



TOWN OF WESTERLY, RHODE ISLAND
COMPREHENSIVE COMMUNITY PLAN
2020 – 2040

ADOPTED JANUARY 20, 2021

[Edits made May 2020 based on](#)

[Statewide Planning Comments](#)



- Promote Westerly and proactively attract new business
- Protect the Westerly “charm”
- Maintain and improve roads and sidewalks
- Address the need for additional parking in the downtown business district
- Manage stormwater and drainage
- Simplify business entry to Westerly
- Improve communication with the business community

The Comprehensive Plan supports these initiatives and has considered them in developing specific action items for economic vitality.

In October 2019, Comprehensive Plan preparation included a facilitated work session involving members of the business community in the evaluation of the draft 2020 Comprehensive Plan's economic development actions. The Development Services Team, consisting of seven (7) Town staff members, led twenty-seven (27) residents and business owners in a discussion of strategies for continued “Economic Vitality” and preparation for action implementation.

The Planning Board took an active role in the preparation of the Comprehensive Plan, with the public release of the official working draft on November 4, 2019. The document was posted on the Town's official website and open for public comment through February 14, 2020. Arrangements for public input also included a Planning Board public work session on November 21, 2019. The Town Council held its own work session on December 2, 2019 and received public input from individual residents and organizations including the Ocean Community Chamber of Commerce, Westerly Land Trust, Winnapaug Golf Course, and former CPCAC Chair, Gail Mallard.

At the Westerly Planning Board's direction, the Department of Development Services edited the draft Comprehensive Plan, incorporating changes from public comments. The document published on the Town's official website on February 24, 2020 was intended to be the penultimate draft. The Planning Board's public hearing was planned and advertised to be on March 24, 2020, but the Covid-19 Pandemic halted all public gatherings except those essential for the conduct of emergency services. During this delay, more attention was given to incorporating public comments and fine-tuning illustrations.

The Planning Board began a public hearing on June 2, 2020 that concluded on June 23, 2020. At the Board's direction, the Department of Development Services edited the draft to incorporate changes from public comments and Board consensus. The Planning Board deliberated on the final document at its regular business meeting on July 21, 2020. The Board forwarded its recommendation of the land-use policies and activities for the period of 2020 to 2040 to the Town Council for consideration and adoption as an ordinance of the Town.

The Town Council held several work sessions on the 2020-2040 Comprehensive Community Plan in the months of August and September 2020 during which the Council reviewed each Chapter. At the Town Council's direction, the Department of Development Services edited the draft to incorporate changes from Town Council and public comments based on Town Council consensus. The Town Council then advertised and began a public hearing on October 6th, during which it received the Planning Board's recommendation and entertained public testimony. The public hearing was continued to October 14th for further public testimony. At the conclusion of the public hearing, the Town Council referred the document back to the Planning Board with particular focus on the portions of the Comprehensive Plan that relate to rights-of-way to the shore/river and reference to residential accessory uses on golf courses. At the conclusion of the [Planning Board's November 17th](#) public hearing, a recommendation on the revised Plan was sent to the Town Council for adoption.

A second public hearing began on January 4, 2021. The Town Council voted on January 20, 2021 to incorporate the Plan into the Code of Ordinances as Chapter 10. With the adoption of this Comprehensive Plan document by the Westerly Town Council, the 2010 Comprehensive Plan was repealed and replaced.

Providing clarification - not requested by Statewide Planning

Future Land-Use Category	Corresponding Existing Zoning Districts
Industry	Office, Research, Assembly, and Technology (ORAT)
	Note: <i>Intended for diverse types of Industry – both small and large scale.</i>
Conserved Land	Rural Residential (RR-60)
	Open Space/Recreation (OSR)
	Notes: <i>Intended to capture land protected from development through conservation restrictions, and/or can be used for small scale recreation, agriculture, or left untouched to provide protection of water quality, natural resources, and wildlife habitat, consistent with the restrictions in place.</i>
Agriculture	Rural Residential (RR-60)
	Open Space/Recreation (OSR)
	Notes: <i>Intended for farms and farm enterprises and low-density residential development associated with farm operations.</i>
Recreation	Commercial Recreation (CR)
	Open Space/Recreation (OSR)
	Notes: <i>Intended to capture active and passive, public and private recreation areas.</i>

[Some changes to existing zoning districts will be made to further align the description of the district with its purpose.](#)

- [Lands in several zoning districts are protected in perpetuity by conservation easements. The zoning of these parcels is intended to align with the land-use values being conserved \(i.e. low intensity agriculture, passive recreation, natural habitat protection\). The FLUM includes the new Category of Conserved Land, intending to capture land protected from development through conservation restrictions, and/or land that can be used for small scale recreation, agriculture, or left untouched to provide protection of water quality, natural resources, and wildlife habitat, consistent with the restrictions in place with the existing zoning district designation for these parcels. However, a zone change is not required to remain consistent with the FLUM.](#)
- [An Airport Overlay District has been developed as required in RIGL §1-3-5\(1\), which states that municipalities shall establish an airport hazard area to specify appropriate land uses with restricted heights for buildings and trees. This Overlay is now included on the Official Zoning Map and is illustrated on Figure **Zoning Overlays \(LUZ-M3\)**. The FLUM is not impacted by this addition.](#)
- [Those properties originally zoned and approved as Planned Unit Development \(PUD\) have been incorporated into the category of high-density residential appropriate to the existing residential density on the FLUM. Zone changes for these parcels will follow.](#)
- [ORAT-zoned properties will be addressed individually to assess the appropriate zoning for each lot, given the current inconsistency in use within this zone. The assigned zoning district will remain consistent with the FLUM.](#)

[Changes to land-use policy and regulations include:](#)

Moved from page 53 with edits for clarification to address Comment 1 from Statewide Planning.

Moved from page 53 with edits for clarification to address Comment 1 from Statewide Planning.

- [Eco-friendly development methods such as conservation development and cluster development have not been readily used due to the insignificant number of properties that qualify. These subdivision options are proposed for deletion from the zoning ordinance and replacement by context-sensitive design standards and performance standards designed for resiliency.](#)
- [Regulations required by the Special Area Management Plan \(SAMP\) near the Salt Ponds and for water quality protection will be included in the Westerly Zoning Ordinance.](#)
- [The Town shall modernize the Zoning Ordinance, development regulations, and related policies to better recognize existing conditions of the built environment and will incentivize greater public investments in community character in new development and redevelopment projects.](#)
- [The PUD development tool will be replaced by other mixed-use development options.](#)
- [The Town will migrate to an electronic filing and broader administrative review process for development applications and permitting. Conversion to online permitting has already occurred for building and inspections, with zoning soon to be added, followed by planning.](#)

Consistency with *Land Use 2025* is achieved when the Comprehensive Plan's FLUM aligns with the residential densities suggested by the State. Areas inside the Urban Services Boundary are expected to have higher residential density due to the presence of existing services, facilities, and infrastructure. In areas outside of the water and sewer service areas, a community balances development and conservation, considers natural hazards and special resource concerns (such as groundwater and natural resource protection), and contains a lower level of residential density. The Town of Westerly's FLUM is expected to be consistent with the minimum and/or maximum residential densities outlined in *Land Use 2025*. This comparison is illustrated in Table 5 below. Specific changes to the DC-1, NB, P-15, and the CR zoning districts are anticipated in this Plan. Possible changes in residential density will be a part of the Plan's implementation and noted in Table 5 as "to be determined."

Table 5. Overview of Residential Density by Zoning District and Future Land Use Consistency Category

Zoning District	Future Land Use	Future Land Use Residential Density	Land Use 2025 Residential Density
Rural Residential (RR-60)	Low-Density Residential	≤0.73 du/ac	Non-Urban Developed (≤1 du/ac)
Low-Density Residential (LDR-43)		≤1 du/ac	Non-Urban Developed (≤1 du/ac)
Low-Density Residential (LDR-40)		≤1.09 du/ac	Non-Urban Developed (≤1 du/ac)
Medium-Density Residential (MDR-30)	Medium-Density Residential	≤1.45 du/ac	Urban Development (≥1 du/ac)
Medium-Density Residential (MDR-20)		≤2.18 du/ac	Urban Development (≥1 du/ac)
High-Density Residential (HDR-15)	High-Density Residential	≤2.9 du/ac	Urban Development (≥1 du/ac)
High-Density Residential (HDR-10)		≤4.36 du/ac	Urban Development (≥1 du/ac)
High-Density Residential (HDR-6)		≤7.26 du/ac	Sewered Urban (≥5 du/ac)
Downtown Center (DC-1)	Mixed-Use Commercial	To be determined	Sewered Urban (≥5 du/ac)
Downtown Center (DC-2)		≤7.26 du/ac	
Neighborhood Business (NB)		To be determined	
Professional (P-15)		To be determined	
General Commercial (GC)	Commercial		

Highway Commercial (HC)			
Commercial Recreation (CR)			
Marine Commercial (MC)	Coastal Commercial		
Shore Commercial - General (SC-G)			
Shore Commercial - Watch Hill (SC-WH)			
General Industrial (GI)	Industry		
Light Industrial (LI)			
Office, Research, Assembly, and Technology (ORAT)			
Rural Residential (RR-60)	Conserved Land	≤0.73 du/ac	Conservation/Ltd. Dev. (≤0.25 du/ac)
Open Space/Recreation (OS/R)			
Rural Residential (RR-60)	Agriculture	≤0.73 du/ac	Non-Urban Developed (≤1 du/ac)
Open Space/Recreation (OS/R)			
Commercial Recreation (CR)	Recreation	To be determined	
Open Space/Recreation (OS/R)			

Subsection 3.6.2 – Inconsistencies

Pursuant to guidance offered in Section 13.8 of the R.I. Comprehensive Planning Standards Manual (revised June 14, 2018), ~~after the Town has identifying anyied inconsistencies that exist between the existing zoning districts and the land-use categories of the Future Land Use Map (FLU-M1) and land-use categories, The Town of Westerly proposes resolutions of the inconsistencies in the following ways, by selecting and discussing one of the following options:~~

- ~~aA.~~ Propose to change the zoning of a particular area to an existing zoning district that is consistent with the future land-use designation, ~~giving a brief description of the zoning district that includes allowed uses~~ These zoning map changes will be accomplished within 24 months of the Plan's adoption. ~~;~~ ~~or~~
- ~~bB.~~ Propose the creation of a new zoning district that would achieve consistency with the future land-use designation, ~~and the application of the new district to the inconsistent area, giving a brief description of the zoning district that includes the expected allowed uses.~~ These zoning map changes first require zoning text amendments which will be developed by the Planning Board and recommended to the Town Council within 48 months of the Plan's adoption.

~~The following provisions do both:~~

~~Several inconsistencies were identified between the current Zoning Ordinance, the official Zoning Map (effective July 1, 2019), and the FLUM. These inconsistencies The required zone changes are depicted on the figure Future Land Uses Inconsistent with Existing Zoning (FLU-M2). As such, Action items for changes to zoning district designation, land-use policy, and land-use regulations are ~~proposed-listed among other goals, policies, and actions in Part I, Chapter 4, Section 4.2 "A Process for Implementation," in this Plan and are~~ This material is organized in Table 6. All zone changes are intended to be implemented within the ~~first~~ next 1-5 years.~~

~~Changes to zoning districts:~~

- ~~•~~ Lands in several zoning districts are protected in perpetuity by conservation easements. The zoning of these parcels is intended to align with the land-use values being conserved (i.e. low intensity agriculture, passive recreation, natural habitat protection). The FLUM includes the Category of Conserved Land, ~~intending to capture land protected from development~~

Rearranging text for clarity between changes to existing zoning and changes due to inconsistencies between zoning and FLUM to address Comment 1 from Statewide Planning

Field Code Changed

through conservation restrictions, and/or land that can be used for small-scale recreation, agriculture, or left untouched to provide protection of water quality, natural resources, and wildlife habitat, consistent with the restrictions in place with the existing zoning district designation for these parcels.

- An Airport Overlay District has been developed as required in RIGL §1-3-5(1), which states that municipalities shall establish an airport hazard area to specify appropriate land uses with restricted heights for buildings and trees. This Overlay is now included on the Official Zoning Map and is illustrated on Figure **Zoning Overlays (LUZ-M3)**.
- Those properties originally zoned and approved as Planned Unit Development (PUD) have been incorporated into the category of high-density residential appropriate to the existing residential density on the FLUM. Zone changes for these parcels will follow.
- ORAT-zoned properties will be addressed individually to assess the appropriate zoning for each lot, given the current inconsistency in use within this zone.

Changes to land-use policy and regulations include:

- Eco-friendly development methods such as conservation development and cluster development have not been readily used due to the insignificant number of properties that qualify. These subdivision options are proposed for deletion from the zoning ordinance and replacement by performance standards designed for resiliency.
- Regulations required by the Special Area Management Plan (SAMP) near the Salt Ponds and for water quality protection will be included in the Westerly Zoning Ordinance.
- The Town shall modernize the Zoning Ordinance, development regulations, and related policies to better recognize existing conditions of the built environment and will incentivize greater public investments in community character in new development and redevelopment projects.
- The PUD development tool will be replaced by other mixed-use development options.
- The ORAT development tool will be incorporated in Light Industrial (LI) development.
- The Town will migrate to an electronic filing and broader administrative review process for development applications and permitting. Conversion to online permitting has already occurred for building and inspections, with zoning soon to be added, followed by planning.

moved to page 50

Table 6. Overview of Zoning Inconsistencies with Future Land-use

Figure FLU-M2 Reference	Street Address	Map & Lot	Existing Zoning	Future Land Use	Reason Inconsistent	Proposed Zoning
1	172 East Ave	107-088	ORAT	Agriculture	General farming not permitted in ORAT.	Agriculture

Figure FLU-M2 Reference	Street Address	Map & Lot	Existing Zoning	Future Land Use	Reason Inconsistent	Proposed Zoning
2	308 Shore Rd	132-053	MDR-30	Agriculture	General farming not permitted in ORAT, MDR-30, nor OS/R.	Agriculture
3	Shore Rd	132-088A	OS/R	Agriculture	General farming not permitted in OS/R.	Agriculture
	Shore Rd	132-089				
	9 Noyes Neck Rd	133-001				
4	Brightman Way	141-193	MDR-30	Agriculture	General farming not permitted in MDR-30.	Agriculture
5	50 Second St	152-109	OS/R	Agriculture	General farming not permitted in OS/R.	Agriculture
	117 Shore Rd	152-109B				
<i>1-5. New zoning designation of "Agriculture" and map changes intended within 48 months of Plan's adoption.</i>						
6	117A Moorehouse Rd	082-020	OS/R	Low-Density Residential	Single family not permitted in OS/R.	RR-60
<i>6. Property owner intends to Petition the Town Council for a zone change within 12 months of Plan's adoption.</i>						
7	11 North Main St	015-005	HDR-15	Mixed-Use Commercial	Mixed-use development not permitted in HDR-15, MDR-30, nor GI.	NB
	9 North Main St	015-006				
	2 North Main St	015-015				
	6 North Main St	023-033				
	8 North Main St	023-034				
	10 North Main St	023-035				
	14 North Main St	023-036				
	16 North Main St	023-037				
	20 North Main St	023-038				
	26 North Main St	023-039				
	28 North Main St	023-040				
	350 Bradford Rd	023-002	MDR-30			NB
	2 Vars Ln	023-007				
	37 North Main St	023-019				
2 Country Rd	023-023					

Additional clarification addressing Comment 1 from Statewide Planning

Figure FLU-M2 Reference	Street Address	Map & Lot	Existing Zoning	Future Land Use	Reason Inconsistent	Proposed Zoning
7	15 North Main St	023-030		Mixed-Use Commercial	Mixed-use development not permitted in HDR-15, MDR-30, nor GI.	
	13 North Main St	023-031				
	7 North Main St*	015-007*	GI			Permit mixed-use development in LI/Permit limited light industrial uses in-NB
	5 North Main St*	015-008*				
8	34 Canal St	046-001	GI	Mixed-Use Commercial	Mixed-use development not permitted in GI, HDR-6, nor LI.	Permit mixed-use development in LI/Permit limited light industrial uses in-NB
	38 Canal St	046-002				
	40 Canal St	046-003				
	42 Canal St	046-004				
	28 Canal St	056-032				
	30 Canal St Rear	056-033	HDR-6			Rezone HDR-6 to-NB
	57 Pierce St	046-081				
	55 Pierce St	046-082				
	53 Pierce St	046-084				
	43 Pierce St	046-088				
	41 Pierce St	046-089				
	42 Pierce St	046-091A				
	50.5 Pierce St	046-094				
	52 Pierce St	046-098				
	54-58 Pierce St	046-099				
	30 Pierce St	047-048				
	32-34 Pierce St	047-049				
	36 Pierce St	047-050				
	40 Pierce St	047-051				
	176 High St	047-076				
	8 Pierce St	047-077				
	10 Pierce St	047-078				
	12 Pierce St	047-079				
	14 Pierce St	047-080				
	20 Pierce St	047-081				
	35 Pierce St	047-083				
4 Pearl St	047-084					
29 Pierce St	047-085					
27 Pierce St	047-086					
25 Pierce St	047-087					
23 Pierce St	047-088					

Simplifying proposed zoning per Comment 1 from Statewide Planning

Figure FLU-M2 Reference	Street Address	Map & Lot	Existing Zoning	Future Land Use	Reason Inconsistent	Proposed Zoning
8	21 Pierce St	047-089	HDR-6	Mixed-Use Commercial	Mixed-use development not permitted in GI, HDR-6, nor LI.	Rezone HDR-6 to NB
	17-19 Pierce St	047-090				
	13-15 Pierce St	047-091				
	11 Pierce St	047-092				
	9.5 Pierce St	047-093				
	9 Pierce St	047-094				
	7 Pierce St	047-095				
	5 Pierce St	047-096				
	1 Pierce St	047-097				
	44 Pierce St*	046-091*	LI			
	14 Industrial Dr	046-029				
	16 Industrial Dr	046-030				
	24 Industrial Dr	046-031				
	8 Shady Ln	046-133				
	23 Industrial Dr	046-134				
	17 Industrial Dr	046-136				
	26 Friendship St	046-137				
	32 Friendship St	046-138				
36 Friendship St	046-139					
46 Friendship St	046-140					
50 Friendship St	046-140A					
41 Friendship St	046-141					
31 Friendship St	046-142					
62-64 Pleasant St*	046-032*	Split Zoned LI/ HDR-6				
9	140 Main St*	066-047A*	Split zoned HDR-6/ DC-2	Mixed-Use Commercial	Mixed-use development not permitted in HDR-6.	DC-2
	148 Main St*	066-048*				
	150 Main St*	066-049*				
	196 Main St*	076-044*				
<p><i>7-9. Zoning changes will be discussed in the context of the Downtown Area Corridor Study. Associated with implementation of several new land-use action items, these changes are intended to take place over within the first 48 months.</i></p>						

Simplifying proposed zoning per Comment 1 from Statewide Planning

Additional clarification addressing Comment 1 from Statewide Planning

identify problems, available resources to first recognize and then tackle challenges, and the tools to develop initial strategies for addressing problems, innovating, and evaluating outcomes.

It is widely recognized that young professionals seeking to raise their families in a community seek out quality schools by assessing the value (real or perceived) placed on education by the community at large. Westerly Public Schools (WPS) is engaged in the work of moving from good to great. All Westerly public-school students shall have access to high-quality instruction delivered by well-trained and committed professionals. Ample and up-to-date instructional materials and the latest instructional technologies shall be provided. Quality and safe facilities support shall be in place to support high-quality teaching and learning. A community that values education reflects its commitment to education through its investments. We can be that district that attracts young families, that contributes to the raising of property values and growth of the tax bases, and that anchors a true sense of pride in Westerly.

The Westerly School Department seeks to be the premier elementary and secondary education provider in the region. The WPS vision is to feature top-flight academics and unmatched opportunities in the visual and performing arts. Achieving that vision requires thoughtful, strategic, and high leverage improvement efforts with community support for facilities planning.

Section 3.7 – Land-Use Goals, Policies, and Actions

Westerly’s existing development pattern, which is consistent with *Land Use 2025*, shall generally continue. Such pattern reinforces the Urban Services Boundary, which distinguishes between the Town’s western/central urban, suburban coastal, and eastern rural areas. The Town encourages growth that recognizes its assets and enhances opportunity while at the same time maintaining Westerly’s cherished sense of place.

The vision for the Town of Westerly is to preserve and enhance its quality of life for all generations as a safe, resilient, and compassionate community with a healthy environment, a distinctive heritage, extraordinary cultural and natural resources, a strong, stable, equitable economy, and a responsible and publicly-engaged government.

Preserving the character of the community, and on a smaller scale each of its neighborhoods, is a key element of the Town’s Vision. Action on the vision includes improved opportunities for the public to voice their values, ideas and concerns on the topics of housing, recreation, services, business, infrastructure, and transportation. Resiliency in all parts of the community and in all facets of land use, including through conserving areas of open space and important land features, is applied in each planning area. The following [Land-Use Goals](#) and [Policies](#) reflect the Town’s Vision.

GOAL LUZ-1	Preserve the predominant residential character of Westerly, while providing open space, commercial, industrial, and recreational land uses to serve the needs of residents and businesses.
Policy LUZ-1.1	Emphasize the redevelopment of underutilized parcels in areas with adequate infrastructure and access to public services.

Grammatical correction

Policy LUZ - 1.2	Ensure future development is compatible with adjoining land uses, the natural environment, available or planned community services, and existing historic and cultural features.
GOAL LUZ-2	<u>Municipal land use regulations and the zoning ordinance shall be consistent with the vision, values, goals, and policies set forth within this Comprehensive Plan.</u> Develop a planning framework that prepares the community for extreme weather events and impacts of sea-level rise, storm surge, and flooding.
Policy LUZ- 2.1	<u>Address zoning district inconsistencies in the Implementation of this Comprehensive Plan consistent with "Table 6. Overview of Zoning Inconsistencies with Future Land-use".</u>
Policy LUZ- 2.2	Identify specific areas impacted by these threats and assess and understand the economic and social risks and the role of land use in mitigation of risk. <u>Advance the numerous policies and actions related to land use in the Implementation of this Comprehensive Plan consistent with "Table 7. Amendment of Land-Use Provisions".</u>
Policy LUZ- 2.3	Promote orderly growth and a resilient community through an appropriate balance between conservation and development. <u>Lead a responsible public and private response to extreme weather events through preparation and education on public health and safety protocols.</u>
Policy LUZ- 3.1	<u>Prioritize changes to existing zoning provisions that are consistent with the future land-use designation.</u>
Policy LUZ- 3.2	<u>Address residential density based on the unique qualities and needs of discrete planning areas and through future neighborhood-based zoning district changes.</u>
Policy LUZ- 3.3	The Town shall <u>Consider the land-use implications of investment, design and implementation,</u> capital project plans and improvements, while considering the land-use implications of such investments, within the context of economic development, natural hazards, and future community needs.

