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# A WATERFRONT DEVELOPMENT PLAN For WARREN, RHODE ISLAND

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Prepared for:

**THE TOWN OF WARREN, RHODE ISLAND**

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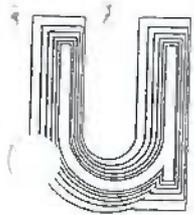
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September, 2001

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August 7, 2001

The Town Council  
Town Hall  
514 Main Street  
Warren, Rhode Island 02885

RE: A WATERFRONT DEVELOPMENT PLAN,  
The Town of Warren, Rhode Island.

Members of the Council:

We have pleasure in submitting for your consideration the attached report for a proposed Waterfront Development Plan for the Town of Warren. As you know, this has been a joint planning effort spanning several months involving three public forums, as well as input from a broad cross section of the community. We should particularly like to thank the Waterfront Advisory Board for their support and assistance over the course of this project.

It was obvious from the outset that the Waterfront Area played and continues to play an important and symbolic role in the life of the community. While many of the issues raised during the planning process were contentious, we believe that the end result is an unbiased assessment of the area's potential and the role it can play in the future of the Town of Warren. Although many of the recommendations contained in the Report may appear ambitious, we believe that by taking a proactive role in marketing and implementing these concepts, the Town can eventually achieve these goals.

We would be remiss if we did not recognize Luther Blount's generous pledge to the Town. This provides Warren with a significant impetus towards the realization of this Waterfront Plan.

We wish you success in this venture.

For Urban Design Group

Ronald M. Wood, APA, RLA  
Vice President.

Enclosure: 6 copies / Planning Report

## THE BRIEF

*"The Town of Warren, Rhode Island is seeking proposals from qualified consultants for the development of a Waterfront Development Plan. For the purposes of this project, the waterfront will be considered that area bounded on the south by Blount-Barker Marine and on the north by the American Tourister plant."*

### *Profile of the Town of Warren's Historical Waterfront.*

*"Warren's waterfront area currently combines the character of a working waterfront with residential, commercial and recreational interests. The waterfront also blends into and helps to frame the ambience of one of the first towns to be settled in the State of Rhode Island. Warren's waterfront shares in the early beginnings and history of the State, shows the maturity and some of the scars of a prominent position in the industrial Revolution and provides a mirror of the economic roller coaster that has had the Town as its passenger since the early 1600's. In recent months, several of the larger properties on the waterfront have attracted development interests and this, in turn, has raised some questions about how best to develop the waterfront. Single family residences versus multi-family, mixed usage, multiple stories, public access rights, wheelchair visibility, parking problems, etc., etc. All of these issues plus the impact of development on local tradition suggests that the time is right to study the development aspects and potential of the waterfront and to create a development plan that can provide guidance and perhaps a decision frame work to the Town's administrative leaders."*

(Extract from the Town's Request for Proposals)

Subsequently, in March, 2001, the Town retained the services of Urban Design Group of Bristol, Rhode Island to prepare a comprehensive Development Plan for Warren's Waterfront Area. The following Report and Appendixes is a summation of their findings and recommendations. These are also supplemented by a series of Technical Memorandum that were published throughout the study and are available at the Town Clerk's office, the Haile Library and on the internet at the web site of [www.yourwarren.com](http://www.yourwarren.com).

## INTRODUCTION

Warren's waterfront is marked by visual expressions of its past prosperity and economic decline and is constantly evolving as businesses change hands and new residents move into the neighborhood. Today, however, the waterfront is at the cusp of potentially dramatic changes. Recently, development interests have emerged interested in transforming what is still a traditional New England working waterfront and one of few remaining in the region. Their proposed plans call for the construction of two upper market multi-family developments on the harbor. These proposals echo a growing trend amongst coastal communities that has dramatically changed the character of their shoreline, often to their detriment.

One cannot deny change and it is inevitable that mounting pressures will be brought to bear on many local property owners, as values for water frontage continue to escalate, as the inventory of available shoreline land continues to diminish. This has galvanized the Town into examining a planning and legislative framework and establishing realistic short and long term parameters that will guide the area's future development while maintaining and enhancing the waterfront's abundant resources.

### Current Issues

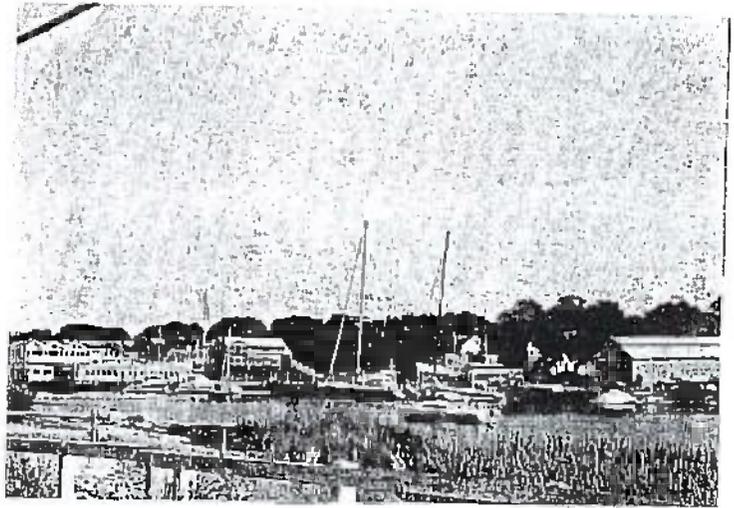
Several key parcels on the waterfront have emerged as properties in transition. Developers for the Eastern Yacht property and the former Harbor Marine site have recently proposed multi-family developments for both sites incorporating high-end condominiums with supporting retail / commercial uses and boat slips. They are also requesting amendments to the present zoning ordinance to allow for multi-family use and increased density in the waterfront zone.

The American Tourister complex, a key element on the waterfront, has also been sold. The new owners, P & M Industries, intend to continue its use as a production and distribution facility generating employment for an estimated 350-400 workers. Current users of the property including Samsonite and Blount Seafood will continue to be accommodated within the complex.

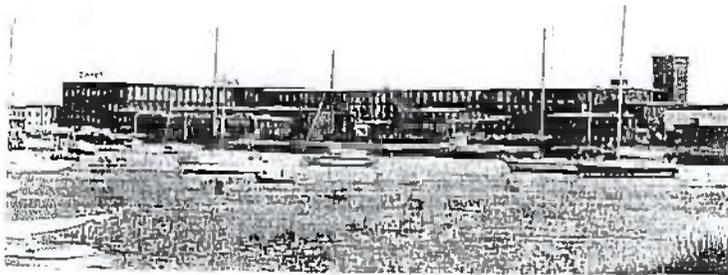
Recently, the Wharf Tavern has also been placed on the market. Coupled with the proposed conversion of these other properties, the net result would, in all probability, bring about significant changes to the area resulting in the loss of the waterfront's unique flavor and a substantial increase in property values. Of local concern, too, are the potential impacts from gentrification, repercussions on the area's historic fabric, a creeping homogenization of the neighborhood's unique character and a loss of the waterfront's traditional "sense of place" within the community.

While there is a core of more affluent residents who have invested in the area, attracted by both its location and its historic homes, it is still a neighborhood of predominantly elderly and low and moderate-income families. The social implications resulting from their possible displacement are of concern and a potential burden to the Town. Affordability and lack of housing choice are already community issues confronting Warren. Similarly, traditional waterfront businesses will find increasing pressures on the practicality of

## WATERFRONT CHARACTER



THE WARREN WATERFRONT FROM BARRINGTON



THE WARREN MANUFACTURING COMPANY COMPLEX



DOCK SLIPS OFF WATER STREET AT WASHINGTON STREET

continuing to do business in the area. Unless a positive action plan is initiated, it is likely that the current diversity of users and residents of the area will be diluted and its unique character compromised and lost forever.

These prospects have galvanized the Town into developing a comprehensive Development Plan for the Waterfront Area. This Plan will establish a "Vision" for the area, to capitalize on its assets, resolve its liabilities and provide a decision-making framework for town officials in guiding the waterfront's future over the coming years.

### **THE PROJECT BOUNDARIES**

For the purposes of this Plan, the initial project boundaries have been further refined to include the following area. The western boundary is established by the shoreline along the Warren River from the project area's north boundary by the Narragansett Electric property on Route - 114 to its southern terminus at Beach Street. The area's eastern boundary is defined by the properties along the eastern side of Water Street.

The project area is made up of a variety of land uses and contains 81.05 acres, which represents 2.1% of Warren's total land area.

### **GENERAL PROJECT GOALS**

While change is inevitable, the goals of this plan are to allow for a measured transition of the Waterfront, which will truly enhance the area for everyone's benefit. We recommend that the Town should explore alternate approaches towards balancing the prospects of increased tax revenue against the continued support of water dependant uses, along with the protection of the social and cultural fabric of the waterfront community; a challenging responsibility through:

- *Respecting the needs of area residents and business owners,*
- *Removing blighting influences in the neighborhood,*
- *Preserving and enhancing the area's unique inventory of historic and cultural resources,*
- *Stimulating the compatible use of underutilized land,*
- *Protecting and encouraging water dependant and related uses along the waterfront,*
- *Safeguarding the rights of free and expanded access to the water,*
- *Providing improved amenities and services throughout the area,*
- *Establishing a business climate conducive for attracting and encouraging compatible uses to the area, through marketing and business incentives,*
- *Developing an improved stewardship of the neighborhood and its streetscape,*
- *Designing strategies to provide increased job opportunities and job training for area residents and*
- *Targeting the partnering of private and public funding mechanisms to implement these goals.*

## ELEMENT A: A VISUAL ASSESSMENT

Warren's waterfront embraces a variety of uses ranging from typical maritime activities including shipbuilding, fish processing, light manufacturing along with the repair, servicing and storage of boats. Other functions include retail, commercial and residential uses. A number of restaurants dot the area as well as a significant number of antique stores. At the south end of the project area, several recreational areas are to be found. These include Burr's Hill Park, the Town Beach and a baseball field. The town's wastewater treatment plant is also located in the immediate area.

Of these shoreline land uses, the American Caribbean Cruise Lines, Blount-Barker Marine, Blount Seafood, the American Tourister complex, Narragansett Electric and the Wastewater Treatment Plant are the major users on the waterfront and occupy a significant portion of its frontage along the Warren River. Other waterfront uses include Ginalski's Boatyard, Dyer Boats, Warren River Boatworks and Speed's Diesel Repair. Of the remaining commercial properties, several are either underutilized or vacant.

Residential use tends to be concentrated on the east-side of Water Street and is interspersed with retail commercial uses. An intensification of residential use occurs on the west-side of Water Street, at the north end of the project area. This is particularly prevalent in the vicinity of the American Tourister complex, where multi family housing is found in a cluster of former millworker housing.

The other major contributor to the waterfront's visual environment is its impressive array of historic buildings that have survived relatively intact over the years. This historic precinct and streetscape, with its narrow streets and lanes, are the essential ingredients that create the area's ambiance. This infuses the Warren waterfront area with a visual texture that happily coexists with other waterfront activities. It is the goal of this plan to ensure that the integrity of this mixed neighborhood is maintained and enhanced, without detriment to area businesses and its residents.

On further evaluation, it became clear that the waterfront's connection to Main Street and Warren's business core is somewhat tenuous. On Main Street, one is quite unaware that Warren supports an active waterfront. Visual linkages to the water are weak and directional signage lacking. It is only in the vicinity of the North Main Street Bridge to Barrington where the panorama of the harbor truly unfolds and the presence of the waterfront noted.

Another observation is that public maintenance of the neighborhood is inadequate. Sidewalks and many of the streets, for example, are in need of maintenance. Absentee landlordism also appears to be prevalent in the area with a number of buildings in poor condition. One can also surmise that housing code infractions are common, particularly at the north end of Water Street. The need for exterior painting, the inappropriate use of asbestos and vinyl siding on many of these buildings, combined with an abundance of chain link fencing also tend to detract from the overall character of the neighborhood. Similarly, the image of several stores with trash piled up in their display windows projects adversely on the overall appearance of the street. We suggest that a demonstrated commitment by the Town to addressing some of these issues will spark private participation and establish a climate more conducive towards initiating the proposed Waterfront Plan.

Unlike many other waterfront communities in the region, such as Newport, Nantucket and Wickford, for example, Warren's waterfront has yet to be gentrified. Consequently, it has maintained its own unique

personality and charm. It remains very much a working waterfront and, although smaller, is more akin in character to New Bedford, Gloucester or Portland, Maine than its neighbors. Consequently, we believe that the outgrowth of this planning effort should be to strike a balance between area improvements that enhance the visual, physical and economic climate of the area and preserving the unique qualities and ambiance that imbues Warren's waterfront.

## ELEMENT B: HISTORIC CONTEXT

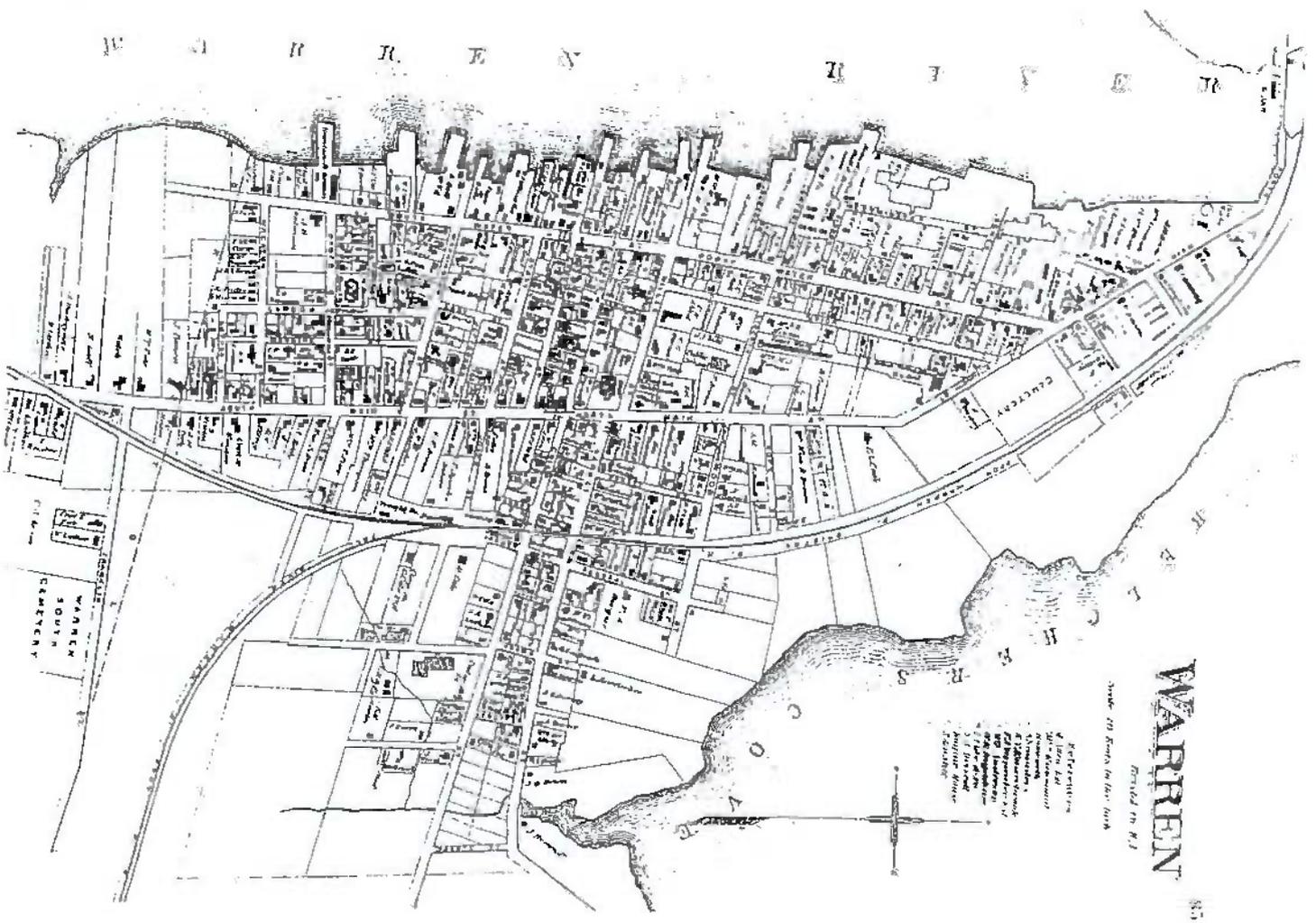
From its beginnings as a colonial settlement of 18 houses in 1653 to the present, where the Town now supports a population of some 11,400 residents, Warren has played an important and often pivotal role in Rhode Island history. Initially part of the tribal lands of the Wampanoag Indians, it was quickly colonized by the early settlers and became part of Massachusetts. In 1746, however, Warren as well as Tiverton were absorbed by Rhode Island in settlement of a boundary dispute and the Town was incorporated the following year.

Since its inception, Warren's waterfront has undergone several cycles of change, in part due to wars and shifts in the local economy. From its heyday as a center for shipbuilding to its roles as an active trading port involved in the triangle trade and as a homeport to Rhode Island's largest fleet of whalers, Warren's economy has always been closely aligned with the sea. Warren's substantial inventory of historic structures that dominate the townscape bear witness to its past history and the entrepreneurial skills of its residents.

The arrival of the Industrial Revolution also left its mark on the community. Initially comprised of mostly Yankee residents, Warren began to absorb increasing waves of immigrant workers, as the mill owners sought new sources of labor to augment a shortage of workers to man their mills. Irish, French-Canadian, and Italian families settled the area as well as Portuguese and Polish workers. Warren quickly became a melting pot of different cultures, which ultimately changed the social fabric of the community, giving Warren a rich ethnic diversity that has continued to this day.

With the demise of textile manufacturing throughout New England, Warren, like many other mill communities, went into a period of decline. Today, Warren has still not fully recovered from this economic blow. There is evidence, however, that the Town is showing some positive signs of recovery. Development of an Industrial Park has attracted a range of new businesses, while several of its mill buildings now support a variety of uses, attracted by low rents and flexible space. Most of this new activity has taken place on the outskirts of town, particularly in the Miller Street / Metacom Avenue area. Compared to other business sectors in the community, the waterfront has still not attracted any significant influx of new businesses. This can be attributed, in part, to taxes, regulatory constraints, its narrow streets and lack of direct access to the highway net.

