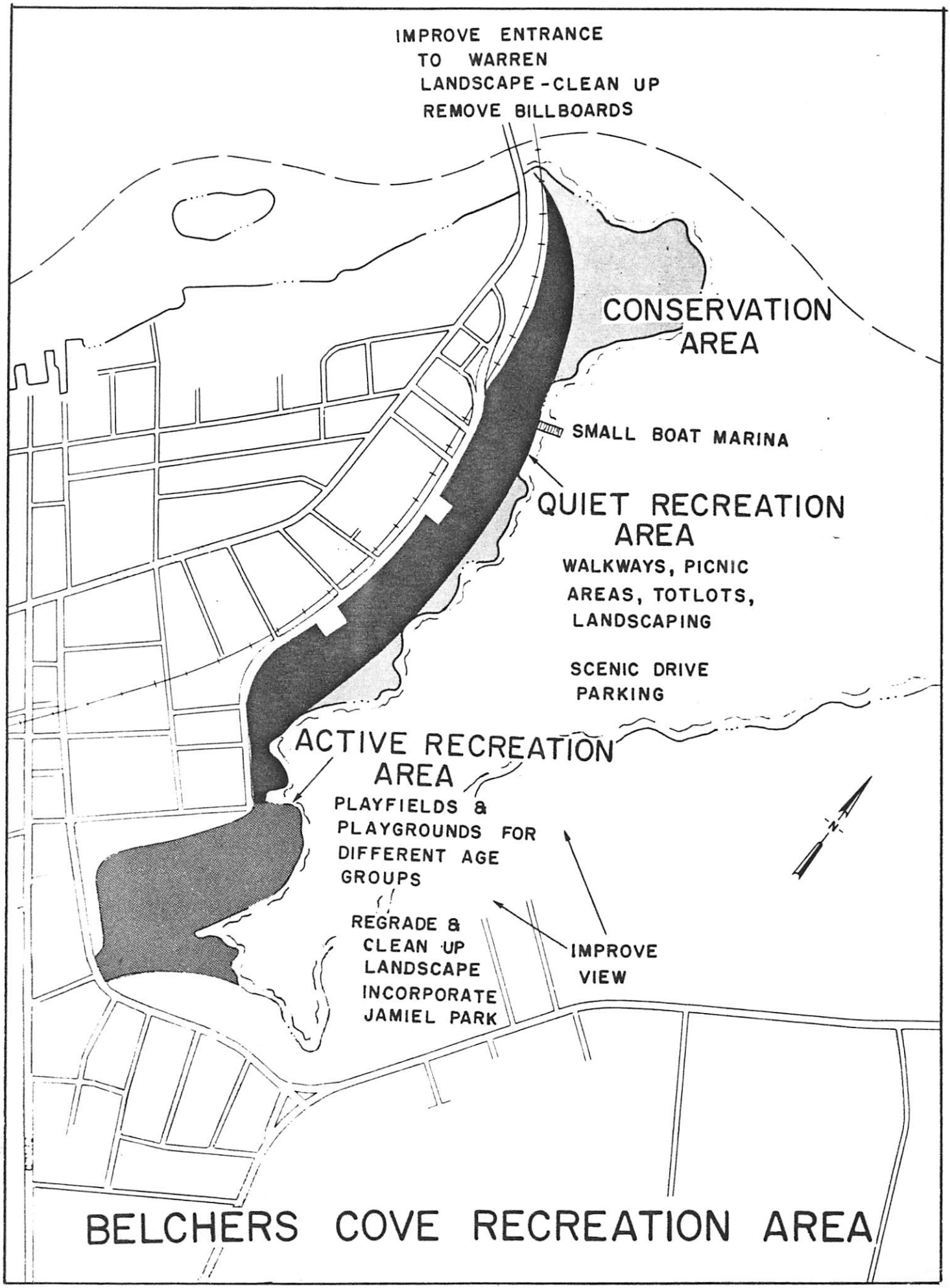
Among the purposes its acquisition and development would serve are:

1) Creation of a passive recreation area.
2) Creation of much needed active recreation space, including a "tot lot".
3) Conservation along the Cove's waterfront.
4) Creation of a Scenic Drive which will double as a connector for several inefficient dead end local streets.
5) Creation of a visually attractive northwestern facade for Warren through the cleaning, landscaping and orderly utilization of the now unsightly area, including the old Town Dump.

Changes along Belcher's Cove of the character recommended will benefit Warren and its residents to a degree rarely achieved by any single project. A high priority is assigned to this project.

B. Playground (Seymour Street)

Town acquisition of three to five acres of land located near the northwest corner of the planned East Shore Expressway and Seymour Street, is recommended. A playground in this general area of south central Warren, where no such facility exists, would reasonably serve this rapidly developing residential section. Some portions of this proposed facility may be acquired as reservations within future subdivisions in the area. A high priority is assigned to this project.


IMPROVE ENTRANCE
TO WARREN
LANDSCAPE - CLEAN UP
REMOVE BILLBOARDS
CONSERVATION AREA
SMALL BOAT MARINA
QUIET RECREATION AREA
WALKWAYS, PICNIC AREAS, TOTLOTS, LANDSCAPING
SCENIC DRIVE
PARKING
ACTIVE RECREATION AREA
PLAYFIELDS & PLAYGROUNDS FOR DIFFERENT AGE GROUPS
REGRADE & CLEAN UP LANDSCAPE
INCORPORATE JAMIEL PARK
IMPROVE VIEW
N
BELCHERS COVE RECREATION AREA

C. Playground (Laurel Park)

The as yet sparsely built up residential area east of Metacom Avenue shows considerable potential for home development. With its attendant population increase, the need being created for playground space will become ever more apparent. The acquisition by the Town of from three to five acres of land in this area is recommended for this purpose. Again, it may be possible to use subdivision control to reserve portions of this site.

D. Main Street and Mary V. Quirk Schools

Both of these schools possess outside play areas which are very substandard. Recommended is the acquisition of additional land area adjacent to their present minute playground space. A high priority is assigned to these projects.

E. Liberty Street Tot Lot

This built up area does not provide a play area for its many small children and it is recommended that a tot lot be created in this area to satisfy the need. This type of facility specifically serves pre-school children and is a valuable asset to any congested residential section. A location on the school lot or nearby is recommended.

F. Education Center Site Expansion

The acquisition of land abutting the High School property is recommended. Some of this land area, vulnerable to occasional runs of high tide, could become a desirable passive recreation site located beside and related to the Educational Center but designed to serve the general area. Future additional school construction at the Center will require additional land area.

G. East Warren - Touisset Beach

The Kee property with special emphasis on the area adjacent to the Kickemuit River is highly recommended for a recreation site and second beach development. This beach area, while not a critical need at the moment, will become increasingly valuable to the growing Town. As

this and the present beach lie on different bodies of water adjacent to Warren, the added benefit afforded Warren would prove invaluable in the future as the East Warren area develops.

H. Reservoir Recreation and Conservation Area

The Wujcik property described as a possible recreation site for northeast Warren is comprised of several land parcels diverse in character. It is recommended that consideration be given to acquisition of that portion adjacent to the reservoir which offers both conservation and recreation potential.

I. Ambrose Property

This elongated tree clad property stretching from Market Street to a point near the Palmer River could serve as the initial element of a recreation site for North Warren. It is suggested that consideration of this site be coupled with plans to acquire additional acreage and waterfront access. This site will also form a valuable public right of way to the River.

J. Marsh Conservation

It is recommended that certain salt water marshes along the Palmer, Warren and Kickemuit Rivers, as shown on the Community Facilities Plan map, be preserved. State use of the "Marshland Zoning Act" would provide a valuable tool in the conservation of such natural areas. In recent years, the protection of areas vital to nature's processes has become increasingly important and is the objective of both State and Federal Programs. Marshland zoning, easements or acquisition are suggested as possible methods of preserving these areas.

K. Town Beach

Warren's Town Beach is serving its function in a reasonable manner at the present time. However, serious consideration of eventual acquisition of the adjacent waterfront to the north is recommended. As the Town's population grows the need for waterfront areas will increase correspondingly and prompt expansion of this area is recommended.

L. Riverview Park

Since the waterfront is a significant feature in Warren's development history, it deserves to be properly used in any long range plan for recreation and beautification. It is recommended that the waterfront property, formerly a coal yard adjacent to Church and Water Streets be acquired as a Park area. A passive park area and water overlook with suitable landscaping, park benches and walkways is envisioned for this location.

3. PUBLIC UTILITIES

Water Supply

In spite of the fact that the present water system for Bristol County is operated by a private company, the general public interest demands that the Town Government be involved in the entire problem of maintaining and expanding a safe and adequate supply of water. The rate and character of development in presently vacant areas is directly influenced by water supply and its availability to such areas.

Steps must be taken by the Town Government, on behalf of the people of Warren, to ensure:

1. That the Bristol County system is connected to the statewide system which is now in the initial stages of implementation.

2. That extensions of service are made to areas of potential development and to outlying areas of existing development not presently served. A program and schedule of water main extension should be planned jointly by the Town and the Water Company.

3. That the present reservoir supplies are fully protected from potential pollution by the regulation of development in adjacent properties.

4. That provision be made in the future for the possible inclusion of adjacent Massachusetts communities within the system. Logic would dictate extension of the present system in preference to creation of new, limited systems.

Ultimately, it is anticipated that all Rhode Island communities will be served by one large system operated by or under the control of one state-wide public water authority. While this may be far in the future, the general public interest demands that water supply be closely coordinated with community development, with the objective of eventually providing public water service to all areas of the community.

Sewerage

Warren, in contrast with many Rhode Island communities, is fortunate in having a sewer system which provides services to much of the urbanized area of the community.

In much the same manner as in water supply, sewerage must be eventually supplied to all areas of potential development. To achieve this objective, the following actions are recommended:

1. Use of available "Public Works Planning Advance" funds from the Department of Housing and Urban Development to finance a study to develop a comprehensive program of sewer improvements and extensions into areas of potential development and developed areas not now served. Such a study would, in effect, serve to update a study of 1954 which developed a "Master Plan for Sewers" for the area then undergoing urbanization. Such funds can be used for both preliminary planning and, later, final engineering designs.