Modification of LUZ GPAs, per Comment 1 of State Planning

The Town of Westerly desires to preserve the unique character and importance of each constituent neighborhood area and will evaluate opportunities for redevelopment and revitalization in each. Each Neighborhood plan will involve the area residents and businesses, reflect their values, and address their ideas and concerns and will be tailored to provide a plan for housing, recreation, services, infrastructure, and transportation. The Implementation element (Chapter 4 of Part I) contains all the information on implementation schedule, priorities, responsibilities, partners, and action types.

Table 7 provides a summary of those implementation actions that require the amendment of local land-use regulations as specified in ~~the~~ Section 4.2.

Table 7. Amendment of Land-Use Provisions

Area of Regulation	Related Policies and Actions	Timeframe	Responsible Party
	POLICY NAT-1.1: Provide long-term conservation of natural resources.		
Resilient Westerly Development Plan	ACTION NAT-1.1.C: Implement the Salt Pond Region SAMP	MT 5-10 years	Development Services (Planning Board)
Aquifer Protection Standards	ACTION NAT-1.1.E: "... [expand] the Aquifer Protection Overlay District (APOD) and ordinance amendments." ACTION NAT-1.2.D: Revise the Zoning Ordinance to update the classification of uses permitted in special flood hazard areas and the APOD.	ST 1-5 years	Development Services (Planning Board)
River Corridor Overlay District Standards	ACTION NAT-1.2.E: Establish a River Corridor Overlay District to complement the Pawcatuck River's federal designation as Wild and Scenic.	ST 1-5 years	Development Services (Planning Board)
Development Regulations	ACTION NAT-1.2.G: Amend regulations to provide conditions and standards that protect and create sustainable use of natural resources as part of the land-use decision-making process.	ST 1-5 years	Development Services (Planning Board)
	POLICY REC-1.1: Enhance recreational programming to serve all demographics.		
Recreation	ACTION REC-1.1.B: Revise the Zoning Ordinance to update the classification of uses for both indoor and outdoor recreation permitted in the CR, OSR, and PD zoning districts.	ST 1-5 years	Development Services (Planning Board)
	POLICY REC-2.1: Promote and enhance access to and use of waterways for recreation.		
Downtown Development Plan	ACTION REC-2.1.B: Implement the Downtown and River Center parking/park/kayak launch plans.	MT 5-10 years	Development Services (Planning Board)



Chapter 4

IMPLEMENTING THE PLAN

Section 4.1 – Goals, Policies & Actions

At the heart of this twenty (20)-year Plan is a well-defined structure of goals, policies, and actions developed based on broad public input and a thorough inventory of the Town’s assets and characteristics described in Part II. The various goals give clear direction as to the type and extent of conservation and development the community desires. Goals are long-term and may take a decade or more to achieve.

Specific actions have been developed to implement each policy and achieve associated goals. The actions are focused and measurable. Responsibilities and timeframes have been assigned to the actions to make it possible to track progress and determine degree of completion, ensuring accountability for future success of this Plan. It is anticipated that new actions will be developed during the required ~~five-ten~~ (105)-year plan update to replace those that have been successfully implemented.

The purpose of this section is to codify the Town of Westerly’s statement of public policy, to direct the Town and all actors seeking town permits or approvals towards conservation and development in a manner consistent with this Comprehensive Plan. In the series of tables that follow, each planning area is assigned Goals, Policies, and Actions that align with the Town of Westerly’s vision. A key to the abbreviations used to identify each item is included here.

Abbreviation	Long Form
NAT	Natural Resources
REC	Recreation
HCR	Historic and Cultural Resources
HSNG	Housing Opportunities
ECON	Economic Vitality
SF	Services and Facilities
INF	Infrastructure
NRG	Energy
TRANS	Transportation Network
RES	Hazard Mitigation and Resiliency

Addressing Comment C from Statewide Planning

		IMPLEMENTATION HORIZON	ITEM TYPE	RESPONSIBLE PARTY	LIKELY PARTNERS
Action REC-2.1.C	Create a parking, kayak launch, and program plan for Winnapaug Pond.	ST 1-5 years	Facilities	Recreation Department (Recreation Board)	Dept Development Services, Engineering, Dept Public Works
Action REC-2.1.D	Identify and prioritize opportunities to secure additional sites for public access to the shore and implement improvements to all new sites, beginning with the list of "Prospective Sites" listed in the Harbor Management Plan.	ST 1-5 years	Study Facilities	Dept Public Works Town Manager Harbor Management Commission	Dept Development Services, Engineering Conservation Commission , Recreation Department
Action REC-2.1.E	Require that new development and redevelopment projects provide public access (e.g. boardwalks, walls, or walkways) to compensate fully for any interference with or loss of public access to the shore consistent with CRMC regulations.	ST 1-5 years	Zoning Amendments	Dept Development Services (Planning Board)	Recreation Department Dept Public Works
Action REC-2.1.F	Provide for long-term maintenance of rights-of-way to the shore and river through the annual budget process, including signage, regular site checks, regular trash removal, periodic mowing, removal of obstructions, and landscape improvements.	ST 1-5 years Ongoing	Program Budget	Dept Public Works Harbor-Town Manager	Dept Public Works Town Manager
Policy REC-2.2	Foster awareness and appropriate use of and access to local natural resources for recreational purposes.				
Action REC-2.2.A	Establish a consistent, reliable funding source and criteria matrix for the acquisition and maintenance of open space for recreation.	MT 5-10 years LT 10 years+	Program	Recreation Department (Recreation Board)	Dept Development Services
Action REC-2.2.B	Assess the open space and recreational values of land contiguous to and within the greenway system established in the Bradford, Dunn's Corners, and Woody Hill neighborhoods.	MT 5-10 years	Study	Town Council (Westerly Municipal Land Trust)	Westerly Municipal Land Trust
Action REC-2.2.C	Develop a plan to connect recreational areas for the bicycling public, including new bicycle routes, bike rack, and signage at each recreational area, and encourage biking through an educational campaign.	MT 5-10 years	Program	Recreation Department (Recreation Board)	Dept Development Services

Corrections needed per the Planning Office

		IMPLEMENTATION HORIZON	ITEM TYPE	RESPONSIBLE PARTY	LIKELY PARTNERS
Action ECON-1.3.E	Support programs and financing of road and sidewalk maintenance and improvement.	Ongoing	Program	Dept Development Services (Economic Development Commission)	Dept of Public Works
Policy ECON-1.4	Encourage the creation and retention of high-quality, well-paying workforce opportunities.				
Action ECON-1.4.A	Investigate and pilot new planning tools for existing commercial and industrial areas to enhance business activity and increase local job opportunities.	MT 5-10 years	Study	Dept Development Services (Economic Development Commission)	Ocean Community Chamber of Commerce
Action ECON-1.4.B	Support growth in the trades, professional, and general services needed for the maintenance and renovation of residential property year-round by removing barriers to mixed-use and light industrial development.	ST 1-5 years	Administrative	Dept Development Services	Economic Development Commission
Action ECON-1.4.C	Study and plan for community characteristics needed to ensure Westerly as-is both a tourist-friendly town is-also and a good candidate for full-time relocation by families.	MT 5-10 years	Study	Dept Development Services (Economic Development Commission)	Dept Development Services, Ocean Community Chamber of Commerce
Action ECON-1.4.D	Work with local, State and Federal agencies, publicize the use of the train station, and connected bus stops to increase ridership and expand the routes and/or places (i.e. Train stop at Green Airport) that they serve.	MT 5-10 years	Program	Dept Development Services (Economic Development Commission)	Amtrak, RIPTA, Stonington
GOAL ECON-2	Diversification of local industries will create a more sustainable economic base for the community and the region.				
Policy ECON-2.1	Promote a locally-based community food system that offers healthy, affordable products for the benefit of residents, businesses, and the environment.				
Action ECON-2.1.A	Amend the Zoning Ordinance to expand permitted community food system activities that accommodate the production, processing, distribution, and consumption of locally- and regionally sourced products.	MT 5-10 years	Zoning Amendment	Dept Development Services (Planning Board)	Westerly Land Trust, Farmers, Ocean Community Chamber of Commerce
Action ECON-2.1.B	Establish opportunities for the public to learn about agriculture with special emphasis on urban agriculture in coordination with the School Department, WEC, and social service agencies.	MT 5-10 years	Partnership	Dept Development Services (Economic Development Commission)	Westerly Land Trust, Southern Rhode Island Conservation District
Policy ECON-2.2	Encourage knowledge-based industries that attract telecommuting and work-from-home opportunities.				
Action ECON-2.2.A	Establish the infrastructure necessary for high-quality telecommunications on which knowledge-based industries rely.	MT 5-10 years	Facilities	Dept Public Works (Facilities)	Economic Development Commission, Purchasing
Action ECON-2.2.B	Establish opportunities for the public to learn about new technologies and computer skills in coordination with the School Department, WEC, and social service agencies.	MT 5-10 years	Program	Dept Development Services (Economic Development Commission)	Westerly Public Schools, Westerly Education Center

Addressing Comment E from Statewide Planning

General protection strategies have been identified in the Westerly Source Water Assessment report and protection strategies specific to Westerly are presented in the 2015 WSSMP. Recommendations focus on protection measures that can be implemented through local plans, ordinances, and development standards because municipal decision makers have primary authority over land use and the responsibility to control associated impacts. Protection strategies specific to Westerly presented in the 2015 WSSMP include the adoption of a wastewater management district, a public education program, land acquisitions along the Pawcatuck River, and strengthening of Westerly's aquifer protection ordinance to prohibit new underground storage tanks for either hazardous materials or home heating oil.

The final two (2) requirements of a wellhead protection plan must still be completed by the Town. These requirements include the identification of which protection strategies will be implemented for the protection of the groundwater supply and the development of an implementation procedure for the chosen strategies, as well as the coordination with neighboring states, communities, and water suppliers. In addition, changes to the Zoning District Use Tables are also required.

Protective Radii Around Wellheads

The Town addresses RIDOH's requirement of an inner protective radius around public water supply wells in its Water Ordinance, specifically the [section regarding the protection of public water supply wells](#) (*Westerly Code* §251-27). The Water Ordinance defines a 400-foot radius around public water supply wells located in the Town, in which any development that would change the State of the area (i.e., dwellings, barns, etc.) and/or the introduction or deposit of contaminating substances (e.g. liquid or solid waste, stormwater drainage, pesticides, etc.) are prohibited. The 2015 WSSMP indicates that the Town owns and controls the land around each wellhead and that the Town has acquired land within the 400-foot radius.

Aquifer Protection Overlay District

One source water protection tool is a groundwater overlay zoning district. The value of such an overlay district depends on the permitted uses and performance standards required within the overlay district. Both Stonington, Connecticut, and Westerly have established groundwater zoning overlay districts in their respective zoning codes.

The Aquifer Protection Overlay District (APOD) adopted by the Town of Westerly was designed to encompass the three (3) WHPAs as well as the identified aquifer recharge areas within the Town. However, the footprint of the overlay district does not fully correspond to the footprint of the current RIDEM WHPAs and GAA classified groundwater (see [Figure 4-3 Source Water Protection Groundwater \[INF-M1\]](#)). By ordinance, Westerly prohibits gas stations, dry cleaners, photo processing, other high-risk land uses in the overlay district and requires an Aquifer Protection Permit for other land uses that pose an elevated risk. The permit application requires more detailed information to be provided about the proposed project by the applicant. Westerly's ordinance does not include performance measures. The Town of Stonington has a Groundwater Protection Overlay District in its zoning code that prohibits the siting of high-risk land uses and new underground storage tanks in groundwater protection areas. It also includes performance measures.

Acquisition of open space lands in the APOD began in 1989 with the acquisition of a 229-acre Town Forest. Since 1991, the Town's Utilities Division has acquired several properties in the vicinity of the Bradford well field. In 2004, the Westerly Land Trust (WLT) purchased the 500-acre Grills Preserve, which is comprised almost entirely of stratified drift aquifer adjacent to the Pawcatuck River, and the Crandall Farm, 423 acres surrounding the Town well.

Tables 1-1 through 1-4 below provide a general overview of the information presented above:

Correcting figure reference



Chapter 3

HISTORIC AND CULTURAL RESOURCES

The area of modern-day Westerly was first settled by Algonquians several centuries prior to the beginning of documented history by European colonists in the 1630s. During this time, and until the 1660s, the area was called Misquamicut (anglicized from its original Narragansett) for its red fish, referring to the Atlantic salmon which were once found in large numbers and appear on the Town's seal.

Westerly was permanently settled in 1661 and incorporated as a municipality in 1669. Over the years, it grew to become a hub of commerce and recreation in southern Rhode Island. Downtown Westerly is bordered by the Pawcatuck River on the west and roughly bounded by Oak Street and Railroad Avenue to the north, Tower Street, Granite Street, and Franklin Street to the east, and Wells Street to the south. Beyond its downtown, the Town also has a collection of distinct commercial centers, coastal communities, and mill villages along the Pawcatuck River and Block Island Sound which provide glimpses into the Town's historic past. These neighborhoods include Avondale, Bradford, Misquamicut, Potter Hill, Shelter Harbor, Watch Hill, Weekapaug, and White Rock.

Section 3.1 – Historic Places

There are seven (7) ~~neighborhoods~~ historic districts in the Town listed on the National Register of Historic Places (NRHP):

- Bradford Village
- Downtown Westerly (including ~~a~~ two later amendments)
- Main Street
- the North End
- Perry Homestead
- Watch Hill
- Wilcox Park

Within each historic district are structures and sites deemed to be contributing to the historic character of the public realms within each, yet they do not bear an individual designation. Some of these buildings include the following:

- Lanphear Livery Stable
- Watch Hill Lighthouse
- Westerly Old Town Hall
- Granite Theatre
- United Theatre
- Westerly Station

These buildings are identified in the various inventories prepared as part of the NRHP listing application process. A further 11 areas have been determined to be either eligible for NRHP listing or recommended for nomination

Addressing Comment A from
Statewide Planning

Section 3.2 – Regulatory Protection

The Town is not a certified local government and has not enacted historic district zoning to-date due in part to an absence of public consensus on the matter. Other means to protect historic and cultural resources, however, have been enacted by the Town Council. The most prominent case of this is the Development Plan Review process in the Shore Commercial-Watch Hill (SC-WH) zoning district. Section 260-45(F)(1) of the Zoning Ordinance states:

“If the building is in a Historic District, the recommendations of the Rhode Island Historical Preservation Commission shall be incorporated in the Administrative or Planning Board review.”

The legal definition of Historic District in the Section 260-9 of the same ordinance states:

“One or more historic sites and intervening or surrounding property significantly affecting or affected by the quality and character of the historic site or sites and has been registered, or is deemed eligible to be included, on the state register of historic places pursuant to RIGL 45-22-2-4.”

In 2006, the Town Council enacted an amendment to the Zoning Ordinance, proposed by the Watch Hill Conservancy, which strengthened preservation efforts by establishing architectural design standards within the SC-WH zoning district. The standards are applicable to all Development Plan Review applications and were most recently amended in July 2017. The success of the amendment was considered in part due to the SC-WH zoning district lying entirely within the nationally-registered Watch Hill Historic District and being a commercial rather than residential zoning district. In 2009, the Watch Hill Conservancy published *Watch Hill Style* with the intent that it would be used to influence those planning new construction in Watch Hill to emulate the architectural traditions of the village.

In support of the design standards enacted for the SC-WH zoning district and the examples contained in *Watch Hill Style*, the Watch Hill Conservancy also provides initial free design services to those planning new construction in the Watch Hill Historic District.

Additionally, with respect to the large area of the Town within the jurisdiction of RICRMC, either due to its proximity to the coast or by virtue of being located within the Salt Pond Region SAMP, additional protection also exists in the permitting process. RICRMC [Rule 650-RICR-20-00-1.2.3](#):~~s~~ ~~Section 220, Areas of Historic and Archaeological Significance, C. Policies~~ states:

“The Council shall require modification of, or shall prohibit proposed actions, subject to its jurisdiction where it finds a reasonable probability of adverse impacts on properties listed in the National Register of Historic Places. Adverse impacts are those which can reasonably be expected to diminish or destroy those qualities of the property which make it eligible for the National Register of Historic Places. The Council shall solicit the recommendations of the Historical Preservation Commission regarding impacts on such properties.”

“Prior to permitting actions subject to its jurisdiction on or adjacent to properties eligible for inclusion (but not actually listed in the National Register of Historic Places), and/or areas designated as historically or archaeologically sensitive by the Historical Preservation Commission as the result of their predictive model, the Council shall solicit the recommendations of the Commission regarding possible adverse impacts on these properties. The Council may, based on the Commission’s recommendations and other evidence before it, including other priority uses of this Program, require modification of or may prohibit the proposed action where such adverse impacts are likely.”

As an incentive for property owners to maintain the historic character of designated historic structures and to encourage the owners to obtain historic designation for structures not already so designated, the Federal Emergency Management Agency (FEMA) exempts historic structures from floodplain management requirements of NFIP if they maintain their historic designation. ~~However,~~ Westerly is interested in preparing design standards

Addressing Comment G from
Statewide Planning

Addressing Comment H from
Statewide Planning

The Town of Westerly has developed or participated in several programs and initiatives to ensure the continued preservation of its robust rental housing stock:

- **Community Development Block Grant (CDBG)**
The Town has had a 25-year history of housing rehabilitation financed by Community Development Block Grant (CDBG) funds in designated neighborhood revitalization target areas, such as Bradford and the North End. In 2017, nine (9) residential structures received funding for rehabilitation work through a CDBG set-aside program.
- **Westerly Revolving Fund (WRF)**
In response to objectives outlined within the 2010 Comprehensive Plan, the Town's 2012 CDBG application requested and received approval to establish a Town Housing Rehabilitation Revolving Loan Fund. As a result, in 2013, the community based non-profit corporation known as the Westerly Revolving Fund (WRF) was established as a separate fund for housing rehabilitation for Westerly's historic multi-family neighborhoods. Most the Town's rental housing is located in the older neighborhoods that surround the downtown and historic mills along the Pawcatuck River. The WRF provides advocacy, lending, and technical assistance to property owners looking to renovate existing structures when they are not able to secure adequate funding from traditional sources. The WRF will help to address: the significant need for housing rehabilitation now and in the future, the LMI status of households, and the difficulties faced by property owners when trying to obtain conventional rehabilitation loans. The Town program will offer rehabilitation loans, with repayment options suitable to LMI properties while making individual considerations of circumstances. The new program will aim to help with emergency repairs and upgrades of multi-family housing to keep properties financially viable and to preserve the Town's rental housing stock.
- **North End Neighborhood Revitalization Plan**
The [North End Neighborhood Revitalization Plan](#), while nearing two (2) decades old, was designed on key planning concepts, which included recommendations for a range of affordable housing options, comprehensive code enforcement, improved neighborhood amenities, and the integration of a broad array of social services to support the needs of North End residents. Through a series of neighborhood revitalization plans, the Town of Westerly intends to apply these same concepts to other areas of Town.

Section 4.4 – Housing Conditions

The quality, function, safety, and general state of housing units has significant impact on the well-being of residents, as well as on the livability, desirability, beauty, character, uniqueness, and economic development of the community. Neglect, deterioration, demolition, architectural deterioration, and an aging housing stock are all issues related to housing conditions. The Town of Westerly encourages improvements in the quality of housing conditions through neighborhood plans and with the involvement of housing industry partners. The quality of the region's housing stock has declined over time. Now, it is time to focus attention on the upgrading and improvement of pre-1970 housing. Houses in decline due to the age of their electrical and plumbing systems are significantly more likely to be converted to non-residential uses, become vacant, or become permanently lost from the inventory of housing options.

~~The quality, safety, and general state of housing units has significant impact on the well-being of residents and on the livability and desirability of a community. Neglect, deterioration, abandonment, and foreclosures are all issues related to housing conditions. Housing conditions can be addressed by neighborhood involvement and the further development and implementation of neighborhood plans.~~

Commented [NL2]: Text repeated from paragraph above.

With the local economy and housing markets gradually recovering from the last economic downturn, investment in the Town's existing housing inventory is encouraged. The Town of Westerly is focused on: rehabilitation

- Developing and implementing a program to focus and coordinate affordable housing initiatives and funding as an integral part of Westerly's efforts in neighborhood revitalization and rehabilitation, with priority given to existing housing over new construction.
- Targeting neighborhoods for revitalization efforts through the development of neighborhood plans and linking implementation of these plans with affordable housing strategies.

While certain concepts have remained constant over time, approaches that are new to this Plan include:

- Supporting the development of a variety of housing types so that residents can continue to live in Town even as their housing needs change,
- Supporting the development of LMI housing where 50% or more of the housing units have a restricted sales price or rental amount for a period of at least 30 years,
- Planning all residential projects with the intent of preserving and improving the character of existing neighborhoods and being well-integrated with neighborhood or district features,
- Establishing programs to assist LMI owner-occupants of residential properties to repair and maintain their houses so that they can continue to reside in their homes, and
- Continuing a community-based housing rehabilitation program.

These considerations are particularly made with respect to the Town's projected approach to buildout at the end of this Plan's planning horizon. While the buildout analysis is discussed in Chapter 3 of Part I of this Plan, land remaining available for development is already increasingly scarce and generally subject to environmental constraints to development. Increased housing density in established neighborhoods that are built out is impractical and may adversely affect neighborhood character as well as environmental integrity. Compliance with parking requirements alone will result in increased impervious surfaces and an increase in surface water runoff resulting in the need for investment in improved drainage facilities.

In fulfillment of RIGL and comprehensive planning requirements of the State, an LMI housing production plan is included in this Plan with strategies for attaining the State's 10% threshold. To begin this analysis, Table 4-16 below presents that, at the time of buildout, the Town would face a deficit of 883 affordable LMI housing units.

Table 4-16 Existing and Projected LMI Housing Deficits

Housing Type	Units	Percentage
Total Non-seasonally occupied, 2010	10,430	100%
State-mandated LMI	1,043	10%
Total LMI, 2020	536	5.1%
LMI Deficit, 2010	507	4.79%
Total Non-seasonally occupied, 2017	10,648	100%
State-mandated LMI	1,065	10%
Total LMI, 2017	536	5.1%
LMI Deficit	529	5.04%
Total Non-seasonally occupied, Buildout ¹	14,188	100%
State-mandated LMI, Buildout	1,419	10%
Total LMI, 2020	536	3.8%
LMI Deficit- Build-out	883	6.2%

Sources: 2010 US Census, 2013-2017 ACS five-year estimates, RI Housing Tabulation, July 2020, and Town of Westerly, 2019

¹ Buildout is discussed in Part I, Chapter 3, Land Use and Zoning

Addressing Comment 2 from Statewide Planning

The Town endeavors to address factually supported estimates of housing needs based on actual market statistics unique to the Town.

