

Town of Westerly
Rhode Island

OFFICE OF PLANNING
PLANNING BOARD



Westerly Town Hall
45 Broad Street
Westerly, RI 02891

“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.”
-Town of Westerly 2020-2040 Comprehensive Community Plan

PLANNING BOARD RECOMMENDATION

To: Christopher Duhamel & Members of the Westerly Town Council
Via: Shawn Lacey, Town Manager
From: Matthew J. O’Neil, Chair & Members of the Westerly Planning Board
Date: November 21, 2025
Subject: **Implementation of the Route One Corridor Study** | Comprehensive Plan Amendments, Zone Changes and Zoning Ordinance Amendments

Dear President Duhamel and Honorable Council Members,

At the Planning Board’s meeting on November 4, 2025, the Board began a public hearing on proposed amendments to the 2020-2040 Comprehensive Community Plan incorporating certain policy guidance and implementation strategies from the Route One Corridor Study. On November 18, the Planning Board completed its discussion and made a final recommendation to the Town Council regarding amendment of the Comprehensive Plan and both Zoning Map revisions and Zoning Ordinance Text Amendments. Board members voted unanimously in its recommendation to the Council, with Mr. O’Neil, Mr. Gagnier, Mr. Devine, Mr. Nicholas, Ms. Kellog, and Mr. Lombard voting in support of the following three motions.

MOTION 1: “The Planning Board hereby approves and recommends to the Town Council amendments to “The Town of Westerly, Rhode Island Comprehensive Community Plan 2020-2040” (the 2020 Comprehensive Plan) incorporating land use policy for the future redevelopment of the Route One Corridor. The Planning Board recommends the form and content of the Plan amendments set forth in Exhibit A.

The Comprehensive Plan Amendments include the creation of an Overlay District, certain zoning designation changes for parcels within the corridor (Table 4.5.1) and a set of Goals, Policies and Actions (Table 4.5.2) to guide corridor redevelopment, including associated Zoning Map changes and zoning ordinance text amendments.

In support of this recommendation the Planning Board finds that the amendments are consistent with the Vision for Westerly in the 2020-2040 Comprehensive Plan and implements several of the Economic Development Strategies including Action ECON 1.2.F "Support the development and implementation of a strategy for commercial corridors that clearly articulate the town's vision and attracts investors and commercial businesses to these areas." and Action ECON 1.2.G "Support the development and implementation of town ordinances to sustainably allow for the future buildout of our commercial corridors."

MOTION 2: "The Planning Board hereby approves and recommends to the Town Council the creation of the Route One Corridor Overlay District and its five (5) sub-corridors, in accordance with Exhibit A, and as expressed both zoning map and zoning text amendments set forth in Exhibit B."

MOTION 3: "The Planning Board hereby recommends to the Town Council the certain zoning designation changes for parcels within the corridor enumerated in Table 4.5.1 of the Route One Corridor amendments to the Comprehensive Plan set forth in Exhibit C."



Matthew J. O'Neil, PE
Chairman, Westerly Planning Board

Prepared by:



Nancy E. Letendre, AICP
Town Planner/Administrative Officer

ROUTE 1 CORRIDOR:

Design and Development Process Overview

Prepared for Westerly Town Council in anticipation of January ____, 2026 meeting.

Lead:

ROCC

1

Support:

**Weston &
Sampson**

Timeframe:

2022-2024

Overview:

- Town formed Route One Corridor Committee (ROCC).
- W&S conducted a study to identify development strategies that improve functionality and align with Westerly's character and charm.
- Final report provided recommendations on travel, infrastructure, aesthetics, housing, economics, and development regulation.
- R1 report informed the first draft of Comp Plan amendments.

Engagement Audiences:

- Residents, business owners, ARB, and EDC.

Deliverables:

- Westerly Route 1 Corridor Report.

Lead:

**Office of
Planning**

2

Support:

ARB

Timeframe:

2025

Overview:

- Office of Planning engaged ARB members in a series of workshops to identify design standards for sub-corridors.
- Office of Planning invited additional Town staff to participate in workshops to collect further input.
- ARB met with the Planning Board to discuss their findings and requested their assistance in advancing the process.

Engagement Audiences:

- Department of Public Works, Engineering Department, Water Department, Planning Board.