With the subsequent downturn in the local economy, the Town has grown to become somewhat of a backwater community. Although jobs in the manufacturing sector have declined by 50% over the last decade, manufacturing is still the dominant employer in town, with many of these businesses concentrated along the industrial spine that has grown up along Child and Market Streets. The service industry and in particular the wholesale sector, for example, have shown marked gains over the same time frame and there is a renewed interest in Warren as a location for new businesses.



TOWN OF WARREN, RHODE ISLAND  
1870 Beers Map of Warren Village

Warren still remains a predominantly blue-collar town. Recently, however, a new trend has become apparent with an influx of young families, attracted by lower real estate prices. As a consequence, Warren is quickly becoming a bedroom community serving the job markets in nearby Providence and Massachusetts.

Today, the waterfront remains somewhat of an enclave within the community and has survived with much of its unique character relatively intact. To its credit, Warren still retains the hard-edged grittiness of a typical New England working seaport and has not succumbed to the "gentrification" that has plagued many other coastal communities such as Newport and which is now beginning to threaten Bristol's waterfront.

### **The Waterfront Area, an Historic Overview**

The Town of Warren has a long maritime tradition. This began with the naming of the town after Sir Peter Warren, an admiral in the British Navy. Endowed with a deep-water channel, its accessibility and strategic location on the water, between Providence and Newport all contributed to shaping its development:

By the mid 1700's, Warren had a thriving waterfront, supporting a variety of shipwrights, riggers, coopers, fishermen and merchants. Prominent local businesses included Caleb Carr's ferry to Barrington, Cole's Hotel and Carr's Tavern, as well as several shipyards, including Sylvester Child's and the Cromwell and Child's yards. All these businesses serviced an active mercantile trade that was worldwide in scope. Shipbuilding flourished during this period with the Warren yards not only building the hulls but also rigging them. The entrepreneurial skills of these shipwrights and merchants brought a prosperity to Warren, which is reflected in the many fine buildings built during that period.

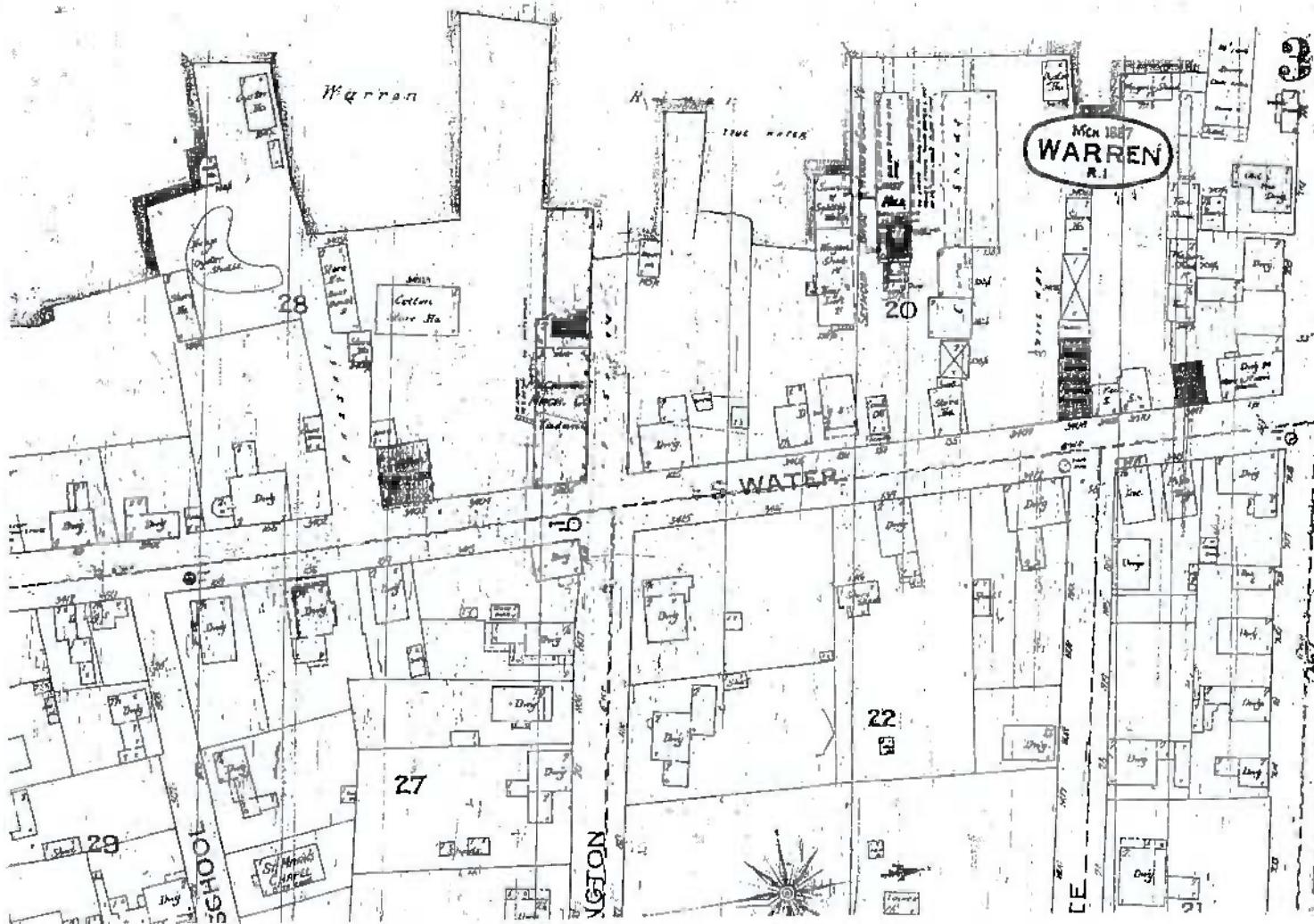
With the onset of the Revolutionary War, Warren readapted and became a shipbuilding center supplying ships to the war effort. The War, however, hampered Warren's mercantile growth due to raids by the British fleet, severely damaging many of the town's buildings and businesses. The community quickly recovered, however, and shipbuilding continued to support the region's flourishing coastal trade, as well as commerce with the West Indies. Between 1790 and 1810, Warren had become second only to Providence as a shipbuilding center. Subsequently, with the revival of the whaling industry, the town in its peak year of 1844 was the homeport to some 26 whalers, solidifying its role as a key seaport in the region.

With the outbreak of the Civil War, Warren experienced a decline in whaling and shipbuilding. Warren again readjusted and these activities were replaced by oystering. With the cultivation and seeding of the Bay's oyster beds, a technique developed by Joseph Stubbs, this industry became economically viable and the harvesting of oysters grew into a burgeoning industry for the Town.

By the latter half of the 19<sup>th</sup> century, the effects of the Industrial Revolution had taken hold and Warren was transformed into a manufacturing-based economy. A series of mills were built providing employment to both local residents and an increasing number of immigrant families. This ongoing progression of economic changes has marked Warren's townscape and is represented by many visible landmarks within the community, even to this day.

Transportation, too, has played a role in shaping the Town. 1851 saw the arrival of the Providence, Warren & Bristol Railroad and by 1865, rail service to Fall River spurred growth and provided cheap transportation for both its merchants and residents. The railroad further defined the Town's character, with the area west of

HISTORIC MAPS



MAP OF A PORTION OF THE WATERFRONT, WARREN, RI (1887)  
Sanborn Insurance Map Series, Sanborn, ME.

the tracks becoming predominantly densely developed residential areas combined with waterfront and commercial oriented uses. In the area immediately to the east of the tracks, land uses evolved as mostly industrial and commercial uses.

By the beginning of the 20<sup>th</sup> century, Warren saw the introduction of a trolley service down Main Street and the beginning of the development of Touisset Point as a summer colony. Shipbuilding continued to be a factor on the waterfront, as did the Warren Manufacturing Co. Founded in 1820, its mill continued to manufacture textiles until the 1950's, when it eventually succumbed to the downturn of the New England textile industry. Fortunately, American Tourister eventually took over the facilities becoming a major employer in the area.

After a period of decline and stagnation, the community is beginning to see a reversal of these trends and has begun to attract a variety of businesses to the area. The development of a realistic plan for the waterfront can only reinforce and complement Warren's path to rejuvenation.

#### **ELEMENT C: LAND USE**

The project area can be characterized as a juxtaposition of often disparate and conflicting land uses throughout the neighborhood. While this mix often poses issues in terms of compatibility, these qualities give the area its special character. Creative buffering between conflicting uses through landscaping and screening devices would go a long way to soften and help mitigate these neighborhood issues.

By its very nature Warren's waterfront area contains a variety of uses. Maritime activities including shipyards, boat building and repair, seafood processing and marine services coexist cheek to jowl with residential, retail / commercial and recreational uses. Maritime uses are almost exclusively confined to the west side of Water Street. Some housing and retail / commercial uses, including several restaurants and antique stores, are interspersed along this side of the street with the most significant concentration of housing occurring at the north end of Water Street. In contrast, the east side of Water Street is an eclectic mix of housing, commercial uses and retail stores with antique stores predominating. Public uses along the street include the wastewater treatment plant, several parks and recreational areas including Burr's Hill Park and the Town Beach. A fire station is located at the north end of Water Street.

This variety of land use activities defines the waterfront of today. Maritime uses, for example, are integral components of Warren's economic base and should be supported. For these uses to be squeezed out in favor of a gentrification of the neighborhood will only homogenize the area, force many long-term residents to relocate because of escalating property values and in turn destabilize the social fabric of the community. Ultimately, this will result in Warren becoming a carbon copy of many other waterfront communities, which have short-sightedly succumbed to this trend.

#### **Property Ownership on The Waterfront**

Warren's waterfront is predominated by a variety of light industrial and marine-related businesses. By far the largest property owner in the area is P & M Industries, who have just acquired the former Warren Manufacturing Company complex at the north end of the project area.

The following is a list of key property owners on the west-side of the street along with the respective size of the land parcels they utilize.

**Public and Semi Public Land**

*Town of Warren:*

The Town Beach	121,968 sq ft. (2.8 A)
Burr's Hill Park	370,260 sq.ft. (8.5 A)
Waste Treatment Facility, including the Town Dock	82,764 sq.ft. (1.9 A)
The Baker Street Playground	6,786 sq.ft. (.16 A)
The Town Common	10,890 sq.ft. (.25 A)

*Private:*

Jannitto Ballfield (semi public)	43,560 sq.ft. (.1.0A)
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**Public Utilities:**

Narragansett Electric	60,168 sq.ft. (1.4 A)
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**Light Industrial:**

P & M Industries (American Tourister Complex)	667,277 sq.ft. (15.3 A)
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**Marine Related:**

Ginalski's Boatyard	24,248 sq ft. (.56 A)
The Anchorage Inc/Dyer Boats	45,288 sq.ft. (1.1 A)
The Quattrocchi Property: (Warren River Boatworks, Best-in-Bay Seafood and Kazarian Antiques etc.)	31,363 sq.ft. (.72 A)
Speed's Marine	43,124 sq ft. (.99 A)
Blount Seafood	103,724 sq ft. (2.4 A)
Blount Seafood: (Property on east side of Water Street)	18,982 sq ft. (.44 A)
Blount-Barker Marine: (Blount Realty)	57,999 sq ft. (1.3 A)
Blount Realty (Property on east side of Water Street)	29,842 sq ft. (.69 A)
Blount Marine: Water Street Dock Co.	117,888 sq ft. (2.7 A)

**Development Parcels:**

Eastern Yacht Services / Armory Revival Co.	66,775 sq.ft. (1.5 A)
Harbor Marine	49,920 sq.ft. (1.1A)

**Restaurants:**

The Wharf Tavern	40,698 sq ft. (.93 A)
Tav-Vino's Restaurant	18,871 sq ft. (.43 A)
Bullock's Restaurant	8,015 sq.ft. (.18 A)

## **ELEMENT D: THE HARBOR**

With only 6.5 square miles of land area, Warren has approximately 16.5 miles of coastline bordering on the Warren, Palmer and Kickemuit Rivers, as well as frontage on Mount Hope Bay. Of this shoreline, only 1.5 miles of waterfront has been developed for commercial use with the remaining 15 miles of coastline in either residential or agricultural use or as marshland.

### **Physical Characteristics of the Harbor**

The water depths indicated on NOAA chart #13221 within the Warren River range in depth between 7' and 14' below mean low water (MLW). The designated channel averages a depth of 10' below mean low water. There are no federally maintained navigation channels within the Warren Harbor area.

Tidal changes in Narragansett Bay cause swift currents. The Warren River is narrow and naturally deep and severe currents during tidal changes can make navigation extremely hazardous, particularly for boaters unfamiliar with the waters. The harbor is a designated a no-wake zone with a 5mph limit.

Increased boating activities on the river, speeding and boating safety are ongoing issues on the Warren River. It would appear logical that the present part-time harbormaster's position be eventually expanded to a fulltime job, in order to monitor these conditions and supervise the overall management of the waters surrounding Warren.

The Town maintains a Town Dock with a slipway at Wheaton Street, at the south end of Water Street behind the present Wastewater Treatment Facility. It has a pump-out boat and a facility along with dockage for commercial fishermen and some boat slips. It appears to be a somewhat inadequate facility with a lack of formalized parking, is unsigned and hidden from public view.

### **Water Classification**

In 1975, RIDEM set a series of water quality standards for the waters off Warren. These standards were in conformance with the goals established by the Federal Clean Water Act and the general purposes of RIGL Chapter 46-12. These were established to protect the public health and welfare of the area, its fish, shellfish, wildlife and recreation resources as well as its value as a source for public water supplies. By setting water quality goals and designating the use or uses for specific bodies of water, including aquaculture, industrial, navigation and other activities, future water quality would be protected.

Excess water runoff from adjacent streets, however, continues to be an ongoing problem. This has resulted in silting up of many water areas. Similarly, existing development has degraded the water quality along the waterfront and contaminants continue to leech into the river in several areas.

The water classification for the Warren waterfront, from the former railroad bridge, now part of the East Bay Bike Path south to the Town Beach is currently defined as Class SC.

#### **RIDEM Class SC Tidal Water Classification Standards:**

- Boating and other secondary contact recreational activities,
- Fish and wildlife habitat,
- Industrial cooling,
- Good aesthetic value.

### **Flooding & FEEMA Regulations**

"With its location in the upper portion of Narragansett Bay, Warren suffers from high surge elevations resulting from the tunneling effect the Bay has on severe cyclonic storms passing by the area." For example, during the 1938 Hurricane and Hurricane Carol in 1954, Warren experienced these surges, with severe flooding resulting. Flood elevations peaked at 14' and 13' respectively during the 1938 Hurricane and Hurricane Carol.

Consequently the local zoning ordinance and building code have adopted the special flood hazard areas (A, V and V-30 zones) to compensate and conform to the FEEMA development standards.

### **Public Rights of Way to the Water**

In the project area, a number of declared public rights-of-way to the water have been identified. Proceeding to the north, they are, namely:

- Maple Street (just outside of the project area)
- Wheaton Street
- Washington Street
- Baker Street
- Miller Street and
- Company Street

It would also appear that several other undeclared rights-of-way might be within the project area. Their titles should be researched in order to determine their legal status. They are:

- Beach Street,
- Bridge Street,
- Church Street and
- Sisson Street.

All public rights of way should be clearly posted and properly maintained.

### **Moorings, Docks and Slips**

#### **Moorings:**

The Warren River has 2 mooring fields under the town's jurisdiction. There are 217 designated moorings in Warren. Currently, however, there is no substantiated count of dockage space in the Harbor.

#### **Docks and Slips:**

Dockage space is a mix of slips used by businesses such as Blount Industries and Blount Seafood, Speed's Marine, Warren River Boatworks, Dyer Boats and Ginalski's Boatyard. Tav-Vino's and the Wharf Tavern also maintain slips for guests. There is no defined space for transient boats or a marina within the Harbor.

### **ELEMENT E: CIRCULATION & PARKING**

RT-114 is one of the primary roads that service Warren from the north and south and it works in tandem with RT-136 Metacom Avenue to its east. Miller and Baker Streets serve as secondary intermediate cross streets and access points to the waterfront area. North Main Street (RT-114), at the American Tourister complex, acts as the town's northern gateway to both Downtown Warren and the Waterfront. Similarly, Campbell Street at RT-114 functions as the southern gateway to both areas, with the Campbell Street / Water Street intersection serving as a secondary gateway to the Waterfront.

The colonial development of the area has resulted in a pattern of narrow but quaint streets, which, combined with a proliferation of narrow building lots, limits off-street parking for many residents. This has led to a system of one-way streets to allow for on-street parking. Consequently, due to the narrow streets, the neighborhood's existing street pattern is not conducive to the orderly movement of traffic throughout the neighborhood.

This network of narrow streets, often one way and many with T or offset intersections, inhibits heavy traffic use. Fortunately, this tends to discourage and limit the size of trucks servicing some of the larger businesses in the area, a godsend for area residents. This, with a tendency to park too close to intersections, compounds traffic problems, due to restricted turning radii at many of these intersections. Similarly, parking and off-loading on Water Street often impedes the orderly flow of traffic because of the narrow width of the existing travel lanes.

Water Street is an unstriped two-way street with on-street parking permitted on its west-side. It is classified as a minor arterial street between North Main Street and Bridge Street. Many of the side streets along Water Street are one way. Caution and directional signs are minimal throughout the area, while pedestrian crosswalks and handicapped ramps appear to be non-existent. Due to the ongoing traffic bottleneck on Main Street, Water Street is regularly used as a short cut, particularly at rush hour. Recent figures furnished by the police department indicate that speeding continues to be a major problem along Water Street.

Parking continues to be an issue in the area, particularly on neighborhood side streets. It is estimated that there are approximately 50 parking spaces along Water Street. Many of the businesses along Water Street do provide off-street parking for their employees and customers. Overspill parking, however, does occur, causing problems for both residents and area businesses.

Similarly, it is noted that additional public parking is required to meet demands not just in the Downtown area but also along Water Street. In addition to curbside parking and private lots in the Downtown, there are currently 3 public parking lots serving the Downtown area, namely:

The Municipal Lot behind Town Hall	75 spaces ±
The Municipal Lot at Railroad Avenue	60 spaces ±
The RIPTA Park & Ride Lot at Franklin Street	85 spaces ±

On the Waterfront, there are some 75 curbside parking spaces on Water Street, as well as private parking areas servicing businesses such as the Wharf Tavern, Tav-Vinos and other properties. At the southern end of the project area there is a parking lot to service Burr's Hill Park and the Town Beach, as well as some curbside parking. This parking area is somewhat removed from the commercial activities along Water Street and therefore has little impact in reducing the parking demand further up the street.