Subsection 4.6.3 – Projected Affordable Housing Production

An effective housing production plan for Westerly will ensure that the different types of residents with cost-burdened households are each provided a fair and representative proportion of affordable housing units to be constructed through the 2020s and 2030s. It is the underserved segment of Westerly’s current households that must be targeted, including both family and other non-family households. Table 4-17⁸ shows the number of units intended to serve each underserved household type that should be constructed each five-year period between 2020 and 2040 in order to achieve a fair, thoughtful, and appropriate demographic balance. Units approved since the implementation of the Affordable Housing Plan of 2004 but not yet constructed is the starting point in 2020.

Addressing Comment 2 from Statewide Planning

Table 4-17 Affordable Housing Production Projections by Household Type for Underserved Segment of Westerly Households, 2020-2040

Population	2020	2025	2030	2035	2040	Supply needed	Percent of total supply needed
Elderly	30	10	10	10	7	67	7.6%
Families	20	65	65	65	46	261	29.6%
Special Needs	5	40	50	50	26	171	19.4%
Total Underserved	55	115	125	125	79	499	56.6%

Sources: Town of Westerly; CHAS

In the 2010 Comprehensive Plan, the first action item towards the Town’s goal of maintaining a broad range of housing options states “Review housing and demographic data regularly to determine whether stated goals are being met and revise, as necessary, to achieve goals.” Data collection work has been completed to give the Town a clear picture of the current affordable housing makeup in the Town.

This data has provided a significant opportunity to respond to the Town Council’s suggestion that a legislative exemption to the 10% requirement of the Low- and Moderate-Income Housing Act be pursued. This data analysis will also assist the Planning Board in their recommendations to the Town on the implementation of this Plan. This data will be used as the basis for discussions and recommendations on planning issues such as residential density and services and facilities for Westerly’s neighborhoods and planning areas.

Subsection 4.6.4 – Housing Opportunities through Affordable Rental Units

The Town of Westerly is meeting housing needs through its substantial contribution to the rental market. The Town of Westerly has developed several programs and initiatives to ensure the preservation of its robust rental housing stock. Actions in the 2010 Plan included:

“Action 5.5: Develop and implement a program to focus and coordinate affordable housing initiatives and funding as an integral part of Westerly’s efforts in neighborhood revitalization and rehabilitation with priority given to existing housing over new construction, and;

Action 5.16: Target neighborhoods for revitalization efforts through the development of neighborhood plans and link implementation with other affordable housing strategies.”

The number of year-round renter-occupied housing units in the Town of Westerly has been consistent from 2000 to 2017 at approximately 3,400 units on average, or 33% of the entire year-round housing stock. In 2000, approximately 2,060 renter households in Westerly were reported to be at or below 80% HAMFI. That number increased in 2017 to 2,412 renter households.

Since 2000, renter households at or below 80% HAMFI have made up 60 to 66% of total renter-occupied units. Approximately 20% more of the available rental units are occupied by residents with incomes between 80% HAMFI and 120% HAMFI. Of the 3,680 renter occupied units in Westerly, 498 (or 13.5%) are LMI-qualified, allowing the

local regulatory environment to provide more than 3,183 rental units without subsidy or income restrictions. As mentioned above, 2,412 households in Town have incomes that are at or below 80% HAMFI. Assuming each unit contains a household, this number in and of itself exceeds, by more than 226%, the state mandated LMI requirement for 2017 of 1,065 total units. While recognizing that cost burden on households also needs to be considered, an initiative to survey residents to determine cost burden in excess of 30% of household income is a part of this Plan.

This Plan embraces several strategies for the rehabilitation and production of units for renter households at or below 80% HAMFI. These strategies are intended to ensure that low- and moderate-income households continue to be 60 to 66% of total renter-occupied units. Data by census tract demonstrates that Westerly exceeds the overall contribution of affordable housing anticipated under the LMI Act through its robust stock of sustained year-round rental housing. However, housing conditions remain a problem.

The Town of Westerly is approaching build-out; the remaining land available for development is scarce and generally has environmental constraints to its development. Redevelopment within established neighborhoods will be required to continue to serve the community's housing needs.

Subsection 4.6.54 –Strategic Production Plan for LMI Qualified Units

Strategy 1: Inclusionary Affordable Housing

This strategy of Inclusionary Affordable Housing relies on private sector development and affects single-family subdivisions, multi-family residential developments, and mixed-use projects. This market-based tool for producing affordable housing without using tax dollars has produced thousands of housing units across the United States. Its purpose is to integrate affordable housing in developments throughout communities by requiring developers to set aside a certain percentage of housing units that are affordable to residents with incomes up to 80% of the area's median income.

Westerly's approach is to use mandatory inclusionary zoning when for-profit developers propose market-rate housing in residential zoning districts. Mandatory inclusionary zoning also applies when for-profit, market-rate housing is proposed for mixed-use development located in commercial or professional zoning districts, or when adaptive re-use of a historic mill contains market-rate housing. In all cases, the Town's incentive-based approach will offer for-profit developers a density bonus for market rate units for a required percentage of 30-year (minimum) deed-restricted units for low- and moderate-income households earning 80% or less of median income. This strategy also applies to non-profit entities whose residential development projects contain market rate units.

Strategy 1.1 Inclusionary Zoning

To provide more affordable homeownership opportunities, the Town adopted an Inclusionary Zoning Ordinance requiring all new developments with five (5) or more residential units in any zoning district to set aside 20% of the total units in the development as LMI restricted (Section 260-50.2). A density bonus equal to the percentage of qualified LMI units in the development is also provided. Qualifying LMI units, under RIGL §45-53-3, require a minimum 30-year commitment by the developer, enforced by deed restriction, that the units be sold or rented to low- or moderate-income households and monitored by a certified agency.

For cases in which it may not be feasible to develop the affordable units on site, Section 260-50.4, as adopted, allows the developer the option of paying a fee-in-lieu, which is deposited in the Town's Municipal Affordable Housing Fund. Following a change in State law on the administration of the funds from the fee-in-lieu, the Town of Westerly must revisit this option. Other options include providing the LMI units elsewhere. This decision is at the sole discretion of the Planning Board.

Moving forward in this Plan, inclusionary zoning is still considered a productive strategy. The Town's inclusionary zoning provisions should be reviewed and revised to produce the type of housing for which there is the strongest need (such as family rental units and single-occupant households). The Planning

Errata identified by Planning Office

with the available density bonus. To account for land required for inclusionary zoning and due to constraints to development, it is assumed that 30% of the undeveloped buildable land in this residential zone remains for this strategy. A conservative number of LMI qualified units, from new development within the HDR-15 zoning district, is **98**.

- **MDR-20 | 33% density bonus**

The MDR-20 zoning district is scattered across the Town as well and is located in areas predominantly serviced by public water and private septic systems. With further study, the Town may be able to identify available sites appropriate for the development of multi-family affordable housing in select areas within this zone. Where this zoning occurs in the jurisdiction of a SAMP, this density bonus is not practical, given RICRMC regulatory requirements in these areas.

There are approximately 248 total undeveloped buildable acres in the MDR-20 zoning district, with about 186 acres outside the SAMP. The 186 acres of undeveloped land may support **approximately 93 units** under the current zoning requirements, but the capacity for an increase in density through the comprehensive permit process appears limited by the carrying capacity of the land. Reducing the possibility of introducing multi-family housing by another ~~30%~~, the number of **LMI units likely is 37**.

- **MDR-30 | 50% density bonus**

The MDR-30 zoning district is predominantly located within the neighborhoods of Boombridge, Potter Hill, Bradford, and Dunn's Corners, where public water is available but no sanitary sewer.

There are approximately 733 total undeveloped buildable acres in the MDR-30 zoning district. This undeveloped land may support **approximately 550 units** under the current zoning requirements, but the capacity for an increase in density through the comprehensive permit process is limited by wetlands and other hydric soils. Reducing the possibility of increased housing density by another 70%, the number of **LMI units is approximately 165**.

- **LDR-40 | 33% density bonus**

The LDR-40 zoning district is in areas located on both sides of Route 91 and at McGowan's Corners, as well as in White Rock. Some areas in this zoning district may be serviced by municipal water and other areas will require private wells; however, there is no municipal sewer service in this zoning district; therefore, new developments will require private septic systems. Carrying capacity is also limited by wetlands and other hydric soils. To account for these limitations, the possibility of increased housing density has been limited to 30% of the land area available.

There are approximately 345 total undeveloped buildable acres in the LDR-40 zoning district, and 30% represents about 103 acres of available land. While the undeveloped land may support **approximately 345 units**, a 33% density bonus over 103 acres results in **34 LMI units** possible in this zone.

- **LDR-43 | 0% density bonus (a reduction from 33%)**

LDR-43 zoning district consists entirely of the Watch Hill area, a coastal neighborhood just outside the Pawcatuck River and Salt Pond Region SAMP jurisdictions. This district has been exempted from affordable housing under the Ordinance. Watch Hill is an area of beauty and charm enjoyed by seasonal residents and visitors. LMI units in a remote part of Town that lacks year-round visitation and little public infrastructure is not practical. There are approximately 93 total undeveloped buildable acres in the LDR-43 zoning district.

- **RR-60 | 37% density bonus**

The RR-60 zoning district is somewhat scattered and located in the northeast (Bradford), northwest (Springbrook), and southeast (Haversham) parts of Town. Some of the district also includes and surrounds Newton Marsh, Chapman Pond, and Aguntaug Swamp, all of which is protected land in an aquifer and is predominantly freshwater wetlands. Increased residential development in an aquifer area and adjacent to ponds creates negative impacts on water quality. The Haversham area

Errata identified by Planning Office

This Plan recognizes that quality housing and a range of housing options attract new families and create economic development. The Town of Westerly will be reviewing its regulations of mixed-use development and intends to integrate residential and commercial uses as part of neighborhood planning.

There are approximately 36 total buildable acres in the Neighborhood Business (NB), Highway Commercial (HC), General Commercial (GC), Professional Office (P-15), and Downtown Commercial (DC-I & DC-II) zoning districts, of which 24.6 are undeveloped. When mixed residential and commercial uses, under the current zoning requirements, are combined and applied to portions of available undeveloped land, approximately 20 residential units could be developed. Based on these assumptions, this strategy may **provide up to 4 LMI units** within mixed-use developments on undeveloped acres. [With the introduction of new mixed-use provisions, the number of LMI units may increase.](#)

These zoning districts also include approximately 40 acres subject to redevelopment. The redeveloped parcels, under the current zoning requirements and with a residential component, will support 48 units. Based on these assumptions, this strategy may **provide up to 10 LMI units** in mixed-use development on redeveloped parcels.

For strategies that are currently being used to develop affordable LMI-qualified units, it is estimated that these rates will accelerate over time. Also included in this Plan are action items to review, update, or develop Town ordinances for inclusionary zoning, mixed use, affordable-by-design, and accessory dwelling units, which will lead to enhanced production of LMI units. Similarly, it is anticipated that non-profit and public agencies will continue to invest in the production of LMI qualified housing units in Westerly at a consistent rate.

The remaining strategies are not expected to begin at least until 2025.

Strategy 2: Affordable Housing by Non-Profit & Public Agencies

Non-profit organizations and public agencies are encouraged to pursue affordable housing as site-specific opportunities present themselves. Since 2004, the comprehensive permit process has been used successfully for the approval of LMI qualified housing by non-profit and public agencies.

Westerly works with non-profit 501(c)(3) corporations for the purpose of creating affordable housing to meet regional needs. A board of directors with representation from each participating municipality works to define programs and activities and identify and secure funding resources. Creation of additional local community development corporations (CDCs) specific to the geographic boundary of Westerly alone is not recommended because the Town is already home to the Westerly Housing Authority and the Greater North End Community Development, Inc.

The Town of Westerly will continue to work with non-profit organizations and public agencies to target housing to local needs of the population and to ensure consistency with the goals of this Plan. Since there are only limited amounts of state and federal financial subsidies available to non-profit and public housing agencies, a collaborative and negotiated process should be explored.

In such a collaboration, the Town will utilize, to the extent possible, either the inclusionary zoning ordinance or the comprehensive permit processes example of density bonus and incentives. It is possible to review and pre-qualify lots of a size appropriate to multi-family development where 100% of the units are to be LMI restricted. This strategy requires additional study before its overall effectiveness can be determined.

Strategy 3: Historic Mill Adaptive Re-Use & Mill Village Revitalization

This comprehensive strategy calls for adaptive re-use of historic mills for mixed-use or residential purposes, designating state-sanctioned growth centers to target infrastructure and redevelopment grant funding, and leveraging private-sector financing through use of historic preservation tax credits should the program become available again in the future.

Strategy 3.1 Historic Mill Overlay District

Addressing Comment 3 from
Statewide Planning

For strategies that are currently being used to develop affordable LMI-qualified units, it is estimated that these rates will continue at near the same level. With the Town's proposed revisions to the Inclusionary and Comprehensive Permit ordinances, projections are considered aggressive, but achievable, for these strategies. It is anticipated that non-profit and public agencies will continue to invest in the production of LMI qualified housing units in Westerly at a consistent rate.

The remaining strategies are not expected to begin at least until 2025. Mill redevelopment is estimated to create 80 LMI units over the full 20-year timeline. Interest in redevelopment of historic mills is greatly influenced on incentives offered both locally and State-wide, and it is anticipated that these units could start to become available in year 5, increasing over the 20-year planning horizon. The rate at which these units will be developed will vary, but for the purpose of this Plan, it is assumed that they will be phased in by a developer consistently for mill projects over the planning horizon. The Downtown Arts District is a demonstration project and would only be applicable to one five-year period. Small elderly housing complexes are proposed, but until demand is quantified, it is expected that one project per five (5)-year period will be proposed. Finally, a municipal tax credit program will be drafted in the next five (5) years, which could develop **2 LMI units per year**, depending on the incentives offered. The CAO initiative will need local, as well as legislative support, for enactment.

The Town of Westerly will continue to participate in state efforts to meet housing needs through the adoption and implementation of a housing production plan for certified LMI housing units.

As part of the 2018 update of this Comprehensive Plan, the Town reviewed and revisited the success of its affordable housing strategies. The following list illustrates the changes made from the 2004 LMI production strategies to those adopted as part of the current LMI production plan:

- The Town's interest in establishing a revolving loan fund has advanced as a result of ongoing discussions with the WRF, a non-profit organization which has been successful in housing rehabilitation activity since its creation in 2013. Community Development Block Grants (CDBGs) will be sought as primary seed money for the loan's future establishment.
- Modification of the Zoning Ordinance to allow ~~accessory apartments~~ [a mix of residential and commercial as a primary uses](#) in commercial zoning districts has ~~been eliminated~~ [replaced the concept of accessory apartments in the commercial zone](#) as a strategy. ~~due to the incompatibility of small-scale housing units within the context of large commercial structures.~~ However, ~~a~~ [And a](#) robust allowance of accessory apartments in residential zones is recommended as part of this Plan.
- The establishment of an Affordable Housing Overlay District has been eliminated as a strategy in favor of pursuing affordable housing production incentives on a town-wide basis.

Some strategies proposed in 2004 have yet to be implemented and the Town will continue to move this forward as part of this Comprehensive Plan's LMI production plan. These strategies include:

- While all historic mills in the Town are currently occupied or in a state of significant disrepair, interest in the revitalization of these structures and the mill villages which surround them remains.
- Despite the decreased competitive edge of the local arts community district due to tax incentives for the arts community being expanded state-wide, affordable housing for local artists continues to be in demand.

Since 2004, the availability of federal and state subsidies has severely declined. During the same period, the market's interest in new construction burdened by deed restrictions has also declined. None-the-less, the Town of Westerly continues to press forward with its efforts to meet the state's LMI housing mandate.

Addressing Comment 3 from
Statewide Planning

as one of the “Best Places to Work” in the State for five consecutive years. This institution has 21 branches (three of which are located in Westerly and 20 within Rhode Island) and 26 office locations, including three offices in Connecticut and one in Massachusetts. Its extensive operations center is in the Westerly Airport Industrial Park.

The Westerly Community Credit Union (WCCU), a full-service financial organization, has served over 17,000 members in Rhode Island and New London County since 1948. They employ over 65 employees and maintain four branch offices located in Westerly, Richmond, and South Kingstown, Rhode Island, as well as a mortgage office in Newport. A non-profit corporation, the WCCU is a cooperatively-owned, state-chartered, federally-insured community financial organization whose field of membership includes all individuals who live or work in the State of Rhode Island or New London County. Recently awarded first place as the fastest growing and most innovative company in Rhode Island by Providence Business News, the WCCU is also very active in the community it serves. Known for its commitment to youth and area schools, WCCU sponsors and runs several programs teaching financial literacy and has been an active school sports booster since 1984.

Other regional and national financial institutions have an established presence in Westerly, indicating confidence in the Town’s economic vitality.

Subsection 5.2.3 – Westerly State Airport and the Airport Industrial Park

Westerly State Airport, “WST,” offers regularly scheduled commercial flights to and from Block Island Airport solely via New England Airlines. Airport tenants additionally include charter companies, aviation maintenance companies, and substantial private aircraft during the summer, which is primarily connected to tourism. Fifteen (15) businesses are based at the airport and space has recently been designated for a future restaurant. ~~Westerly-The Rhode Island Airport Association-Corporation~~ operates WST and produces several community events at the airport annually. Expanding the airport has never been proposed. However, maintaining full use of all runways as originally designed and installed is required to maintain optimum safety for the traveling public.

With the March 2019 launch of the “General Aviation Strategic Business Plan” initiative, the Town looks forward to working with RIAC and ensuring public involvement in defining the future of WST. The three key components of the ten-year strategic master plan for WST is intended to include a facilities (building) plan, airfield (pavement management) plan, and a business (economic development) plan allowing the Town of Westerly to focus on the WST’s place in the community, contemplating compatible land use with airport operations, and considering the direct economic benefits of the airport for Westerly.

An industrial park adjacent to the airport is serviced by municipal water and sewer, natural gas, and large-capacity electrical service, and has convenient access to Interstate 95 via Route 78. Expansion in the industrial park is limited due to the airport and surrounding residential neighborhoods. Within the industrial park, 14 of the 15 existing parcels (90.5% of the park’s approximately 55 acres) are already developed. This Plan recognizes that with the extension of sewer and the ready availability of water, this area is one of few opportunities for growth of industrial zoned property.

Subsection 5.2.4 – Manufacturing

Westerly manufacturers play an important role locally by employing hundreds of workers and significantly contributing to the grand list, regionally by supplying quality products and supporting charitable causes, and internationally by their generous humanitarian efforts.

Westerly has a long and significant history of textile manufacturing and finishing. Today, two of the once numerous textile facilities continue to operate. The Moore Company is headquartered in Westerly and produces materials including performance fabrics and narrow elastic through its two subsidiaries, Darlington Fabrics, and the George C. Moore Company. Uniforms for the National Football League are made of these products. Griswold Textile Print Inc. also operates as a fully operational hand-printed fabric mill in the White Rock neighborhood.

Addressing Comment J from
Statewide Planning

conducted in conjunction with an ongoing agricultural, horticultural, or silvicultural operation. Farm tours, agricultural production and skills classes, interactions with farm animals, hayrides, annual festivals, and horse and pony rides are examples of such enterprises.

Restrictive zoning and land-use requirements can prevent local farmers from engaging in traditional and non-traditional business activities ancillary to a profitable farm operation. Rhode Island communities have been increasingly placing zoning limits on such ancillary operations as agritourism, farm festivals, corn mazes, farmers markets, farm stands, hayrides, and use of farms as event venues for company picnics, weddings, family parties, etc. This is a practice which the Town of Westerly may choose to abandon as it considers providing more opportunity and flexible regulation of agricultural uses.

Changing federal, state, and local priorities with respect to land, agriculture, and animal husbandry also have a significant potential to impact agriculture in Westerly. Laws that regulate land development, rights-of-way, veterinary practices, and agricultural chemicals such as fertilizers, pesticides, fuels, and lubricants can also affect farm profitability. Westerly will have to work closely with local farmers, agricultural businesses, and the farm bureau to help protect local farmers from otherwise well-intentioned ordinances with the potential for adverse effects on local agriculture.

Westerly farmers and farm-related businesses still face many challenges. Farmland in Rhode Island continues to be under threat from subdivision, development, and rising land prices. According to RIDEM, the State of Rhode Island has lost 80% of its farmland since 1940, more than anywhere else in the nation over the same period so that the tiny, densely populated state now has some of the most expensive farmland in the nation, second only to New Jersey in average value per acre.

Rising Rhode Island land prices can be a barrier to land acquisition for new agriculture operations that could otherwise expand the economic base of agriculture in Rhode Island and Westerly. Rising land values may improve farmer's access to capital, but they also lead to rising property taxes that threaten farm profitability. That, in turn, can increase the probability of eventual sale, subdivision, and development of local farmland, reducing the amount of land available for agriculture. Property taxes are not the only taxes that impact agriculture. Estate taxes tied to land values can also make it difficult or expensive for retiring farmers to pass farmland on to successive generations and sustain the agricultural economy. Farms that raise livestock also often have difficulty getting access to support services, particularly slaughterhouses and meat packing operations. It is often necessary for local farmers to transport animals out of state for slaughter, complicating local farming and raising the costs of animal products for local residents.



Indicative of its coastal location, agricultural activity in Westerly and Rhode Island is also not restricted to land. Three (3) aquaculture farms and 27 commercial fishers ~~are~~ operate within the Town according to the [Rhode Island Food System 2018 Snapshot](#). In 2014, the State's aquaculture farms totaled 206.2 acres and produced a combined total value of \$5.23 million, or an average of \$25,363 per acre. With five acres under cultivation in Winnapaug Pond, the annual value of aquaculture in Westerly at that time could be estimated at \$126,818. This number has likely increased since.

In 2015, Education Exchange, Inc., with 10 partners including OCCC and the Jonnycake Center of Westerly, applied for a Real Jobs Rhode Island grant for an Aquaculture Training Partnership (Real Jobs RI will be discussed in greater detail further in the chapter). Noting the rapid growth in revenue in recent years, the partnership was awarded \$19,681 to develop a training program first for entry-level employees and then for intermediate positions.

Errata identified by Planning Office



Chapter 7

INFRASTRUCTURE AND ENERGY

This chapter contains a written inventory of existing and forecasted infrastructural needs for the public, including potable water, stormwater management, sanitary sewer system, telecommunications, and energy. Components of the municipality’s infrastructure are encompassed within the following mapped figures:

- Figure [Groundwater \(INF-M1\)](#) identifies community and non-community wellhead protection areas (portions of aquifers through which groundwater moves to a public community or non-community well), groundwater reservoirs (significant subsurface water sources defined by RIDEM), and groundwater recharge areas (areas intended to be protected drinking water sources). RIDEM’s Office of Water Resources contributed to the datasets used to produce this map.
- Figure [Sewer and Water Infrastructure \(INF-M2\)](#) shows the location of the existing public water and public sewer infrastructure. The datasets were contributed by RIDEM, RIDOT, and the United States Geological Survey (USGS). Figure [State Designated Urban Services Boundary \(INF-M3\)](#) identifies the existing Westerly Urban Services Boundary and sewered area, as well as the proposed extension of the Westerly Urban Services Boundary and sewered area, within the State Designated Urban Services Boundary.