Deliverables:

- Workshop notes, graphics, and survey responses.

Lead:

**Planning
Board**

3

Support:

**Office of
Planning**

Timeframe:

2025

Overview:

- Planning Board solicited feedback from ARB and EDC through joint meetings.
- Planning Board engaged in 4 working sessions to identify individualized design and development standards for 5 sub-corridors within the proposed Route 1 Corridor Overlay District.
- Board conducted a public hearing finalizing ordinance revisions and recommendation to the Town Council.

Engagement Audiences:

- Residents, business owners, ARB, and EDC.

Deliverables:

- Comprehensive Plan Amendments + Zoning Ordinance Text Revisions + Zoning Map Changes.
-

EXHIBIT A – Comprehensive Plan Amendments

Table of Contents:

Part I. COMMUNITY LAND USE | Vision, Strategies, & Implementation

❖ Chapter 2. OVERVIEW *amended*

Section 2.8 – The Future

Section 2.9 – Long-term Priorities

❖ Chapter 3. LAND USE AND ZONING *amended*

Section 3.1 – Existing Land Use

Subsection 3.1.2 – Commercial

Section 3.3 – Existing Zoning

Subsection 3.3.2 – Commercial Zoning Districts

Section 3.6 – Future Land Use

Subsection 3.6.1 – The Future Land-Use Categories

Subsection 3.6.7 – Commercial and Industrial Development

Subsection 3.6.10 – Economic Development

Subsection 3.6.11 – Transportation, Infrastructure, and Services

❖ Chapter 4. IMPLEMENTING THE PLAN *amended*

Section 4.3 – 2020 Implementation Table *section number added*

Section 4.4 - Route One Corridor Study *section added*

Section 4.5 - Route One Corridor Implementation *section added*

Subsection 4.5.1 Overlay District.

Subsection 4.5.2 Zone Changes for Certain Parcels.

Part 1.

Section 2.8 – The Future

As stated in the preceding chapter, this Plan envisions Westerly as a safe, resilient, and compassionate community that has preserved and enhanced its quality of life, its distinctive heritage, and its extraordinary cultural and natural resources for all generations. The Plan also requires dedication to a strong, stable, equitable economy and a responsible and publicly engaged government. Looking forward to 2040 evokes an image of what the future holds.

A Vision for Westerly

- Westerly will remain a unique and special place, retaining its distinctive neighborhoods, history, traditions, and natural beauty, while growing in a way to meet its residents' needs for a vibrant place to live, raise and educate families, and work.
- Westerly will have contained sprawl, blight, sign pollution, and the development of housing and commercial space will have been thoughtfully managed to meet the needs of residents of all generations and will have promoted a prosperous economy with as little impact on the natural environment as possible.
- Downtown Westerly will be a welcoming and attractive gateway for visitors arriving by public transportation or otherwise, a premier cultural center for all, continue its legacy as an Historic District and Arts Center, and will be well-connected to all neighborhoods through its public spaces, programs, events, and services of community-wide interest.
- Westerly will have secured its water supply for the twenty-first century and carried out its extensive programs of infrastructure maintenance and revitalization, including water, sewer, and stormwater management systems, while maintaining and upgrading of town facilities in a timely fashion.
- The shoreline, Pawcatuck River, salt ponds, and greenspace will remain Westerly's trademarks, with public rights-of-way carefully managed and maintained both to ensure accessibility and to sustain their uses while preserving their health and natural beauty for future generations to enjoy.
- Westerly will have achieved a condition of economic and physical resilience to natural and man-made events.
- The Route One commercial corridor will be vibrant, distinctive, inviting, safe, and reflective of the Town's character. Route One will provide an economically diverse and sustainable mix of commercial and professional uses and a broad range of naturally occurring affordable housing options.

Section 2.9 – Long-term Priorities

Protecting Open Space, Scenic Viewscapes, and Important Land Features

Since the adoption of Westerly's Comprehensive Plan in 1992, substantial areas of open space have been acquired for preservation and recreation. Public/private and non-profit entities have been active and successful in the purchase/dedication of lands for open space and, in some cases, the purchase of development rights.