2. A three-phase sewer extension program in line with the results of the recommended study, to achieve the following:

   a. Completion of sewer service to the South Warren area.

   b. Extension northward to provide service to the potential industrial area and contiguous areas of potential commercial and residential development near Market Street.

c. Extension easterly to provide service to future elements in the Education Center and to the East Warren-Touisset area.

Because of the importance of sewer service to future development, planning for the extension of the system is considered to have a very high priority.

4. PUBLIC WORKS

For planning purposes, future requirements of the public works function of the Town government are confined to three particular items: sanitary fill, town garage facilities and street lighting.

It is understood that the current sanitary fill area has a limited life and that provision for one or more sites must be made in the near future. Such future sites must be considered as interim solutions to the problem of refuse disposal with the long range solution lying in some kind of a permanent, regional facility such as an incinerator.

It is recommended that the abandoned railroad cut in the vicinity of Long Lane be investigated for its suitability as a sanitary fill site. Ultimate leveling of this cut and elimination of the bridge are considered to be desirable objectives that could be achieved by use of sanitary fill. Consideration should also be given to use of sanitary fill in portions of the expanded Education Center site to establish proper grades for later open uses. It is recommended that a sub-committee of the Citizens Advisory Committee be charged with studying locations for sanitary fill and with investigating long range possibilities for regional solution of the refuse disposal problem.

There is an apparent need for a public works headquarters and garage facility to replace the current facilities that are within a proposed recreation area. While several locations may be suitable for such a public works facility, the North Market Street area appears to offer the possibility of good service to all areas of the community because of the desirable highway access that is afforded by Market Street and the proposed expressway. The facility envisioned could be similar to the new Barrington D.P.W. garage and headquarters but on a somewhat reduced scale.

It is recommended that the Highway Surveyor be instructed to study this problem and recommend locations and building requirements for review by the Planning Board and Town Council. Parallel consideration should be given to elevating the public works function of the Town Government to the status of a department. This problem should be considered by the committee suggested in the implementation stage to study Town Government.

The general quality of street lighting in Warren has been rated high by the Narragansett Electric Company in a recent report. In the interest of traffic safety and crime reduction, this well conceived program should continue, related to newly developing areas and to changes in use in older areas.

5. PROTECTIVE SERVICES

Fire Department

Currently there are five fire station locations serving Warren. These companies are individually chartered volunteer organizations with a unified central control through the Fire Chief. While it is believed that ultimately the fire service will become a part of Town Government, the volunteer organizations do offer good service to the community and will continue to do so in the future.

Three factors in the fire service have been noted during the course of these studies:

1. The concentration of fire stations in and around the central business area.

2. The lack of facilities serving the Touisset Point area.

3. The apparent need for additional space at the headquarters facility in Town Hall.

In the light of these factors, the following recommendations relative to fire service are made as part of the Comprehensive Community Plan:

1. That additional space be provided within the Town Hall - Civic Center complex to house the

present units (Rescue, Massasoit Hook and Ladder and Central Fire Company) stationed there and to provide space for additional units (covered in a later section).

2. That consideration be given to the transfer of some downtown companies to the downtown headquarters.

3. That some immediate coverage be provided to the Touisset area by stationing a 2,000 gallon minimum tank truck in the area with a view toward a permanent facility at a later date, perhaps coupled with the creation of a permanent department. The possibility of later transfer of a downtown company to this location may be considered.

Police Department

Other than the obvious need for additional space, no comments are made relative to police service in Warren. It is recommended that additional space be provided within the Town Hall - Civic Center for police operation with sufficient floor space to cover possible department expansion in future years. This recommendation is covered in more detail in a later section.

6. TOWN HALL - CIVIC CENTER

The portion of this report covering the central business area includes the recommended development of a Town Government center or Civic Center in the area now occupied by the Town Hall, Public Library, Joyce Street School and adjacent private parcels. Envisioned for this Civic Center are the following:

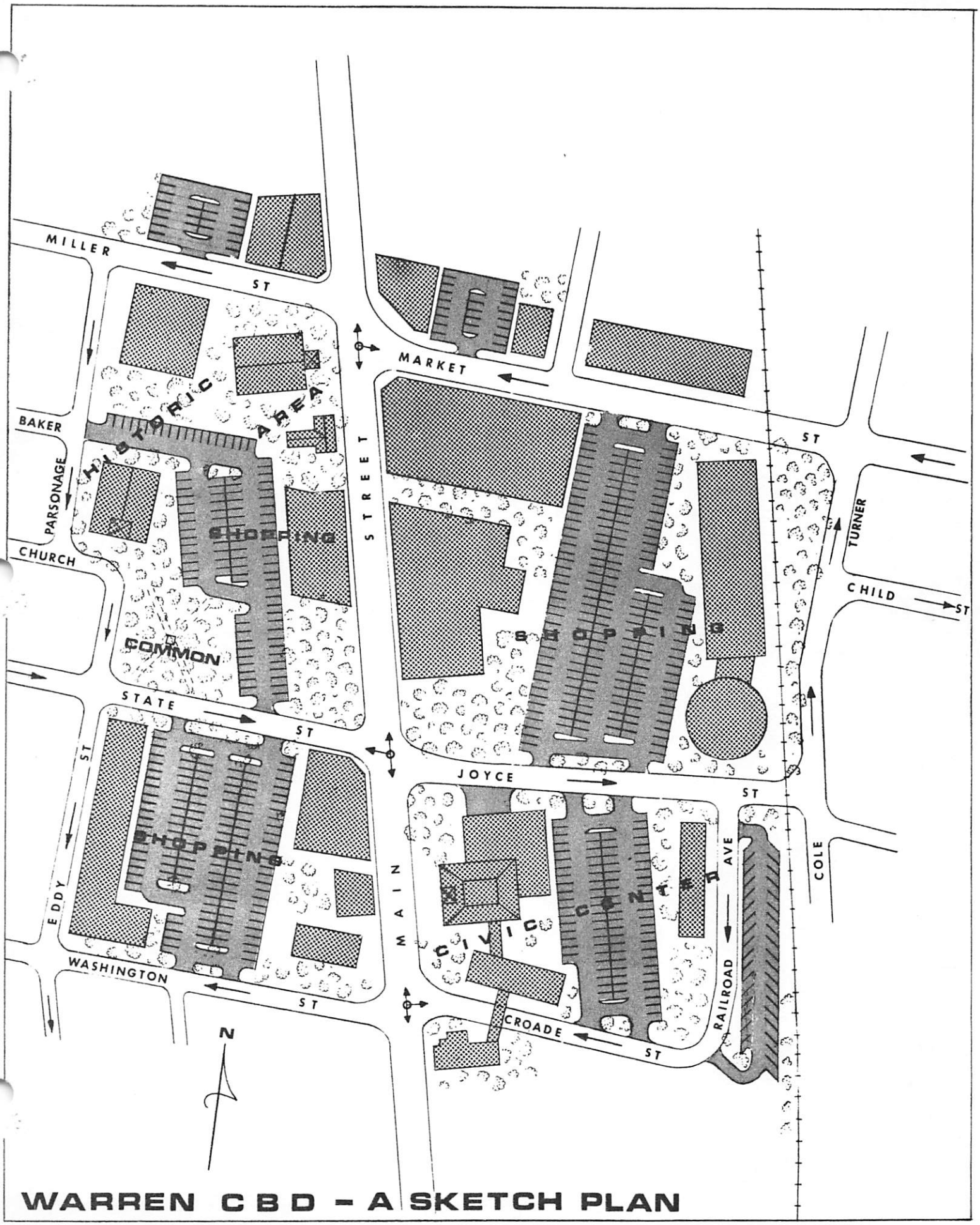
1. Expanded Town agency offices.
2. Additional space for the Police Department.
3. Additional space for a Fire Station.
4. Extension or enlargement of the Public Library.
5. Space for the School Department, unless a location at the Education Center is preferred.
6. Meeting rooms and adequate chambers for the Town Council.
7. Adequate space for District Court and Probate Court functions.

8. Possible space for non-local government functions such as state offices, postal facilities and others.
9. Off-street parking facilities.

No attempt has been made to design this proposed Civic Center within this study. However, it is recommended that a sub-committee of the Citizens Advisory Committee be given the task of assessing Town space needs. It is further recommended that architectural services be engaged to work with this committee to determine feasibility and costs of renovating and extending the existing Town Hall and Library structures to provide needed space for the aforementioned functions.

As time passes, the Town grows and government expands; this problem of government office space will become more and more acute. Action in this direction is considered to be of utmost urgency.

Implementation of this program of community facilities expansion will satisfy the projected requirements of the Town of Warren for the next ten to fifteen years. Periodic study and up-dating of the Comprehensive Plan will permit the adequacy of this program to be maintained in the future.



WARREN CBD – A SKETCH PLAN

THE CENTRAL BUSINESS DISTRICT - A POTENTIAL RENEWAL AREA

Warren's Central Business District (C.B.D.) suffers from problems common to many older commercial areas developed in the 18th and 19th centuries. In very general terms, these problems may be described as follows:

1. Extreme traffic congestion caused by substandard street widths, an excessive number of intersections and curb parking which combine to create vehicular friction, resulting in a slowing of traffic movement. Compounding these problems is the high percentage of through traffic within the C.B.D. In addition to and because of the traffic problem, pedestrian travel throughout the area is hazardous.

2. Obsolescence of commercial structures, rendering them unattractive and inefficient for modern methods of merchandising. Only isolated attempts have been made to refurbish stores to stimulate business. Many of the buildings are wood frame structures converted from older residential uses. Many of these are, at best, only marginally suited to business use without extensive and careful renovation.

3. The inability or unwillingness of many of the merchants in the C.B.D. to provide any of the fringe services, such as parking, to their customers. With some exceptions, proprietors have relied upon the curb parking spaces to serve their stores, with little provision of off street space for customer parking. In some instances, it has been noted that merchants themselves occupy curb spaces, forcing customers to seek space a distance from their destination. In terms of total space, there appears to be no shortage of parking space in the Warren C.B.D.; however, the supply of space is not particularly well located to serve the heart of the area and is, with the exception of curb parking, hidden from the view of the motorist.