Map links have all been updated with April 2021 maps per Comment P of Statewide Planning

Field Code Changed

Field Code Changed

Field Code Changed

Section 7.1 – Potable Water System

Westerly’s potable water system is a self-sustaining enterprise fund of the Town that is operated by DPW’s Utilities Division. The system serves most of Westerly as well as a portion of the Village of Pawcatuck in the neighboring Town of Stonington, Connecticut, with a small portion (about six percent) of Westerly properties are dependent on private wells due to the remote location of some residences. As a water supplier obtaining, transporting, purchasing, or selling more than 50 million gallons of water per year, the Town is required by the State to adopt a Water Supply System Management Plan (WSSMP). Westerly’s most recent WSSMP was prepared in ~~May 2013~~ **October 2020** which described existing conditions and included a long-range program to improve the quality and quantity of water. Water studies are conducted every five years and their results are submitted to RIDOH and the Connecticut Department of Public Health for evaluation. The quality of the water is generally considered good and the Town previously implemented an updated and improved disinfection system.

Westerly’s public water supply comes from groundwater accessed via wells. The Town undertook a comprehensive assessment of its groundwater resources that concluded its existing sites in White Rock, Bradford, and Aguntaug Swamp provided sufficient capacity. To enhance the Town’s reserves, however, a new well (Bradford IV) was developed and became operational in October 2013. To ensure the functionality of these wells, the Town also continues to acquire land for aquifer protection. As required by the State of Rhode Island, the 2013 WSSMP includes procedures for addressing sustained periods of dry weather.

The water distribution system in Westerly is well over a century old. Extensive investments have been and continue to be made to extend the system’s useful life. Improvement projects recently completed include the construction

Addressing Comment L from Statewide Planning

2011. In February 2019, [the Town's WWTF received a Regional Wastewater Treatment Plant Excellence Award](#) from EPA for its operations and maintenance.

Subsection 7.2.1 – Existing Sewer System Capacity

The Town of Westerly owns and operates a wastewater collection and treatment system that services approximately 45% of the Town with the remainder of development within the Town being served by individual wastewater treatment systems such as septic tanks with on-site infiltration. In terms of residential parcels only, 39% have connectivity to the public sewer system and 61% use individual septic systems. There are areas within the Westerly Sewer District to which sewer service has not been extended; these include residential developments in Avondale and Misquamicut, around Springbrook Elementary School, Apache Drive, Ledward Avenue, and Winnapaug Road. [The 2018 Westerly Wastewater Facilities Plan Amendment removed the Misquamicut, Avondale, and Mt. Moriah neighborhoods from the sewer expansion plan.](#)

Westerly has one wastewater treatment plant that discharges effluent into the Pawcatuck River, as regulated by RIDEM, and went through a major upgrade in its biological nutrient removal capability in 2003. The plant is near the threshold of its treatment capacity. The Town is working to limit the amount of groundwater that infiltrates the system, which will help to reduce the amount of water currently being treated. The plant has been designed to allow for capacity increases with the installation of additional components.

The wastewater treatment plant was built in 1920 and has had modifications and upgrades made in the late 1950s, 1979, 1986, and 1992. There was also a major upgrade in 2003 for biological nutrient removal and replacement of equipment dating from the 1970s.

The plant is currently designed to treat an average flow of 3.3 million gallons per day (mgd) and a peak hourly flow of 7.8 mgd. The plant is at 83.3% of capacity and averaged 2.75 mgd in fiscal year 2017-2018. The plant currently has capacity for all currently proposed and approved subdivisions within the sewer district, normal build-out within the district. The Town is also working to limit the amount of groundwater infiltration in the system. The Town has lined 33,929 linear feet of sewer piping to reduce infiltration into the sewer system.

There are nine active wastewater pumping stations in the Town. The four major sewer pump stations (one on Beach Street, one on Margin Street, and two on Canal Street) have all been rebuilt since 2003 and each is capable of handling current incoming flows. The [Town will be evaluating future flows and capacities as part of the upcoming Facilities Plan update](#), ~~plant property has room to expand to about 4.4 mgd if the Town decides to extend the sewer district boundaries.~~

Subsection 7.2.2 – On-site Wastewater Treatment Systems

OWTSs (formerly Individual Sewage Disposal Systems [ISDSs]) are likely to continue playing an important role in the future of wastewater treatment in Westerly due to the limitations of the public sewer system. Unfortunately, negligence, improper operation, and/or unsatisfactory site conditions can lead to the failure of an OWTS, a potential threat to the health of surrounding residents due to the contamination of groundwater and other environmental damage. One future consideration is whether the Town should consider extending sewers to areas not currently served. This has been a contentious issue in the community and one which will require considerable informed dialogue among all interested parties. The impacts of climate change and sea level rise may direct future decision making.

In addition to the regulations referenced above, wastewater systems are also subject to RIDEM regulations for groundwater quality, titled Rules and Regulations for Groundwater Quality, and are not regulated by the Town. These State regulations are designed to protect and restore groundwater resources for drinking water purposes and other beneficial uses and to assure protection of public health, welfare, and the environment. BETA Engineering, Inc. prepared an On-site Wastewater Management Plan (OWMP) in January 2005 (revised in May

Addressing Comment M
from Statewide Planning

arguably the most walkable neighborhoods in Westerly due to their historical development and roles within the community.

These places share many of the characteristics often cited as contributing to a walkable environment, including a mix or concentration of residential and commercial uses, greater population density, and human scale development practices (such as shorter setbacks, hidden parking lots, and aesthetic features) which together allow shorter walking distances and more attractive areas to observe while walking.

The Town has adopted several ordinances to better ensure the safety of those who walk. Arguably the most prominent of these is the required removal of all snow and ice from sidewalks within the first twenty-four hours following the end of any accumulation of winter precipitation. In 2018, 109 code violations were issued concerning inadequate sidewalk clearing by adjacent property owners.

Several streets have recently received or will be receiving improvements to their pedestrian infrastructure or streetscaping in the near future through municipal funds. These include Chestnut Street, Greenman Avenue, Main Street, Pearl Street, and Spray Rock Road. Improvements to several more streets in the North End and Granite Hill will be funded through the federal CDBG program and are expected to occur in spring 2021.

In May 2017, the Town was awarded a Main Street Rhode Island Streetscape Improvement ~~program~~ [grant](#) to rehabilitate deteriorated sidewalks and install crosswalk access points compliant with Americans with Disabilities Act requirements along High Street, the main roadway in Downtown Westerly. One result from the funding award has been the elimination of parking spaces in advance of marked crosswalks to provide motor vehicle operators greater visibility of pedestrians.

The Bay Street Streetscape Improvements project consisted of reconstruction of the roadway and sidewalks for the entirety of Bay Street and approximately half of Larkin Road, both located in the village of Watch Hill. The proposed sidewalk improvements were compliant with the American Disabilities Act requirements and were funded by the State Transportation Improvements Program. Work began in autumn 2018 and completed in summer 2019. The Town also made further sidewalk and roadway improvements along the remainder of Larkin Road and on a portion of Bluff Avenue in 2019. Surface and emergency access improvements are also planned for a public right-of-way located along Bluff Avenue that provides walking access to the East Beach.

The Town has contracted with an engineering consultant for design of ADA-compliant sidewalks along an approximately one-mile long portion of Church Street (State Route 216), where sidewalks are in deteriorating condition. The Town also intends to proceed with an annual program for sidewalk saw cutting that will address sidewalk tripping hazards throughout the Town.

Public safety for sidewalk users remains a common concern, however. Many sidewalks are narrow and in poor condition and the clearing of snow and ice accumulation in the winter months is often insufficient. Continued enforcement of sidewalk clearing and funding for the maintenance and expansion of pedestrian infrastructure will be important aspects contributing to Westerly's progress towards being a more walkable community.

Errata identified by Planning Office

Section 8.5 – Cyclists and Bikeability

In an effort to promote biking (which also works to improve public health, reduce traffic congestion and subsequent air pollution) as a more viable travel option, the Town has endorsed a regional approach to the construction and financing of a safe bike network that serves the recreational and transportation needs of residents and visitors. Rhode Island's small size allows Westerly residents convenient access to the State's eight off-street recreational bike paths, including the 7.8-mile William C. O'Neill Bike Path (more commonly known as the South County Bike Path) that extends from South Kingstown to Narragansett.

Westerly currently shares a goal with South Kingstown and neighboring Charlestown for establishing a continuous bikeway which would become part of RIDOT's bike network and may serve, in part, as a segment of an off-street East Coast Greenway. This greenway is a planned bike interstate connecting Florida and Maine. Previously, cross-community collaboration occurred with a Shoreline Bikeway Report submitted by the Town of Charlestown to

Section 8.8 – Air Service

“WST” (Westerly State Airport), located on Airport Road, is operated by the Rhode Island Airport Corporation (RIAC) and serves corporate aviation and air passenger services, as well as aircraft maintenance and repair. In addition to general aviation which includes recreational flight, corporate and business flight and flight instruction, WST serves as the mainland base for the only regularly scheduled commercial flights to New Shoreham, RI (a/k/a Block Island) via New England Airlines. WST is classified as a commercial service airport due to annual passenger ~~enplanement~~ numbers ~~falling between~~ ~~above~~ 2,500 ~~and~~ 10,000 passengers.

The [Rhode Island Airport System Plan](#) (State Guide Plan Element 640) was adopted by the State in September 2011 to address the six existing State airports within Rhode Island. The Plan defined Westerly Airport’s future role as being general aviation/commercial service and projected total operations (the number of takeoffs and landings) to be between 18,500 and 29,700 in 2021, depending on the projection used for future growth. An issue regarding the future of the airport is the fact that the airport is largely surrounded by existing commercial and residential development which presents safety concerns. The plan proposed six goals for recommended facility and service improvements—obtaining easements and clearing obstructions, updating the Master Plan, improving security fencing and lighting, constructing an operations/maintenance building, providing T-hanger storage and providing corporate hanger storage—were included in the plan along with a separate goal to maintain commercial service between Westerly and Block Island. A sample survey of pilots using WST indicated the three primary needs at the airport included a restaurant, ground transportation, and a precision/instrument approach.

The 2013 [Rhode Island Airport Land Use Compatibility Guidebook](#) cited 20,528 operations at WST in 2009—a 33.3% increase from the 2006 estimate (15,400)—and noted passenger boardings in certain years may be in excess of 10,000. Most private aircraft activity occurs throughout the summer months due to the seasonal increase in residents and visitors.

In 2016, RIAC published the Aviation System Plan Update which was intended to provide more recent data on airport operations than the 2011 plan. According to the 2016 update, operations at WST had dropped from 2009 to 11,518 in 2014. Based upon the 2014-2040 Terminal Area Forecast (number of operations forecast by 2035 would be 12,525, an increase of 8.7% over a period of 21 years.

The community will continue to ~~decide~~ ~~provide input on~~ the scope and scale of airport operations, but RIAC has the responsibility to ensure the safety of airport operation. The preservation of safe airspace is a necessary component of safe airports. Safe airports require land be designed and set aside for the approach, landing, and taking-off of aircraft as defined by the Federal Aviation Administration and Code of Federal Regulations in Title 14 CFR Part 77 – “Safe, Efficient Use and Preservation of the Navigable Airspace”. The objective is to develop effective and realistic land-use compatibility guidelines that satisfy local zoning ordinances and protects the safe and effective operation of the airport. Successful land-use compatibility with the airport requires continuous communication and coordination between the Town of Westerly, the FAA and RIAC.

Addressing Comment N from
Statewide Planning

Coastal erosion threatens both waterfront property and fragile shoreline habitats and can occur even during moderate coastal storms. In addition, the predicted increase in global SLR will exacerbate coastal erosion as traditionally lower intensity storms cause greater amounts of damage and flooding than their historic counterparts. Westerly is composed of headland beaches and barrier beaches, which experience erosion at different rates. The average coastal erosion rate in Rhode Island, as identified in the Town's Hazard Mitigation Plan, is 1.6 feet per year. [According to the Shoreline Change SAMP](#), the sea level at the Newport tide gauge has risen 10 inches from 1930 to 2017 and nearly 1.7 feet of additional SLR is projected to occur between 2017 and 2030 with an 83% confidence interval. Figure [Sea Level Rise Hazards \(HAZ-M3\)](#) better visualizes the impact of SLR locally by showing areas of the Town that would become permanently submerged due to one (1) foot, three (3) foot, and five (5) foot increases in sea level. As SLR increases, storm surges and waves will extend further inland and flood greater quantities of homes, businesses, and roadways. Figures [Sea Level Affecting Marsh Model 1' Sea Level Rise \(HAZ-M4\)](#), [Sea Level Affecting Marsh Model 3' Sea Level Rise \(HAZ-M5\)](#), and [Sea Level Affecting Marsh Model 5' Sea Level Rise \(HAZ-M6\)](#). [Surface Water Resources \(NAT-M1\)](#) also shows the Sea Level Affecting Marshes Model (SLAMM), which indicates potential impacts of these same increases in SLR on wetlands and shorelines.

The vulnerability of many of Rhode Island's beaches and shoreline areas to coastal erosion and flooding tends to increase dramatically as manmade structures can be built along the shoreline, thus impeding the natural, dynamic system of the beach. Coastal armoring, such as the construction of jetties, may serve as protection for individual private properties but it severely impacts sediment deposits from occurring elsewhere along the shoreline and ultimately accelerates erosion activity which reduces the effective life of the coastal armoring.



Superstorm Sandy caused significant erosion to beaches and dunes in Misquamicut. In the following year, with assistance from the USACE, the Town began a project to repair the damage on the beach caused by the storm through a sand replacement project. A significant portion of the sand, unfortunately, washed out to sea in succeeding years. The most significant local example of the impact of coastal erosion diminishing or resulting in the loss of beach area, though, is Sandy Point. In 1938, Sandy Point was permanently severed from mainland Rhode Island as a result of the high winds and storm surge resulting from the 1938 New England Hurricane.

Subsection 9.1.8 – Dam Breaches

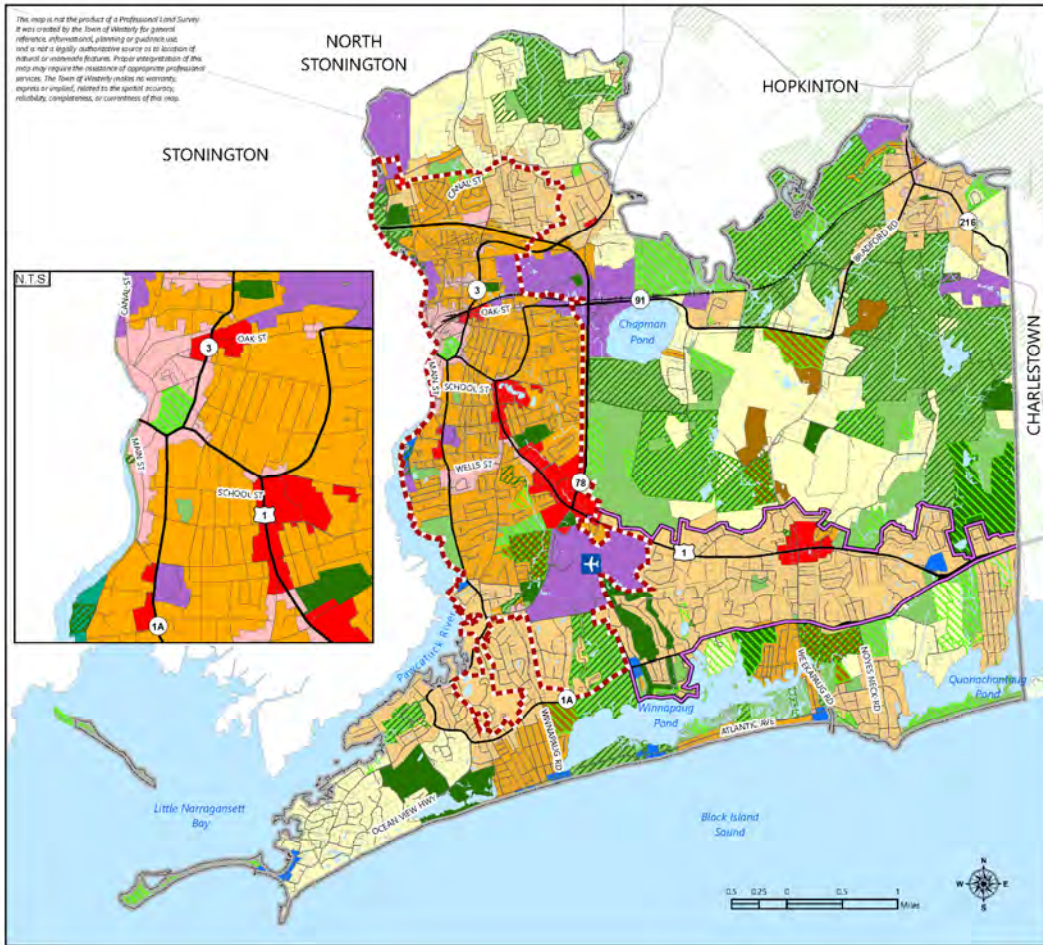

Dam failures can result from natural events, human-induced events, or a combination of the two. The most common cause is overtopping, which occurs when a dam's spillway capacity is exceeded and portions of the dam that are not designed to convey flow begin to pass water, erode, and ultimately fail. Other causes of dam failure include design flaws, foundation failure, internal soil erosion, inadequate maintenance, or mis-operation. Complete failure occurs if internal erosion or overtopping results in a complete structural breach, releasing a high-velocity wall of debris-laden water that rushes downstream, damaging or destroying everything in its path. As noted previously, an additional hazard concern is the cascading effect of one dam failure causing further structural failures downstream due to the sudden release of flow.

Dams are classified by RIDEM in terms of size and hazard risk. The size classification is composed of three categories – small, medium, and large – and is based on the storage capacity and height of the impounded water. The hazard classification relates to the probable consequences of failure or mis-operation of the dam are defined in the Rhode Island Dam Safety Regulations as follows:

Field Code Changed

Commented [AO3]: Update mapss

Addressing Comment 4 from Statewide Planning

2020 Comprehensive Plan

Future Land Use FLU-M1

Legend

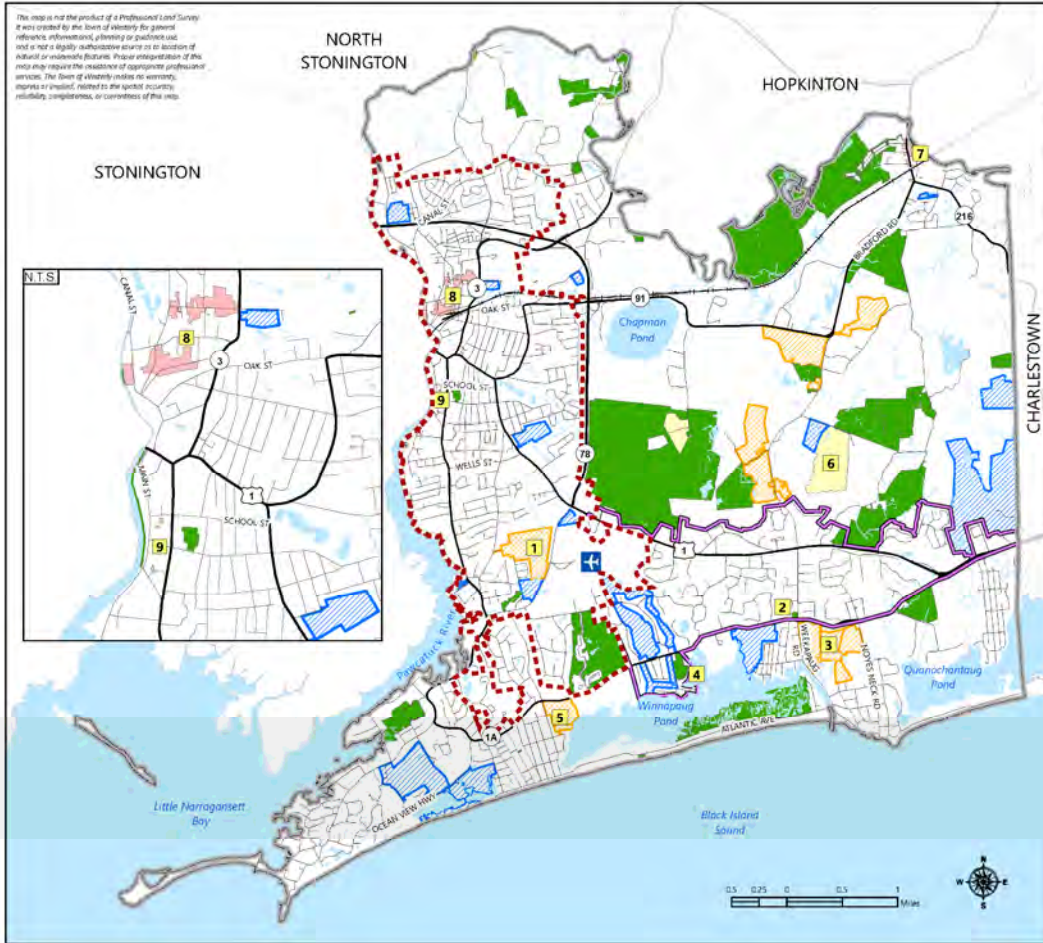
Future Land Use	Conservation Lands
Low-Density Residential	Private Conservation Restriction
Medium-Density Residential	Public Conservation Restriction
High-Density Residential	Prospective Urban Services Boundary Extension
Mixed-Use Commercial	Westerly Urban Services Boundary
Commercial	River or Stream
Coastal Commercial	Water
Industry	Town Boundary
Agricultural	Westerly State Airport
Conserved Land	Major Roads
Recreation	Minor Roads
	Railroad

Addressing Comment P from
Statewide Planning:
"Lake or Pond" replaced with
"Water"

April 2021

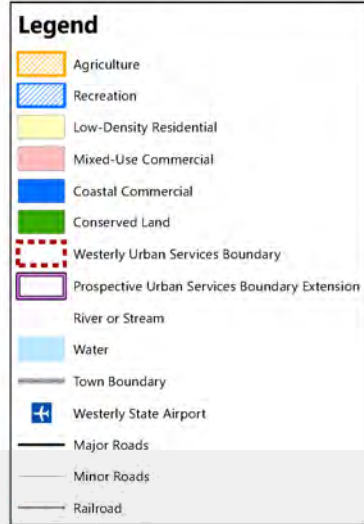


The map is not the product of a Professional Land Survey. It was created by the Town of Westerly for general reference, informational, planning or public use and is not a legally authoritative document or a record of actual or intended features. Proper interpretation of this map may require the assistance of appropriate professional services. The Town of Westerly makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currency of this map.