Burr's Hill Parking Lot	72 spaces ±
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One of the major constraints inhibiting the orderly revitalization of the waterfront is the current circulation pattern in the Downtown and waterfront areas. In order for this to be addressed, the issue of traffic congestion on RT-114 / Main Street, particularly at rush hours, has to be solved. However, circulation and parking will remain a problem for the neighborhood, due to its colonial street patterns and narrow streets.

Some relief could be found for these issues, should the traffic bottleneck on Main Street be worked out and additional public parking found for the area.

#### **ELEMENT F: ZONING**

There are 5 zoning classifications in the project area. The three most dominant zoning districts in the area are:

##### **Waterfront District (W):**

This district encompasses the area west of Water Street, between Water Street and the shoreline, with its northern perimeter defined by Company Street and its southern boundary by Haile Street. Traditional maritime businesses including boat repair, rentals and boat sales are all permitted by right, as well as professional offices and home occupations. Similarly, single family residential and mixed residential uses are also allowed. In this district, a number of uses are allowed by special permit including, for example:

- Two-family housing,
- Manufacturing and related uses,
- Most retail store uses,
- Hotels, restaurants, guest-houses and bed and breakfasts and
- Marinas and boat docks.

Multi family housing use, however, is specifically excluded and is not a permitted use in the waterfront zone.

##### **Special District (SD):**

This zoning classification includes the area along the Warren River from the former American Tourister complex north to the Narragansett Electric property. This zoning district was designed to encourage mixed-use development. Municipal parking lots and recreation areas, retail outlets and offices as accessories to manufacturing and wholesale use are all permitted by right, others uses identified below are allowed only by special permit. These include:

- Residential mixed use and multi family housing,
- Professional offices and retail stores,
- Hotels and restaurants,
- Boat repair and ship building, marinas, dockage facilities and aquaculture,
- Wholesale and light manufacturing uses and
- A number of public utilities.

##### **The Village Business District (VB):**

This district is a long linear area on the east side of Water Street, extending from the intersection of Water Street with North Main Street southerly to Wood Street. It also includes a section on the west side of Water Street from North Main Street to Company Street to the north, along with a rectangular pocket in the vicinity of Dyer Street, extending westerly from Water Street.

This district reflects the existing proliferation of small retail commercial activities and residential uses in the area. Retail / commercial activities are permitted by right; however, retail use in excess of 1,500 sq. ft. is allowed only by special permit. Single family homes and residential mixed uses are also permitted, while two

family housing, hotels, bed and breakfasts, bars, clubs and restaurants all require a special permit, as do liquor stores, light assembly uses and commercial parking lots.

Other zoning classifications fall on the periphery of the project area. They are classified as predominantly residential and are namely:

**R-6 Residential District (R-6):**

This zoning area extends easterly from Water Street between Wood Street and Haile Street. It encompasses a densely developed area of older housing stock built on small lots. This zoning district includes a significant number of structures of architectural and historic significance. Single family homes are allowed by right; however, two family units require a special permit, while mixed use and multi family housing are excluded. Home occupations and professional offices are allowed only by special permit.

**R-10 Residential District (R-10):**

This zoning district is concentrated at the southern end of the project area and extends from Haile Street encompassing both sides of Water Street, with the exception of a pocket of Village Business at Beach Street.

**ELEMENT G: OTHER REGULATORY CONTROLS**

Several State and Federal regulations directly affect development within the Waterfront Area. Probably the restrictions set in place by FEMA (The Federal Emergency Management Agency) and RICRMC (The RI Coastal Resource Management Council) have the most direct impact on any activities taking place along the waterfront.

Similarly, the Environmental Protection Agency (EPA) and The RI Department of Environmental Management (RIDEM) have jurisdiction over soil contamination and pollution particularly along the shoreline and waterways. It can be assumed, for example, that many of Warren's waterfront properties have experienced soil contamination, the result of activities that have occurred over the years. Lending institutions are particularly cognizant of these problems and require a clean bill of health for properties before any financing commitments are made. Should on-site contaminants be found, remediation is required. This can involve removal and/or capping off of these areas, a lengthy and costly process. EPA and RIDEM actively police and provide monitoring for these situations.

**FEMA Regulations**

Most of the shoreline of Warren Harbor falls within designated flood hazard areas (A, V and V-30 velocity zones) with a further designation of "flood fringe lands," for land contiguous to these "special flood hazard areas."

Consequently, new construction or any rehabilitated structures within the waterfront area whose constructions costs constitute more than 50% of the property's value are required to meet FEMA regulations. This means, in residential projects, any habitable space has to be constructed at a minimum of 16' above the mean high tide level within these areas. Commercial areas, service and other non-habitable spaces are permitted below this elevation; however, construction methods must incorporate break-away panels etc. that compensate for tidal surges encountered during extreme flood conditions and hurricanes.

With an elevation along the waterfront averaging between 8' to 10' feet above mean high water, this would mean that the first floor of any living space must occur at least 6 to 8 feet above existing grade. This would indicate that any residential use within this zone would be constructed on "pilotis," sufficiently high enough, to allow for either parking, commercial or other non habitable uses on the ground floor area underneath. Non-conforming structures within these special flood hazard areas can also not be enlarged or expanded.

These regulations are part of the current zoning ordinance and are administered by the local Building Official, on behalf of FEMA and the Town.

**RI CRMC Regulations**

Rhode island's Coastal Resource Management Council (CRMC) administers and oversees the permitting of the construction and/or alteration of docks, marinas, structures and other manmade features within 200 feet of the shoreline, amongst other things. It also oversees shoreline protection, dredging and the proper disposal of dredged materials, moorings and other activities on the water.

Warren Harbor is one of seven locations, designated a Type 5 Commercial and Recreational Harbor in Rhode Island:

*" Type 5 waters support a vibrant mix of commercial and recreational waterfront activities. All locations have historic values that must be preserved. Competition for space is intense in all Type 5 waters, commercial fishing vessels, recreational boats and ferries all compete for limited water space, while waterfront businesses of many varieties vie for a position on the waterfront. The visual quality of these areas is highly important, since all are centers of tourism."*

The State of Rhode Island: Coastal Resources Program, 1996, as amended.

Portions of the waterfront also have other designations. These include the area north of the Company Street alignment, which is classified as Type 6 Water and an "Industrial Waterfront and Commercial Navigation Channel." Type 3 Water and a "High Intensity Boating" area, refers to the outer harbor as well as the lower channel of the Barrington River.

Construction and / or renovation within their 200' jurisdiction requires approvals by CRMC with varying levels of permitting, depending on the complexity of the proposal. Of particular relevance is the requirement to provide a coastal buffer zone from the shoreline feature to any new construction or substantial renovation.

Required Buffer Zones for New Residential Construction		
Residential Lot Size	Type 3, 4, 5 & 6 Waters	Type 1 & 2 Waters
	Required Buffer	
> 10,000sq.ft	15'	25'
10,000 sq.ft.-20,000 sq.ft.	25'	50'
20,001 sq.ft.-40,000 sq.ft.	50'	75'
40,001 sq.ft.-60,000 sq.ft.	75'	100'
60,001 sq.ft.-80,000 sq.ft.	100'	125'
80,001 sq.ft.-200,000 sq.ft.	125'	150'
> 200,000 sq.ft.	150'	200'

In the case where these alterations constitute an expansion in area of more than 50% of the existing building's footprint, the buffer zone will be established using the increased percentage of the existing building's footprint times the value contained in the table above. Where a structure is demolished and a new structure is built within its footprint, no change to the buffer zone is required.

No Buffer Zone is required for alterations to existing structures, where alterations constitute an expansion in area of less than 50% of the existing building footprint. Buffer Zone requirements for Industrial and Commercial developments are made on a case by case basis. The above table can be used as a guideline.

The Coastal Buffer Zone requirement is a potent restriction on development along the waterfront. In the case of new construction, in essence, it creates an open /amenity space along the shoreline between any buildings and the harbor. This is one vehicle to implement the concept of a Riverwalk.

However, reuse of existing buildings provided the existing footprint is not expanded, the need to meet buffer zone setbacks is not required. All other controls have to be met including the 16-foot habitable space requirement. A change of building use also dictates that any construction work has to meet the RI State Building Code for new construction, including fire and ADA requirements. Again this provision applies to the Eastern Yacht property where conversion of some of the warehouse space is planned for residential use.

## **OTHER CONTROLS**

### **RIDEM / EPA:**

Beyond the regulatory controls discussed above, environmental provisions regarding contamination of properties and their remediation fall under the jurisdiction of RIDEM through EPA and provide another layer of controls and approvals.

### **The State Building Code:**

In the case of a change of use of an existing building or where a building's renovations exceeds 50% of its value, that property has to conform to the State Building Code for new construction etc. This requires that building and its proposed use to meet occupancy ratios, approved type of construction, the Fire Code and accessibility criteria (ADA), as provided for under the current code. Obviously, relief can be sought through the appeal process.

## **ELEMENT H: REGULATORY CONTROLS, AN ASSESSMENT**

### **The Zoning Ordinance**

As a regulatory device, for example, the zoning ordinance in its present format does not offer the protection and type of controls that:

1. Fully safeguards the area's historic character and resources,
2. Regulates and encourages water dependant and water related uses along the waterfront. For example, hotels are a permitted use by special permit under the present ordinance,
3. Is fully responsive to the set back requirements that characterize the waterfront area,
4. Protects critical viewsheds and physical access to the water,
5. Ensures that the scale and massing of building forms, as well as the selection of compatible materials, are sympathetic to the area, nor does the zoning ordinance

6. Offer a design review process that ensures the aesthetics and compatibility of all development proposals.

Although there is a designated National Register Historic District that encompasses much of the waterfront area, as well as a somewhat smaller Historic District adopted by the Town, no formal historic district zoning has been adopted by the Town. Conformance to the Rehabilitation Standards for Historic Structures, established by the National Park Service, is purely optional for homeowners of historic buildings. The local Voluntary Historic District Commission, however, monitors the area and actively promotes the use of historic tax credits for qualified buildings.

#### **FEMA Regulations**

In the case of the FEMA regulations, the requirement for habitable rooms to be at least 16-feet above mean high water resulting in a design problem, whereby new or renovated residential buildings end up sitting on stilts. Consequently, the area underneath these buildings creates a dark hole. In most cases, however, to take advantage of this situation, parking is introduced to meet zoning requirements or in some rare situations, commercial or service space is placed there; a much more sensitive way of resolving this design issue.

Elevation of a building on stilts (pilotis) creates not only a visual problem but also a distinct lack of connection with the building, the site and its users. This lack of continuity between the building and its setting is an issue that needs to be addressed.

#### **CRMC Controls**

CRMC regulations provide the oversight for any construction or changes between the interface of the Harbor and land bound activities within 200' of the shoreline. While these provide a monitoring and legislative process for these activities, the Town has to be vigilant in ensuring that any new proposal meets these regulations and is in the best interests of the Town.

The Coastal Buffer Zone requirement provides a potent restriction on development along the waterfront. In the case of new construction, in essence, it creates an open /amenity space along the shoreline between buildings and the harbor. This might be one vehicle to implement the concept of a Riverwalk.

For reuse of existing buildings provided the existing footprint is not expanded, the need to meet buffer zone setbacks is not required. All other controls have to be met including the FEMA 16-foot habitable space requirement. A change of building use also dictates that any new construction work has to meet the RI State Building Code for new construction, including fire and ADA requirements.

#### **Other Regulations:**

It is likely with today's current interest in the waterfront that a number of properties will see a change in ownership and the possible conversion of some of these buildings for other uses. It can be anticipated that some of these properties may require remediation, while others with building conversions for other functions will necessitate these renovations meet new construction standards; a process that will be monitored by the local building official.

## **ELEMENT I: DEMOGRAPHIC PROFILE**

### **Introduction**

It is unfortunate that the Waterfront Plan coincides with the very preliminary findings of Census 2000 and that most of this new census data will not be available until after this study is completed. Consequently, much of the demographic analysis relies on the 1990 census information and whatever updates have been done since then. Some of this new information has been included, as well as estimates prepared from Statewide Planning and other sources.

### **The Waterfront Project Area**

The study area falls within Census Tract 305, which also includes a portion of the Downtown area. This general area, Census Tract 305, is broken down into 2 census blocks, so we can more accurately examine the specifics of the project area regarding population, housing and income characteristics.

### **Population (1990)**

The general area had a population of 3,599 in 1990, which represented about a third of Warren's total population of 11,385. Of these, the ratio of males to females in Tract 305 was almost equally split, compared to the rest of the town where females predominated by some 52% of town residents, compared to 48% for males.

In 1990, residents in the area 65 years and older made up 18% of Warren's total population and represented 15% of the area's residents. It is important to note, too, that over a quarter of Warren's elderly citizens lived in this neighborhood in 1990. Similarly, 7% of Warren's young people resided in the area and were in about the same population ratio (22%), as compared to the rest of the town.

In the 1990 census data, population for the specific project area was determined to be 1,464 residents, of which 98% were white and the remainder made up of various other ethnic groups. Residents of Hispanic and Asian backgrounds were the primary ethnic groups. 22% of the residents were elderly, while 334 or 23% were 17 years old or younger.

### **Households (1990)**

According to the 1990 Census, the general area contained a total of 1,581 households, which represented 35% of the 4,494 households in the community. Average household size in the area was 2.28 persons per household. This is slightly less than the town-wide average of 2.52.

### **Housing (1990)**

According to the 1990 Census, there were a total of 1,673 housing units in the area with a vacancy factor of 6.1% and a total of 1,581 households with a lower ratio of 2.28 persons per household compared to the Town's median of 2.47. Census data for the specific project area indicated that there were 701 housing units in Blocks 3 and 4 with a vacancy factor of 6.7%. Of the total area housing stock 68% were rental units with remaining 206 dwelling units (DU's), owner-occupied.

### **Income (1990)**

The per capita income for the general area was \$11,174, substantially lower (25%) than the rest of the

Town. The median household income, in 1990, for Tract 305 was also some 31% less than the \$31,637 posted for the rest of the community.

#### 2000 Census

Preliminary data for Tract 305 from Census 2000 indicates a 5.4% decline in the overall area's population to a total of 3,406 and a shift in the area's ethnic makeup with a reduction in Hispanic / Latino residents. African-Americans residing in the area have increased less than 50% since 1990. More significant gains were to be found in residents of other ethnic groups, where this segment of the population increased almost fourfold over the last decade.

It could be determined, from the preliminary Census 2000 figures, that the project area had a population of 1,366, a decline of 6.7%. This count was for Blocks 3 & 4 in Census Tract 305, which closely approximates the target area for the waterfront project.

#### ELEMENT J: HOUSING AFFORDABILITY

A recent survey (May 2001) of local MLS real estate listings indicated that there were approximately 20 homes for sale in Warren. Of these, one condominium was listed for \$50,000, 9 homes had asking prices in excess of \$200,000. Of the remainder, 6 were priced in excess of \$150,000 and the balance ranged in price from \$92,500 for a 2-unit multi family on Union Street to \$137,000 for a home in the Metacom Avenue area.

Of the 20 homes listed, the majority were in East Warren and on the waterside of South Main Street. Only 3 were located in the waterfront area; a home on the water at Baker Street in excess of \$1 M., a building on Union Street and a colonial house on Market Street listed for \$350,000. It is obvious that there is lack of choice of affordable homes in the community. According to Claire Martins, Executive Director of the Warren Housing Authority, the rental market is also extremely tight with few rentals available. She currently has a waiting list of some 50 applicants for Kickimuit Village, Warren's elderly housing complex and about 100 on the list for Section 8 housing. Her agency presently manages:

- Kickemuit Village (153 DU's for the Elderly and Disabled.)
- Section 8 Rental Subsidy Housing (199 Family DU's scattered throughout town.)

She indicated that the current rents in the Warren, when rental housing is available, were in the vicinity of the following:

- One Bedroom: \$500 / month
- Two Bedroom: \$600 / month
- Three Bedroom: \$750 / month

A current study on housing affordability in Rhode Island, by the National Low Income Housing Coalition (NLIHC), reinforced these serious shortfalls not only in Warren, but also throughout the State. In terms of the choice and availability of affordable housing, young families and the elderly were particularly prone to renting something less than their basic needs and paying a disproportionate amount of their income towards shelter costs.

### INCOME GUIDELINES FOR LOW & MODERATE INCOME HOUSING HUD

	PROGRAM	1 Person	2 Person	3 Person	4 Person	5 Person	6 Person	7 Person	8 Person
<b>PMSA</b> New London Norwich, CT-RI Family Income: \$54,500	30% of median	\$11,600	\$13,500	\$14,900	\$16,550	\$17,900	\$19,200	\$20,550	\$21,850
	Very Low Income	\$19,300	\$22,100	\$24,850	\$27,600	\$29,800	\$32,000	\$34,200	\$36,450
	Low Income	\$30,900	\$35,350	\$39,750	\$44,150	\$47,700	\$51,200	\$54,750	\$58,300

Source: HUD & Urban Design Group

### 2000 ESTIMATED FAMILY INCOME

Location	Estimated Median Family Income (HUD)		Maximum Affordable Monthly Housing Cost by % of Family AMI			
	Annual	Monthly	30%	50%	80%	100%
Rhode Island	\$51,531	\$4,294	\$386	\$644	\$1,031	\$1,288
Warren	\$51,560	\$4,497	\$387	\$644	\$1,031	\$1,289

Source: HUD & Urban Design Group

### 2000 ESTIMATED RENTER HOUSEHOLD INCOME

Location	Estimated Renter Household Income (NLHC)		Maximum Affordable Monthly Housing Cost by % of Family A Median Income (AMI)			
	Annual	Monthly	30%	50%	80%	100%
Rhode Island	\$28,136	\$2,345	\$211	\$352	\$563	\$703
Warren	\$27,808	\$2,326	\$209	\$349	\$558	\$698

Source: NLHC & Urban Design Group

### 2000 ESTIMATED MEDIAN RENT

Location	0 BR	1 BR	2 BR	3 BR	4 BR
Rhode Island	\$393	\$530	\$638	\$727	\$1,195
Warren	\$384	\$523	\$628	\$789	\$972

Source: NLHC & Urban Design Group

### INCOME REQUIRED TO AFFORD THE FAIR MARKET RENT

Location	Amount			% of Family AMI			% of Estimated Renter Income		
	1 BR	2 BR	3 BR	1 BR	2 BR	3 BR	1 BR	2 BR	3 BR
Rhode Island	\$21,186	\$25,537	\$29,088	41%	50%	56%	75%	91%	103%
Warren	\$20,920	\$25,120	\$31,560	41%	49%	61%	75%	90%	113%

Source: NLIHC & Urban Design Group

### ESTIMATED NUMBERS OF RENTERS UNABLE TO AFFORD FAIR MARKET RENT

Location	1 BR	2 BR	3 BR
Rhode Island	38%	46%	52%
Warren	38%	44%	56%

Source: NLIHC & Urban Design Group

**Note:**

On further examination of these figures, it was discovered that the numbers used for the Town of Warren were the same as those for Bristol County and are therefore somewhat skewed. Consequently, based on prior 1990 data, the income figures for Warren should be somewhat lower than indicated above while related housing costs would be higher etc. However, these tables still serve as a valuable tool in highlighting a serious community issue in terms of social costs and the quality of life for many Warren residents.