4. No serious effort appears to have been made to improve the over-all appearance of the C.B.D. Very little natural growth can be found and the facade of mixed commercial buildings is unbroken by vegetation, except at the Town Hall and the church. There is no control of signs and no uniformity of design elements.

The solution to many of the ills of the Warren C.B.D. lies in a combination of both public and private action designed to provide some of the amenities that are a part of the attractiveness of modern shopping areas.

While it is not the purpose of this Comprehensive Plan Report to present detailed plans for the renewal of the C.B.D., several courses of action are suggested to the Town of Warren to initiate a long range program of downtown improvement. Any substantial improvement of the area will require the expenditure of both public and private funds. Some of the public funds will be available from non-local sources through grant and other aid programs of the State of Rhode Island and the Federal Government in the areas of urban renewal, urban beautification, highway construction and others. Merchants will be expected to improve structures, modernize merchandising techniques and develop coordinated programs to attract shoppers to the area. In providing parking facilities, action by both the Town and the merchants will be required.

The attached sketch shows one possible guide plan for the C.B.D. Because of the general nature of this report, this C.B.D. presentation is necessarily schematic and represents one of, perhaps several, possible solutions to the general problem of the C.B.D. Final plans, of course, will be the result of detailed area surveys which must be done at a later date. If this area does, in effect, become an urban renewal project, these plans would normally be developed as a part of the "survey and planning" phase of the renewal program and can be financed through an advance from the Department of Housing and Urban Development. The sketch indicates the following general proposals relative to the Warren C.B.D.:

A. Traffic

1. The closing of portions of several streets to eliminate awkward intersection spacing along Main Street. Insofar as it is possible, these rights of way should be retained for pedestrian travel and use by emergency vehicles and delivery vehicles (at specified hours). In effect, these closed streets would become pedestrian malls such as the Westminster Street facility in Providence.

2. The pairing of Market Street and Joyce-Child Street as one way arteries with Market Street in a westerly direction and the other in an easterly direction. A new cross connector will have to

be provided near Redmond Street to direct traffic to and from this one way pair to the normal two way pattern to the east. The designation of Miller, State and Washington Streets as one way to conform to the Joyce-Market pair and the development of a parallel feeder street along the alignment of Cole and Turner Streets and another feeder in the vicinity of Parsonage and Eddy Streets. This basic pattern will permit the distribution of traffic to off-street parking facilities at the rear of the Main Street frontage.

3. Retention of two way traffic on Main Street and the elimination of curb parking from the Warren River Bridge to Broad Street. In addition, the elimination of curb parking from other major downtown streets must be considered in the interest of maximizing traffic capacities. This parking elimination will depend upon the curb to curb width that can be provided on each street.

4. A system of coordinated traffic signals along Main Street at the intersections of Market Street, Joyce Street and Washington Street, timed to permit maximum traffic flow and equipped with pedestrian wait-walk lights. Such a coordinated series of signals should be controlled from the downtown fire station to allow for rapid passage of emergency vehicles through the C.B.D.

B. Development

1. The development of a "civic center" area in the vicinity of the Town Hall, using the Joyce Street School site, Public Library site and acquisition of other private property in that general area. This civic center will provide space for expanded fire, police, library, school administration, government offices and other civic uses as they are needed in the future. If the town growth so demands, a new post office structure should be planned for this area in the future.

2. The opening of the C.B.D. by the elimination of commercial structures on the corner of Joyce

Street and Main Street and the corner of State Street and Main Street, coupled with the development of a continuous belt of parking and landscaped open area running from Main Street in both an easterly and westerly direction. This will effectively open up the old Warren Common and the two beautiful church structures to serve as elements in the overall design of the C.B.D. In addition, the parking areas will be made a visual part of the entire area, open to view from Main Street and accessible from the feeder streets. Since the schematic character does not permit the accurate determination of parking space shown on the sketch, it is not possible to estimate accurately the gain in parking opportunity represented in the plan. In very general terms, the space allocated in the sketch would accommodate approximately 650 car spaces. At present, there are approximately 225 off-street spaces within the central area plus at least 250 curb spaces which would largely disappear under these proposals. It appears that the attached sketch plan for the C.B.D. would result in a net gain of approximately 150 to 200 parking spaces within the compact core of the C.B.D.

3. The use of the closed off streets as pedestrian malls would certainly add to the attractiveness of the C.B.D., assuming that a program of planting and beautification were undertaken. Planting boxes, benches, suitable lighting and piped music, following the lead of the City of Providence, would most certainly prove to be an attraction to shoppers in the Bristol County area. This must be coordinated with a parallel program to spruce up the facades of many of the older buildings that are deemed to be suitable for long term use as business structures.

C. Organization for Action

1. As an initial step in the implementation of some improvement of the C.B.D., it is recommended that a subcommittee be formed within the framework of the recently appointed Citizens Advisory

Committee for the purpose of developing a series of guidelines and a plan of action for upgrading the central business district. This sub-committee should have a membership that is representative of all interested parties: the Planning Board, the Chamber of Commerce and the general public to form as broad a background as possible. At a later date, depending upon the findings of this sub-committee, a Redevelopment agency may be formed to draft definitive plans for renewal action. Funds are available from the Department of Housing and Urban Development to local Redevelopment Agencies to finance the cost of survey and planning activities preparatory to the initiation of urban renewal projects. It will be up to this C.A.C. subcommittee to determine if urban renewal is the best course of action for the C.B.D.

THE SUCCESS OF ANY C.B.D. IMPROVEMENT IN WARREN WILL DEPEND UPON THE ACTIVE PARTICIPATION OF THE MERCHANTS. FOLLOWING PHYSICAL IMPROVEMENT OF THE AREA, THE C.B.D. WILL REQUIRE AN ACTIVE PROGRAM OF PUBLICITY BY THE MERCHANTS TO ATTRACT AND MAINTAIN PATRONAGE.

IMPLEMENTATION PROGRAM

IMPLEMENTATION

Since the value of the Comprehensive Plan to the Town of Warren lies only in the degree to which its various features are implemented, this section suggests a program designed to continue the plan proposals to the point of execution. In general, the features suggested in the Plan elements fall into three categories of action:

1. Matters of Town policy requiring study or action by the Town government.

2. The Regulation of development, both public and private, by the adoption of codes and ordinances which control various aspects of development.

3. Capital Improvements by the actual construction or acquisition of facilities which have been recommended in the Plan.

POLICY

1. Adoption of the Comprehensive Community Plan

Initial adoption of the Plan by the Planning Board and, after public exposure, adoption by the Town Council as a statement of Town policy on development matters. Such adoption by the Town Council is a requirement of many State and Federal programs offering various aids to communities. Essential to the adoption of the Plan is the full understanding of the Town Government and the general public.

As an initial step, it is recommended that the Citizens Advisory Committee study and review the Comprehensive Plan.

2. Review and Updating of the Comprehensive Plan

Since the currency of the Plan is essential to maintain its validity, the Warren Planning Board must periodically review the Plan and, in the light of current trends, recommend changes or modifications to the Town Council for adoption. Like any other document, changes in current social, physical and economic values can affect the Plan. When such changes occur, the Plan document must be changed to ensure maximum utility to the community.

3. Citizens Advisory Committee

The recently appointed 21 member Citizens Advisory Committee is a very important step toward the implementation of significant planning measures. Aside from the fact that it is required under the "Workable Program", the broad base of such a committee should prove valuable to Warren in areas not directly related to the planning program. Since it is representative of many facets of the population and economic activity of the community, this committee will be able to form a bridge between the plan making process and the citizenry, rendering many of the studies, plans and actions of the Town Government more responsive to the needs and desires of the public.

The Comprehensive Plan envisions a major role for the C.A.C. in the implementation phases of the planning program and related activities. Throughout this report, reference has been made to certain activities which can be studied by subcommittees of the C.A.C. These are:

1. The C. B. D.
2. Refuse Disposal
3. Historic Preservation
4. Codes Review
5. Government Organization
6. Civic Center
7. Industrial Development

Certain of these studies will require the addition of ex-officio agency heads or technicians to the individual study but the general goal of C.A.C. involvement in each of these study areas will be maintained.

4. Town Government

While the planning program has not been directed toward studies of Government in Warren, it is believed that the anticipated growth of the community warrents some thought on the structure of the Town Government. With each new program and facility that is undertaken, the form of Town government becomes more complex, a complexity that requires, in many cases, full time administration. More and more Rhode Island communities are considering the possibility of a full time qualified "administrator" or "manager" as a means of coordinating the diversifying

functions of local government. It is recommended that Warren be alert to the rising complexity of the government and that some study be given to this problem of future government organization. It appears that a subcommittee of the Citizens Advisory Committee might be a logical group to initiate preliminary studies.

Of a more specific nature, it is recommended that the ordinance establishing the Warren Planning Board be studied in detail to ensure that this basic planning document provides the best possible organization for future planning in Warren. Essential points to be studied are the terms and appointment of Board members and the duties of the Board.

5. Planning Referrals

With the development of the Comprehensive Plan, it is vital that all matters bearing upon the development of the Town of Warren be formally referred to the Warren Planning Board for its comment and recommendation. The Planning Board will now be in a position to evaluate proposals in the light of the Plan and recommend courses of action in conformity with the basic goals and programs contained in the Plan.

6. Workable Program

Since Warren will undoubtedly be making use of Federal funds in the future, it is recommended that the community obtain certification of its "Workable Program" by the Department of Housing and Urban Development and, further, that steps be taken toward annual re-certification of this program. Recent Federal legislation indicates that more and more aids provided in national programs will be contingent on such a "Workable Program" and the recommendations in this Plan report are oriented toward the continuing eligibility of Warren's program for certification. It is essential that one Town official be given the responsibility of providing the coordination necessary to assure annual recertification of the program. Such work cannot logically be done by an unpaid Board or Committee.

7. Historic Preservation

During the course of the inventory studies, many historic structures were noted, particularly in the Water Street

area and in the area between Main Street and Water Street. While many of these old structures appear to be dilapidated, many also appear to be in relatively sound condition and certainly worth preserving as examples of the colonial and nineteenth century heritage of the community.