**2020
Comprehensive
Plan**

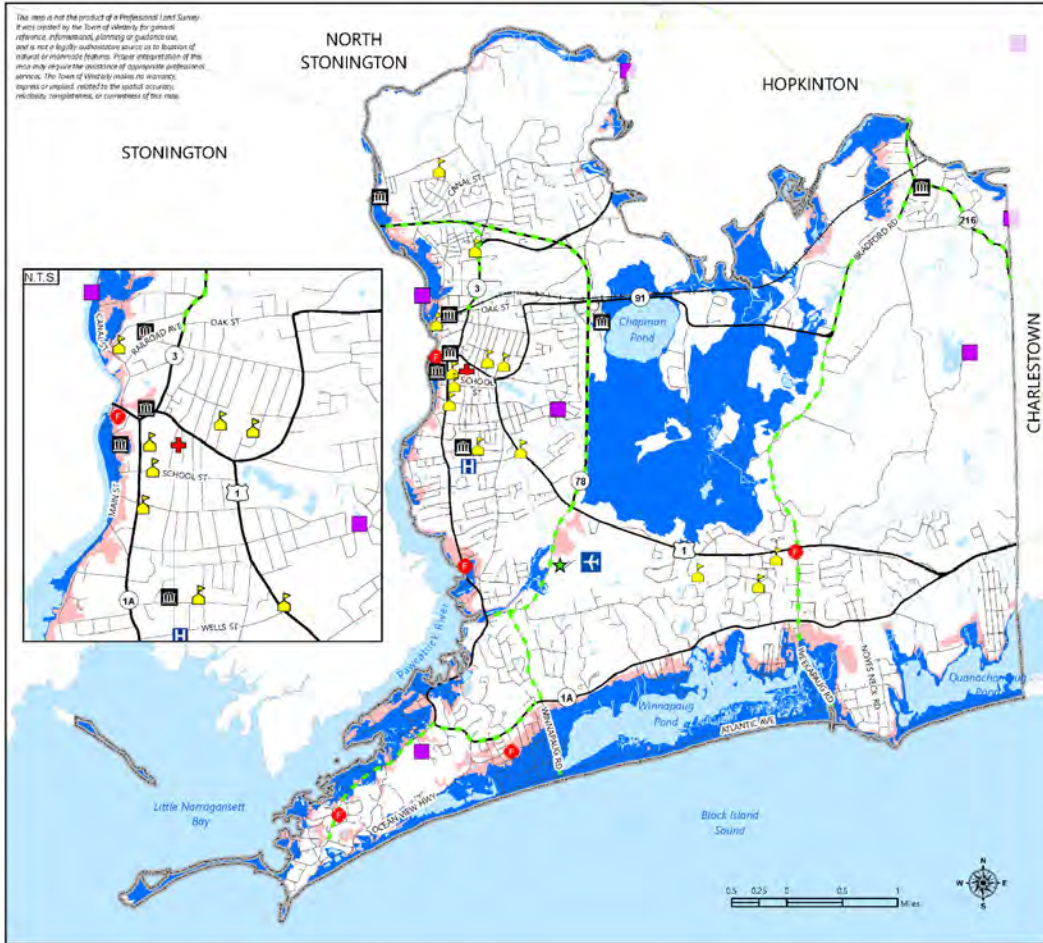
*Future Land Uses
Inconsistent with Existing Zoning
FLU-M2*



April 2021



This map is not the product of a Professional Land Survey. It was created by the Town of Westerly for general informational purposes only. It is not intended to be used as a legal document. The Town of Westerly makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currency of this map.



**2020
Comprehensive
Plan**

**Flood Hazards
HAZ-M1**

Legend

- Municipal Facility
- Fire Station
- Dam
- School
- Hospital
- Police Station
- Westerly Ambulance Corps
- Evacuation Route

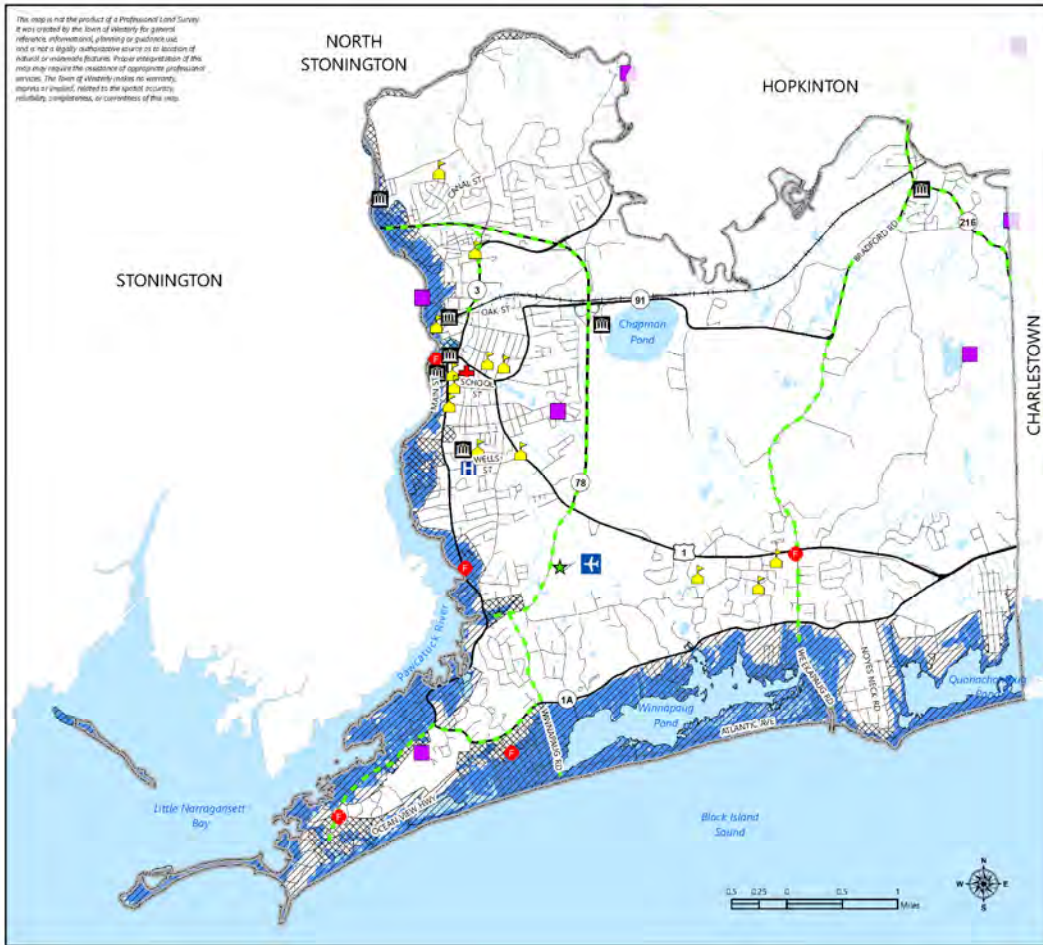
FEMA Flood Zone

- 100-Year Event
- 500-Year Event
- River or Stream
- Water
- Town Boundary
- Westerly State Airport
- Major Roads
- Minor Roads
- Railroad

April 2021



The map is not the product of a Professional Land Survey. It was created by the Town of Westerly for general reference, informational, planning or guidance use, and is not a legally authoritative document or a record of actual or visible features. Proper interpretation of this map may require the assistance of appropriate professional services. The Town of Westerly makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currency of this map.



**2020
Comprehensive
Plan**

**Storm Hazards
HAZ-M2**

Legend

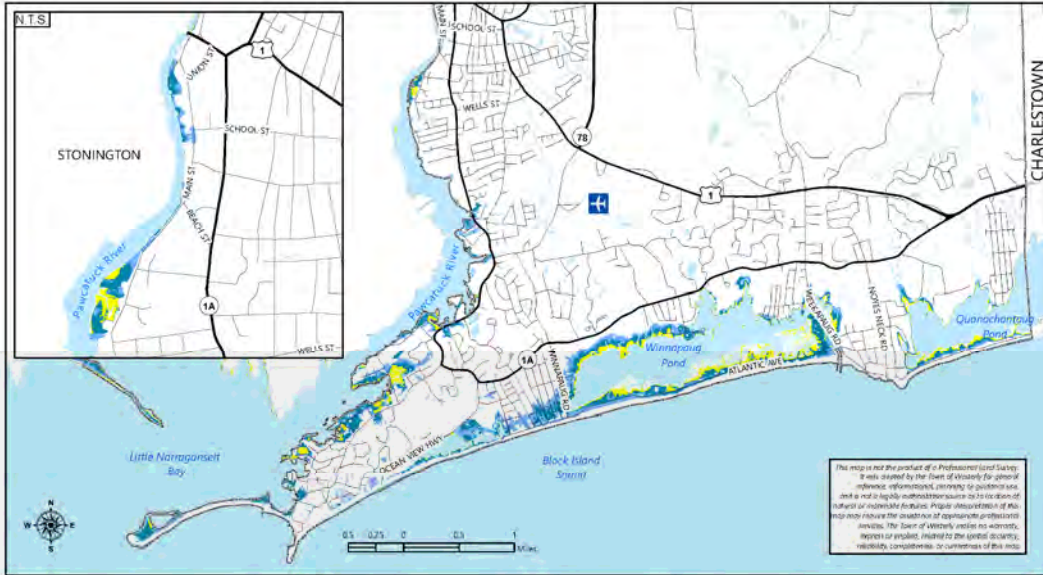
- Municipal Facility
- Fire Station
- Dam
- School
- Hospital
- Police Station
- Westerly Ambulance Corps
- Evacuation Route

Evacuation Area

- Category 1 or 2 Hurricane
- Category 3 or 4 Hurricane
- Hurricane Surge Inundation (USACE)
- River or Stream
- Water
- Town Boundary
- Westerly State Airport
- Major Roads
- Minor Roads
- Railroad

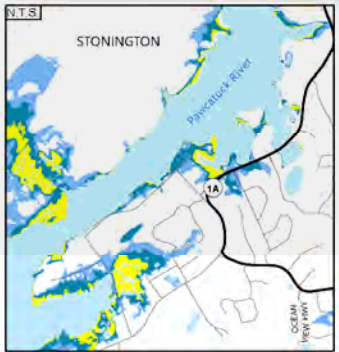
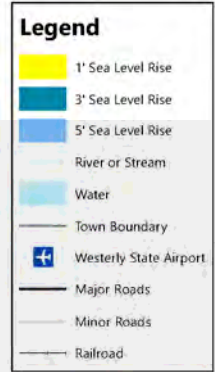
April 2021





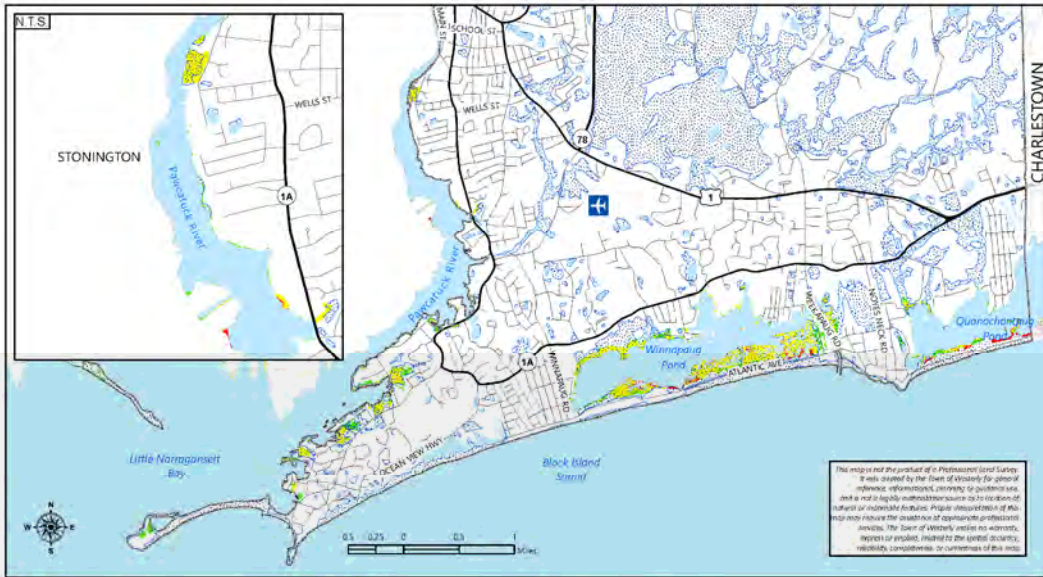

2020 Comprehensive Plan

Sea Level Rise Hazards HAZ-M3



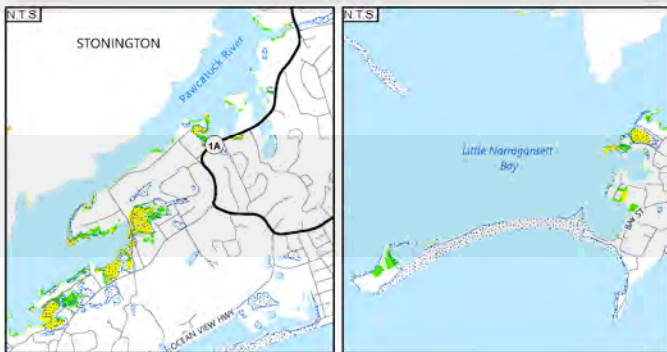
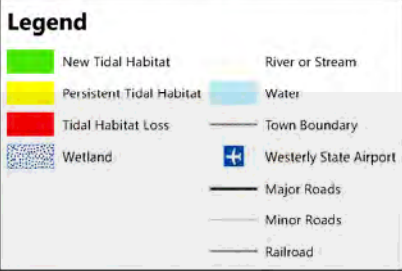
April 2021





**2020
Comprehensive
Plan**

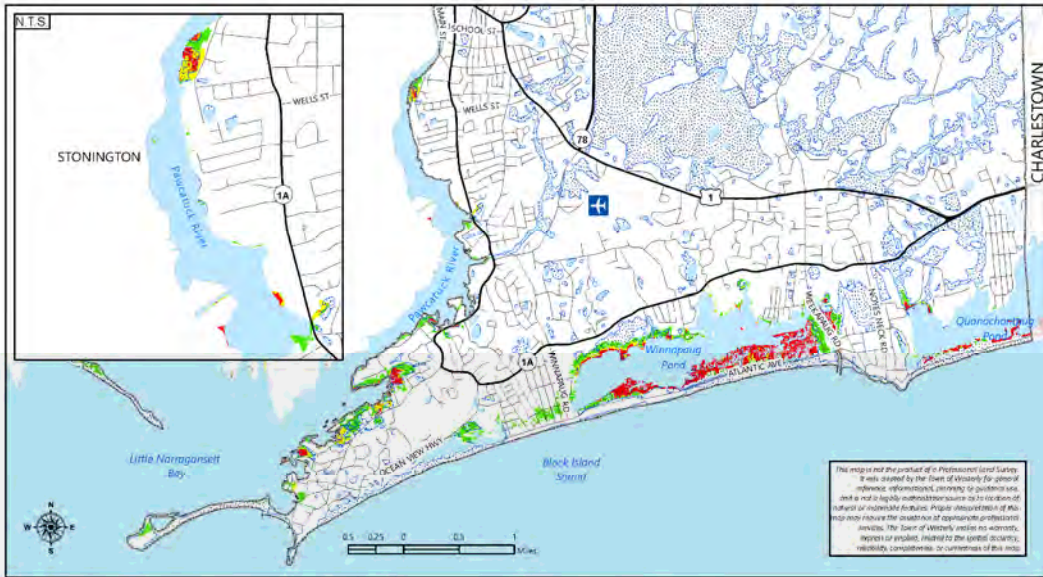
**Sea Level Affecting Marsh Model
1' Sea Level Rise
HAZ-M4**




April 2021




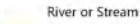

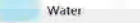
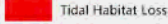
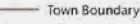

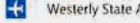
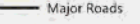
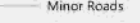
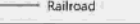
Addressing Comment 4 from
Statewide Planning:
HAZ-M4, HAZ-M5, and HAZ-
M6 added.



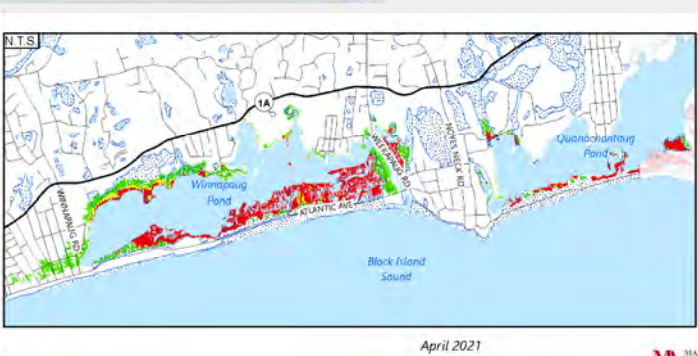
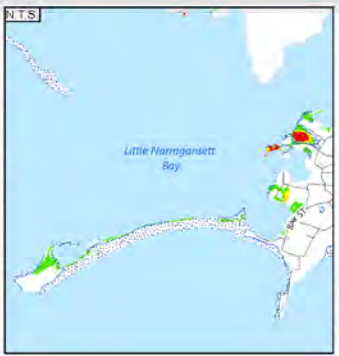

**2020
Comprehensive
Plan**

**Sea Level Affecting Marsh Model
3' Sea Level Rise
HAZ-M5**

Legend

	New Tidal Habitat		River or Stream
	Persistent Tidal Habitat		Water
	Tidal Habitat Loss		Town Boundary
	Wetland		Westerly State Airport
			Major Roads
			Minor Roads
			Railroad

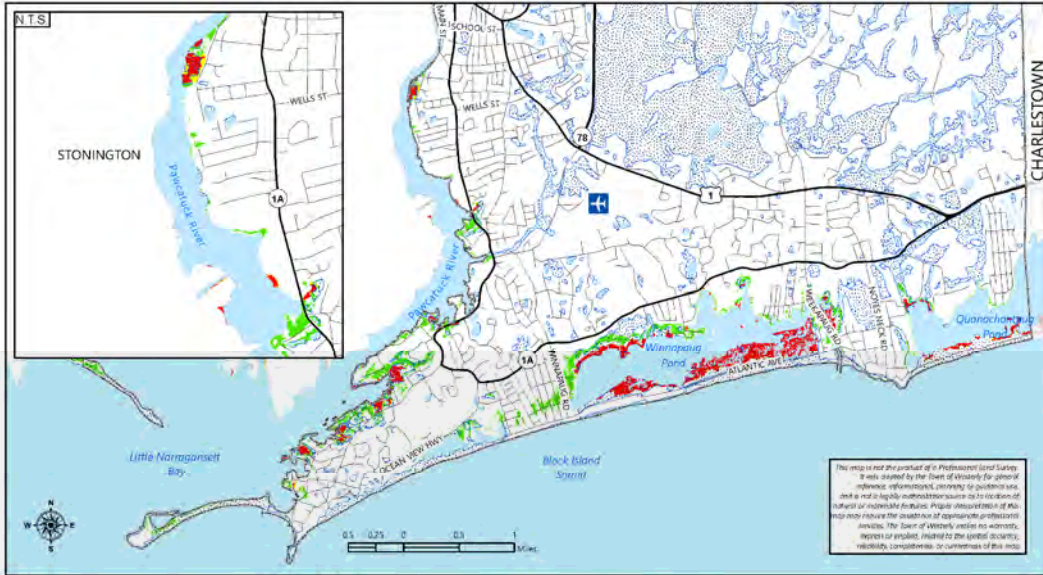
This map is not the product of a Professional land survey. It was created by the Town of Westerly for general reference, informational, planning or guidance use, and it may include information sourced up to the best of our knowledge and belief. Proper measurements of this map may require the assistance of appropriate professional services. The Town of Westerly makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currency of this map.



April 2021

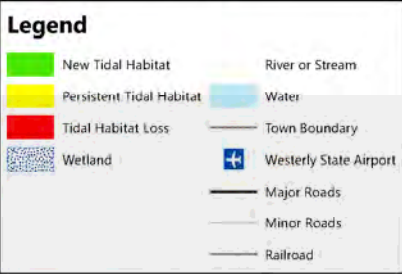


Addressing Comment 4 from Statewide Planning: HAZ-M4, HAZ-M5, and HAZ-M6 added.

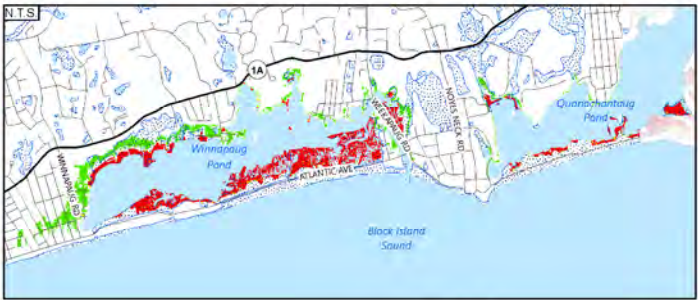



**2020
Comprehensive
Plan**

**Sea Level Affecting Marsh Model
5' Sea Level Rise
HAZ-M6**



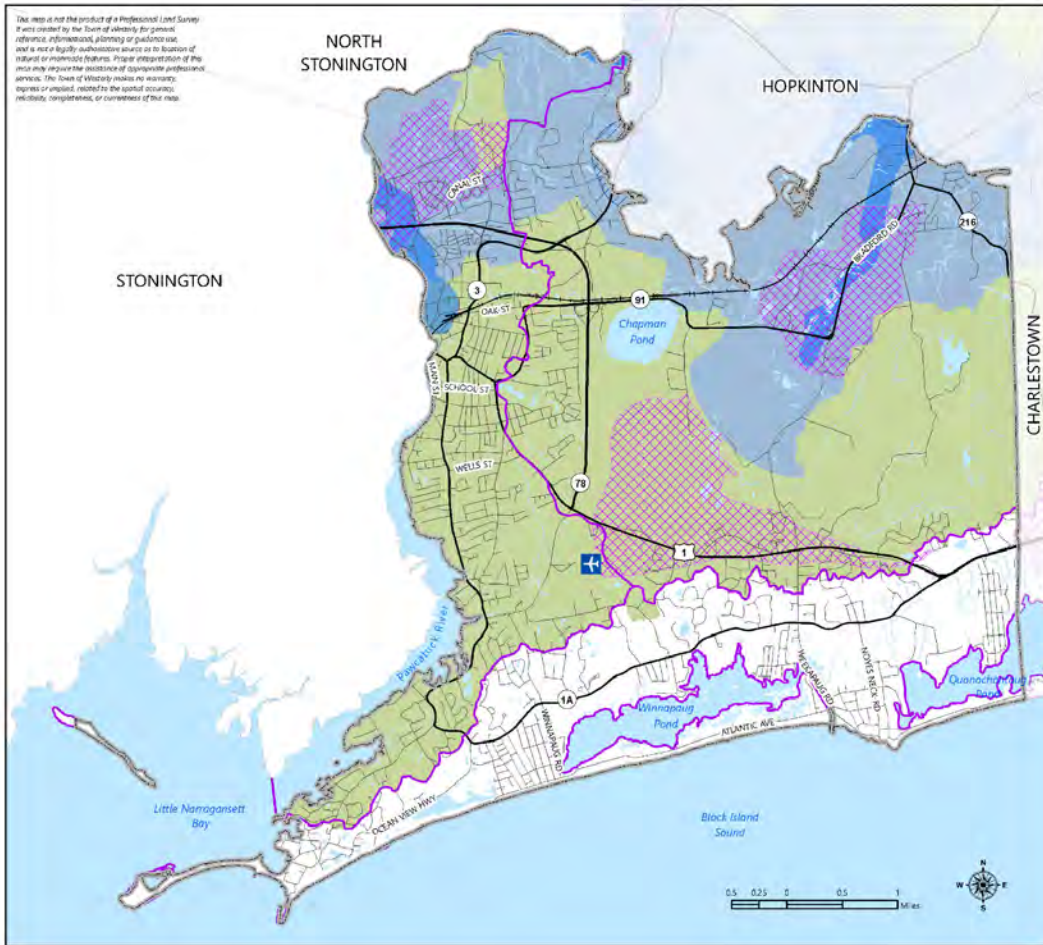
Addressing Comment 4 from Statewide Planning: HAZ-M4, HAZ-M5, and HAZ-M6 added.