Most recently, 433 acres in Bradford, known as the Lucey properties, was acquired for passive recreation, open space, and aquifer protection. This parcel is contiguous with the state-owned Woody Hill Management Area (722 acres) and the non-profit Westerly Land Trust's Wahaneeta Preserve (84 acres), thus creating Westerly's first green belt – extending more than 12,000 contiguous acres. The Town of Westerly also purchased 41 acres on Springbrook Road within a wellhead protection area. This purchase was also associated with restrictions placed on the adjacent White Rock Quarry concerning mining practices so mining operations would not adversely affect the Town's wellheads (located near this land). This land purchase was funded through the Westerly Water Department, requiring a minor increase in town water fees.

Federal, state, and local government contributions to future acquisitions are likely to be reduced or eliminated in the current economic and political climate. Therefore, the Town, private and non-profit organizations will continue to use traditional methods of property acquisition as well as other strategies to achieve its objectives without taxpayer dollars.

Proactive approaches at the earliest stages of the regulatory process, rather than reactive responses at later time, have been valuable in achieving the Town's desired objectives.

All Town entities involved in land-use regulations and permitting will remain cognizant of newer regulatory alternatives, consider their implementation and be flexible in their use so the development authorized also protects important greenspace and greenway systems.

Long-term Priority Continued from the 2010 Comprehensive Plan

The Town of Westerly must employ and support a full array of public, charitable, private, and multi-sector strategies to acquire and/or otherwise protect areas of open space and important natural land features.

Additional Long-term Priority for 2020-2040

The Town of Westerly must promote physical resiliency by conserving areas of open space and important natural land features.

While great achievements have been made in the acquisition of open spaces and natural resource areas of significant importance, it is equally imperative that these lands are conserved for years to come. Projections have become increasingly certain that Westerly, like nearly all other coastal communities world-wide, must be prepared for sea level rise (SLR) and more frequent and intense storm events.

Westerly's salt marshes are its most productive ecological natural communities, yet as sea level rise accelerates, the salt marshes are lost. Open space must be available for salt marshes to migrate inland as sea level rises, and not just for the twenty-year term of this Plan. Maintaining undeveloped lands in their natural state will be one of the most effective actions for the Town to undertake and support over the next two decades.

Healthy Places through Greenspace Connections and a Multi-Modal Transportation Network

As noted above, while more needs to be accomplished, great strides have been achieved in the protection of open space, important land features, and public right-of-way access to both the shore and the Pawcatuck River. However, there has been little progress in access to these areas by means other than automobiles. If the last twenty years has created a culture of open space acquisition and protection, the challenge of the next twenty years is the creation of a greenspace system of connections and access other than by automobiles. Alternative multimodal transportation in the Town could include walking, biking, public transit (trains and buses), water taxis, and private boats.

The public outreach which occurred in relation to the 2010 Comprehensive Plan indicated widespread support for the creation of biking and walking trails and paths. The State of Rhode Island's initiatives to create such facilities for the East Bay and South Kingstown–Narragansett have been largely successful. While the 2010 Comprehensive Plan called for the establishment of such facilities generally, it prioritized the creation of a discrete specific scenic coastal loop. A component of this proposal is the Misquamicut multi-use path, which would connect the sidewalks on the east and west side of the state beach along the road, with opportunities for small areas to observe Winnapaug Pond and learn more about it through interpretive signage. The project is in active discussion between the Town and State agencies as of January 2020.

The Town will support quality redevelopment with consideration given to road capacity and the availability of pedestrian and bicycle amenities. In the development of this Plan, the value placed on integrating walking and biking remains-is strong, as long as public safety concerns can be met. ~~Other~~ Concepts proposed are:

- Require 'multi-modal transportation analyses' for development projects to include pedestrian, bicycle, public transportation, water access, shared motor vehicle, and private motor vehicle access.
- Pass a Complete Streets resolution, a Smart Growth policy, that directs the ~~Town's Department of Development Services~~ Planning and Engineering Departments to routinely ~~design an entire~~ include in the right of way ~~to enable~~ safe access for all users, regardless of age, ability, or mode of transportation.
- For improved travel and targeted commercial redevelopment, include language requiring access management, qualifying parking demands, and standards for parking lot design that elevate the importance of pedestrian and bicycle circulation and stormwater treatment.

Long-term Priority Continued from the 2010 Comprehensive Plan

The Town of Westerly must connect greenspace, recreational land, and commercial areas by means and methods other than automobiles.