It is recommended that a sub-committee of the Citizens Advisory Committee be appointed to study, in conjunction with the Massasoit Historical Society, the entire problem of preservation of historic buildings in Warren. This should include an inventory and analysis of structures and a program for preservation. Such a program might include the use of Historic Zoning plus funds from private and, possibly, public sources for actual restoration.

8. Regional Cooperation

It is important that Warren, in the light of problems shared with other Bristol County communities and with the State of Rhode Island, maintain some degree of formal coordination with the region and the State. Such coordination will permit local programs to be closely related to each other and to State planning activity. Two actions are suggested to achieve coordination:

A. Creation of an inter-town committee (Barrington, Bristol, Warren and East Providence) comprised of one member of each local planning board or periodic joint meetings of the respective local planning boards.

B. Continuation of the present arrangement (by memorandum of agreement) between the Statewide Planning Program and the community to coordinate State and local plans. Although this agreement has been executed as a part of a particular project, the continuation of this or a similar arrangement in future years is essential.

Such cooperation and coordinated study can cover areas of common interest such as: water supply, rubbish disposal, highways and others where the solution to problems lies beyond Town boundaries.

9. Industrial Development

The Land Use Plan has proposed a substantial site in North Warren, adjacent to the proposed freeway, for allocation to future industrial development.

In order to assure the proper use of this area, it will be necessary for an industrial development program to be initiated to publicize the site and to work with the Rhode Island Development Council in soliciting prospects for the area. It is suggested that initial steps in this direction be handled by a Committee of the Citizens Advisory Committee which can draw up guide lines for the use of the area. At a later date, an Industrial Commission or Foundation can be formed to actively manage the development of the site. Use of the 100% financing program of the Rhode Island Industrial Building Authority may aid the community in the development of this area.

10. Civic Center

As mentioned earlier in this report, a sub-committee of the Citizens Advisory Committee should be given the task of studying the problem of municipal office space needs and determining the adequacy of the present Town Hall and library for expansion. By use of architectural consultation and conference with Town Agencies, a guide plan for development of the downtown Civic Center can be drafted by this group.

11. Downtown Renewal

The section covering the C.B.D. has suggested the use of the Citizens Advisory Committee as a vehicle to do some preliminary studies of the C.B.D. with the objective of improvement and modernization of this area. This is considered to be a very important task and could lead to a comprehensive program of urban renewal. It will be the duty of this committee to study the feasibility and extent of renewal necessary to accomplish this objective. Following such studies, the machinery to implement a renewal program can be established.

12. Sources of Funds

Realizing that any physical improvement of the community will require the expenditure of funds, it is strongly recommended that the Town Council, Planning Board and other Town Agencies become aware of the various sources

of funds open to the Town and that use be made of such sources where project eligibility is established.

The State of Rhode Island aids in the fields of urban renewal, local planning, recreation and conservation development, school building and others. The Federal Government, through its various Departments, offers grants and aids for local planning, public works planning and engineering, renewal planning and projects, urban beautification, code enforcement, recreation and conservation areas, sewer and water system construction and others.

REGULATION

With the completion and adoption of the Comprehensive Plan, several types of regulation can now be adopted or modified to guide development toward the Plan objectives:

1. Zoning Ordinance - periodic study and revision to conform to the pattern recommended in the Land Use Plan. (Scheduled for 1967-68).

2. Subdivision Regulations - periodic study and revision to assure adequacy in the light of changing techniques of development and standards of street construction.

3. Official Map - to provide for implementation of certain objectives of the Major Thoroughfare Plan. (Contracted for 1967).

Other regulatory ordinances recommended for adoption and/or periodic revision are:

1. Minimum Housing Code - to regulate and establish standards for human habitation in all residential structures. This is a prime tool in arresting factors of blight which, if uncontrolled, can lead to the creation of slum areas. This is a requirement of the Workable Program and must be adopted before the first annual recertification will be granted by the Department of Housing and Urban Development.

2. Building Codes (including plumbing, electric wiring and fire prevention) - the Workable Program requires periodic review and revision of these codes to maintain their effectiveness. It has been recommended

that a sub-committee of the Citizens Advisory Committee, augmented by the respective enforcing officials and representation from the building industry, serve as a Codes Review Committee.

3. Traffic Regulations - deemed necessary to carry out the various recommended changes in the circulation system. Included here are changes in street traffic direction and curb parking regulations suggested in the Plan. As plans for traffic and parking are finalized for the C.B.D., the necessary regulations must be adopted to legally establish new patterns.

CAPITAL IMPROVEMENTS

The recent initiation of an annual capital budget process will result in the development, over the next few years of a continuing program of capital improvements, estimated for a period of five years into the future. This program will be executed annually to relate the program to changing need and trends. It is expected that the full benefit from this program will take several years to develop because of the need for town agencies to adjust their programming to this new system. Once this system becomes an integral part of the planning and budgeting process of the community, it will serve as the main vehicle for implementing local improvements envisioned in the Comprehensive Plan.

The Major Thoroughfare and Community Facilities Plans have suggested various capital improvements that should be constructed. While the exact scheduling of these projects will be left to later annual capital budgets, the following is a tentative priority of projects suggested in the light of the various components of the Plan and the relative need for each:

High Priority (Immediate Action)

A. New Elementary School (under study)
B. Construction of Freeway
C. Initiation of C.B.D. studies and initial circulation and parking improvements in C.B.D.
D. Study of Civic Center needs.
E. Revision of Sewer Plan and initiation of phased extension program.
F. Initiation of Recreation and Conservation program by acquisition of certain parcels of land. Recommended

for early acquisition is Belcher's Cove, Seymour Street and Laurel Park playgrounds with some start of acquisition or reservation in other areas.

G. Study of sanitary fill needs and acquisition of new site.
H. Expansion of land area for Education Center.
I. Additional site area for Quirk and Main Street Schools.
J. Locate fire station at Touisset.

Medium Priority (preliminary action immediately and improvement in the 1970-1980 period)

A. New Junior High School at Education Center, coupled with closing of Joyce Street and Liberty Street plus renovation of Child, Main and Quirk structures.
B. Continuation of Recreation and Conservation program.
C. Town Garage construction.
D. Civic Center construction.
E. C.B.D. Renewal (depending upon studies).
F. New Touisset access road and other circulation improvements suggested in the Thoroughfare Plan.
G. Freeway access to Barrington.

The long-range status of the rail line through Warren is somewhat uncertain. There has been no action toward the cessation of the limited freight service now in operation. It is possible that, in the future, some attempt may be made to test this line in connection with statewide activities in rapid transit. In the event that the rail line is abandoned by the New Haven Railroad, it is strongly recommended that the Town of Warren acquire the entire rail right-of-way (within Warren) for possible later use for local circulation. This must be done before the right-of-way is broken up and conveyed to private owners.

PLANNING
PROGRAM
REVIEW

POPULATION

HISTORIC TRENDS

In recent decades, the population of Warren has shown little change, with a total increase from 1920 to 1960 of eleven percent. This rate of increase was substantially less than the State and, in most decades, less than Bristol County. Table 2 shows a comparison of Rhode Island, Bristol County and the Town of Warren from 1900 through the special State census of 1965:

TABLE 2 Total Population - Rhode Island, Bristol County and Warren - 1900 to 1965

	Rhode Island		Bristol County		Warren	
Year	Pop.	% change	Pop.	% change	Pop.	% change
1900	428,556		13,144		5,108	
1910	542,610	26.6	17,702	34.0	6,585	29.0
1920	604,397	11.3	23,095	31.0	7,841	19.1
1930	687,497	13.7	25,089	8.7	7,974	1.7
1940	713,346	3.8	25,548	1.8	8,158	2.3
1950	791,896	11.0	29,079	1.4	8,513	4.4
1960	859,488	8.5	37,146	27.7	8,750	2.8
1965	892,709	3.8	41,855	12.7	9,749	11.4

Source: U.S. Decennial Census

The reasons which retarded the growth of Warren from 1920 to 1960 while the two neighboring communities of Bristol and Barrington increased by 26% and 152% respectively are:

- The image of Warren as an old community of mixed uses and dense residential development.
- Traffic congestion.
- Inadequate highway access to the Providence area.
- The limited area served by public water.
- The availability of land in Barrington, closer to the Providence area.

The sudden increase in population in 1960-65 can be attributed to three major factors:

1. The decrease in the supply of available land in Barrington due to the high rate of development experienced in the 1950 to 1965 period. Families

desiring moderate cost housing are now going to the next tier of suburban towns.

2. The improved accessibility to Providence resulting from improvement of the Wampanoag Trail, Metacom Avenue, Route 136 and Interstate Route 195. This has substantially reduced travel time to the Providence area.

3. Increasing employment opportunities within the community and in the State as a whole.

These factors have reversed the trend of out-migration of population to a small but significant in-migration. While earlier trends showed a continuing loss of persons in the productive age groups, recent trends show that this too has lessened, bringing an increase in school age children.

PROJECTIONS OF TOTAL POPULATION AND AGE GROUPS

Since community facilities and other improvements are designed to serve the population; it is necessary to estimate the population growth. Such figures will serve as a basis for the planning of future recreation, school and other community facilities.

The following population projection estimates not only the numerical count but includes composition by age groups and sex.

TABLE 3 Population Projections - Warren 1965 to 1980

		1965*	1970	1975	1980
Male		4,649	5,088	5,535	6,017
Female		5,100	5,605	6,003	6,634
Totals		9,749	10,793	11,538	12,651
0 - 18	M	1,598	1,858	1,930	2,093
	F	1,549	1,752	1,890	2,068
19- 44	M	1,599	1,711	1,909	2,079
	F	1,740	1,840	1,984	2,222
45- 64	M	1,017	1,114	1,197	1,208
	F	1,219	1,340	1,440	1,503
65 and Over	M	435	468	517	515
	F	592	673	680	841

*Special State Census - 1965

Since the development of these projections, early in 1966, totals have been compared with projections made in connection with the Statewide Planning Program of Rhode Island. These projections indicate a population range of 11,400 to 12,200 for Warren in 1980.