April 2021

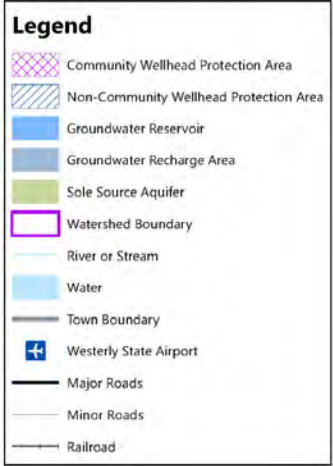


This map is not the product of a Professional Land Survey. It was created by the Town of Westerly for general informational purposes only and is not intended to be used as a legal document. The Town of Westerly makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currency of this map.



**2020
Comprehensive
Plan**

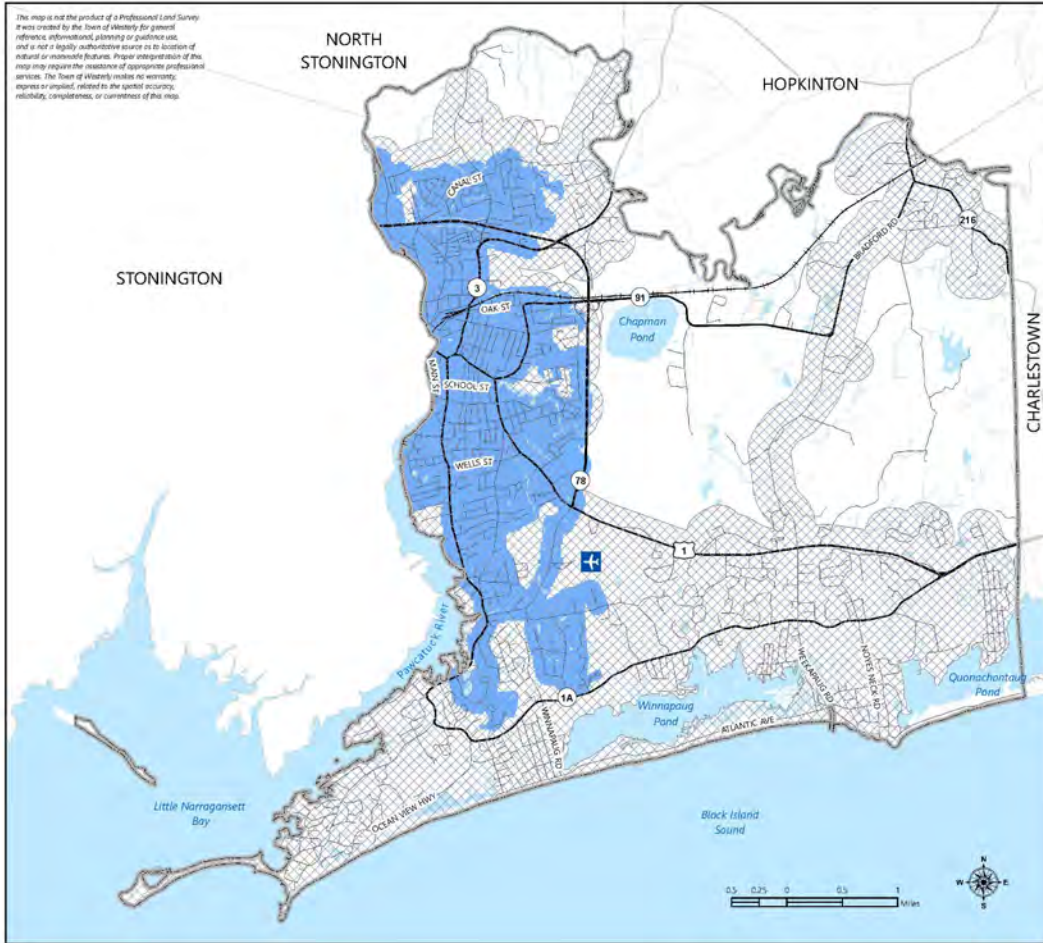
**Groundwater
INF-M1**



April 2021



The map is not the product of a Professional Land Survey. It was created by the Town of Westery for general reference, informational, planning or guidance use, and is not a legally authoritative source as to location of natural or man-made features. Proper interpretation of this map may require the assistance of appropriate professional services. The Town of Westery makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currency of this map.



 **2020
Comprehensive
Plan**

*Sewer and Water
Infrastructure
INF-M2*

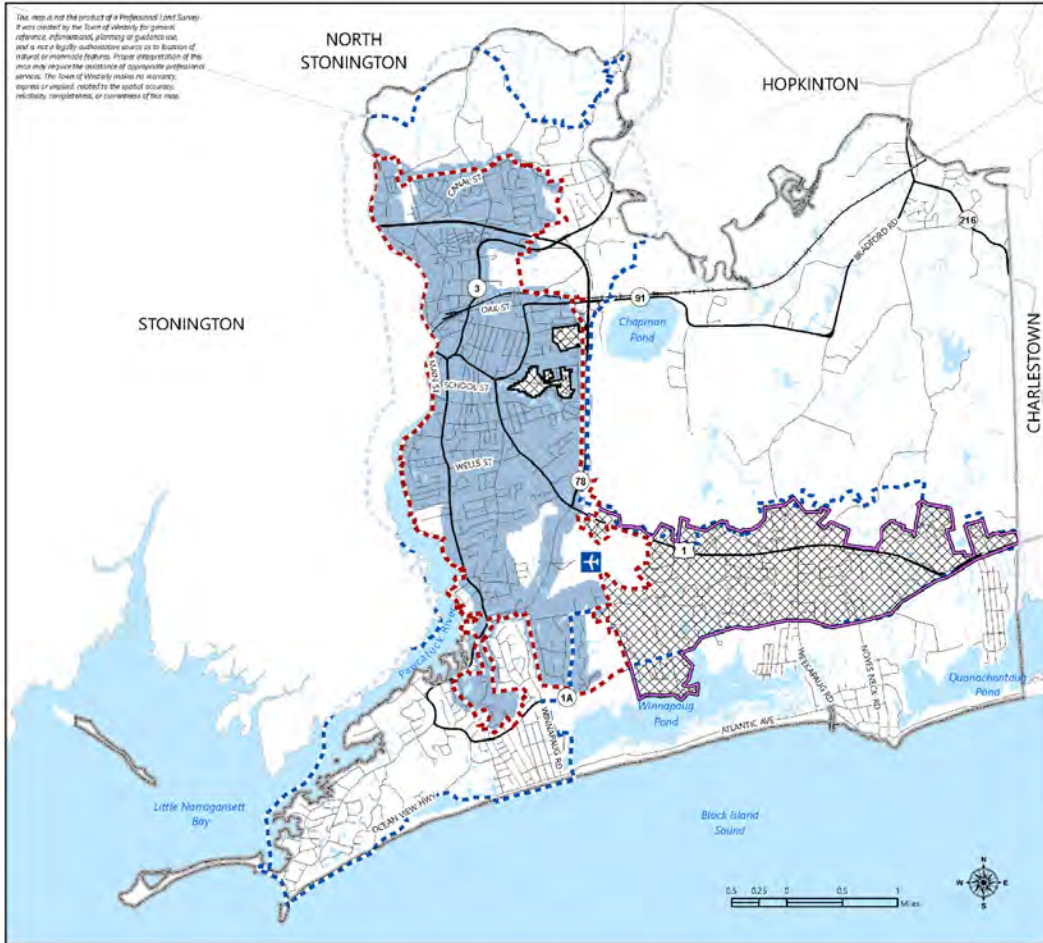
Legend

-  Public Water
-  Public Sewer
-  River or Stream
-  Water
-  Town Boundary
-  Westery State Airport
-  Major Roads
-  Minor Roads
-  Railroad

April 2021



The map is not the product of a Professional Land Survey. It was created by the Town of Westerly for general informational purposes only. It is not intended to be used as a legal document. Proper interpretation of this map may require the assistance of appropriate professional services. The Town of Westerly makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currency of this map.



 **2020
Comprehensive
Plan**

*State Designated
Urban Services Boundary
INF-M3*

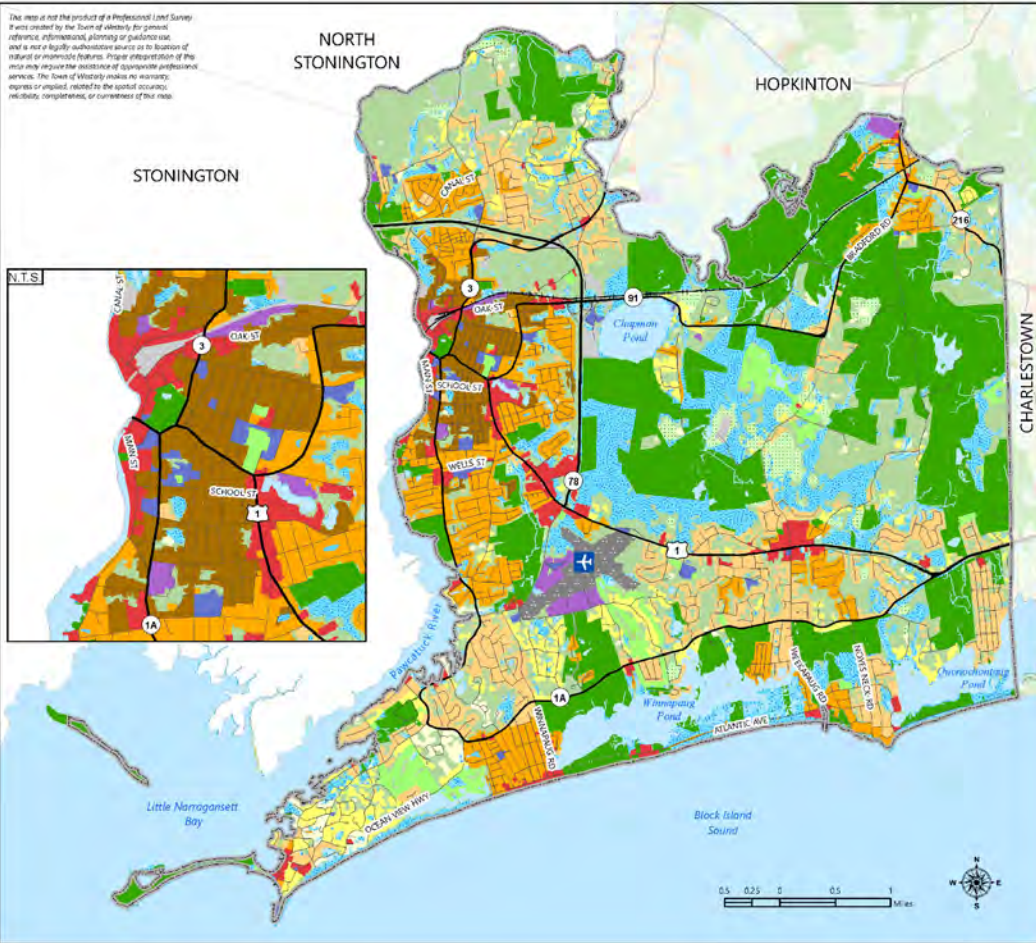
Legend


-  State-Designated Urban Services Boundary
-  Westerly Urban Services Boundary
-  Prospective Urban Services Boundary Extension
-  Prospective Sewer Service Extension Area
-  Public Sewer
-  River or Stream
-  Water
-  Town Boundary
-  Westerly State Airport
-  Major Roads
-  Minor Roads
-  Railroad

April 2021



This map is not the product of a Professional Land Survey. It was created by the Town of Westerly for general reference, informational, planning or guidance use, and is not a legally authoritative source as to location of natural or man-made features. Proper interpretation of this map may require the assistance of qualified professional services. The Town of Westerly makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currency of this map.




**2020
Comprehensive
Plan**

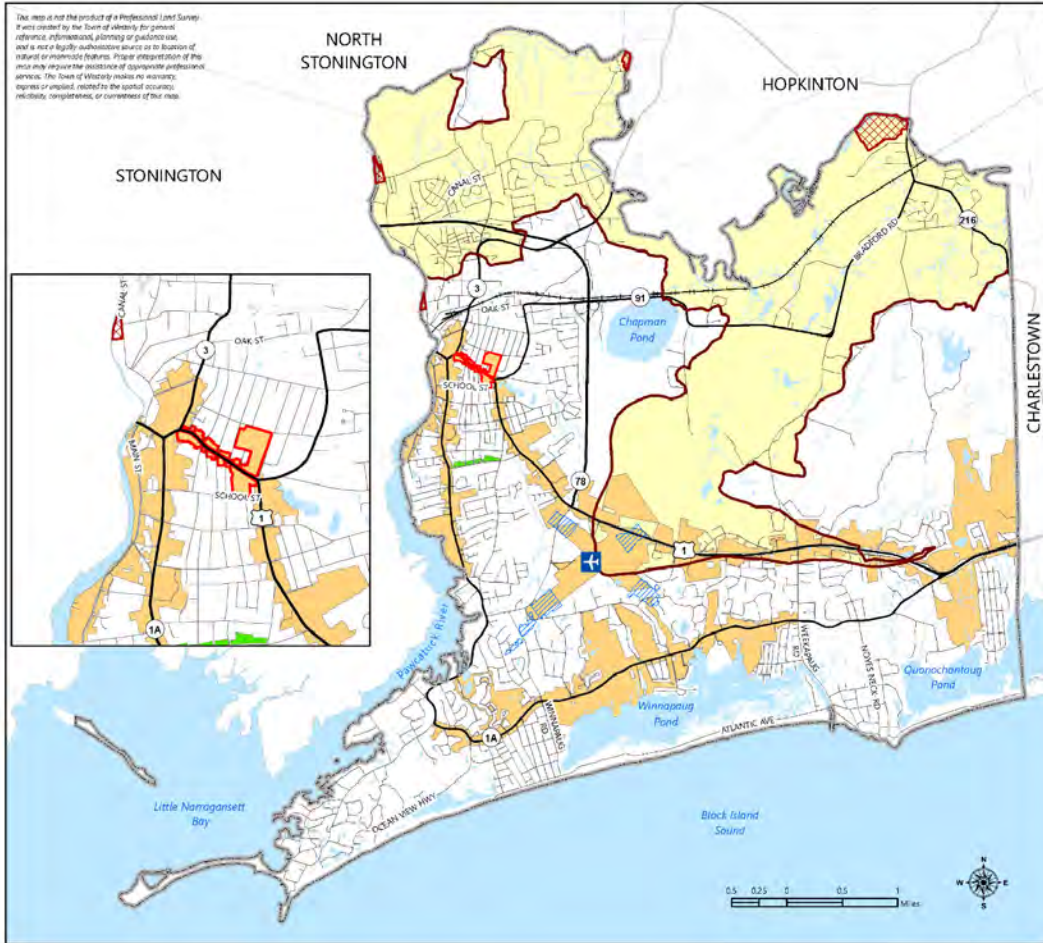
2011 Land Cover
LUZ-M1



April 2021



This map is not the product of a Professional Land Survey. It was created by the Town of Westerly for general informational purposes only. It is not intended to be used as a legal document. Proper interpretation of this map may require the assistance of a professional land surveyor. The Town of Westerly makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currency of this map.



 **2020
Comprehensive
Plan**

**Zoning Overlays
LUZ-M3**

Legend

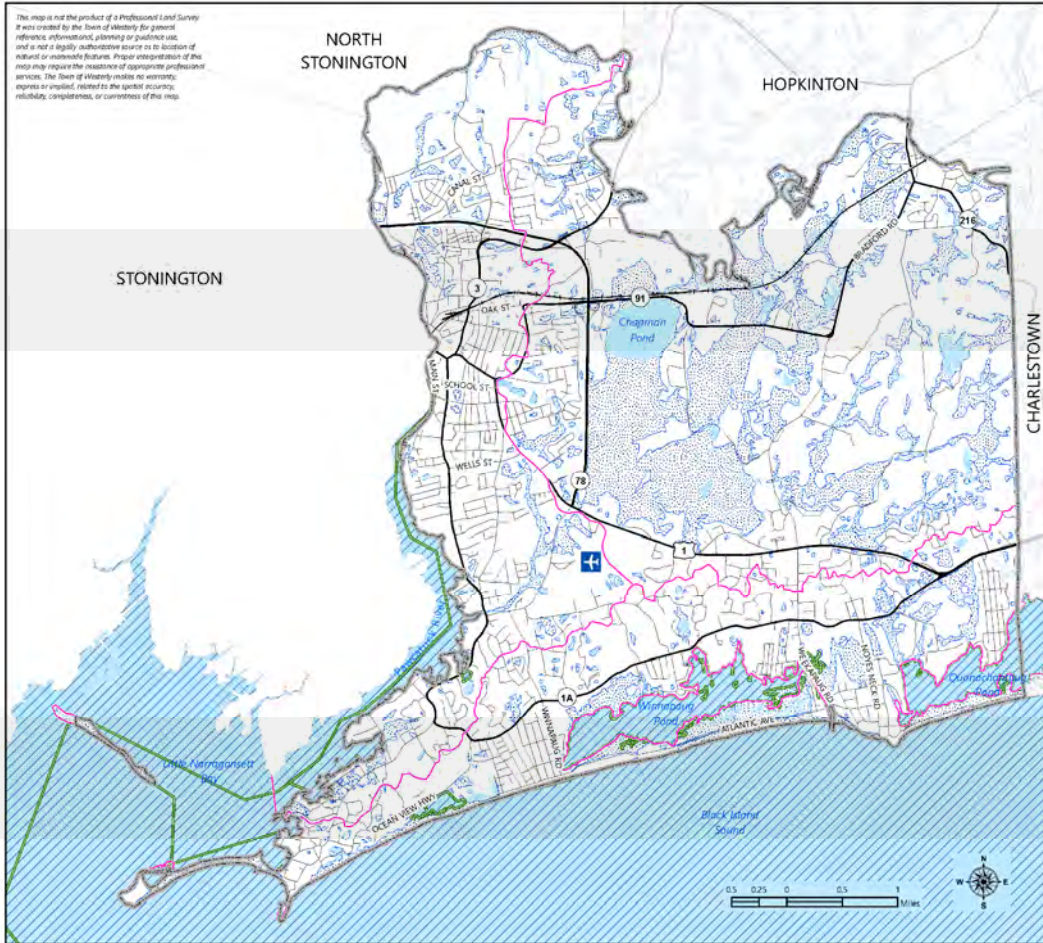
-  Bed & Breakfast Overlay
-  Granite Street Overlay
-  Wells Street Overlay
-  Historic Mill Overlay
-  Airport Overlay
-  Future Aquifer Protection Overlay District*
-  River or Stream
-  Water
-  Town Boundary
-  Westerly State Airport
-  Major Roads
-  Minor Roads
-  Railroad

*Based on 19 US GSA classified groundwater data

April 2021














The map is not the product of a Professional Land Survey. It was created by the Town of Westley for general reference, informational, planning or guidance use, and is not a legally authoritative record as to location of natural or man-made features. Proper interpretation of this map may require the assistance of appropriate professional services. The Town of Westley makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currency of this map.



 **2020**
Comprehensive
Plan

Surface Water Resources
NAT-M1

Legend

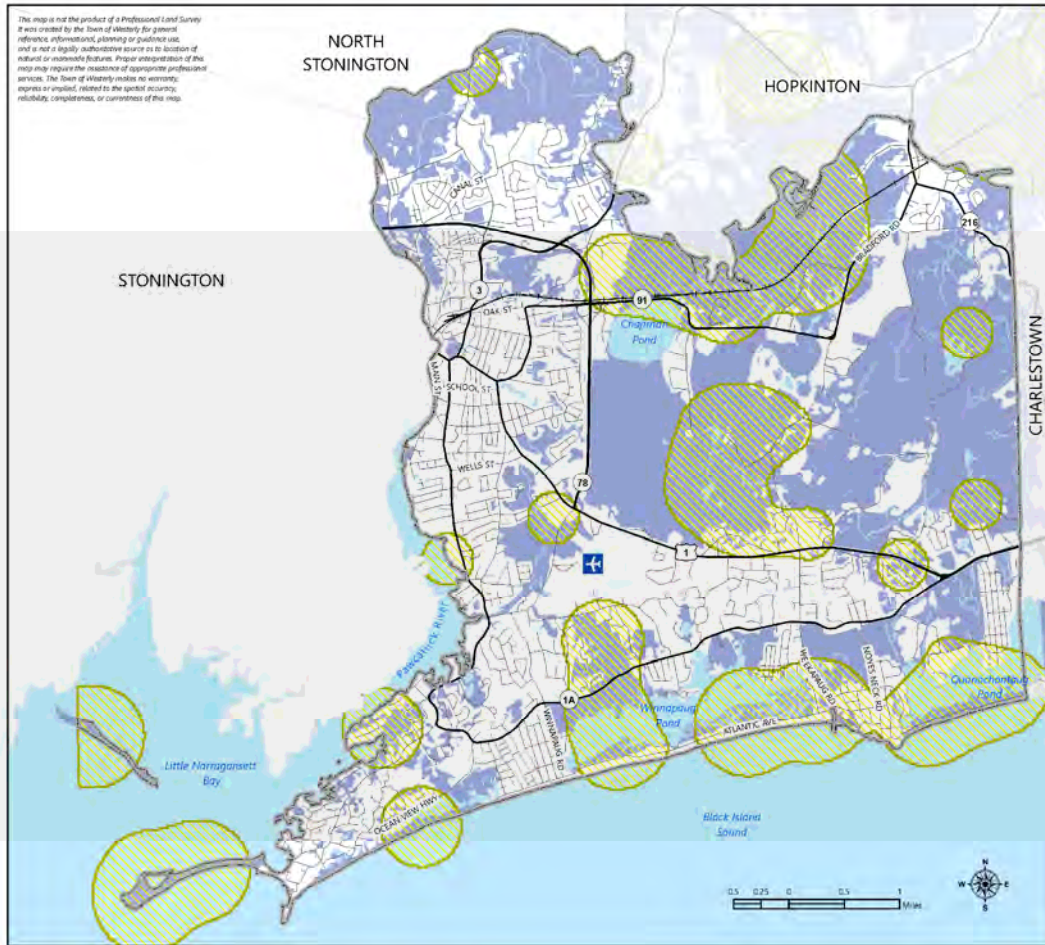
-  Estuarine Water Quality Standard Boundary
-  Watershed Boundary
-  Coastal Water
-  Wetland
-  River or Stream
-  Water
-  Town Boundary
-  Westley State Airport
-  Major Roads
-  Minor Roads
-  Railroad

Addressing Comment 4 from Statewide Planning: SLR removed from this map and HAZ-M4, HAZ-M5, and HAZ-M6 created instead.