The potential for an escalating gentrification of the waterfront area is of major concern, given the current development interest in the area. Should development go unchecked, escalating property values and rents, as well as building conversions will ultimately lead to dislocation of many waterfront area residents and businesses. While change is inevitable, it should be one of measured restraint and controlled for the benefit of the community and its residents and not at the whim of developers.

#### ELEMENT K: AN ECONOMIC OVERVIEW

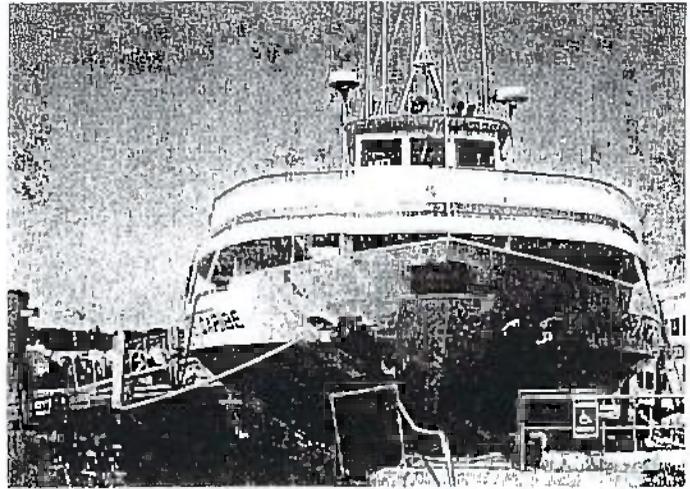
Most of the businesses located within the waterfront area qualify as small business enterprises with the exception of P & M industries, with an estimated employment to be in the range of 350-400 employees and to a lesser degree, American Caribbean Cruise Lines and Blount-Barker Marine, whose work force changes seasonally. The remainder is either maritime related or service type businesses, with relatively low employment. However, taken as whole they represent a significant element in the Town's economy.

Recently, the East Bay area has been portrayed as supporting a significant cluster of small entrepreneurial firms. Many of these are marine-related, although this segment of the regional market indicates a thriving

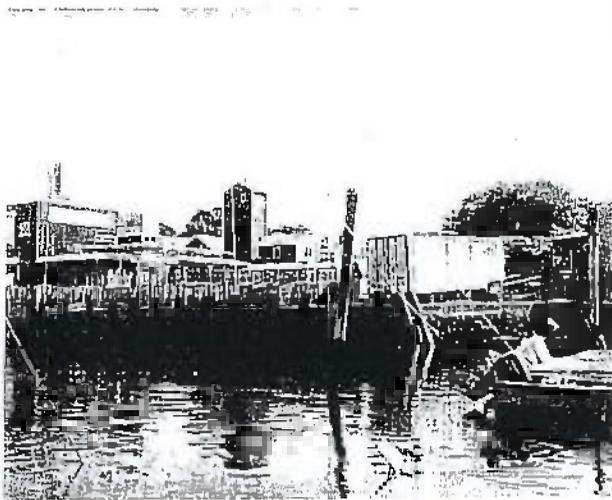
# WATERFRONT CHARACTER



MILL CONVERTED TO ARTIST'S STUDIO  
(J. J. SMITH'S OIL WORKS, c. 1840)



CRUISE SHIP "CARIBE" DOCKED



BLOUNT SEAFOOD



EASTERN YACHTS' FACILITY AND DOCKS

assortment of businesses. The East Bay Enterprise Zone can be a valuable tool in identifying and encouraging such firms to locate to the area, through technical assistance, work training programs and tax incentives. Space requirements of these firms are typically much more flexible than large national companies and are less prone to fluctuations in the economy.

Locally, the Warren Chair Company is a prime example of a small business incubator that has successfully hosted a variety of small companies over the last few years. Judging from the number of inquiries about available space, development of a similar small business incubator may be a realistic possibility.

The following is an examination of several components of the economy that could play major roles in the rejuvenation of the waterfront and the community as a whole:

### **Water Related Businesses**

In concert with a progressive development plan for the waterfront, the Town should take a proactive role in encouraging the growth of water dependant and water related uses along the harbor. The area already has a strong nucleus of maritime related businesses. To supplement this, small boatyards and yacht repair facilities, marinas, rigging shops, sail lofts, ship chandlers, yacht brokers, sailboat, canoe and kayak rentals etc. are all uses that should also be encouraged. Similarly, dive shops, sports fishing charters, a simple seafood restaurant similar to Quito's in Bristol and perhaps a yacht club would further reinforce the waterfront's economy.

Recreational boating is a growing industry and available dock and mooring space is becoming increasingly hard to find. Consequently, a well-balanced combination of related uses along the waterfront would be a compatible addition to stabilize the area and bring an infusion of new jobs and money to the community.

### **Tourism**

Tourism is Rhode Island's fastest growing industry, and at present growth rates it is projected to be the State's largest employer by the year 2015. The latest figures show, for example, that Rhode Island's travel and tourism industry generated \$2.7 billion in 1999 sales revenues. This represented an increase of 9% over 1998 and a 30% increase since 1996. In fact, the Travel Industry Association of America (TIA) indicated, in a recent study, that the number of visitors to Rhode Island has increased at a rate more than double that of other states. URI's Department of Resource Economics estimated that in 1999 some 14.4 million visitors came to Rhode Island for business and leisure and of these 14 million spent the day in the state, while 4.7 million stayed overnight. The most recent study indicated that the cost benefit ratio of tourist promotional dollars spent to returns generated a payback of 27:1 on the investment. Similarly, it was estimated that for every \$1 spent on tourist promotion, \$26.52 in sales was generated. While Warren benefits somewhat from tourism, most visitors confine their activities to incidental stops while passing through. Warren's historic area and its waterfront are definite attractions for visitors, while the town's reputation as an antique center has appeal for many tourists.

In general, we feel that Warren has a latent potential as a tourist destination, waiting to be properly marketed and fully exploited. While Warren, individually cannot match the reputation and numerous attractions that Newport can offer, we believe that, as a whole, the towns of Bristol County can provide a viable alternative and supplement to the attractions in the Newport area.

Recent figures on tourist spending developed by the Resource Economics Department at URI indicate that the economic benefits could be significant.

Visitors to Rhode Island - Estimated Daily Expenditures	
Overnight: Business visitors	\$ 255.17 per day
Overnight: Commercial business visitors	\$ 246.16 per day
Overnight: Leisure visitors	\$ 154.18 per day
Boaters	\$ 116.90 per day
Day trip visitors	\$ 73.61 per day
<b>Daily Average</b>	<b>\$ 93.02 per day</b>

Source: URI Resource Economics, 1999

Our preliminary assessment points to several segments of the community that could be successfully incorporated into a tourism strategy plan. Development of these components could substantially improve the economic health of the Town, through a creative partnering of potential attractions within the community. They are:

- *Heritage and cultural tourism centered on Warren's past history,*
- *Its working waterfront, one of the few in the region,*
- *The variety of cruise excursions operated by the American Caribbean Cruise Line,*
- *The East Bay Bike Path,*
- *Restaurant and an expansion of overnight accommodations,*
- *The rich ethnicity found in Warren,*
- *Warren's concentration of antique stores and*
- *An expanding community of artists and crafts people.*

Although there is a tourist information booth on Child Street adjacent to the Bike Path, for most visitors it is off the beaten path. A more centrally located information booth with descriptive brochures and seasonally staffed by volunteers would be an important first step in developing a plan to encourage local tourism.

### Heritage and Cultural Tourism

In recent years, there has been an increasing demand for tourist venues based on the cultural and heritage aspects of areas. A case in point is the continued success of the Preservation Society of Newport County and their ability to attract an increasing number of visitors to its mansions along Bellevue Avenue. This year has shown a significant decline in tourism throughout the region, however; figures for cultural tourist venues overall have sustained a 20% increase over last year.

This reinforces a strategy of targeting Warren's impressive array of historic buildings and its rich maritime history as an untapped economic resource. Coupled with neighboring Bristol's inventory of cultural assets it generates a critical mass of historic sites and museums sufficiently diverse to appeal to a wide segment of this market.

Warren has a maritime tradition that spans over three centuries. Its architecture encompasses many fine examples of Colonial and Victorian buildings, as well as vernacular and mill architecture. Through walking

tours and the use of interpretive signage and displays, the history and evolution of Warren along with its architecture can be highlighted and the area made more appealing to both visitors and residents alike.

Some of the town's significant buildings and sites, which are in or are in close proximity to the waterfront, include:

- The Samuel Maxwell House and Museum (c 1755),
- The Massasoit Spring,
- The Masonic Temple (1796),
- Warren Baptist Church (1844), open by appointment,
- St. Mark's Episcopal Church (1829), open by appointment,
- The Caleb Carr House (c. 1790),
- The Rebecca Maxwell Phillip's House,
- The Old Dye House (c. 1870),
- J. J. Smith's Oil Works (c. 1840),
- The Hope Bank Building (1858),
- The Narragansett Steam Fire Co. Station #3, open by appointment,
- Warren Town Hall and the George Hail Library & Museum etc.

To rely purely on these sites as a draw, however, probably will not be sufficient. We suggest that they be creatively packaged with other events such as open house tours, historic enactments, colonial musters, historic boat regattas etc. as well as being jointly promoted with other tourist activities suggested below.

On an area wide basis, Bristol's historic areas and its waterfront in conjunction with other related attractions, including:

- The Haffenreffer Museum of Anthropology,
- The Herreshoff Marine Museum & America's Cup Hall of Fame,
- The Bristol Historical Society and Museum,
- The Bristol Artillery Company,
- The Audubon Society of RI's Environmental Education Center,
- Blithewold Mansion, Gardens & Arboretum,
- Coggeshall Farm Museum,
- Colt State Park,
- Touisset Marsh Wildlife Refuge in Warren and
- The Osamequin Wildlife Refuge in Barrington

can be combined to make the area an attractive destination point for visitors.

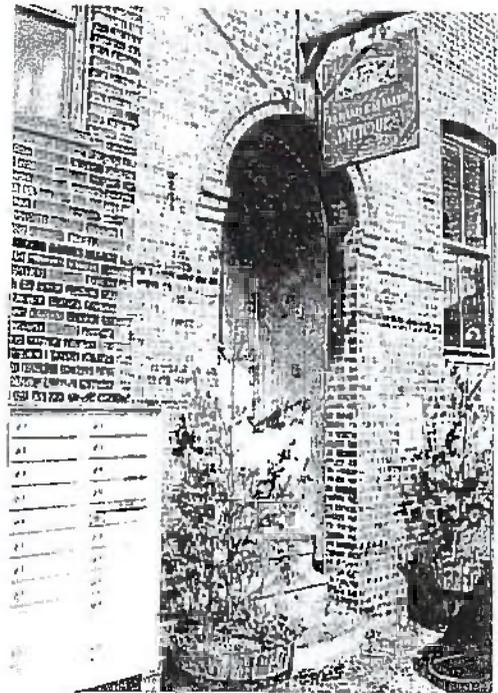
#### **Overnight Accommodations:**

An examination of available hotel rooms in the immediate area indicated a significant shortfall. For example, there are only 119 hotel rooms available locally. These are located in two facilities, namely the King Philip Inn in Bristol and the Johnson & Wales Inn in Seekonk. An additional small hotel on the Bristol waterfront is scheduled to open later in the summer with 40 rooms.

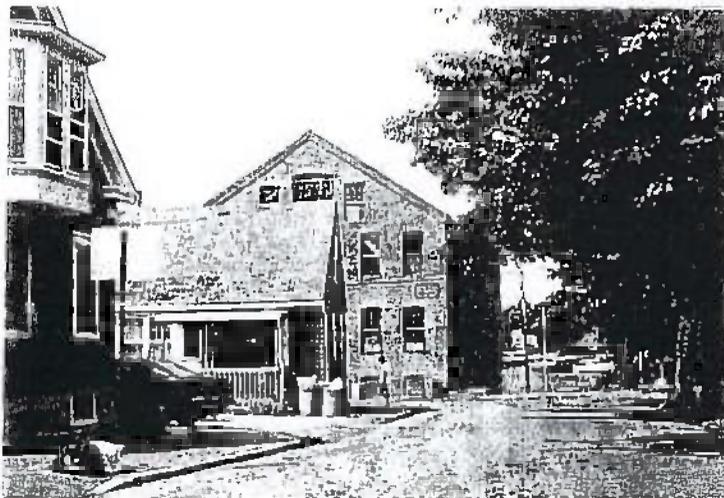
- King Philip Inn (33 rooms) in Bristol,
- The Johnson & Wales Inn (86 rooms) in Seekonk and



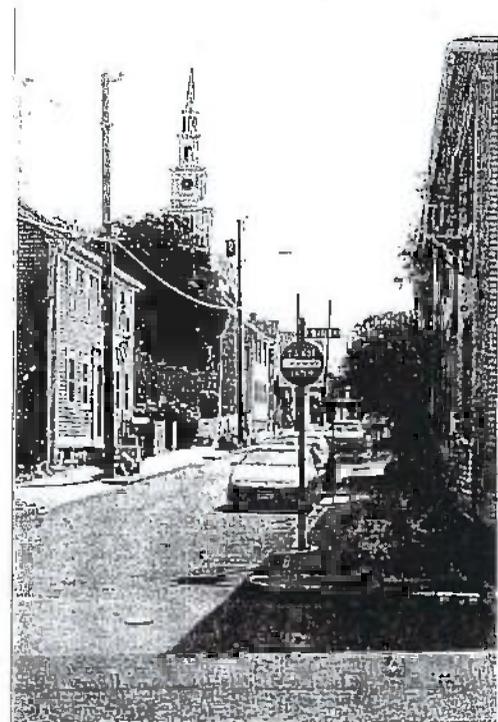
LOOKING SOUTH ON WATER STREET



MIXED USE BUILDING  
(The Old Dye House, c. 1870)



SNEAK VIEWS OF THE WATER LOOKING WEST  
ON WASHINGTON STREET



LOOKING EAST UP CHURCH STREET  
TOWARDS THE DOWNTOWN

- The Inn at Thames Street Landing in Bristol (40 rooms).

Warren does support 4 Bed & Breakfast establishments with a total of 7+ rooms, namely:

- The Barnscape (2 Rooms)
- Nathaniel Porter Inn & Restaurant (2 Guest rooms)
- The Candlewick Inn (2 Guest rooms)
- The Thomas Cole House (1+ Guestrooms).

Bristol has some 5 B & B's in town with a total of 17+ rooms for guests. Barrington, on the other hand, does not appear to have any posted B & B's.

Beyond potential business generated by the cruises operating out of the waterfront, there appears to be a demand for overnight accommodations in the immediate area. Roger Williams University, a number of area business, an overspill from Aquidneck Island etc., as well as various national and international sailing events held in the Bay, (Barrington Yacht Club, for example, sponsors some 16 regattas), indicate a demand for additional hotel rooms. We are not suggesting, however, that a hotel facility be located in the waterfront area, but rather in its general proximity. A small hotel would be a welcome addition and give added breadth to the amenities that the Town has to offer.

#### Local Restaurants:

Locally, there are some 34 eating establishments in Warren. These range from the traditional seafood restaurants such as The Wharf Tavern on Water Street to restaurants serving Italian, Indian, Chinese, and Portuguese food. There are also a variety of pizza parlors and fast food operations, many of which are to be found along the commercial strip on Metacom Avenue and on Market Street. There are 5 restaurants and one bar within the waterfront area. Depending on demand, another simple restaurant geared towards seafood, in the same vein as Quito's in Bristol, would be an asset to the area.

#### Boat Charters and Cruises:

Discussions with representatives of Bay Queen, which operate cruises within the Bay area, indicated that they carry some 60,000 passengers annually, mostly drawn from the tri state regional market. In the case of charters, they felt that the availability and packaging of overnight accommodations with their cruises would be an attractive option for many of their clientele.

The American Caribbean Line, also owned by the Blount family, operates further afield and runs 3 cruise ships. Generally 2 are home ported in Warren and the other is based on the Great Lakes during the summer season. The Grand Caribe and its sister ship, Grand Mariner, carry 100 passengers. The smaller Niagara Princess carries 84 passengers. During the winter and between outfitting, the ships are stationed in the Caribbean and make trips to the Islands, as well as Central and South America. In the summer, however, two ships operate coastal cruises typically originating in Warren and ending in Quebec or vice versa. Passengers are bused to and from Quebec. The cruise line maintains a block booking arrangement with Johnson & Wales Inn in Seekonk. These rooms are reserved for passengers at the conclusion or beginning of each excursion.

Typically, these cruises operate at about 85% capacity or 85± passengers per trip. Nancy Blount indicated that it would be of benefit if there was a local hotel that they could utilize and house at least 85 guests. In

retrospect, it has not been clearly determined whether there is currently a demand for a 50 - 80 bed hotel in the area. Perhaps a shared situation with the new 40-room hotel in Bristol might be a feasible option.

The charters and cruise line activities generated by Blount offers a prime opportunity to take advantage of this segment of visitors to the area, if in fact a greater selection of overnight accommodations were available locally. A small hotel could capture a reasonable percentage of these out-of-town passengers at the beginning or end of a cruise. It can also be assumed that a cruise or charter packaged with either accommodations at a local hotel or bed and breakfast would also receive a favorable response.