While the State projections are slightly lower than the Town projections shown on Table 3, it is felt that they confirm the general trend. The State figures are based upon several different assumptions on migration and birth rates. The Warren projections indicate that the 1960 - 1965 rate of increase will continue through 1970 and taper off somewhat after 1970.

Of special significance is the increase forecast in the 0 - 18 age group. It is this group that will provide the demand for education and recreation facilities in future years. The projection shows an expected rate of increase of 14% in this age group to 1970 and an increase of 32% from 1965 to 1980.

POPULATION CHARACTERISTICS

The 1965 special census did not enumerate detailed characteristics but dealt with totals and age composition. To the extent that certain characteristics give a clearer insight into Warren's population, certain of these are enumerated for 1960 by the two Census Tracts. Tract 305 covers the central business district and its contiguous areas and Tract 306 covers the remainder of the community, largely residential or open in character:

TABLE 4 Selected Population Characteristics by Census Tract Warren - 1960

Characteristics	Tract 305	Tract 306	Total
Total Population	4,273	4,477	8,750
Race			
White	4,243	4,464	8,707
Non-white	30	13	43
Foreign Born	479	385	864
Foreign Stock	2,149	1,837	3,986
Median School Years Completed	8.7 years	9.5 years	9.1 years
Median Family Income	$5,039	$5,703	$5,350
Same Residence as in 1955	2,353	2,546	4,899

Source: 1960 U.S. Census

From the data shown in this table, the following general comments may be made:

- Very low non-white population.
- Slightly higher ratio of foreign born and foreign stock than the State. Persons of Canadian, Polish, Portuguese, and Italian heritage dominate this group.
- Median school years completed is lower than the State (9.9) and is significantly lower in Tract 305.
- Median family income is lower than the State ($5,666) in Tract 305 but exceeds the State in Tract 306.
- Ratio of persons in same residence as 1955 is almost identical to the State figure.

Several of these show a substantial variation in the two Tracts: school years completed and family income. As expected, Tract 305, including the older areas, shows a lower figure in both instances. The racial and foreign stock distribution indicates little difference in the Tracts

as does the mobility indicator of residence in 1965. It is anticipated that the expansion of Warren's population will accentuate tract differences as new residential areas are developed in Tract 306 and Tract 305 continues a slow decline in population.

SCHOOL POPULATION

Early in 1966 a special study of school enrollment was made at the request of the Town, to ascertain the need for school space. The major feature of this study was a projection of school age children to 1980, derived by application of a high and low percent of the population projection. The projected enrollments derived are shown on Table 5:

TABLE 5 Projected School Enrollments - 1965 to 1980

Year	Grades K-8	Grades 9-12	Total
1965 enrollment	1,531	521	2,052
1970 low est.	1,666	576	2,242
high est.	1,820	642	2,462
1975 low est.	1,785	635	2,420
high est.	1,960	693	2,653
1980 low est.	1,965	695	2,660
high est.	2,151	759	2,910

Source: Rhode Island Development Council

The projection suggests that Warren will experience an increase of 600 to 800 in public school enrollment by 1980. This is expected to be divided into a 175 to 250 increase at the secondary level and a 430 to 620 increase at the elementary level. In terms of classroom space, these indicate a need for 7 to 10 classrooms at the secondary level and 17 to 25 classrooms at the elementary level. These long-range requirements must be added to current space deficiencies which have resulted in an average classroom size of about 32 pupils and the use of substandard space for classroom purposes.

ECONOMY

A report entitled "Economy" has been published as part of the analysis phase of Warren's planning program. While it is not considered necessary to repeat the contents of this previous report, certain of the data are included in this Plan report to provide the reader with adequate background material for the Plan development.

LABOR FORCE

The labor force in Warren in 1960 was 3,816 persons (age 14 years and older and in non-military employment). Using data supplied in a recently published report entitled "Rhode Island Statewide Traffic Study - Report Number 10 - Forecasted Population and Socio-Economic Estimates" some projections of labor force data have been derived and adjusted to conform to the Warren population projections.

TABLE 6 Projected Labor Force - Warren 1960 to 1980

	1960	1965 est	1970 est	1975 est	1980 est
Total Labor Force	3,816	4,310	4,760	5,070	5,430

While the increase is not surprising, in view of the anticipated population increase, the same source permits a projection of the labor force by basic types of employer. This, again, has been adjusted to conform to Warren population projections.

TABLE 7 Projected Employment by Major Classification - Warren 1960 and 1980

	1960	1980	Change
Agriculture	54	50	-7%
Construction	72	110	+53%
Manufacturing	2,177	3,130	+45%
Transportation, Communication & Utilities	13	14	+ 7%
Retail & Wholesale Trade	605	740	+21%
Finance, Insurance & Real Estate	23	36	+56%
Services	406	1,040	+153%
Government & Institutions	184	310	+68%
	3,534	5,430	+53%

Service, government and institutional employment are expected to increase at a higher than average rate. Agricultural employment, as expected in an urbanizing area, will decrease. This general trend does not significantly differ from the trend for Rhode Island where a similar rise in service, government and institutional employment is expected.

While some of the employment increase will be in firms and establishments outside of Warren, the need for substantial new job opportunities by 1980 will require the development of new economic activity within Warren. Suitable land must be allocated to future economic activity, both commercial and manufacturing.

Median family income has been briefly discussed in the "Population" section of this report with respect to 1960 figures for both Census Tracts. The cited State forecasts have projected median family income for the State, by Census Tracts, as shown in Table 8:

TABLE 8 Median Family Income Projection
Warren - 1960 to 1980

	Census 1960	1965 est	1970 est	1975 est	1980 est
Tract 305	$5,039	$5,838	$6,541	$7,258	$7,974
Tract 306	$5,703	$6,617	$7,413	$8,225	$9,087

The difference in the two tracts is expected to be maintained in the future with family income in the older area somewhat lower than the fringe areas where development is taking place. Nevertheless, a substantial increase of about 58% in median family income is forecast in the 1960 to 1980 period.

Table 9 shows an estimate for 1965 of the number of employed persons within the Town of Warren. These figures have been developed by the Research Division of the Rhode Island Development Council:

TABLE 9 Employment in Warren - 1965 est.

Private Business Employment		
Manufacturing Concerns	2,410	
Non-manufacturing Concerns	798	
		3,208
Public Employment		
Municipal	160	
State	10	
Federal	30	
		200
Self Employed		400
TOTAL		3,808
Total Labor Force (est.)	4,310	100%
Employed in Warren (est.)	3,808	88%
Employed outside	502	12%

The reader is cautioned that not all of the 3,808 persons employed in Warren are residents of the community. Combining this data with previous projection data on the labor force and applying the same percent distribution between in and outside of Warren employment, it appears that Warren, within the Town, will need to provide 4,700 jobs, a substantial increase over current job opportunities.

RETAIL SALES

To gain an understanding of retail sales trends in the Town, total sales have been compared. Comprehensive records of this nature are not compiled yearly and at the time only a partial listing for the years 1958 and 1963 was available:

TABLE 10 Retail Sales - Warren 1958 and 1963

TYPE	RECEIPTS 1958	1963
Food Stores	$2,919,000	$2,191,000
Eating & Drinking Places	870,000	1,297,000
Apparel & Accessories	599,000	667,000
Furniture, Home Furnishings & Appliance Dealers	874,000	732,000
Automotive Group	1,330,000	3,367,000
Gasoline Service Stations	660,000	771,000
General Merchandise Group	357,000	N.A.
Drug and Proprietary Stores	568,000	N.A.
Lumber, Building Materials, Hardware and Farm Equipment	305,000	N.A.
Other Retail Stores	N.A.	1,984,000
Non-Store Retailers	N.A.	22,000
RETAIL TOTALS	$9,769,000	$12,202,000

Source: Census of Business - U. S. Department of Commerce

Undoubtedly the most significant factor in the preceding table is Food Sales which declined from 1958 to 1963. Though this drop in sales should not be construed as a permanent trend, it is nevertheless a subject for concern. Recent super market development increase Warren's total food sales; but the accessibility of major food stores in both Barrington and Bristol will still attract business from Warren.

Also of significance in this comparison is the extra-ordinary increase in Automotive Group sales from $1,330,000 in 1958 to $3,367,000 in 1963. This clearly affects comparison evaluations of the total sales.

The overall retail sales picture is made clearer by drawing the following comparisons:

		Bristol and Barrington	Warren
Total Retail Sales	1963	$24,165,000	$12,202,000
	1958	17,145,000	9,769,000
		$ 7,020,000	$ 2,433,000
		or 41% gain	or 24% gain

		Bristol and Barrington	Warren
Retail Sales Less Automotive	1963	$20,382,000	$ 8,835,000
	1958	14,080,000	8,469,000
		$ 6,302,000	$ 366,000
		or 45% gain	or 4.3% gain

Retail Food Sales

	Barrington	Bristol	Warren
1963	$4,484,000	$ 5,192,000	$ 2,191,000
1958	4,022,000	2,211,000	2,919,000
	$ 462,000	$ 2,981,000	- $ 728,000
	or 11.5% gain	or 135% gain	or 25% loss

An attitude survey done by cooperative arrangement between the Warren Planning Board, Junior Chamber of Commerce and the Development Council gives some insight into shopping habits in Warren. Table 11 shows the shopping habits of Warren residents as determined from questionnaires:

TABLE 11 Shopping Areas Used by Warren Residents - 1964

	Warren	Bristol	Barrington	Prov.	Fall Riv.	Other
Groceries	43%	31%	24%	--	2%	6%
Clothing	30%	--	11%	54%	15%	6%
Household items	55%	4%	--	31%	11%	3%
Major appliances	43%	4%	2%	36%	9%	2%
Repair Services	80%	2%	3%	10%	3%	3%

Note: The total may exceed 100% in each item due to plural choices marked on questionnaire.

The significant item here is the fact that many Warren residents do grocery shopping in adjacent towns. The distribution in other categories is not unusual in view of the greater selection of goods available in Providence and Fall River. Ease of access and adequate parking facilities appear to be factors that stimulate use of adjacent towns for grocery shopping.