April 2021












The map is not the product of a Professional Land Survey. It was created by the Town of Westerly for general reference, informational, planning or guidance use, and is not a legally authoritative record as to location of natural or man-made features. Proper interpretation of this map may require the assistance of appropriate professional services. The Town of Westerly makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currency of this map.



 **2020
Comprehensive
Plan**

**Habitat Resources
NAT-M2**

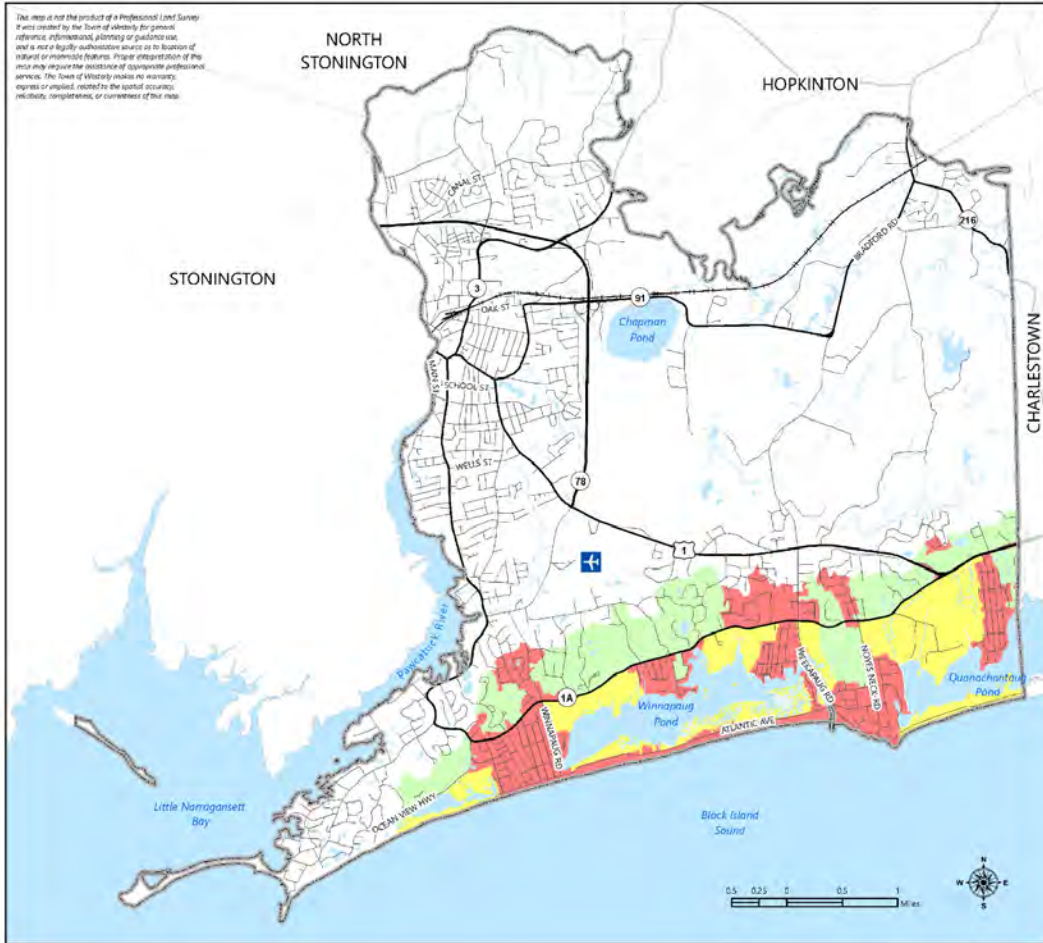
Legend

-  Natural Heritage Area
-  Conservation Opportunity Area
-  River or Stream
-  Water
-  Town Boundary
-  Westerly State Airport
-  Major Roads
-  Minor Roads
-  Railroad

April 2021



The map is not the product of a Professional Land Survey. It was created by the Town of Westerly for general reference, informational, planning or guidance use, and is not a legally enforceable device as to location of natural or man-made features. Proper interpretation of this map may require the assistance of appropriate professional services. The Town of Westerly makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currency of this map.



**2020
Comprehensive
Plan**

**CRMC
Salt Ponds Region SAMP
NAT-M3**

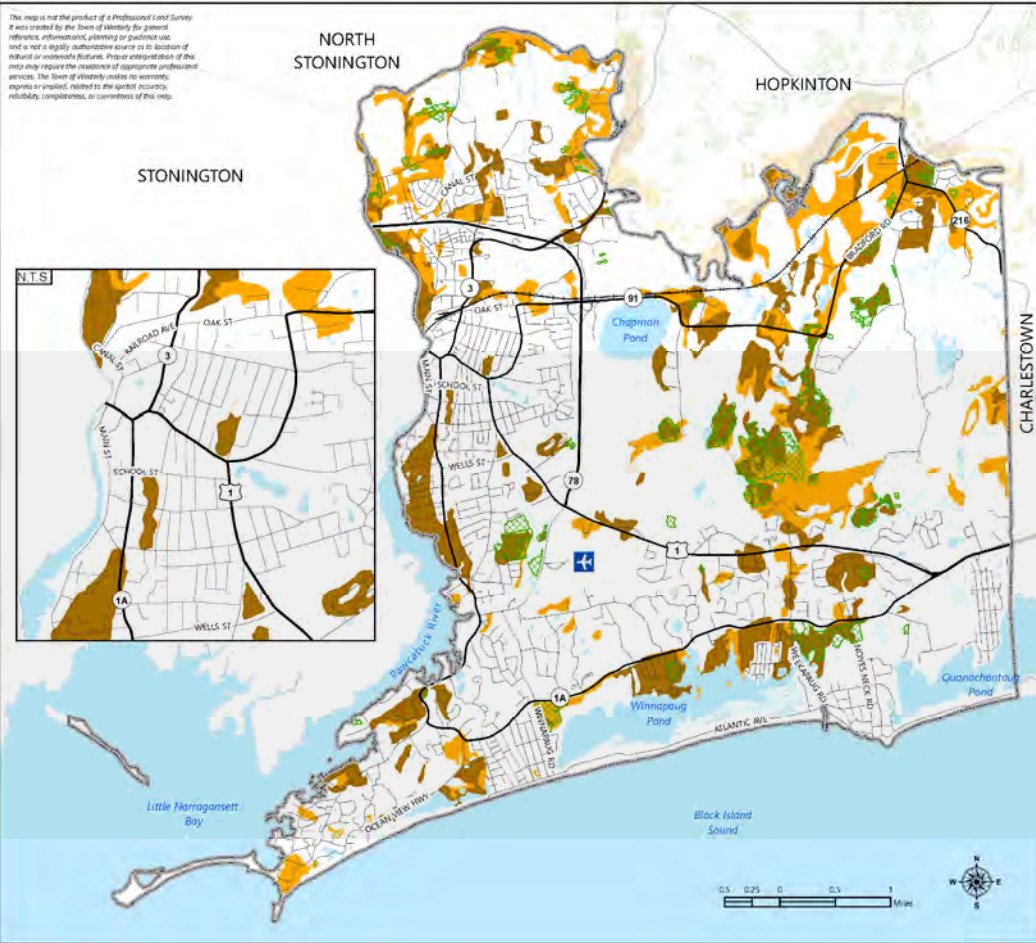
Legend

- Developed Beyond Carrying Capacity
- Lands of Critical Concern
- Self-Sustaining Land
- River or Stream
- Water
- Town Boundary
- + Westerly State Airport
- Major Roads
- Minor Roads
- Railroad

April 2021













The map is not the product of a Professional Land Survey. It was created by the Town of Westerly for general reference, informational, planning or guidance use and is not a legally authoritative source as to location of natural or man-made features. Proper interpretation of this map may require the assistance of appropriate professional services. The Town of Westerly makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or correctness of this map.



 **2020
Comprehensive
Plan**

**Agricultural Soils
NAT-M4**

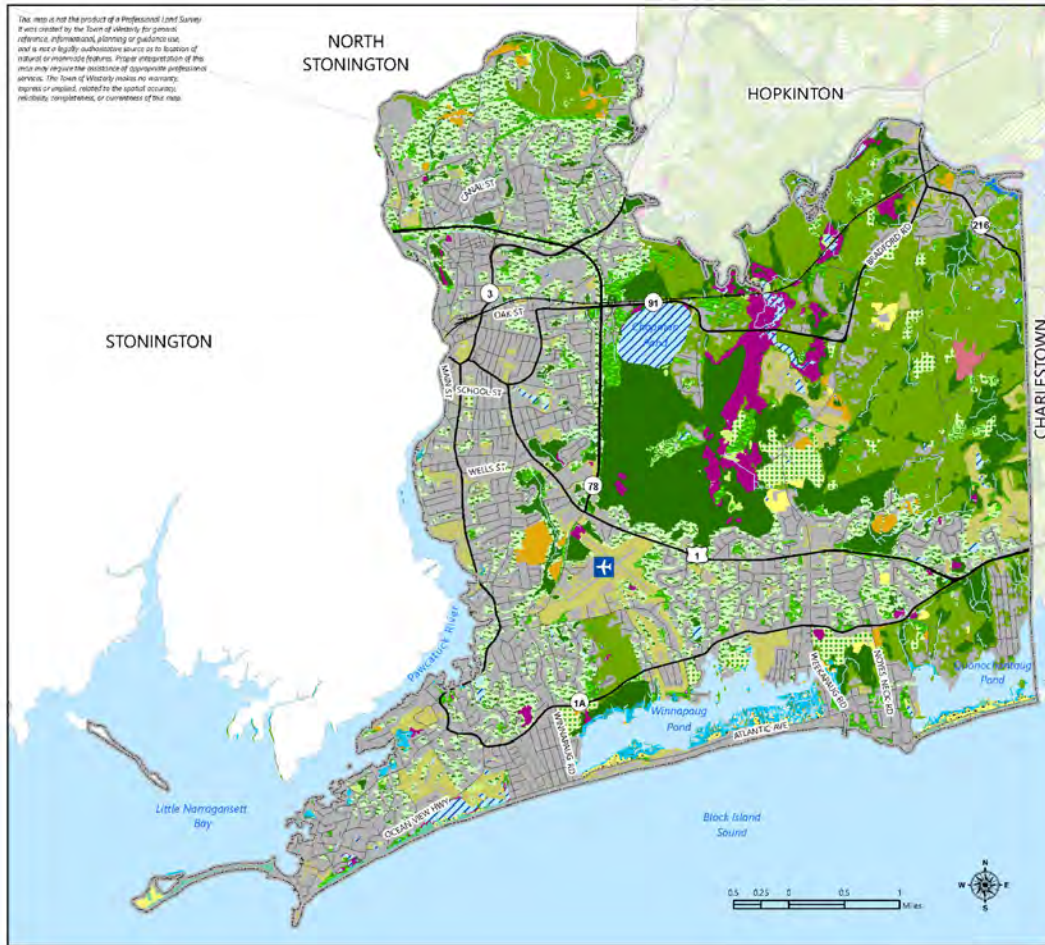
Legend

-  Prime Farmland
-  Statewide Important
-  Agricultural Use (2011)
-  River or Stream
-  Water
-  Town Boundary
-  Westerly State Airport
-  Major Roads
-  Minor Roads
-  Railroad

April 2021



The map is not the product of a Professional Land Survey. It was created by the Town of Westerly for general informational, planning or guidance use, and is not a legally enforceable document as to location of natural or man-made features. Proper interpretation of this map only requires the assistance of appropriate professional services. The Town of Westerly makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currency of this map.



 **2020
Comprehensive
Plan**

**Ecological Communities
NAT-M5**

Legend

River or Stream	Westerly State Airport
Water	Major Roads
Town Boundary	Minor Roads
	Railroad

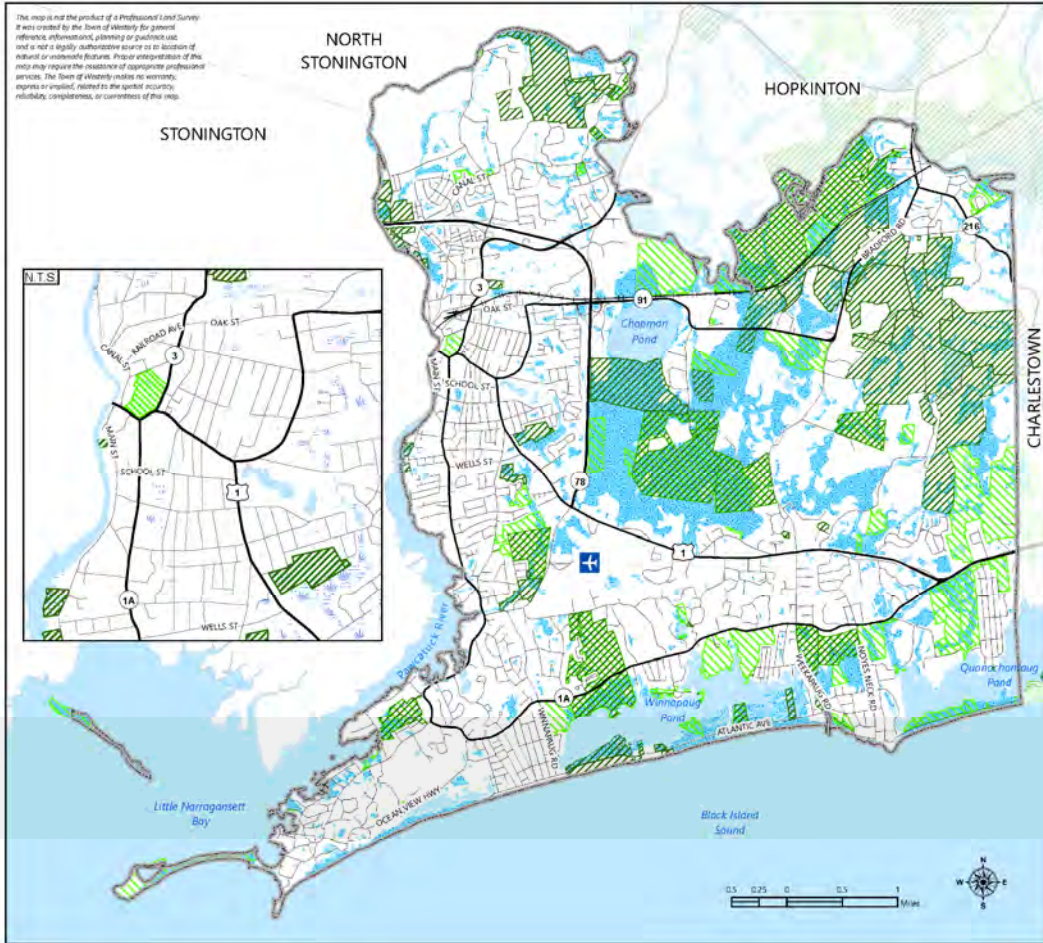
Ecological Communities

Forested Swamp	Pitch Pine Woodland
Floodplain Forest	Ruderal Forest
Emergent Marsh	Ruderal Grassland/Shrub
Modified Marsh	Inland Sand Barren
Fresh Water	Maritime Shrub Dune
Peatland	Maritime Shrubland
Intertidal Shore	Coastal Grassland
Salt Water	Tree Nursery / Cropland / Orchard
Salt Marsh	Turf
Shrub Swamp	Pasture
Mud Flat	Hayfield
Tidal Creek	Urban Grass
Tidal River/Stream	Developed
Oak Forest	Vacant Land
Mixed Forest	

April 2021



The map is not the product of a Professional Land Survey. It was created by the Town of Westerly for general reference information only, planning or guidance use and is not a legally authoritative source as no location of natural or man-made features. Prior interpretation of this map may require the assistance of appropriate professional services. The Town of Westerly makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currency of this map.



**2020
Comprehensive
Plan**

**Conservation Lands
NAT-M6**

Legend

Conservation Lands

- Private Conservation Restriction
- Public Conservation Restriction
- Wetland
- River or Stream
- Water
- Town Boundary
- Westerly State Airport
- Major Roads
- Minor Roads
- Railroad

April 2021



This map is not the product of a Professional Land Survey. It was created by the Town of Westerly for general reference information and planning purposes. It is not a legally enforceable document and its use may require the assistance of appropriate professional services. The Town of Westerly makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or correctness of this map.

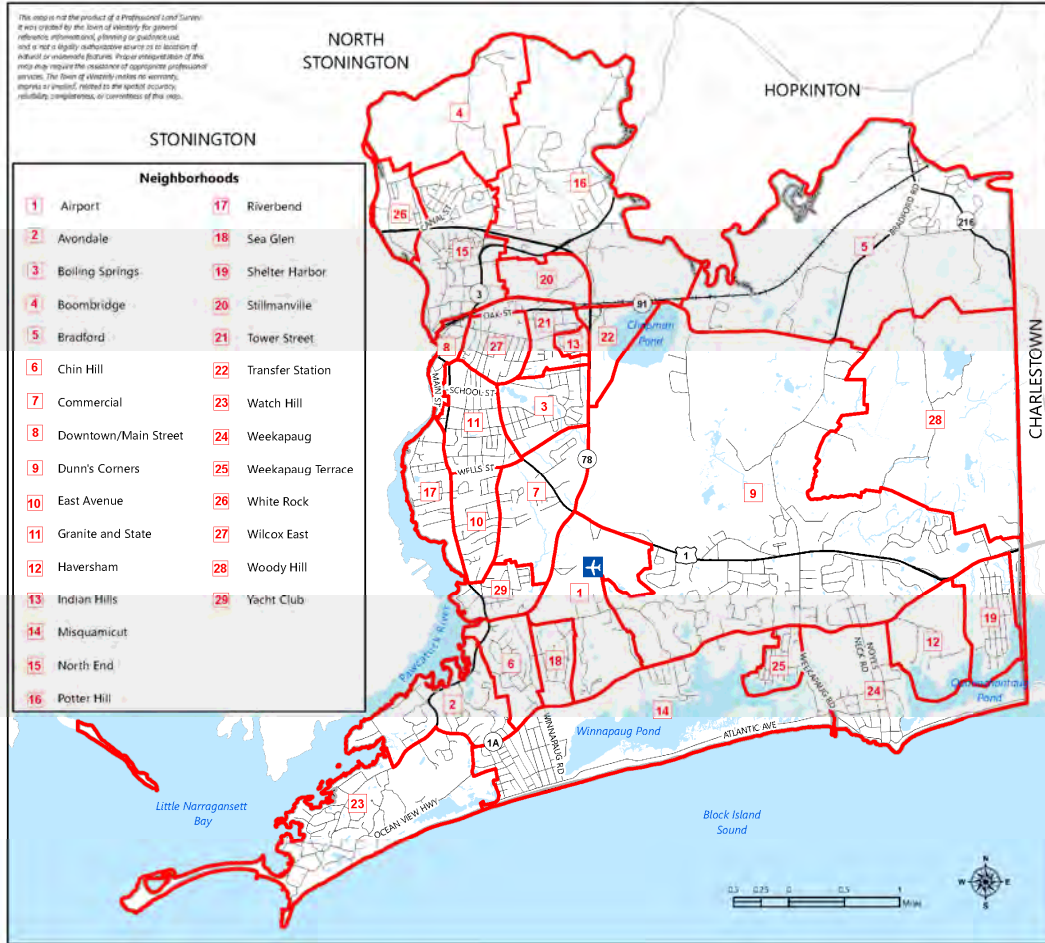
NORTH
STONINGTON

HOPKINTON

STONINGTON

Neighborhoods

- | | |
|------------------------|----------------------|
| 1 Airport | 17 Riverbend |
| 2 Avondale | 18 Sea Glen |
| 3 Boiling Springs | 19 Shelter Harbor |
| 4 Boombridge | 20 Stillmanville |
| 5 Bradford | 21 Tower Street |
| 6 Chin Hill | 22 Transfer Station |
| 7 Commercial | 23 Watch Hill |
| 8 Downtown/Main Street | 24 Weekapaug |
| 9 Dunn's Corners | 25 Weekapaug Terrace |
| 10 East Avenue | 26 White Rock |
| 11 Granite and State | 27 Wilcox East |
| 12 Haversham | 28 Woody Hill |
| 13 Indian Hills | 29 Yacht Club |
| 14 Misquamicut | |
| 15 North End | |
| 16 Potter Hill | |



**2020
Comprehensive
Plan**

*Neighborhoods
NBH-M1*

Legend

- Neighborhood Boundary
- River or Stream
- Water
- Town Boundary
- + Westerly State Airport
- Major Roads
- Minor Roads
- Railroad

April 2021



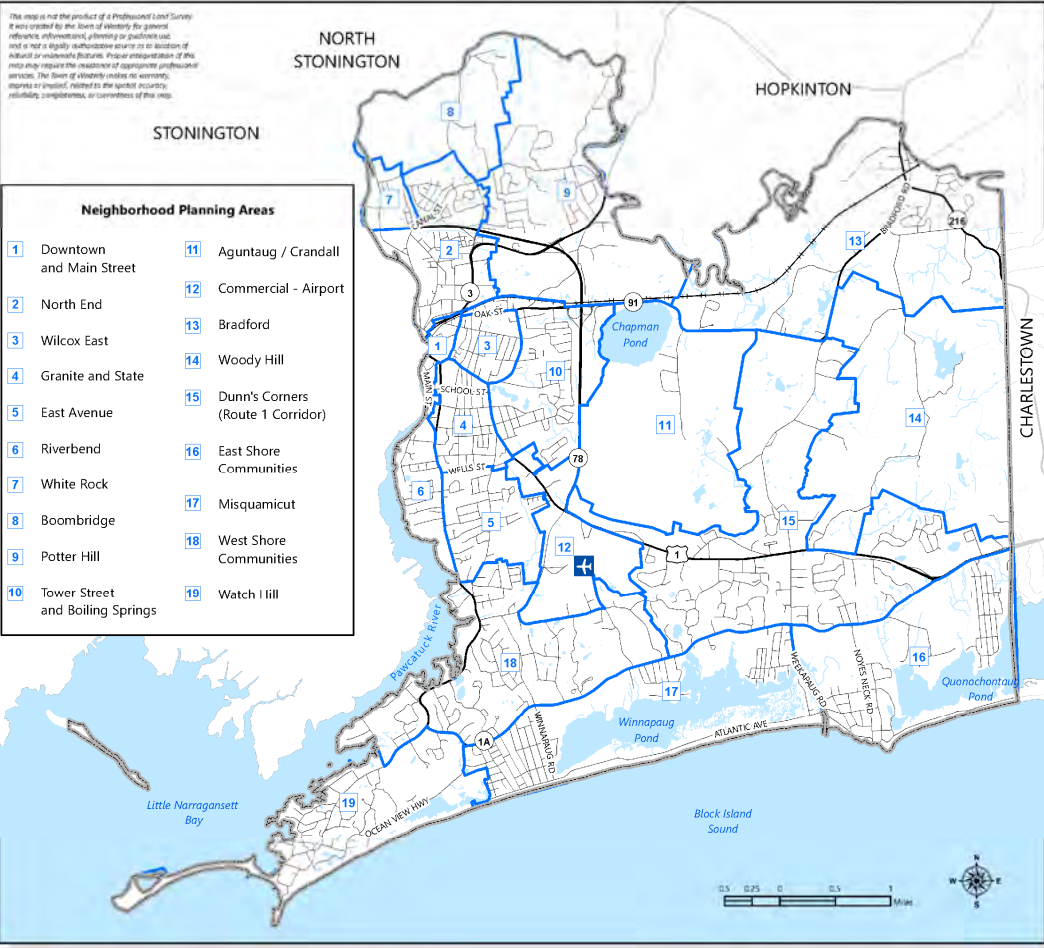
This map is not the product of a Professional Land Survey. It was created by the Town of Westerly for general reference information, planning or public use. Use of this map for any other purpose, including but not limited to legal or real estate purposes, requires the assistance of appropriate professional services. The Town of Westerly makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currency of this map.