### **The East Bay Bike Path**

The 14+ mile bike path, developed along a former railroad r.o.w. and running from East Providence to the Bristol waterfront, has turned out to be a major success. Skirting Main Street and the waterfront, its connections to these areas, however, are weak and could be improved to encourage bike trail users to avail themselves more fully of some of the local amenities and attractions.

### **Festivals & Events**

According to materials from the East Bay Tourism Council, the tri-town area sponsors over 50 festivals and other events between April and November every year. These vary from the well-known 4<sup>th</sup> of July Parade in Bristol, which attracts over 200,000 spectators, to "Warren on Wheels" and to numerous seasonal church festivals and sporting events.

Warren, for example, sponsors approximately 11 major events during the year, including:

- The Warren Quahog Festival,
- Warren on Wheels,
- Fireman's Parade,
- Artists' Open House,
- A Cultural Arts Festival and various Fairs and bazaars etc.

### **Warren's Ethnicity**

Warren is home to a diverse mix of ethnic groups, initially the result of the town's rapid expansion during the Industrial Revolution. Today, several fraternal clubs are active in the community including:

- The Warren Portuguese American Club,
- The Italo American Club and
- The Warren German American Club.

Several of the local parishes also hold annual events with an ethnic flavor including:

- St. Alexander Church's Italian Festa and
- St. Casimir Church's Polish Picnic, for example.

In many communities, it has been discovered that programming tourist events using activities focused on their ethnic character, can be a valuable tool. Religious festivals, street fairs, concerts and other events with an ethnic flavor have been found to have wide appeal for local residents and visitors alike.

### Antique Stores

Warren has a reputation as an antique center. At last count, there were approximately 19 antique stores of various categories in the town, along with several second hand stores. Of those, 5 were located in the target area. The most prominent location is the Antique Center, a consignment store housed in the former Lyric Theater. This is a major outlet for a variety of collectibles. Other related activities include 2 businesses that make reproduction furniture and also refinish furniture.

These various stores run the gamut from high-end antiques to the other end of the spectrum and what might be loosely termed as "junk" stores. There is a loose affiliation of antique storeowners; however, many stores have sporadic opening hours and a more structured association of antique dealers to promote business would be of benefit.

### The Art & Crafts Community.

In recent years, Warren has seen an expansion of its community of artists and crafts people. Providence, on the other hand, has seen an out migration of many of its artists due to escalating rents and the conversion of loft buildings that had traditionally housed studio space. This is occurring in spite of the city designating an "Arts and Theater" District, with tax concessions for artists working in the district. Consequently, many area artists have sought more affordable space in Pawtucket and East Providence, for example. To encourage this trend, Pawtucket has made artists' studios, lofts and galleries an important ingredient and thematic development tool in their Downtown revitalization.

This exodus has also been to Warren's benefit. The Town has seen an influx of artists and it is now estimated that some 40 – 50 artists live, work and / or have studio space in the community. They range from jewelers, fabric artists, and furniture makers, graphic artists, ceramists and potters to photographers, painters and sculptors. They are mostly concentrated in the Cutler Street / Cole Street area, particularly in the Warren Chair Company building, with several renting studio space on Water Street.

It is interesting to note that the 1990 Census indicated that Bristol County had nearly as many designers (211), such as fashion, graphic and jewelry designers, as it did physicians' (232). Similarly in a related field, 519 area residents were employed as architects, engineers and surveyors. It should be pointed out, however, that although they resided in the county, many probably worked elsewhere. It does highlight, however, that there is a strong presence of design related professions in the area. In a similar vein, the opening of a small repertory theater company in the performance space above A J Dylan's further broadens artistic offerings in Warren and will be a cultural asset to the community. We believe the arts community is and will continue to be a potent ingredient in Warren's future, provided the town supports and recognizes their needs.

From a community perspective, Warren appears to have a poor self image and has undersold itself in the past. The Town has a wealth of assets, either under capitalized or ill perceived. These resources should be capitalized on and reharnessed to play a vibrant and integral role in a comprehensive revitalization strategy for the Town.

### ELEMENT L: A WATERFRONT BUSINESS ASSESSMENT

In order to get a sense of the viability of key businesses remaining on the waterfront, we contacted several of the primary owners along the river. Based on these discussions it became apparent that a number of

them do not require a waterfront location in order to conduct their operations. Of all the property owners, only Blount Marine truly requires waterfront access. Now with the Wharf Tavern being placed on the market, the balance of the real central core of the waterfront is in jeopardy and the future of the waterfront, as we know it, could be in for a period of transition.

The Wharf Tavern property combined with the Eastern Yacht and the Harbor Marine parcels represent a sizable portion of the waterfront. Their eventual use could significantly impact on the overall character of the neighborhood. Combined with the uncertain future of other properties in the immediate area, it would appear logical for the Town to anticipate that major changes in property ownership could take place along the harborfront.

Of major concern is that a significant transformation of the Warren waterfront, not necessarily in the best interests of the community, could occur over the next 5-10 years, should definitive development controls not be enacted. These changes could have far-reaching impacts on the economic, social and cultural wellbeing of the Town. Even with development controls, it is anticipated that there will continue to be changes in property ownership that will impact on the area. This is in part due to waterfront land in Warren being undervalued. In time, the natural evolution of ownership and potential relocation of some of these traditional waterfront uses will eventually take place. The Town should anticipate these possibilities and take a proactive role in ensuring that these businesses remain within the community.

Warren continues to be one of the few coastal communities in New England that remains untouched by the frenzy of waterfront redevelopment that has engulfed many other seaport communities. The question is how to manage these potential changes in the best interests of the community?

### **The Waterfront of Today**

The following is a summation of the many concerns facing not just the waterfront area in Warren but the community as a whole. Unfortunately the controversy surrounding requests for zoning amendments to permit multi family housing on two key properties on Water Street has clouded these issues. Consequently, many of the topics raised at public forums and other meetings have focused entirely on the pro's and con's of rezoning the waterfront.

While we agree that the question of zoning is an emotional one for many residents and an issue of primary importance, it has been hard to delineate and unravel what the consensus is regarding the "vision" residents might have for the area.

A prevailing theme has been access to the water, followed by the concept of a "riverwalk." This is followed closely by "leave the waterfront the way it is. The present zoning has worked up until now and we don't want to open Pandora's box and become another Newport!" While these sentiments are commendable, they do not address many of the realities that are beginning to bear on Warren's waterfront.

One of the initial strategies of this planning process was to examine other elements within the community, either perceived or under appreciated, that could be harnessed into a balanced economic development plan for the community and in particular the waterfront. By articulating a clear vision for the waterfront's future, this

will enable the community to move forward with a better understanding of what is appropriate for the area and address area issues more perceptively as they emerge.

The following points summarize and highlight the conditions and issues that are confronting the community. They are as follows:

1. The waterfront is presently underutilized and has not fully realized its potential,
2. In many cases, what were traditional maritime industries associated with the waterfront have seen dramatic downturns and are often struggling to remain viable businesses (commercial fishing, boat building and associated services,)
3. Taxes, regulatory controls, lack of expansion potential and lack of easy access tend to inhibit maritime uses from doing business along the waterfront and also
4. Warren's real estate particularly along the shoreline is substantially undervalued,

We have noticed that the waterfront is at the onset of yet another series of cyclical changes that have impacted on the area over the years. These indicators include:

- The sale of the former Warren Manufacturing complex and the Harbor Marine property,
- Two development proposals have been submitted to the Town with requests for zoning amendments to permit multi-family housing in the waterfront zone,
- The pending sale of the Wharf Tavern property, along with indications that other property owners are also interested in selling and
- The indications that many of the current users along the waterfront no longer truly require water access to conduct business.

The Town's Comprehensive Plan recognized many of these issues discussed above. It set forth broad goals in the Plan for the Town to consider, including protection of the cultural resources of the community, enhanced access to the water, a balanced land use plan and an updating in the regulatory framework of the zoning ordinance.

The following recommendations, implementation strategies and funding mechanisms establish a plan of action. They reflect input from a wide segment of the waterfront community, as well as public officials and other interested parties and from a series of public forums, which were held during the duration of this planning effort.

The future of Warren's waterfront presents an ongoing challenge to the community and it is hoped that these recommendations will provide a realistic framework for its protection and future renaissance.

## A VISION FOR THE WATERFRONT

### Introduction

The following recommendations are the result of many dialogues between members of the community, an assessment of the data collected during the initial stages of the study and a review of the area's resources and their ability to support change. Lastly, an evaluation of the present regulatory controls that guide development along the waterfront was conducted in order to determine their applicability in today's conditions. The recommendations below are consistent with the Town of Warren's Comprehensive Plan as well as the series of Project Goals set forth at the beginning of this Report.

This Plan is not intended to be a close-ended planning document nor should it be regarded as "carved in stone." Rather it should be approached as vehicle to guide the future of the Waterfront and flexible enough to respond to opportunities as they arise, which are compatible with general goals for the area.

Elsewhere in this Report, implementation strategies and funding sources are discussed relative to the various proposed components of this Plan. While some of these recommendations require little if any capital investment, others will require a substantial reinvestment in the area.

The planning process and its implementation, by its very nature, "does not happen overnight"; however, tenacity and a clear vision for the future can bring this Plan to reality.

## PLAN RECOMMENDATIONS

### PHYSICAL IMPROVEMENTS

#### Water Dependent & Water Related Uses

The core of the waterfront should be maintained and anchored by water dependant uses, supplemented by related uses. However, the present mixed use character that imbues the waterfront with its special uniqueness and charm should also be encouraged. The Town needs to develop marketing strategies to foster and encourage such uses. These might include small boat yards, repair facilities, yacht brokers and ship chandlers, as well as support services for boat charters and recreational boaters. The Town should also consider promoting the use of the harbor as a base for kayaking, canoeing, sport fishing charters and perhaps a yacht club etc.

#### Reinforcing the Waterfront's Historic Fabric

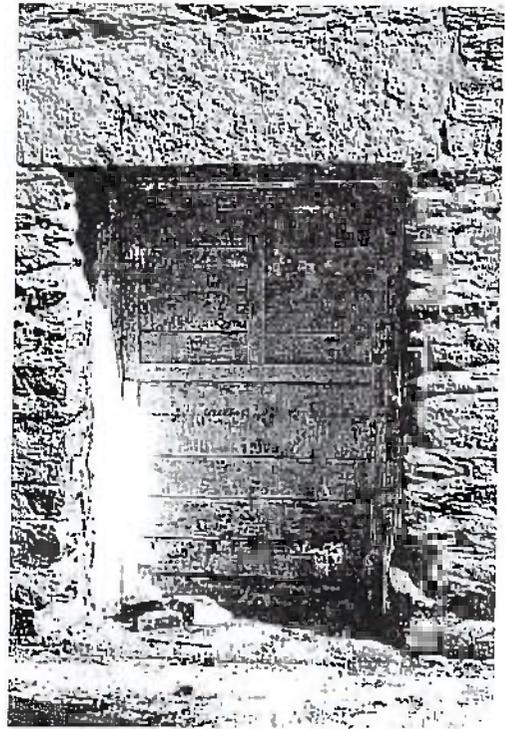
Visibly, there is little remaining on the waterfront that signifies its past role as a center for shipbuilding or its part in the development of the whaling industry during the 19<sup>th</sup> century. We suggest that Warren might seek the home-porting of one of the classic boats or a small Tall Ship as a highly visible focus for its waterfront rejuvenation efforts. Similarly, hosting a classic boat regatta during the summer would also heighten people's appreciation of the harbor and the role it played in Warren's development.

Similarly, utilization of one of the warehouses on the waterfront for a maritime museum, coupled with interpretive exhibits, would be a definite asset to the waterfront and the Town. The Old Dye House (c. 1870) at 325 Water Street or the stone mill (c. 1840) at 405 Water Street, for example, would appear to be perfect candidates for such a venture. Highlighting the role that the waterfront played in Warren's early development

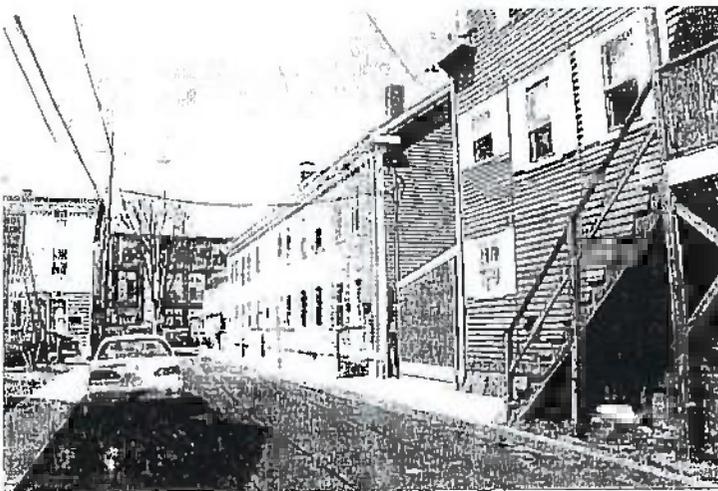
**HISTORIC RESOURCES**



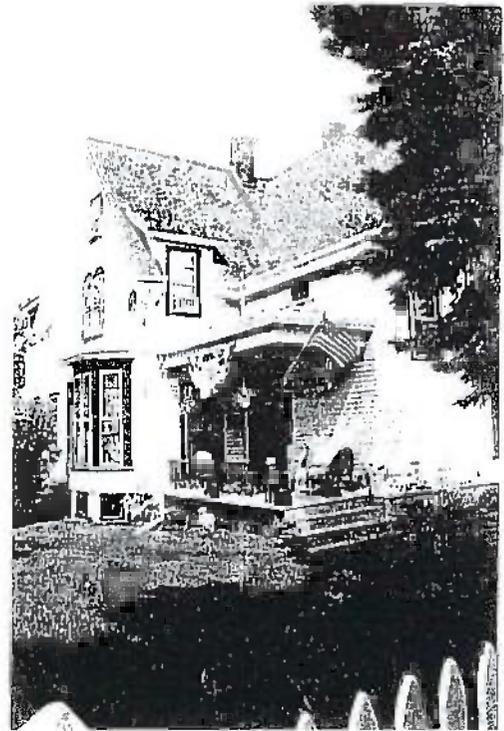
**THE MAXWELL HOUSE & MUSEUM (c. 1775)**



**DOORWAY TO STONE MILL (c. 1840)**



**MILL HOUSING ON DAVIS STREET, c. 1840**



**LATE VICTORIAN HOME ON WATER STREET**

would act as a perfect foil to the area's historic homes and compliment the importance of the area's heritage qualities.

#### **Waterfront Plaza**

A central location on the waterfront **should be** acquired by the town and developed as a water-oriented civic space for the community. This waterfront plaza would serve as the "linchpin" in an ongoing program of securing visual and physical access to the water at key points along the waterfront. It could also serve as a terminal for the proposed Bay Ferry system and in turn act as an integral element of the proposed riverwalk that would extend along the harbor front. We see this area as a vibrant and active public gathering space, where concerts and outdoor events could take place, along with supporting activities such as a yacht club.

#### **The Riverwalk**

This concept has been a consistent theme in many of the discussions that we have had with area residents. Conceived as running the length of the harbor from the Narragansett Electric property to the Town Beach, the riverwalk would serve as a recreational trail spanning all the properties along the waterfront. The walkway could also serve as sculpture walk and form a spine for a revolving display of public art, similar in concept to Providence's Convergence Festival.

The practicalities of gaining easements and property owners' permission will be a lengthy process. Elements of the walkway, however, are already in place and could initially form a series looped spurs off Water Street. The phasing of its overall implementation should be a long-term goal of the Town.

#### **The Public Dock at Wheaton Street**

The present public dock at Wheaton Street is hidden from view and should be made more accessible. A marina with facilities for a town dock, harbor master's office, visitors' slips and dockage for commercial fisherman should be explored. It is suggested that the town enter into a management contract with an experienced company to operate this facility.

#### **The Town Beach & Burr's Hill Park**

These 2 recreational areas at the south end of the waterfront area should have their facilities enhanced. Burr Hill Park's historic significance could be more clearly identified by interpretive signage, while its present facilities improved with construction of a new pavilion providing changing rooms, showers, toilets and a concession stand. This would consolidate the present buildings into one structure.

The Town Beach area could be zoned to provide a range of passive and active recreational areas, including a safe swimming area for young children. An area adjacent to Blount-Barker Marine or at the Town Dock could also be assigned for a community sailing program. In both areas, a phased improvement program to include new play equipment, benches, trash receptacles and landscaping should be initiated.

#### **Scenic Overlook at Baker Street**

We suggest continuing the improvements to the mini park and linking them to the restoration of the Massasoit Spring site and the construction of a scenic overlook at the Baker Street right-of-way to the Harbor. These proposed enhancements would serve as the first step in establishing a public presence on the Waterfront.

This would also be the initial step towards identification and signing of all r.o.w's in the community and could occur almost immediately.

### **The Warren Manufacturing Complex**

While the property has been recently acquired for light manufacturing and warehousing use, the town should continue to explore its potential for eventual adaptive reuse as a mixed-use development. Occupying a substantial portion of the waterfront, it serves as the northern anchor for the area and plays a highly visible role in the streetscape. Similarly, its historic significance in the evolution of the community during the late 19<sup>th</sup> and early 20<sup>th</sup> centuries should be more appropriately recognized. The State, for example, through its Department of Economic Development has already certified the buildings under the Mill Revitalization Act, making it eligible for a variety of tax advantages.

Along with the Narragansett Electric property, the complex has the potential of serving as a key "gateway" not just to the Historic Waterfront area but also to the Town of Warren. We suggest that this property is a prime candidate for eventual conversion to a mixed use development incorporating retail / commercial uses on its ground floor areas and a combination of residential uses, such as condominiums, assisted living facilities and artists' lofts on its upper floors.

The present concrete block warehouse to the south of the brick mill complex if retained, could, for example, be developed as a museum or a traditional boat building school affiliated with the local vocational technical school. Similar programs in Maine, Long Island and the IYRIS facility in Newport have proved to be very successful and would be a good fit in the overall development of the waterfront.

### **The Narragansett Electric Property**

Some very preliminary discussions with Narragansett Electric have indicated that they would not be averse to exchanging this property, provided that another property fitting their needs could be found. A major issue concerning this site, however, is that that it would require remediation due to contamination of its soil, a lengthy and costly procedure.