TRENDS IN MANUFACTURING AND NON-MANUFACTURING EMPLOYMENT

Warren has shown a trend toward diversification of its industrial base. Table 12 shows this trend and the sharp increase in the non-textile group:

TABLE 12 Trends in Manufacturing - Warren 1953-1963

	Firms		Employees		Payroll*	
	1953	1963	1953	1963	1953	1963
Total Manufacturing	22	29	2,153	2,139	$6,303	$8,815
Textiles	3	3	790	600	2,498	2,404
Other than textiles	19	26	1,363	1,539	3,804	6,410

*Thousands of Dollars

Source: Rhode Island Department of Employment Security

With total manufacturing employment showing little change, textiles decreased by 190 employees and non-textiles showed a gain of 176. In terms of total payroll, all of the increase was in the non-textile group with a small loss in textile payrolls. In all cases, the average wage per employee increased significantly during this period. The absence of any growth in the total of manufacturing employment (drop of 14) indicates that the increase in labor force over the ten year period was absorbed in non-manufacturing concerns and in employment outside of Warren.

Over a similar time period, non-manufacturing employment showed an increase in trade and service, more than offsetting a decrease in the construction and allied fields under the "other" category. Table 13 shows this trend:

TABLE 13 Trends in Non-Manufacturing - Warren 1953-1962

	Firms		Employees		Payroll*	
	1953	1962	1953	1962	1953	1962
Trade	29	94	160	338	$475	$1,164
Service	43	59	156	242	348	619
Other	27	45	208	100	654	395
Total	67	198	524	680	$1,479	$2,179

*Thousands of dollars

Source: Rhode Island Department of Employment Security

To serve an expanding population, employment in non-manufacturing has risen by 30% with an increase of 47% in total payrolls and a substantial increase in numbers of firms. The heavy increase in numbers of firms indicates a trend toward small trade and service businesses of less than 3 employees each. These trends are expected to continue as the expanding population continues to demand goods and services.

EXISTING LAND USE

The previous report "Land" undertook an analysis of existing land use patterns. Since the existing use of land and the trends in land utilization are of importance in developing the Comprehensive Plan, the following data has been extracted from that report:

EXISTING LAND USE AREAS

Single Family Residence — 471 acres

Located throughout the Central and South Warren areas with very sparse development in Touisset and the northern area along Market Street. Units in the central area between Water Street and Main Street and in the areas adjacent to Child Street and inner Market Street are older and are situated on lots as small as 4,000 square feet. Most of the newer housing units are in South Warren stretching in a band across the community from Main Street to the Kickemuit River. Later development in this area has been at lot sizes near 10,000 square feet. Development in the two sparse areas has been generally at lot sizes of over 10,000 square feet. Most recent trends show up to 100 units per year of single family residential construction.

Two Family Residence — (802 units) 52 acres

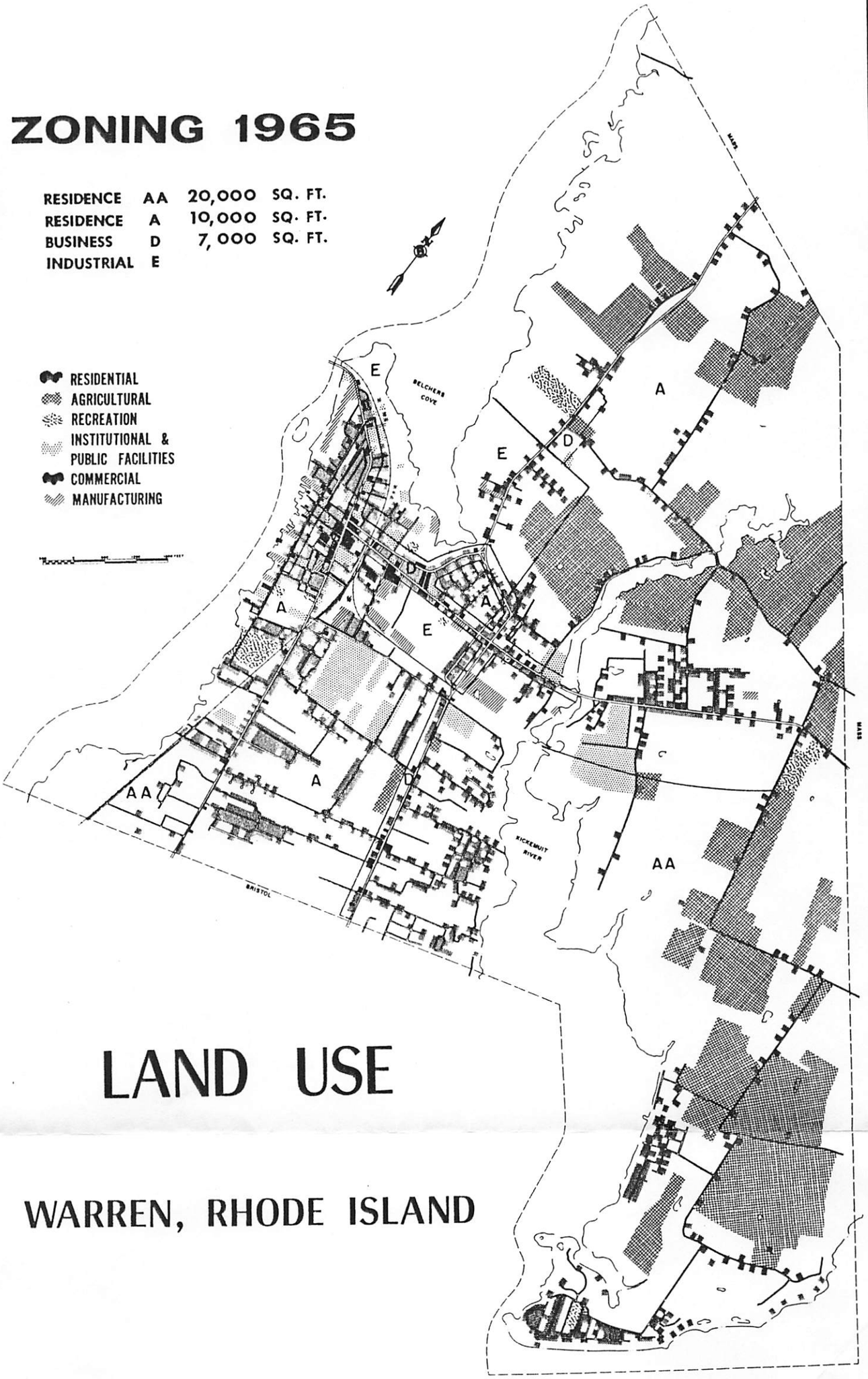
Many of these structures were built before 1939 with a considerable number converted from single occupancy since 1939. The bulk of these units are in the Water Street - Main Street area with lesser clusters near Market and Child Streets. Two family housing is expected to be a minor factor in the future, since the trend is toward single family construction.

Multi-Family Residence — 15 acres

Occupying a small area, this category includes a total of 583 dwelling units. As with the two family units, conversion of older structures in the central area and its environs accounts for most of this type. There is some trend toward the construction of new garden-type apartments in Rhode Island communities and it is felt that such types of residence must be considered in drafting plans for future land use.

ZONING 1965

RESIDENCE	AA	20,000 SQ. FT.
RESIDENCE	A	10,000 SQ. FT.
BUSINESS	D	7,000 SQ. FT.
INDUSTRIAL	E	



LAND USE

WARREN, RHODE ISLAND

Agriculture 666 acres

This use is concentrated in the Touisset and North Warren areas where large tracts of vacant land exist. Animal raising and pasture dominate this use with crops occupying about 30% of the total. As pressure grows for residential and other urban uses of land, it is expected that the area devoted to agriculture will diminish.

Commercial 55 acres

Several concentrations of commercial use exist in Warren at the following general locations:

- Central Business District (CBD) stretching out Market and Child Streets and along Main Street.

- Water Street

- Metacom Avenue and sporadic development on the outer sections of Market and Child Streets.

The types of business in the Central Area (CBD) are:

Comparison goods	17	establishments
Convenience goods	14	"
Financial services	6	"
General Services	22	"
Commercial Recreation	9	"
Industrial	1	"
Professional	12	"
Vacant (at time of survey)	6	(5 stores, 1 bldg.)

The Water Street area contains some of the oldest commercial buildings in the community with a variety of uses including taverns, restaurants, hardware, antique, liquor, and a laundromat. The Metacom Avenue and other outlying areas have sporadic business development including a filling station, auto sales, grocery, ice cream, restaurant, car wash and other types.

The CBD is characterized by development factors that have been a problem to the proper development of the area and a special section of this report is devoted to the problem.

The existing zoning ordinance provides strips of commercial zoning along many of Warren's major thoroughfares, with little regard to the existing uses. In some respects, zoning has aggravated the traffic and mixed use problem by encouraging uncontrolled commercial development without regard for traffic patterns and parking. The strips of business use, curb parking demand and multitudes of access driveways have combined to reduce substandard street widths to the point of total inadequacy in many cases.

The trend in Warren's CBD has been toward specialty shops such as shoes, clothes and furniture with convenience goods such as groceries showing a decline. The availability of groceries and other necessities in outlying areas offering free parking and ease of traffic access has created this trend.

Manufacturing — 43 acres

Of the 278 acres of land now zoned for industrial use, only 43 acres are actually used for this purpose. This 43 acres contains such diverse activities as the manufacture of luggage, boats and ships, clothing, sails, jewelry, paper boxes, textiles, rubber products, castings and elastic thread. In spite of the fact that great quantities of land are zoned for industry, large portions of these areas are either in some other use or are in areas which do not have the site factors required by modern industry. Past zoning practice has used the industrial zone as a catch-all type of district, offering none of the protection which modern manufacturing plants expect from a zoning ordinance. With the advent of the East Shore Expressway, Warren will be able to compete with other communities for industrial development provided sites and other essential services can be offered to industrial prospects.

Institutional and Public Facilities — 227 acres

This use includes all cemeteries, educational institutions, churches, governmental and public utilities. It must be noted that all but one of the public school buildings has a substandard play area, undoubtedly due to their construction before standards of play space were considered. Apparently no serious attempt has ever been made to expand the sites of these older school structures.