NORTH STONINGTON
STONINGTON

HOPKINTON

CHARLESTOWN

- Neighborhood Planning Areas**
- | | |
|-------------------------------------|--------------------------------------|
| 1 Downtown and Main Street | 11 Aguntaug / Crandall |
| 2 North End | 12 Commercial - Airport |
| 3 Wilcox East | 13 Bradford |
| 4 Granite and State | 14 Woody Hill |
| 5 East Avenue | 15 Dunn's Corners (Route 1 Corridor) |
| 6 Riverbend | 16 East Shore Communities |
| 7 White Rock | 17 Misquamicut |
| 8 Boombridge | 18 West Shore Communities |
| 9 Potter Hill | 19 Watch Hill |
| 10 Tower Street and Boiling Springs | |



2020 Comprehensive Plan

Neighborhood Planning Areas NBH-M2

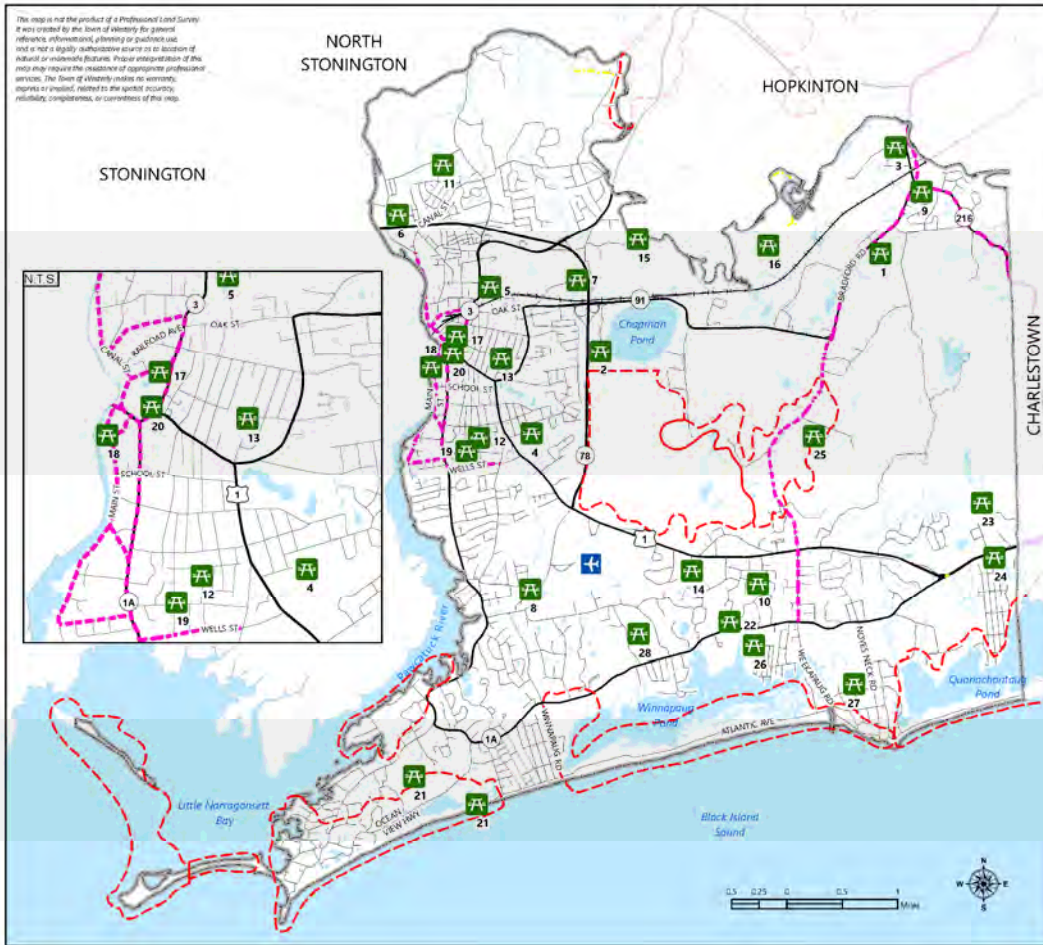
Legend

- Neighborhood Planning Area
- River or Stream
- Water
- Town Boundary
- ✈ Westerly State Airport
- Major Roads
- Minor Roads
- Railroad

April 2021



The map is not the product of a Professional Land Survey. It was created by the Town of Westerly for general reference, informational, planning or guidance use only and is legally authoritative only as to location of natural or man-made features. Proper interpretation of this map may require the assistance of appropriate professional services. The Town of Westerly makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or correctness of this map.



**2020
Comprehensive
Plan**

**Land-Based Recreation
REC-M1**

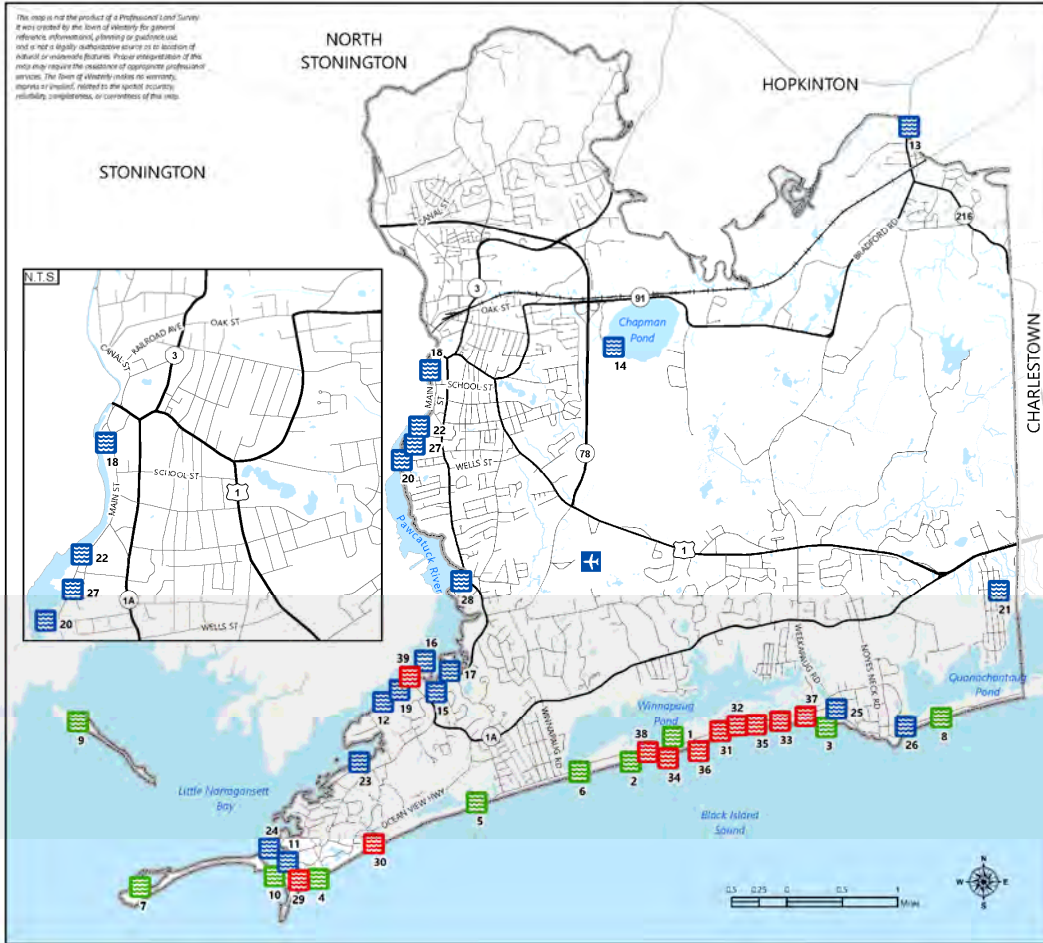
Legend

- Land-Based Recreation Site
- Scenic Road
- On-Street Bike Route
- Trail
- Scenic Area
- River or Stream
- Water
- Town Boundary
- Westerly State Airport
- Major Roads
- Minor Roads
- Railroad

April 2021



The map is not the product of a Professional Land Survey. It was created by the Town of Westerly for general reference information, planning or purchase and use or not a legally authoritative document or as a record of actual or visible features. Proper interpretation of this map may require the assistance of appropriate professional services. The Town of Westerly makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currency of the map.



**2020
Comprehensive
Plan**

*Water-Based Recreation
REC-M2*

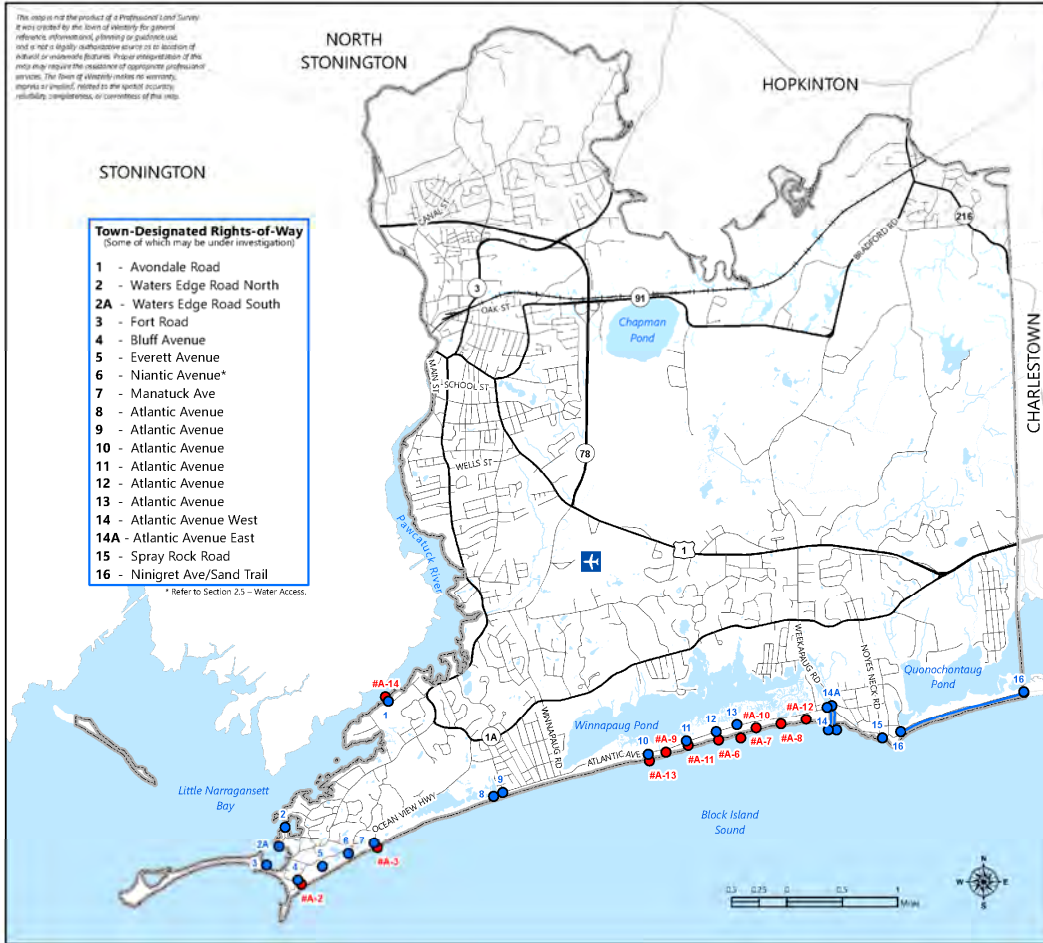
Legend

- Recreational Boating & Fishing Facility
- Publicly Accessible Water-Basted Recreation Facility
- RI CRMC-Designated Right-of-Way
- River or Stream
- Water
- Town Boundary
- Westerly State Airport
- Major Roads
- Minor Roads
- Railroad

April 2021



The map is not the product of a Professional Land Survey. It was created by the Town of Westerly for general reference information, planning or guidance use and is not a legally authoritative document. It is intended to illustrate or understand features. It is not intended to be used as a basis for any legal action. The Town of Westerly makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness or correctness of the map.



 **2020
Comprehensive
Plan**

*Westerly Harbor Management Plan
Rights of Way to the Shore
REC-M3*

Legend

- Town-Designated Right-of-Way
- RI CRMC-Designated Right-of-Way
- River or Stream
- Water
- Town Boundary
- Westerly State Airport
- Major Roads
- Minor Roads
- Railroad

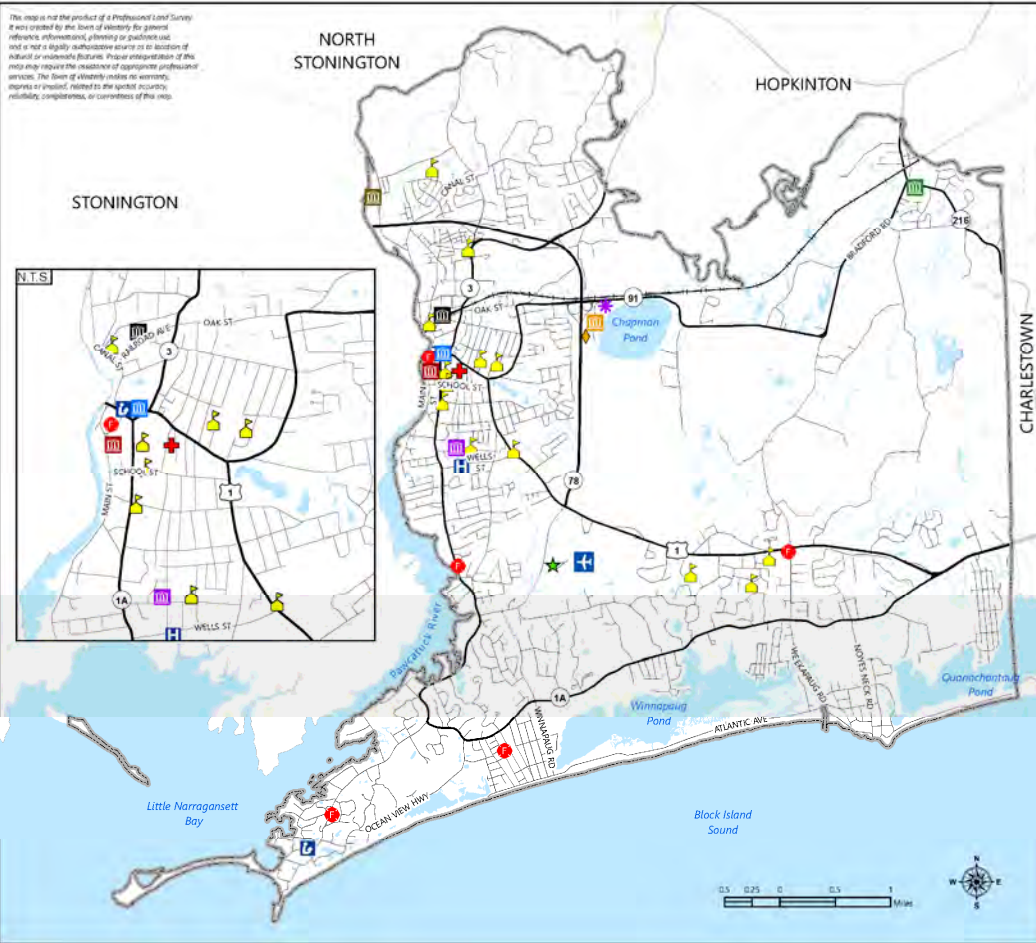
RI CRMC-Designated Rights-of-Way

- #A-2 - Bluff Avenue
- #A-3 - Manatuck Avenue
- #A-6 - Atlantic Avenue #1
- #A-7 - Atlantic Avenue #2
- #A-8 - Atlantic Avenue #4
- #A-9 - Atlantic Avenue #5
- #A-10 - Atlantic Avenue #6
- #A-11 - Atlantic Avenue #7
- #A-12 - Atlantic Avenue #8
- #A-13 - Atlantic Avenue #9
- #A-14 - Lotterville Marina

April 2021

























The map is not the product of a Professional Land Survey. It was created by the Town of Westerly for general reference, informational, planning or public use and is not a legally authoritative survey or an indication of actual or intended features. Proper interpretation of this map may require the assistance of appropriate professional services. The Town of Westerly makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currency of this map.



 **2020
Comprehensive
Plan**

**Public Facilities
SAF-M1**

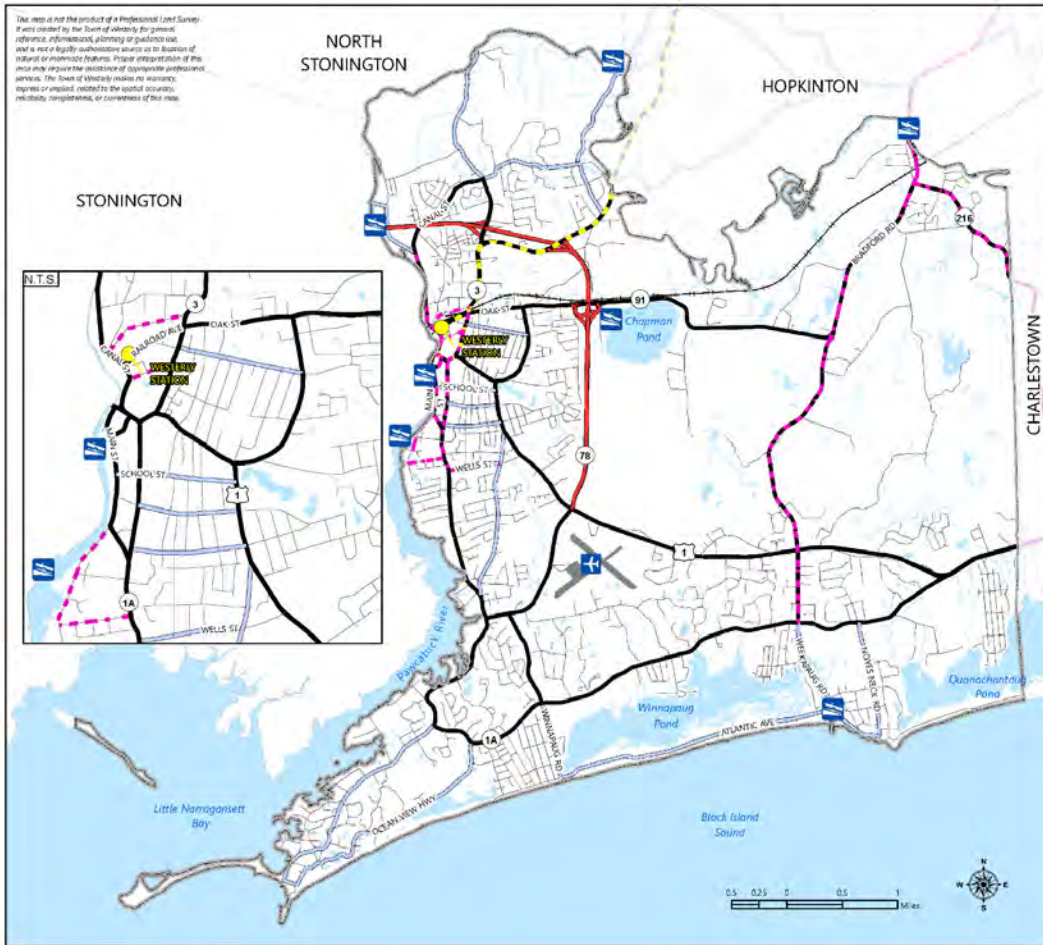
Legend


	Westerly Town Hall		River or Stream
	Recreation Department		Water
	DPW-Highways		Town Boundary
	DPW-White Rock		Westerly State Airport
	Westerly Armory		Major Roads
	Senior Center		Minor Roads
	PACE Adult Day Center		Railroad
	Library		
	School		
	Hospital		
	Fire Station		
	Police Station		
	Westerly Ambulance Corps		
	State Facility		
	Active Solid Waste Facility		

April 2021



This map is not the product of a Professional Land Survey. It was created by the Town of Westerly for general informational purposes only. It is not intended to be used as a legal document. Proper interpretation of this map may require the assistance of appropriate engineering services. The Town of Westerly makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currency of this map.



 **2020
Comprehensive
Plan**

**Transportation
TRANS-M1**

Legend

-  Westerly State Airport
-  Public Boating/Fishing Access
-  RIPTA Fixed Bus Stop
-  RIPTA Fixed Bus Route

Road Classifications

-  Interstate Highway & Expressway
-  Arterial Roadway
-  Collector Roadway
-  Local Roadway
-  Scenic Road
-  On-Street Bike Route
-  River or Stream
-  Water
-  Town Boundary
-  Railroad

April 2021