This site, with high visibility and direct access off RT-114, would make an ideal location for a "gateway center" to Warren. This would contain, for example, a visitor center, satellite parking and perhaps other municipal functions such as a town community center along with supporting rental space. Conversely, it could also be developed in conjunction with the Warren Manufacturing Complex or a combination of both.

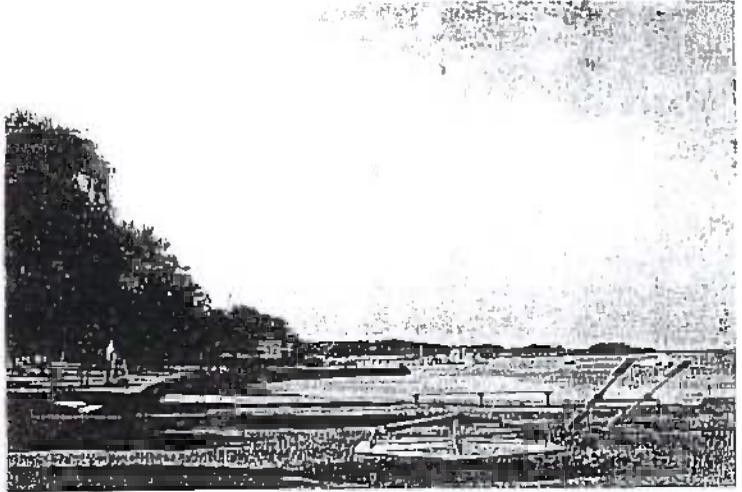
### **The Water Treatment Plant**

As a long-range strategy, the Town should explore the feasibility of relocating the present facility from its present site. This would free up a prime piece of waterfront land for more compatible and productive uses. A number of communities have already "privatized" their treatment facilities and this concept might be explored with Earth-Tek or a similar company, as to their interest.

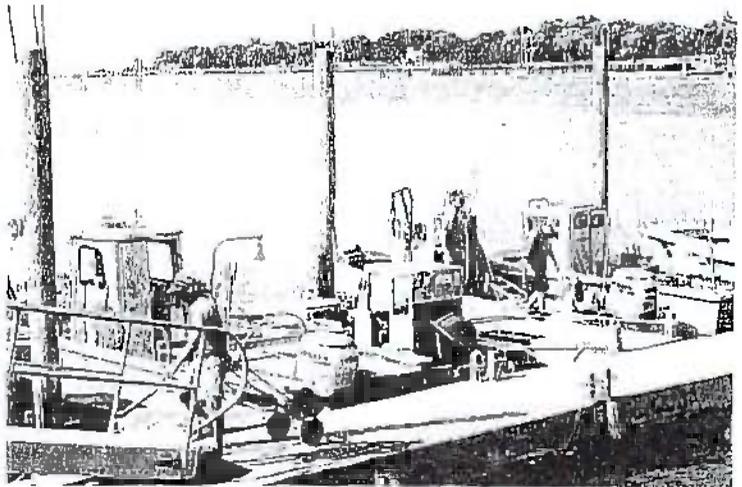
In conclusion, the implementation of the items listed above is obviously an ambitious one. It should be noted that further recommendations for general and more fine grain improvements to the Waterfront area are contained below, as are regulatory and administrative proposals.

## TOWN FACILITIES

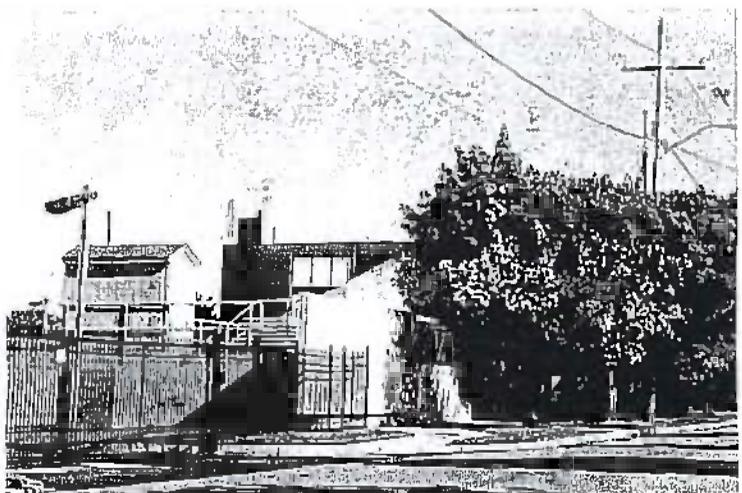
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THE TOWN BEACH



THE TOWN DOCK OFF WHEATON STREET



THE WASTE WATER TREATMENT PLANT

## GENERAL RECOMMENDATIONS

### Streetscape Improvements

1. Open up and reinforce linkages to the water through the development of more defined pedestrian connections from Downtown to Water Street.
2. Introduce a series of secondary spur trails from the East Bay Bike Path, connecting to both Main Street and the Waterfront area. Bicyclists cause neither traffic, parking or pollution problems and are a relatively untapped source of potential revenue to area businesses.
3. Explore with RIPTA the introduction of amenities, including public rest rooms and a bike lock ups, to the Park and Ride facility at Franklin Street,
4. Eventually expand the storefront program on Main Street to include Water Street,
5. Initiate streetscape improvements along the proposed pedestrian and bike path corridors that incorporate landscaping, street furniture and a well-designed system of directional and interpretive signage.

### Land Use, Circulation & Parking

1. Introduce various forms of buffering to minimize conflicting land uses along the waterfront,
2. Work towards finding solutions to minimize the current traffic bottleneck on Main Street,
3. Devise a system of traffic calming devices along Water Street to discourage excessive speed in the neighborhood,
4. Install pedestrian crosswalks and handicapped ramps at key locations and incorporate a comprehensive directional signage system,
5. Designate specific times for truck traffic to service businesses along Water Street. Worked out between the Town and the various businesses concerned, this would go a long way towards resolving some of these problems,
6. Investigate the need for resident sticker parking in the historic area and
7. Target potential properties in the area that might be appropriate for eventual development as off-street parking areas,

### Housing

1. Explore the feasibility of introducing a concentrated housing code enforcement effort in the target area as well as developing paint and fencing replacement programs,
2. Actively discourage the use vinyl siding as a renovation tool particularly for historic structures,
3. Promote information regarding the protection and enhancement of historic buildings and the availability of related tax credit programs,
4. Encourage property owners of landmark buildings contemplating renovations to conform to the National Park Service Rehab Standards for Historic Structures and the various tax credits available,
5. Develop a comprehensive program of historic house plaques and interpretive signage explaining the history of the Historic District at key sites and buildings.

### The Local Economy

#### Waterfront Business:

1. Support existing water related business in the area by offering deferred tax incentives for property improvements,

2. Investigate the potential of an apprenticeship program for shipwrights at the local vocational technical school to serve as a labor pool for area businesses. This could be partially underwritten by local businesses,
3. Explore strategies to reinforce the area as location for water dependent activities such as boat building and repair, boat charters and rentals, naval architects, marine insurance and yacht brokers etc.

#### Tourism:

1. Develop a joint program for Heritage Tourism opportunities to serve as a viable economic force within the community and the region.
2. Initiate a well-designed system of wayfinding within the community to include general signage as well as interpretive displays and plaques for historic sites.
3. Establish a centrally located visitor information kiosk staffed by volunteers,
4. Encourage owners on the waterfront, where appropriate, to develop dockage facilities to encourage and service recreational boaters.
5. Explore the feasibility of establishing a terminal for as part of the proposed Narragansett Bay ferry system.
6. Promote the establishment of a small Hotel in the community to take advantage of an apparent demand in the area.
7. Encourage the establishment of more Bed & Breakfast facilities,
8. Investigate ways to restructure and expand the existing core of antique stores into a more cohesive entity, (Putnam and Pomfret, CT. are prime examples.)
9. Support the already strong presence of working craftspeople and artists within the community.
10. Capitalize on the rich ethnic life found in Warren by encouraging festivals, fairs and other events etc.

## RECOMMENDATIONS: REGULATORY CONTROLS

### WATERFRONT ZONING

#### Introduction

Parallels have often been drawn comparing Newport as a prime example of what not to do in revitalizing a waterfront. While that is true, most people are under the misconception that the recent problems associated with the viability of Newport's waterfront have been the result of excessive residential development. This could not be further from the truth. The real culprit has been the development of some 12 hotels and resort type developments (time-shares), as well as the construction of retail commercial businesses along its harbor front. In fact, only one residential development is located on the waterfront, if one discounts the housing on Goat Island. Consequently, the Town should be diligent in reviewing permitted uses under the present zoning ordinance and the long term consequences of either amending the ordinance or letting it stand as is.

During the course of this study, we have continually analyzed the dynamics both economic and social that make up the fabric of the Town. We have talked to a wide cross section of local residents and town officials, to gauge the tenor of the community. Recent petitions by developers requesting a zoning amendment to permit multi-family developments along the Waterfront have proved to be a controversial issue. However, putting emotions aside, we have concluded that allowing multi-family use within the core area of the Waterfront would be counter productive to the benefits that the Waterfront area will accrue to community over the years.

While the proposed multi-family developments and others may initially generate significant increases to the tax base, in the long term the integrity of the area as a familiar and well-loved icon within the community, will be seriously compromised and lost forever. Past experience in other coastal communities only reinforces this fact.

The undervalued and underutilized land currently found in the waterfront would certainly attract further development interest should multi-family use be permitted and hotel development continues to be an allowable use by special permit. The market dynamics are such that, once the door is opened, further development becomes very pervasive and often aggressive, ultimately dominating the landscape. As a consequence, traditional maritime businesses are ultimately squeezed out due to escalating real estate prices and lack of expansion potential and the area is transposed.

Other ripple effects generated by escalating property values will lead to dislocation of many of the neighborhood's elderly and lower income residents and a homogenization of the area. Many of these residential developments, for example, are traditionally used as second homes. Consequently, their occupants have little or no stake in the area and consequently add little to the vibrancy of community life. Access to the water, too, both visual and physical becomes much more tenuous and the traditional qualities that characterize Warren's waterfront would be diluted with this prospect of intense residential development. Similarly, the historic setting that frames the waterfront and the conservation of its historic precinct from inappropriate encroachment would also become other areas of serious concern.

We believe that the true economic value of the waterfront lies in its unique character, its rich array of cultural and historic resources and the fact that it is one the few remaining working waterfronts in the region. Its true potential rests in its location for an expansion of water-dependant and water-related uses, as well as a destination point for tourist related activities. These proposals far exceed the projections of the impact of multi-family development on the community at large, in terms of their economic and social benefits.

Hotels, that qualify as a permitted use by special permit both in the Waterfront District (W) and the Special district (SD) zone in the present ordinance, are issues that must be addressed. We have already identified the need for a hotel in the community, but not in the core of the Waterfront area. As it stands, the language and present criteria for issuing a special permit under the ordinance are too permissive. It is conceivable that unless Warren revises its present waterfront zoning, the community could be confronted, not only with proposals for condominium development, but also a waterfront hotel(s).

Consequently, we have concluded for the reasons enumerated above and a more detailed analysis contained in the Technical Memorandums which preceded this report, that it would be prudent for the Town to amend its zoning ordinance to address the recommendations contained below.

#### Recommendations

##### General:

1. Revise the present Waterfront Zone (W) boundaries to extend along the east-side of Water Street proceeding southerly from the Town Beach and terminating on the south side of Johnson Street at its northern extremity.

2. Create a new zoning category, namely the Maritime Residential Zone (MR). This zone would extend from the north side of Johnson Street to Sisson Street and from the shoreline east to Water Street.
3. Limit permitted uses within the core of the Waterfront Zone to water-dependant and water related activities. Hotels and multi-family use, for example, should not be permitted in this zone, either by right or by special permit but would be permitted by special permit in the Special District zone

#### Dimensional Requirements:

##### Waterfront Zone

1. Revise the front yard setbacks on Water Street to reflect a 0 feet setback,
2. Incorporate the current CRMC buffer zone requirements as part of the new ordinance,
3. Allow the permitted building height to be increased to 45' where new or substantially renovated residential buildings occur within the flood plain and require all roofs to be pitched consistent with the roof pitches common to the area,
4. Adjust lot coverage to reflect the building density of the property's abutters or base it on the average density found within the immediate area,
5. Require a visual corridor to the shoreline be maintained, where a street abuts the property or occurs directly opposite on Water Street. The width of this visual corridor shall be equal to 80% of the width of that street. No buildings, landscaping or other elements may impinge on that visual easement.

#### Design Controls

The present ordinance provides little in the way of design controls and leaves open the possibility, particularly in the case of commercial and marine-related development, for the use of building forms and massing uncharacteristic in scale with the neighborhood. While the Town provides a technical review process to examine major projects, it does not have the mechanisms to either assess the design qualities of a project nor the impact that project might have on town services and its "quality of life."

We recommend that a series of Design Controls are drafted to address, for example:

- The scale, massing and placement of buildings should be in sympathy with their setting,
- The choice of building materials should be appropriate for use in the area's historic environment,
- Site development and landscaping requirements should be expanded to deal with buffering and screening of conflicting land uses and parking areas, the provision and design of amenity areas, the provision of access to the water and a list of plant material suitable for the area.

#### ADMINISTRATIVE RECOMMENDATIONS

##### Actions

1. Create a Waterfront Commission or other entity to act as the administrative arm that guides the future development of the waterfront and implements the recommendations contained in this Report. The makeup of this Commission should reflect a broad spectrum of interests, with members representing the Waterfront, the Town, tourism, commercial fishermen, the East Bay Chamber of Commerce and the Warren Preservation Society etc.,
2. Hire a qualified town planner to assist the Town in administering the Waterfront Plan, zoning reviews and other planning issues, as recommended by the Town's Charter Commission,

3. Institute a Design Review Board to include the Town Planner, an architect, an engineer, a member of the zoning board and other qualified representatives to review development submissions in conjunction with the Technical Review Committee,
4. Hire a design professional, on a retainer basis, to provide the Design Review Board with the expertise necessary during the design review process,
5. Require developers of major projects to submit an Impact Statement for review by the Town,
6. Initiate a set of Impact Fees for any further developments in the community.

### **OTHER RECOMMENDATIONS**

#### **Historic District Zoning:**

While this has been a community issue in the past, we believe this concept has merits and should be revisited as a means to offer some measure of protection to Warren's historic areas. We believe that encroachment on these areas will continue unless they are adequately protected. Historic District zoning, as a protective and regulatory device, has been successful in other communities in preserving their historic areas and structures. This type of zoning can be tailored to fit the needs of the community and perhaps this can be a way of addressing local concerns.

#### **Demolition of Buildings or Structures in the National Historic Waterfront District:**

We suggest that the language in Division 2 of the Municipal Code, Section 4-34 be reinforced to require that the burden of proof on the property owner should be more explicit in terms of hardship. Similarly, the Town should have the ability to exercise at least a 6 month waiting period, prior to granting the demolition permit in order to explore all avenues for preserving the structure in question.

#### **Historic Tax Credits for Commercial Structures:**

The Senate prior to recessing for the summer passed a significant new piece of legislation (H 5547 as amended) expanding the present tax credit program to include commercial buildings and to increase the combined Federal / State tax credits to 50% for Register structures or buildings within a designated historic district.

This act provides a potent incentive to preserve and rehabilitate landmark commercial buildings and mill structures. These are valid reasons to creatively address Warren's historic resources and its present zoning structure, as more pressures are brought to bear on the waterfront area.

By establishing a climate conducive to economic regeneration and a vibrant atmosphere of renewal, a more balanced revitalization of the Waterfront will take place. This will create an atmosphere more reflective of the uniqueness that characterizes Warren's waterfront area. Warren does not deserve to be a carbon copy of Newport and should learn from its mistakes. The Town has that opportunity and should take the initiative to achieve a balanced yet measured approach towards the future renewal of Warren's waterfront.

## IMPLEMENTATION & FUNDING STRATEGIES.

The following funding sources will enable the Town, waterfront business owners and area residents to seek ways to implement these and other area improvements in Warren's Waterfront Area.

### Introduction

These sources of both public and private sector funds are put forward as possible options towards realizing the various components of the Plan's recommendations. In today's economic climate and the competition for Federal and State funds ingenuity, perseverance and creativity are paramount to success. The "piggy-backing" of public funds with private investment should therefore be explored, in order to leverage the level of monies necessary to realize the various elements of the Waterfront Plan.

Luther Blount's recent pledge to the Town towards acquiring land on the waterfront for the benefit of the community, is a wonderful example of this private-public partnership. The acquisition and development of a key civic open space on the waterfront is one of the salient recommendations of the Plan. This pledge along with the ability to leverage other sources of funding brings this concept closer to reality. Warren is very fortunate in being the recipient of such a far-sighted gesture, so early in the implementation of the Waterfront Plan.

Currently, the Town of Warren has several mechanisms already in place to assist the Waterfront Area in its first steps towards revitalization. These are namely:

**SMALL CITIES DEVELOPMENT BLOCK GRANT (CDBG)** funds are awarded annually by the State on a competitive basis to eligible communities and can be used for a variety of qualified activities. Prior funds, for example, have been used for sidewalk, streetscape and façade improvements in the Downtown area, as well as housing rehabilitation.

Since the Town has already completed a Plan for the Waterfront and an application in next year's funding application in April, 2002, it is likely that the State will commit funds over a 3 year funding cycle to implement eligible items of this Plan.

### THE MOUNT HOPE ENTERPRISE ZONE

Warren in conjunction with Bristol has been designated an **Enterprise Zone**. Established in 1991 by the RI Department of Economic Development (RIDED) to foster industrial and business growth in distressed urban areas, this program is also designed to provide incentives for business relocation to or expansion within these designated Zone areas.

On certification, a business is eligible for preferential financing, tax abatements, job training subsidies and assistance with expedited permit processing. Specific details as to this program are available from Alan Crisman of the Mount Hope Enterprise Zone office at the Warren Town Hall.

THE FEDERAL HIGHWAY ADMINISTRATION provides transportation improvement grants administered through the State's Transportation Department (RIDOT). For example, the Transportation Improvement Program (TIP) for street and intersection upgrading is updated and prioritized annually. TEA-21 funds under the Transportation Equity Act for the 21st Century for related intermodal transportation projects such as alternate transportation systems and related items such as bike trails, commuter parking and ferry systems etc are all eligible under this program.