One of the largest single uses within this classification is cemeteries which occupies 49 acres of land. Also included are land areas used by the Bristol County Water Company, Narragansett Electric Company and the Warren Sewer System. Government structures occupy only slightly over 5 acres and Warren's ten churches use a total of 15 acres.

Recreation — 68 acres

This includes all public, semi-public and private commercial recreation facilities and is considered to be a high figure since some areas of informal recreation use were apparently included. It may be said without qualification that Warren is deficient in recreation facilities, particularly when the lack of school playground space is considered. No neighborhood recreation facilities exist in South Warren which has seen the heaviest influx of new residential development. No areas of conservation were noted in the survey, in spite of extensive areas of tidal marsh along the shores of the Warren, Palmer and Kickemuit Rivers.

Transportation — 210 acres

Streets and the property of the New Haven Railroad constitute all of this land use classification.

Vacant Land — 2,287 acres

In central and south Warren, this category is made up of relatively small parcels and individual lots scattered among areas of urban development. Large tracts of vacant land exist in the northern and eastern section of the Town, in areas which have only agricultural and scattered rural residential uses. These large tracts lack the essential ingredients for development--water supply and sewer service. As long as these services are missing, very careful control must be exerted over development in these areas to assure proper standards of lot size and sanitation.

Summary

Recent residential development has been centered in South Warren with some new development in the eastern Child Street area. Newer business uses have developed in the Metacom Avenue and upper Market Street area.

To a great extent the problems of Warren's development pattern are a legacy from past ages with dense development in and around the community's core on a very old street pattern. As later development moved out from the core, the central business area expanded to provide the required additional goods and services. Industries were developed adjacent to water bodies and rivers. The advent of the automobile and its fantastic growth over the past forty years has imposed an impossible load on a street system which has had little improvement in the past forty years. This has been further aggravated by the use of the streets for parking since each lane of curb parking reduces the effective width available for travel by at least 8 feet and increases the accident potential. Historically, Warren's zoning has tended to compound the problem by allowing almost unrestricted business development on major arteries without regard for the flow of traffic, mixing of uses or parking problems. Such problems are not peculiar to Warren and can be found in almost every older community which has spread out from a central core.

MUNICIPAL FINANCE

To ensure that programs of public improvement are within the financial capabilities of the community, it is necessary to give some attention to Warren's financial structure. While this subject has been covered in detail in a recent report, a summary of municipal finance trends is shown in the following pages.

REVENUES

The Town of Warren, in common with all Rhode Island communities, derives revenue from three general sources: local property taxes, grants-in-aid and shared taxes from the State and other local sources including fees.

TABLE 14 Sources of Revenue - 1962 and 1965

	1962		1965	
	$	%	$	%
Local Property Taxes	827,054	66	1,057,990	71
Grants in Aid and Shared Taxes	261,243	21	346,469	23
Other	169,820	13	88,589	6
	1,258,117	100 %	1,493,030	100 %

Source: State of Rhode Island - Division of Local and Metropolitan Government.

Revenue figures for recent years show an interesting trend: the increasing percent of the total revenue covered by grants and shared taxes from the State of Rhode Island and a corresponding drop in revenue produced from local sources other than property taxes. The portion covered by property taxes has also risen. Such a trend is occurring in many other communities and it is expected that Warren, as it expends funds on new schools and other public improvements, will find an increasing share of its annual expenditures financed from non-local funds available through various State and Federal programs.

THE TAX BASE

Since local property taxes are derived by the application of a rate to the assessed value of property, it is important to gain some insight into this value to determine its amount and trend. For the purpose of this report, the intangible personal property tax has been ignored since it produces negligible revenue.

TABLE 15 Taxable Assessed Valuation - Warren December 1965

Value of Land	$ 3,018,575
Value of Improvements	19,541,400
Value of Tangible Personal Property	7,287,025
Total Assessed Value	$29,847,000

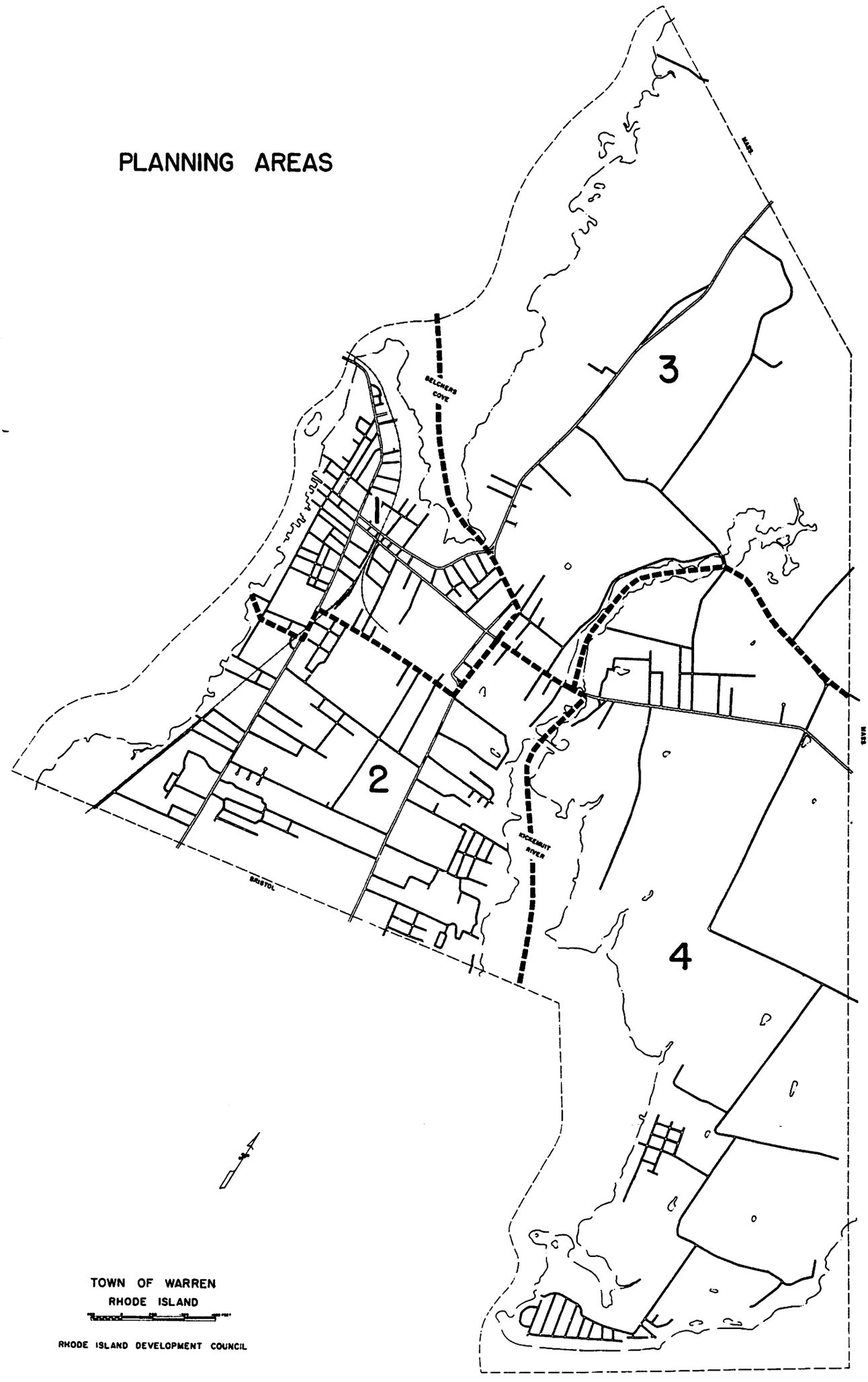
Source: Town Clerk's Records

Recent years have seen an increase in the total valuation, at an increasing rate:

		% inc.
1959 Total Assessed Value	$24,912,175	--
1962 Total Assessed Value	25,579,000	2.7%
1965 Total Assessed Value	29,847,000	16.6%

The trend in assessed value in recent years is a good indicator of growth and is vital in planning future programs of public expenditure. This value has increased from 1959 to 1965 by 19 per cent or an average of 3 per cent per year. Over the last three years, the annual increase has averaged 5 per cent, showing an accelerated rate. With the current growth rate expected to continue for some years, it appears that Warren can expect to add about $1,000,000 to its assessed value per year. This will be made up largely of new dwellings but will also include expanded business and industrial development and additional personal property. At the current tax rate, Warren can reasonably expect approximately $40,000 of additional revenue in each budget year from property taxes.

PLANNING AREAS



TOWN OF WARREN

RHODE ISLAND

RHODE ISLAND DEVELOPMENT COUNCIL

Increases in non-local revenues in the form of grants and other aids from the State of Rhode Island and the Federal Government will constitute a higher portion of the Town revenue structure in the future as shown in the previous section.

Tax exempt property in Warren amounts to about 14 per cent of total assessed value, a figure somewhat lower than the State average of 22 per cent and the adjacent communities of Barrington (19%) and Bristol (23%).

EXPENDITURES

Revenues are applied to the costs of operation and of servicing the bonded debt of the community. Table 16 shows a comparison of two budgets in Warren, twelve years apart:

TABLE 16 Expenditures - Warren 1953 and 1965

	1953	%	1965	%
Gen. Gov't & Misc.	54,841	11.9	104,006	7.6
Education	193,717	42.4	798,748	58.6
Public Works	73,659	16.1	145,457	10.7
Protection	55,743	12.2	129,023	9.5
Debt Service	53,117	11.6	146,966	10.8
Recreation & Library	7,018	1.5	14,281	1.1
Public Welfare	17,557	3.8	19,476	1.4
Public Health	2,555	0.5	5,237	0.3
	450,210	100.0	1,363,194	100.0

Source: State of Rhode Island - Division of Local and Metropolitan Government.

Educational operating costs have increased at a rate exceeding the increase in total budget. All other items are now a smaller share of the annual budget, but have increased in dollars, showing the rising costs of expanded services to a rising population.

DEBT AND DEBT SERVICE

At the end of the current fiscal year, Warren's total debt will be about $986,000 to which must be added the recently authorized school bond issue of $1,000,000. At this time the debt is a little less than 7 per cent of the total taxable assessed value. This appears to be high but is actually within guidelines suggested by the International City Managers Association:

Safe debt limit - up to 10% of taxable value
Questionable range - 10% to 15% of taxable value
Excessive - over 15% of taxable value

I.C.M.A. indicates that a rapidly growing community may exceed 10 per cent safely provided there is an expanding economic base.

Increases in taxable value and the payment of annual debt service do, in effect, create additional borrowing power annually. In the case of Warren, this annual increase in borrowing power appears to be approximately $200,000.

Another guideline suggested by the Association is in terms of debt service (annual payment of principal and interest) related to total annual expenditures. A figure of 25 per cent is suggested as a safe maximum. In both 1953 and 1965, approximately 11 per cent of Warren's budget was allocated to this expenditure with the expectation that this will rise to about 17 per cent as a result of the recent bond issue. Again, it appears that Warren's debt service is within what is considered to be a safe range.

Warren's debt is currently within reasonable limits and additional borrowing power within these limits appears to exist. While prudence should govern any new borrowing, there appears to be no reason why a well-planned program of major capital improvements cannot be carried out within the general financial resources available to the Town Government. This program should include payments from current revenue where feasible and borrowing, where large expenditures are involved. A more detailed analysis of municipal finances will be contained within the annual capital budget program, now in its initial year.

PLANNING AREAS

To provide smaller areas for study, the Town has been divided into Planning Areas or Neighborhoods. These Planning Areas are shown on the attached map and may be generally described as follows:

Area 1 - The central business district and its contiguous areas bounded by Metacom Avenue, Belchers Cove, the Warren River and Franklin Street. (Coincides with Census Tract 305.)

Area 2 - South Warren bounded by the Kickemuit River, Franklin Street, the Warren River and the Town of Bristol. (Part of Census Tract 306.)

Area 3 - North Warren bounded by the Palmer River, Belchers Cove, Kickemuit Road, Child Street, Wilbur Avenue and the State line. (Part of Census Tract 306.)

Area 4 - The Touisset Point - East Warren Area. (Part of Census Tract 306.)

The 1960 and 1965 Census figures have been interpolated by use of enumeration district data to derive a Planning Area population for those years. For future years, the Town projections have been broken into each district, using recent trends as an index.

TABLE 17 Planning Area Population Projections 1960-1980

	Census 1960	Census 1965	Est. 1970	Est. 1975	Est. 1980
Planning Area 1	4,273	4,130	3,950	3,740	3,550
Planning Area 2	2,944	3,576	4,100	4,400	4,700
Planning Area 3	756	810	950	1,100	1,400
Planning Area 4	777	1,233	1,790	2,300	3,000
Total	8,750	9,749	10,790	11,540	12,650

These projections indicate the following trends in future population:

Area 1 - A moderate decrease as older housing is converted to other uses or demolished to make way for other uses or newer residential use at a lower density.

Area 2 - A rapid increase tending to level off toward 1980 as available developable land is used up.

Area 3 - A slow increase tending to accelerate toward 1980 as public utilities are gradually extended.

Area 4 - A moderate steady increase tending to accelerate toward 1980. This area contains much of the desirable vacant land which will be converted to residential use as water service is extended.

Within the previously published report "Land" a summary of housing conditions and characteristics was made by a study of 1960 Census of Housing data. This data was presented by Planning Areas by taking basic enumeration district data and expanding it to these areas. Table 18 shows this data as an indicator of general housing conditions within these study areas:

TABLE 18 Planning Area - Housing Conditions 1960

Housing Units	Area 1	Area 2	Area 3	Area 4
Owner Occupied	540	642	135	175
Renter Occupied	843	227	74	28
Seasonal or Vacant	87	89	3	182
Total	1,470	958	212	385
Sound Condition	1,188	858	91	336
Deteriorating	239	85	81	31
Dilapidated	43	15	40	17

Source: 1960 U. S. Census

The following comments may be made relative to housing conditions within the Planning Areas:

Area 1 - Very high proportion of renter occupied units

- Low number of seasonal or vacant units

- Fairly high proportion of unsound structures (19%)
  These plus the downward population trend indicate an area with factors of blight due to mixed land uses, poor traffic circulation and older dwelling structures

Area 2 - Very high proportion of owner occupied units

- Low number of seasonal or vacant units

- Low proportion of unsound structures (10%)
  This is the rapidly developing area of Warren containing most of the recently developed housing units. Availability of land and utilities has accelerated this growth.

Area 3 - High proportion of owner occupied units

- Negligible number of seasonal or vacant structures

- Extremely high proportion of unsound structures (57%)
  A semi-rural area with strong evidence of rural blight. Population increase is slow due to lack of essential community services.

Area 4 - High proportion of owner occupied units

- High proportion of seasonal or vacant units

- Low proportion of unsound structures (13%)
  This area is starting to accelerate in population and has a high potential for future development of land now largely vacant or in agricultural use. High proportion of seasonal units in the Touisset Point area. Provision of public water will stimulate development.

Table 19 shows an estimate of the distribution of major land uses by the Four Planning Areas:

TABLE 19 Planning Area Land Use 1965

	Acres				
	Area 1	Area 2	Area 3	Area 4	Total
Agricultural	--	30	245	391	666
Residential	218	170	60	90	538
Commercial	27	16	9	3	55
Manufacturing	25	12	5	1	43
Other	106	210	74	115	505
Vacant	31	327	959	970	2,287
Total	407	765	1,352	1,570	4,094

Area 1 has a concentration of residential, commercial, manufacturing and public uses with the expected lack of vacant land and agricultural uses. This is the older area of Warren, showing very little change in use patterns for the past several decades. The relatively high area used by public and semi-public uses reflects the concentration of population and the clustering of public facilities, churches, schools, etc. Vacant land in this area is largely along Belcher's Cove and in the interior of blocks. These vacant areas are generally small and exhibit site deficiencies that have inhibited their use.

Area 2 in spite of the heavy influx of newer, single-family residences, is still about 40 per cent vacant. Agricultural and manufacturing use is minor and commercial uses, largely stripped along highways, occupy a similar small area of land. Public uses are somewhat large due to the cemetery which occupies a large portion of that category. There is still vacant land, in small parcels, that can be developed in this area. With the apparent attractiveness of this area for new residential development, the allocation of land for public recreation uses becomes very important in the light of the rapid land consumption that has taken place.

Areas 3 and 4 exhibit similar characteristics with a large proportion of their total area vacant, scattered residential uses, large areas devoted to agriculture and very limited areas in commercial, manufacturing and public uses. Area 4 does have a substantial number of seasonal dwellings as contrasted with Area 3 which has very few. Area 3 appears to have a serious problem of rural blight with over half of the residential structures considered as unsound, with a rating of either "deteriorating" or "dilapidated" in the U. S. Census of 1960.

Much of the future of Warren depends upon the manner in which Areas 3 and 4 are allowed to develop. The reservoir of vacant land in large tracts which remains in these areas, will provide not only land for future residential development, but will also provide a substantial portion of the land that will be required for future manufacturing, commercial, recreation, conservation and other uses necessary to the economic, cultural and recreational well-being of the community.

These Planning Areas can serve as a basic community division for the purpose of providing future recreation facilities and the allocation of land for future commercial facilities. It is unlikely that the extreme contrasts in residential densities will permit the alignment of very many public facilities by these areas. With a fairly compact land area many facilities can be provided at a central location to serve the entire community. The planned development of an Education Center on Child Street is a good example of what can be provided when the community is compact in area and concentrated in population.

SUMMARY

Planning Areas 1 and 3 exhibit definite problems of substandard housing and must be considered for remedial action. In Area 3, where the blight appears to be scattered in isolated rural dwelling units, the best remedial action appears to be an energetically applied program of code adoption and enforcement. This particular area needs the application of a Minimum Housing Code.

Area 1 presents a more complex problem requiring code enforcement with, in all probability, some rehabilitation and renewal measures to upgrade the area. There does not appear to be any well-defined area that presents itself as an urban renewal project but several sections within the area between Main Street and the Warren River could undoubtedly qualify for urban renewal.

Some thought must be given to an effort toward preservation of historic dwelling structures which are located in the area between Main Street and Water Street. Many of these structures are a legacy from the days of Warren's zenith as a shipbuilding center and seaport and are comparable to historic dwellings in Bristol and along Benefit Street in Providence. The Central Business District within Planning Area 1 needs action to counter the downward trend in commercial activity. This area is treated in a separate section of this report.

RECREATION GOALS AND STANDARDS

GOALS

1. Preserve and protect unique natural areas such as tidal marshes and watershed areas from encroachment by urban uses and to encourage animal and plant life within such areas.

2. Preserve sufficient land to eliminate current deficiencies and to satisfy the recreational needs of future populations.

3. Provide a variety of recreation facilities to serve all interests and age groups.

4. Locate recreation areas in a manner that is accessible to all of the community and to plan the development of such areas in a manner closely related to the intended use of the area, taking maximum advantage of natural land forms and using proper landscape design.

STANDARDS

The following basic types of recreation facility are suggested to serve as objectives in the development of Warren's Recreation system:

Type	Group Served	Size	Service Radius
"Tot" Lot	Pre-school	2000 to 5000 sq. ft.	1/4 mile

To include apparatus, sand boxes, benches, paved area and fencing. May be included within a playground or park.

Playground	Age 5 to 14	3 to 5 acres	1/2 to 3/4 mile

To include apparatus, tennis courts, game field, basketball goals and "tot" lots (as needed). May be on an elementary school site or as a separate facility. Serves population of 3,000 to 5,000.

Type	Group Served	Size	Service Radius
Playfield	Age 15 and up	10 to 15 acres	Community

To include football and baseball fields, tennis courts, track, spectator stands and parking areas. Located adjacent to High School where indoor building facilities can also be used as a community recreation center providing an auditorium, toilets, gymnasium and meeting rooms.

Park	all ages	variable	Community or Neighborhood

To include walks, benches, picnic areas, and special facilities such as bathing, skating, etc. where the location allows. A "tot" lot and playground may be an integral part of such an area, suitably insulated from the passive areas. With the proximity of Colt State Park, it is believed that Warren should strive for a system of relatively small parks such as Burr Hill by the use of certain of the properties suggested for acquisition in the Recreation section of the Community Facilities Plan.