THE US DEPARTMENT OF AGRICULTURE (USDA) offers a variety of programs for housing, economic development and technical assistance in rural areas. Since the Town of Warren qualifies as a rural community under USDA guidelines, the following programs have relevance:

USDA's Rural Housing Service (RHS), that replaces the former Farmers' Home Administration, the following programs also have relevance:

- Section 533: Housing Preservation Program
- Section 306: Community Facilities Loans & Grants etc.

Environmental Protection Agency (EPA) through the State's Department of Environmental Management (RIDEM) provides funds for the clean up and disposal of hazardous waste under Section 3011 of the Clean Water Act of 1987. This source of funds could be used for the site remediation of the Narragasset Electric property, for example.

Similarly, when and if the Waste Water Treatment Plant is ever relocated, construction funds might be available under the Section 101(e) and Section 109 (b) of the Clean Water Act.

THE US DEPARTMENT OF COMMERCE / ECONOMIC DEVELOPMENT ADMINISTRATION (EDA) provides loans and technical assistance towards municipal improvements, business expansion and economic development, for example:

- The Section 201 Program: Grants for Public Works and Economic Development. (Eligible activities include water & sewer systems, tourism related facilities and infrastructure improvements needed for economic expansion.)

THE FEDERAL HIGHWAY ADMINISTRATION / RI DEPARTMENT OF TRANSPORTATION provides transportation improvement grants administered through the State's Transportation Department (RIDOT). For example, the Transportation Improvement Program (TIP) for street and intersection upgrading etc. is updated and prioritized annually, while TEA-21 grants for related intermodal transportation projects such as alternate transportation systems and related items such as bike trails, commuter parking and ferry systems etc are eligible under this program).

For example, the proposed improvements to the RIPTA Park & Ride Lot on Franklin street, the suggested spur trails from the East Bay Bike Path to Water Street and the Downtown, the proposed Ferry Terminal, along with the Riverwalk are all eligible items under this program.

THE SMALL BUSINESS ADMINISTRATION (SBA) provides direct loans and loan guarantees for businesses, funding of Local Development Corporations (LDC's), as well as assistance with community tree planting and urban forestry programs.

THE RI ECONOMIC DEVELOPMENT CORPORATION (RIEDC) sponsors several loan and loan guarantee programs for businesses, in concert with the SBA Section 504 and 7A programs.

RIEDC, under the State's Mill Revitalization Act, also provides tax advantages to certified mill owners and businesses located in the property, and interest subsidies to financial lenders. The American Tourister complex in Warren is a certified building, one of a number located in 9 communities throughout the State.

THE RI URBAN FORESTS PROGRAM, under the auspices of RIDEM, provides communities matching grants towards various tree planting activities.

AMERICA THE BEAUTIFUL and TEXACO both offer financial assistance towards community tree planting programs.

THE COMMUNITY REINVESTMENT ACT mandates local banks to establish preferential housing and business loan practices in targeted areas. The Bank of Newport, for example, currently provides low interest loans to local businesses for improvements and capital investments, with an accelerated approval process.

THE NATIONAL PARK SERVICE under their Federal Historic Tax Credit Program provides federal tax incentives for the preservation of certified historic buildings. These benefits are equal to 20% of the cost of the rehabilitation. These improvements must conform to the federal guidelines as contained in the Standards for the Rehabilitation of Historic Properties

THE RI HISTORICAL PRESERVATION & HERITAGE COMMISSION (RIHPHC) offers a revolving loan program and rehab tax incentives for eligible properties. The Waterfront Project Area is already part of a Historic District designated by RIHPHC and is included in the National Register of Historic Places by the National Park Service. Should the property owners of eligible buildings decide to rehabilitate their properties according to the National Register Rehabilitation Standards, there are tax advantages available to them. Similarly, there are a number of other funding options available in order to make these actions economically feasible.

#### **Historic Tax Credits for:**

##### **Commercial Structures:**

The Senate prior to recessing for the summer passed a significant new piece of legislation (H 5547 as amended) expanding the present tax credit program to include commercial buildings and to increase the combined Federal / State tax credits to 50% for Register structures or buildings within a designated historic district.

##### **Residential Structures:**

The Historic Homeowner Tax Credit helps owners of historic houses by making preservation work more affordable. If the exterior restoration project is approved, an owner can receive a substantial credit on their State income tax return. This credit equals 20% of the cost of exterior restoration work with a maximum credit of \$2000 per year, while unused credits can be rolled over to future years. Rental apartments, stores,

offices, and other income-producing properties, however, are not eligible for the state credit, unless one unit is owner-occupied, but these properties may be eligible for Federal Income Tax Credits.

**MAIN STREET RHODE ISLAND**, an outgrowth of the National Trust for Historic Preservation's Main Street Program, provides technical assistance and support towards the revitalization of the State's older commercial areas.

**THE RI DEPARTMENT OF ENVIRONMENTAL MANAGEMENT (RIDEM)** offers technical assistance and matching grants to communities for the development of recreational areas and for Open Space acquisition.

**The Rhode Island Foundation, The Champlain, and the Dunn Foundations**, for example, award grants as initiatives to foster economic development and protect and enhance natural resources in local communities.

**LOCAL TOOLS:**

Other methods of financing site and streetscape improvements are based on tax driven mechanisms such as tax increment financing and special benefit districts etc. These would require both local endorsement and adoption by the Towns, probably unlikely options in today's economic climate.

## IMPLEMENTATION STRATEGIES

Primary Planning Components	Estimated Cost/Year	Estimated Total Cost	Potential Funding Sources	Responsible Parties or Action Required	Year of Action
<b>THE WATERFRONT</b>					
<b>Waterfront Plaza:</b> Property Acquisition Site Improvements including: <ul style="list-style-type: none"> <li>• Paving, bulkhead repair, ferry terminal, docks, other amenities (to be determined), landscaping, benches, lighting, signage etc</li> </ul>	To be determined once site is established		Private sources, RIDEM Open Space funds, CDBG, RIDOT & EDA	The Town Council, the Town, RIDEM, RIDOT, & EDA	Yr 1: Acquisition Yr. 2: Development Planning. Yr. 3 Initial Implementation
<b>The Riverwalk:</b> Property Easements Site Improvements including: <ul style="list-style-type: none"> <li>• Boardwalks, paving, landscaping, benches, lighting, signage etc.</li> </ul>	Unknown To be determined. Typically 6' wide walkways cost about $\pm$ \$55 / lin.ft.		Private sources, RIDEM Open Space funds, and CDBG	The Town, RIDEM Open Space funds, CDBG	Yr. 1: Development Planning
<b>The Public Dock at Wheaton Street:</b> Site Improvements including: <ul style="list-style-type: none"> <li>• Bulkhead repair and construction, docks, marina building / dockmasters office, paving, landscaping, benches, lighting, signage etc.</li> </ul>	To be determined		RIDEM Recreational Facilities funds and CDBG	The Town Council, the Town, CRMC & RIDEM and marina operator.	Yrs 1 & 2 Development Planning Yr. 3 Initial Implementation
<b>The Town Beach and Burr's Hill Park:</b> New Park Pavilion with showers, toilets, concessions etc, Site Improvements including: <ul style="list-style-type: none"> <li>• Landscaping &amp; play equipment etc.</li> </ul>	\$850,000  \$225,000	\$850,000	RIDEM Recreational Facilities funds, and CDBG	The Town, RIDEM	Yr.2 Planning Yr. 3 Initial Implementation
<b>Baker Street Overlook:</b> Site Improvements including: <ul style="list-style-type: none"> <li>• Paving, bulkhead repair, landscaping, benches &amp; signage etc.</li> </ul>	\$100,000		RIDEM Open Space funds, and CDBG	The Town, RIDEM	Yr. 1 Initial Planning Yr. 2 Implementation

Primary Planning Components	Estimated Cost/Year	Estimated Total Cost	Potential Funding Sources	Responsible Parties or Action Required	Year of Action
<b>THE WATERFRONT</b>					
<b>Warren Manufacturing Complex:</b> Long Range Plan for eventual conversion of buildings for adaptive reuse for housing, retail / commercial uses and a possible museum or school (boat building)	Unknown		RIEDC Mill Revitalization Program, Mount Hope Enterprise Zone, Federal & State Tax Credits, NTHP programs	Owner, Town, RIEDC	Unknown
<b>Narragansett Electric property:</b> Long Range Plan for potential conversion of property for adaptive reuse for a "gateway" visitor center, satellite parking lease space.	Unknown		RIDEM / EPA RIEDC, EDA & RHS Community Facilities Funds	The Town Council & The Town Manager	Unknown
<b>The Water Treatment Plant:</b> Long Range Plan for potential lease of operations to private enterprise and the eventual relocation of plant facility. Reuse of property for more appropriate development.	Unknown		EPA, RIEDC, EDA & RHS Community Facilities Funds	The Town Council & The Town Manager	Unknown

Secondary Planning Components	Estimated Cost Year	Estimated Total Cost	Potential Funding Sources	Responsible Parties or Action Required	Year of Action
<b>THE WATERFRONT</b>					
<b>Streetscape Improvements:</b> Water Street Streetscape & Downtown pedestrian linkage improvements including: • Sidewalks, street repaving, ADA cross walks, street trees, landscaping, benches, trash receptacles, bike racks, lighting, directional and interpretive signage etc.	To be determined once site is established		Private sources, RIDEM Open Space funds, CDBG, RIDOT & EDA	The Town Council, the Town, RIDEM, RIDOT, & EDA	Yr 1: Acquisition Yr. 2: Development Planning. Yr. 3: Initial Implementation
<b>Commercial Façade Low Interest Loan Program:</b> Expand present façade improvement program on Main Street to include Water Street. To also include: • Signage and • Awnings	Yr. 1: \$85,000 Yrs. 2 & 3: \$65,000	\$215,000	CDBG, Historic Tax Credits, Bank of Newport Low Interest Loan Program & Tax Abatements	The Town	Yrs. 1, 2 & 3
Commercial Building Rehabilitation	No Direct Cost		Historic Tax Credits, Bank of Newport Low Interest Loan Program & Tax Abatements	Owner	On-going
5 Year Tax Abatement Program for Commercial Properties (Phased Plan for Commercial Property Improvements)	No Direct Cost			The Town Council & The Town Manager	On-going
<b>INFRASTRUCTURE &amp; CIRCULATION IMPROVEMENTS</b>					
Traffic Calming Devices on Water Street	To be Determined		Town, RIDOT & CDBG	RIDOT, The Town Council & The Town Manager	Yr. 1: Planning Yr. 2: Implementation
Spur Trails from the East Bay Bike Path connecting to the Downtown & Water Street	To be Determined		RIDOT & TEA - 21	RIDOT The Town Council & The Town Manager	To be Determined
Improvements to the Franklin Street Park & Ride Facility	To be Determined		RIDOT & TEA - 21	RIDOT, RIPTA, The Town Council & The Town Manager	To be Determined
Off Street Parking in Waterfront Area	To be Determined pending location of appropriate property(s)			The Town Council, The Town & The Town Manager	To be Determined
Designated Time Schedule for Truck & Service Deliveries	No Direct Cost			Business Owners, The Town Council & The Town Manager	Yr. 1

Secondary Planning Components	Estimated Cost / Year	Estimated Total Cost	Potential Funding Sources	Responsible Parties or Action Required	Year of Action
<b>THE WATERFRONT</b>					

**INFRASTRUCTURE & CIRCULATION IMPROVEMENTS (Continued.)**

Designated Time Schedule for Truck Service Deliveries	No Direct Cost			Business Owners, The Town Council & The Town Manager	Yr. 1
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**HOUSING**

Code Enforcement Program in the North Water Street Area	Yr. 1: \$40,000 Yrs. 2 & 3: \$25,000	\$90,000	The Town & CDBG	HUD, RIHMFC, CDBG, The Town & The Building Inspector	Yrs. 1, 2 & 3
Residential Rehabilitation Grant Program	Yrs. 1, 2 & 3: \$20,000 / yr.	\$60,000	CDBG, RIHMFC, RHHS & Historic Tax Credits	CDBG, RIHMFC, RHHS & The Town	Yrs. 1, 2 & 3
Residential Beautification Grant Program • Paint Program • Chain Link Fence Removal Program	Yr. 1: \$10,000 Yrs. 2 & 3: \$7,500	\$25,000	CDBG	The Town	Yrs. 1, 2 & 3
Housing Renovations	No Direct Cost		Historic Tax Credits	Owners	On-going
Actively Promote the Federal & State Historic Tax Credit Program	No Direct Cost			Owners	On-going

**THE ECONOMIC COMPONENT**

5 Year Tax Abatement Program for Commercial Properties Phased Plan for Commercial Property Improvements	No Direct Cost			The Town Council & The Town Manager	On-going
Develop an Area Tourism Marketing Plan with particular emphasis on Heritage Tourism	To be Determined		RIEDC & EDA	RIEDC, EDA, The Town, the Waterfront Commission & The East Bay Chamber of Commerce	To be Determined
Promote the use of the Mount Hope Enterprise Zone as resource for: • Low interest business and relocation loans, • Tax incentives and • Job training programs	No Direct Cost			RIEDC, EDA & RHHS	On-going

Secondary Planning Components	Estimated Cost / Year	Estimated Total Cost	Potential Funding Sources	Responsible Parties or Action Required	Year of Action
<b>THE WATERFRONT &amp; TOWNWIDE</b>					
<b>THE ECONOMIC COMPONENT (Continued)</b>					
Promote the Waterfront Area for Water Dependant & Water Related Uses		No Direct Cost		The Town, The Waterfront Commission & The Enterprise Zone	On-going
Develop a Needs Assessment Study for the demand of a Hotel	To be Determined		EDA & RIEDC	The Town, the Waterfront Commission & The East Bay Chamber of Commerce	To be Determined
Support the proposed Bay Commuter Ferry System and the location of a Ferry Terminal on the Waterfront	No Direct Cost		RIDOT & TEA-21 funds	RIDOT the waterfront Commission & The Town Council	To be Determined
Establish a centrally located Tourism Information Kiosk		No Direct Cost (Donated Space)		The East Bay Chamber of Commerce Volunteers	Yr. 1
The Town Dock Improvements	To be Determined		EDA & RHS Community Facilities Funds	EDA & RHS, The Town Council, The Town & Marina Operator	To be Determined
<b>REGULATORY CONTROLS</b>					
Amend the current Zoning Ordinance to include: <ul style="list-style-type: none"> <li>The Waterfront Zone</li> <li>The Special District</li> <li>The creation of a Maritime Residential Zone</li> </ul> Develop: <ul style="list-style-type: none"> <li>Revisions to the Dimensional Requirements</li> <li>Design Controls etc.</li> </ul>	To be Determined		The Town	The Town Council, The Town Manager, The Planning Board and a Zoning Consultant	Yr. 1
Adopt the National Register Historic District as a legal Historic District		No Direct Cost		The Town Council & The Town Manager,	Yr. 1

Secondary Planning Components	Estimated Cost / Year	Estimated Total Cost	Potential Funding Sources	Responsible Parties or Action Required	Year of Action
<b>THE WATERFRONT &amp; TOWNWIDE</b>					
Revise the Historic Structures Demolition Permit under the Town Charter		No Direct Cost		The Town Council & The Town Manager,	Yr. 1
Establish a Design Review Board		No Direct Cost		The Town Council, The Town Manager, The Planning Board and the Building Inspector	Yr. 1
<b>ADMINISTRATIVE ACTIONS</b>					
Establish a Waterfront Commission		No Direct Cost		The Town Council & The Town Manager,	Yr. 1
Hire a Town Planner		\$45,000 / annum (Services could initially be shared with another community.)	CDBG & The Town	The Town Council & The Town Manager,	Yr. 1
Establish a Design Review Board		No Direct Cost		The Town Council, The Town Manager, The Planning Board and the Building Inspector	Yr. 1
Institute an Impact Fee Structure for all New Developments		No Direct Cost		The Town Council, The Town Manager, The Planning Board and the Building Inspector	Yr. 1
Require an Impact Statement for all New Developments		No Direct Cost		The Town Council, The Town Manager, The Planning Board and the Building Inspector	Yr. 1

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## APPENDIX

## ZONING TABLES

Summary of Permitted Uses (Table A)	
Waterfront Zone	Special District Zone
<b>Residential:</b> Single Family, Mixed Use Residential Rental of 2 rooms in dwelling of resident family, Community residence Family day-care Customary home occupation	
<b>Outdoor Recreation:</b> Municipal owned facility.	Municipal owned facility.
<b>Public/Semi Public</b> Municipal recreation facility.	
<b>Office Use</b> Professional offices/building, Financial institution, Office related to manufacturing/wholesale use.	Office related to manufacturing/wholesale use.
<b>Eating &amp; Drinking Establishments</b>	
<b>Service Businesses</b> Boat rentals, Boat repair & Service	
<b>Retail uses</b> Boat and ship sales.	<b>Retail uses</b> Boat and ship sales.
<b>Transportation</b> Boat dock, Marina	Commercial off-street parking facility, Boat dock Marina
<b>Wholesale &amp; storage:</b> Wholesale business and storage.	Wholesale business and storage.

Summary of Uses by Special Permit (Table B)	
Waterfront Zone	Special District Zone
<b>Residential:</b> In-law apartment 2 Family, Guest House/ B & B, Hotel	Multi-family dwelling, Mixed use residential Rental of 2 rooms in dwelling of resident family, Community residence Family day-care Hotel

## ZONING TABLES

Summary of Permitted Uses (Table A)	
Waterfront Zone	Special District Zone
<b>Residential:</b> Single Family, Mixed Use Residential Rental of 2 rooms in dwelling of resident family, Community residence Family day-care Customary home occupation	
<b>Outdoor Recreation:</b> Municipal owned facility.	Municipal owned facility.
<b>Public/Semi Public</b> Municipal recreation facility.	
<b>Office Use</b> Professional offices/building, Financial institution, Office related to manufacturing/wholesale use.	Office related to manufacturing/wholesale use.
<b>Eating &amp; Drinking Establishments</b>	
<b>Service Businesses</b> Boat rentals, Boat repair & Service	
<b>Retail uses</b> Boat and ship sales.	<b>Retail uses</b> Boat and ship sales.
<b>Transportation</b> Boat dock, Marina	Commercial off-street parking facility, Boat dock Marina
<b>Wholesale &amp; storage :</b> Wholesale business and storage.	Wholesale business and storage.

Summary of Uses by Special Permit (Table B)	
Waterfront Zone	Special District Zone
<b>Residential:</b> In-law apartment 2 Family, Guest House/ B & B, Hotel	Multi-family dwelling, Mixed use residential Rental of 2 rooms in dwelling of resident family, Community residence Family day-care Hotel

## ZONING TABLES

Summary of Uses by Special Permit (Table B) Continued.	
Waterfront Zone	Special District Zone
Outdoor Recreation: Municipal owned facility.	Municipal owned facility.
Public/Semi Public Church Fraternal Club	Church Educational Institution
Office Use Professional offices/building, Financial institution,	Professional offices/building, Financial institution,
Eating & Drinking Establishments Restaurant/Bar/Night Club Commercial recreation facility Theater.	Restaurant/Bar/Night Club, Commercial recreation facility, Theater.
Service Businesses Beauty shop, laundromat, shoe repair etc Copy center / PhotoShop, appliance repair, Catering services.	Copy center / PhotoShop, Catering services, Boat rentals' Boat repair & service.
Transportation Boat dock, Marina	Commercial off-street parking facility, Boat dock Marina
Wholesale & storage : Wholesale business and storage.	Wholesale business and storage.

### ZONING DISTRICT: SUMMARY OF DIMENSIONAL REQUIREMENTS

DISTRICT AND USE	Min. Lot Area	Min. Lot Frontage	Min. Front Yard	Min. Rear Yard *	Min. Side Yard	Max B'lding Coverage
<b>Waterfront (W) ***</b>						
Structure from Residential District: 15'	10,000	50	15	20	10	30%
<b>Village Business (VB) ***</b>						
Structure from Residential District: 15'	10,000	50	15	20	10	30%

## ZONING TABLES

### ZONING DISTRICT SUMMARY of DIMENSIONAL REQUIREMENTS \*\* Continued.

Special District (S)***						
Structure from Residential District: 50'	20,000	100	25	50	10	40%
Residential 6 (R-6)						
Single Family	6,000	60	20	30	10	25%
Two Family	8,000	70	20	30	10	25%
Multi Family	See Sect. 32-79	See Sect. 32-79	20	30	15	25%
Hotel / Motel	20,000	120	30	30	20	25%
Residential 10 (R-10)						
Single Family	10,000	90	25	35	15	20%
Two Family	10,000	110	25	35	15	20%
Other permitted uses or allowed by special permit	10,000	90	25	35	15	20%

**Notes:**

\* Minimum rear and side yard widths may be decreased to 0' where parcels are combined as part of an integrated commercial or industrial development

\*\* Minimum building height for all districts is 35'. Towers, chimneys and other vertical elements may exceed this requirement provided such elements shall be set back from all lot lines 1 foot for every foot in excess of the maximum height of 35'

\*\*\* The information above is a summary of key elements of the existing zoning ordinance and is extracted for the purposes of this report. Information on specifics of zoning can be found in the Town of Warren Zoning Ordinance.

ELEMENT 1: DEMOGRAPHIC DATA

**TOWN of WARREN: POPULATION**

The Town of Warren	Census Tract 305 (1990 Census)		Town of Warren (1990 Census)		Census Tract 305 (2000 Census)*		Town of Warren (2000 Census)**	
	Number	% of Town	Number	% of Town	Number	% of Town	Number	% Change
Population	3,599	32%	11,385	100%	3,406	30%	11,360	-0.2%
Males	998	35%	5,398	48%				
Females	908	35%	5,937	52%				
Number of House holds	1,581	35%	4,494	100%				
Persons per Household	2.28		2.47					
Persons 18 and under	834	7%	2,452	22%				
Persons 65 and Over	522	26%	2,005	18%				
Race: White	3,502	31%	11,277	99%	3,243	29%	10,999	-2.5%
Race: Black	24	0.2%	35	0.3%	45	0.4%	94	268%
Race: Hispanic Origin	51	0.4%	137	1%	37	0.3%	106	-22%
Race: Other	22	0.2%	73	0.6%	81	0.7%	267	27%

**TOWN OF WARREN INCOME (1990 Census)**

The Town of Warren	Census Tract 305 (1990 Census)		Town of Warren (1990 Census)		Town of Warren (2000 Census)	
	Number	% of Town	Number	% of Total	Number	% Change
Per Capita Income	\$11,174	73%	\$15,255	100%		
Median Household Income	\$21,879	69%	\$31,637	100%		

**TOWN OF WARREN HOUSING (1990 Census)**

Housing Characteristics						
Housing Units	Census Tract 305 (1990 Census)		Town of Warren (1990 Census)		Town of Warren (2000 Census)	
	Number	% of Town	Number	% of Total	Number	% of Change (1990-2000)
Total Number of Housing Units	1,673 DU's	100%	4,786 DU's	100%	4,998 ***	4.4%
Occupied	1,571 DU's	93.9%	4,494 DU's	94%		
Vacant	102 DU's	6.1%	292 DU's	6%		

**TOWN of WARREN: HOUSING (1990 Census) Continued.**

**Housing Characteristics**

	Census Tract 305 (1990 Census)	Town of Warren (1990 Census)	Town of Warren (2000 Census)
Owner Occupied	536	12%	
Median Rent	\$487 / month	\$491 / month	
Median Value of Home	\$108,900	\$138,100	

**Units in Occupied Structures:**

	Census Tract 305 (1990 Census)		Town of Warren (1990 Census)		Town of Warren (2000 Census)	
	Number	%	Number	%	Number	%
• One Unit Detached	298 DU's	17.8%	2,413 DU's	50.4%		
• One Unit Attached	44 DU's	2.6%	133 DU's	2.8%		

**Units in Occupied Structures - Continued**

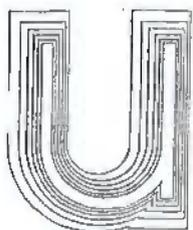
	Census Tract 305 (1990 Census)		Town of Warren (1990 Census)		Town of Warren (2000 Census)	
	Number	%	Number	%	Number	%
• 2 - 4 Units	1,109 DU's	66.3%	1,497 DU's	31.3%		
• 5 - 9 Units	170	10.2%	239	5.0%		
• 10 Units or more	32	1.9%	461	9.6%		
• Mobile home, trailer or other	20	1.2%	43	0.9%		
<b>Year Structure Built</b>						
• 1989 to 03/1990	0	0.0%	44	0.9%		
• 1985-1988	36	2.2%	330 DU's	6.9%		
• 1980-1984	0	0.0%	241 DU's	5.0%		
• 1970-1979	0	0.0%	521 DU's	10.9%		
• 1940-1969	321	19.2%	317 DU's	6.6%		
• 1939 or earlier	1,316	78.7%	2,119 DU's	44.3%		

**BRISTOL COUNTY (1990 Census)**

	STATE OF RI	BRISTOL COUNTY	BARRINGTON	BRISTOL	WARREN
Population (1990)	21,625	48,859	15,849	21,625	11,385

**BRISTOL COUNTY 1990 Cens. \$1 Continued.**

	STATE OF RI	BRISTOL COUNTY	BARRINGTON	BRISTOL	WARREN
<b>INCOME</b>					
Median Family Income (1990)	\$39,172	\$44,050	\$59,483	\$37,795	\$37,795
Median Household Income (1990)	\$32,181	\$37,539	\$53,058	\$39,668	\$31,637
Median Family Income (2000)	\$51,531	\$51,560			
<b>EDUCATIONAL STATUS (Persons 24 Years and Over.)</b>					
% With High School Diploma	72%	73.9%	88.9%	65.0%	69.3%
% With Bachelor's Degree	21.3%	27.4%	46.4%	19.7%	15.3%
<b>CLASS of EMPLOYED WORKER</b>					
Private: Wage & salary	391,424	19,894	8,124	8,866	4,886
Local Government	31,045	1,507	509	649	349
State Government	24,016	930	351	392	187
Local Government	13,339	613	193	283	137
Self Employed	26,862	1,521	678	542	301
Unpaid Family	1,227	74	31	26	17



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## TECHNICAL MEMORANDUM #4A

To: Members of the Waterfront Plan Advisory Committee  
From: Ron Wood, UDG  
Re: Zoning Analysis: Eastern Yachts / Armory Revival & Harbor Marine Development Parcels.  
Date: July 12, 2001

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### ZONING ANALYSIS

#### General Overview:

#### Eastern Yachts / Armory Revival & Harbor Marine Development Parcels

The following is an updated zoning analysis on the 2 development parcels on Water Street in the Waterfront Area. The update reflects new information supplied by both developers regarding unit mix, anticipated size of units and their cost. Monarch Builders, developers of the Harbor Marine property, as Armory Revival, have also recently submitted a request for a zoning amendment to permit multi family in the Waterfront zone (W), as well as relief on dimensional requirements.

As part of the overall evaluation process and to determine their potential impact on the community, these 2 development parcels were reviewed based on the existing multi family requirements of the Warren Zoning Ordinance if, in fact, such a use was permitted in the Waterfront (W) zone. Similarly, both developments were also examined on the basis of their requests for a zoning amendment, as filed by their attorneys.

#### Development Parcel A:

#### Eastern Yachts / Armory Revival Property

This development proposal incorporates several lots fronting on Church and Baker Streets as well as lots with frontage on both Water Street and along the harbor. The site plan design proposes weaving a combination of renovated Victorian buildings and 19<sup>th</sup> century warehouses with an infill of new construction, as part of the overall development of the property. Due to the general configuration of the area, the massing of the buildings is broken down rather than being in one structure. This results in the buildings being more in scale with their neighbors. Parking is either underneath these buildings or in a series of small parking areas throughout the area.

Along with the proposed housing, some R/C use is proposed on Water Street, as well as development of docking facilities on the harbor. The following is a more detailed breakdown:

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1. Eastern Yachts / Armory Revival Company:

Plat 4: Lots 70, 71, 73 and 139.

Total Area: 52,928 sq. ft. (1.2 A.)

(This area is based on information from the town's plat maps.)

Note: Based on a recent survey supplied by Armory Revival, the total land area is shown to be 44,102 sq. ft. (1.02 A.) This accounts for a 16.7% discrepancy of some 8,826 sq. ft. Since this was a survey prepared by a registered surveyor, we have elected to use 44,102 sq. ft. figure as the correct land area

**Total Area: 44,102 sq. ft. (1.02 A.)**

2. Eastern Yachts / Armory Revival Company:

3. Plat 4: Lots 41 and 42.

(The Deriso and Tavares properties on Church Street)

Total Area: 13,847 sq. ft. (0.32 A.)

**Total Development Area: 57,949 sq. ft. (1.33 A.)**

**DEVELOPMENT PROPOSAL # 1**

**Parcels A & B: Eastern Yachts Development Property**

The present proposals for this piece of property includes the renovation of the former Hope Bank building on Water Street with 2 retail/commercial units of about 1,000 sq. ft. each with 2/2BR two level living units upstairs.

The former warehouse building facing the dock would be demolished. A new 3-story building, "Boat House" would be built with a footprint of 3,664 sq.ft. and a total gross area of 10,992 sq. ft., of which 7,328 sq. ft. would be assigned to living space. The existing 2-story building abutting Tav-Vino's, with a footprint of 2,700 sq. ft would be renovated with 4,050 sq. ft of occupied space.

The largest structure in the development would be the north building, "The Culling House". This new 3-story infill building faces the dock and runs axially between Church and Baker Streets. With a footprint of 4,372 sq. ft., it has a gross area of 13,116 sq. ft. and livable space of 8,744 sq. ft.

Gross Area of New and Renovated Space 32,678 sq. ft.

**Unit Mix & Projected Selling Price:**

Parcel A

The Hope Bank Building	2x R/C @ 1,000 sq.ft each 2x2BR's @ 1,561 sq.ft.each	\$275,000
"The Boat House."	4x2BR's @ 1,830 sq.ft.each	\$415,000
"The Sail Loft."	4x1BR's @ 1,010 sq.ft.each	\$200,000

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"The Culling House."	4x2BR's plus den @ 2,166 sq.ft.each	\$550,000
<b>Total number of units in Parcel A</b>		<b>14 units</b>
<b>Parcel B</b>		
The renovated Deriso property	1x2Br with den @ 1,836 sq.ft.	\$275,000
The renovated Tavares property	2x2BR's @ 1,300 sq.ft.each	\$195,000
<b>Total number of units in Parcel B</b>		<b>3 units</b>
<b>Total number of units in the proposed Eastern Yacht development</b>		<b>17 units</b>
<b>Total Area of Livable Space</b>		<b>231,450 sq.ft.</b>
<b>Total number of proposed boat slips</b> (packaged with each unit)		<b>17 slips</b>
<b>Estimated Building Coverage</b>		<b>28.2%</b>

**ZONING ASSESSMENT USING THE PRESENT REGULATORY CONTROLS FOR MULTI-FAMILY  
 CONTAINED IN THE PRESENT ORDINANCE**

**Parcel #1 (Eastern Yachts)**

**Multi Family (MF):**

<b>Housing (6 DU's):</b>	
First 6 Units	14,000 sq.ft.
Remaining Units (57,949 sq.ft.- 14,000 sq.ft.)	43,949 sq.ft.
43,949 sq.ft. ÷ 1,000 sq.ft.	43.949
Space available for remaining units (43.949 x 400 sq.ft.)	17,580 sq.ft.
Median size of proposed units (27,582 ÷ 17)	1,622 sq.ft.
Number of remaining units (17,580 ÷ 1,622)	10.8 units
Total number of allowable units (10.8 + 6)	16.8 units
Total number of units proposed	17 units

**Parking**

**Residential:**

17 units x 1.5 spaces	25.5 spaces
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Parking (cont'd.)

Retail / Commercial:	
2 units @ 1,000 sq.ft each	18 spaces
(2 x 5 spaces + 2,000 sq.ft. ÷ 250 sq.ft.)	
Loading area (service for R / C space)	2 spaces
17 slips: (17 x 1.5 spaces)	25.5 spaces

**Total number of spaces required** 1 spaces

**Total number of spaces provided** (unknown)

Total estimated area required for parking  
 (71 x 350 sq.ft.) 24,850 sq.ft.

Requested Zoning Amendment

Increase in Units by 20%:  
 17 DU's + 20% 20 DU's

Increased Parking:  
 20 dwelling units x 1.5 parking spaces / unit 30 cars  
 20 cars @ 350 sq.ft. / car 7,000 sq.ft

Proposed Building Coverage: 36%  
 Building coverage (36% x 57,949 sq.ft) 20,862 sq.ft

Estimated gross median area per unit  
 (including circulation, service areas & terraces etc.) 1,995 sq.ft.

Estimated units per floor (20,862 ÷ 1,995) 10 units

Estimated building coverage 34.4%

Present Impact on the Municipal Tax Base

Present Revenues on the Eastern Yacht properties	
Assessed Value of Land and Buildings	\$1,992,080.00
Tax Revenues (\$992,080 @ \$23.07 / \$1,000)	\$ 22,887.29

Estimated Impact on the Municipal Tax Base

Projected Revenues:	
Estimated Value of Land and Building, including docks	\$6,745,000.00
Estimated Tax Revenues (\$6,745,000 @ \$23.07 / \$1,000)	\$ 155,607.15

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**DEVELOPMENT PROPOSAL #2**

**The Harbor Marine property: Plat 4: Lots 96 and 132**

The existing property consists of a mostly rectangular parcel of land of 49,920 sq. ft.(1.15 A.), with about 190 lineal feet of frontage on the Harbor. An existing permit, to RIDEM for a 25 slip marina, has been already approved. A travel lift for boat hauling is located on the north property line, abutting Tav-Vino's Restaurant. There are also two warehouse buildings on the property. It is the intent of the developer to demolish all these structures prior to developing this site.

The proposed development of the site is also a multi family development. The preliminary design indicates 18x2 BR and 1 BR units with parking for 65 cars and dockage space along the harbor bulkhead, for 25 slips. The proposed building is an "L" shaped three-story structure with one leg running from Water Street down the southern edge of the property, while the other wing straddles the water frontage. Parking is either under the buildings or in the residual space created by the building's form. Other spaces at grade include a community room, office, the main entrances to the building, fire stairs and service areas etc.

We do not have such a detailed breakdown as the other proposal, but do have the following preliminary data:

**Unit Mix & Projected Selling Price:**

8x1 Bedroom Units @ 1,100 sq.ft. each	\$275,000
6x1 Bedroom Units plus den @ 1,400 sq.ft. each	\$350,000
4x2 Bedroom Units @ 2,000sq.ft.each	\$425,000

**Total number of units in the Harbor Marine development:** 8 units

**Total Area of Livable Space:** 25,200 sq. ft.

**Total number of proposed boat slips:** 25 slips

**Parking**

Residential:	
18 units x 1.5 spaces	27 spaces
25 slips: (25 x 1.5 spaces)	37.5 spaces
<b>Total number of spaces required</b>	<b>65 spaces</b>
<b>Total number of spaces provided</b>	<b>65 spaces</b>

Total estimated area required for parking  
 (65 x 350 sq. ft.) 22,750 sq.ft.

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**Estimated Ground Coverage**

25,200 sq.ft. + 20% for circulation, service area, terraces etc.)	30,240 sq.ft.
Estimated building footprint (30,240 ÷ 2)	15,120 sq.ft.
Estimated Ground Coverage (15,120 ÷ 49,920)	30.1%

**Requested Zoning Amendment**

<b>Increase in Units by 20%:</b>	
18 DU's + 20%	22 DU's
<b>Increased Parking:</b>	
22 dwelling units x 1.5 parking spaces / unit	33 cars
33 cars @ 350 sq.ft. / car	11,550 sq.ft.
<b>Proposed Building Coverage:</b>	36%
Building coverage (36% x 49,920 sq.ft)	17,971 sq.ft.
Estimated gross median area per unit (including circulation, service areas & terraces etc.)	1,680 sq.ft.
Estimated units per floor (17,971 ÷ 1,680)	11 units
Estimated building coverage (18,480 ÷ 49,920)	37%

**Present Impact on the Municipal Tax Base**

Present Revenues on the Harbor Marine property	
Assessed Value of Land and Buildings	\$ 516,550.00
Tax Revenues (\$516,550 @ \$23.07 / \$1,000)	\$ 11,916.81

**Estimated Impact on the Municipal Tax Base**

Projected Revenues:	
Estimated Value of Land and Building, Including docks	\$ 7,000,000.00
Estimated Tax Revenues (\$7,000,00 @ \$23.07 / \$1,000)	\$ 161,490.00

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