Additional Long-term Priority for 2020-2040

The Town of Westerly will empower and improve opportunities for the public to voice their values, ideas, and concerns regarding transportation choice and the impact on health.

While Westerly continues to integrate bike lanes and sidewalks into its street system, a second focus will be on programs that provide transportation assistance to healthy food outlets, active recreation opportunities, and other social and health service agencies. Residents strongly associate themselves with the neighborhoods in which they reside. ~~Equitable access to goods and services means either~~

transportation assistance or neighborhood business development. Personal health and lifestyle habits influence where people choose to live. Neighborhood Plans will open areas within Westerly to small-scale, context-sensitive mixed-use development and recreation opportunities that support a healthy lifestyle. A plan for the Route One Corridor ensures all residents, regardless of their location, have the opportunity to access essential goods and services by accommodating pedestrian and bicycle traffic and providing opportunities for local business investment.

Achieving Excellence in Community Design

The Zoning Ordinance, adopted in 1998 to implement the 1992 Comprehensive Plan, initiated development plan review (DPR) by the Planning Board for all uses other than one- and two-family homes. It also introduced general development standards. Since then, refinements and additional provisions have been added.

In October 2006, development standards for the Shore Commercial-Watch Hill (SC-WH) zoning district elevated DPR to include context sensitive standards. The entire area of that district is within the Watch Hill Historic District listed in the NRHP. The Zoning Ordinance provides standards that are intended to reflect the character-generating elements of the historic district for the Planning Board to apply in its DPR of proposed development in Watch Hill. There are five other Westerly neighborhoods listed in the NRHP. Excellence in design requires a study of each of these areas and the development and adoption of standards for each, as was achieved in the SC-WH district.

DPR has been a very useful development tool for the Town. The Planning Board, joined by the ARB in 2010, has made effective use of DPR to initiate improved design within the public realm. Serving in an advisory capacity to the Planning Board and the Zoning Board of Review, the ARB provides comments and improvements in site design, function, and aesthetics on all commercial, industrial, institutional, and multifamily residential developments during DPR.

Currently applied on a site-by-site basis, the scope and the standards to be applied in DPR need to be revisited. As with earlier initiatives, the limits of public support and acceptance may pose a challenge. However, the character of Westerly is already substantially defined by existing structures and uses, many of which are facing challenges that require redevelopment, renovations, and revitalization. There is an opportunity for achieving more than excellence in community design.

Additional Long-term Priority for 2020-2040

The Town of Westerly will achieve excellence in community design through the application of context sensitive development standards and best practices.

Westerly's development guidelines and policy emphasis on neighborhood planning are the foundation of the Route One Corridor Plan vision for Aesthetics. The Town will address residential density and commercial redevelopment based on the unique qualities and characteristics of each planning "neighborhood" and support context-sensitive design and neighborhood-based zoning changes in a corridor/sub-corridor overlay. A determination of Comprehensive Plan consistency in any land-use decision making by the Town Council, Boards and Commissions will continue to include findings of consistency with neighborhood character.

DPR is a method to preserve the Town's natural environment, enhance its built environment, improve its visual character, and sustain a high quality of life through review of plans for new development and redevelopment of existing uses. DPR is-can be context sensitive and utilizes best practices. High standards of design, landscaping (including landscaped parking lots), improved community appearance, preservation and protection of environmental quality, buffering and screening of conflicting land uses from other land uses and from public streets, and traffic and pedestrian safety are goals to be achieved

through development plan review. The Town of Westerly is in a good position to incorporate design standards for landscape, signs, building design and location into the review process with Architectural Review Board insight.

Vital Neighborhoods

The successful revitalization of the historic Westerly downtown and the enhanced development of the Downtown Revitalization Area, which encompasses and surrounds it, will require a spirit of cooperation, creativity, and flexibility. Transforming the appearance of the commercial corridor to a distinctive, inviting, safe, commercial, professional, and residential area reflective of the Town's character will require its own study and solution.

In this Plan, the Town maintains its commitment to the revitalization of Downtown. The existing character of the Town's other constituent neighborhoods require the evaluation of each neighborhood's specific needs before redevelopment and revitalization can occur.

Long-term Priority Continued from the 2010 Comprehensive Plan

The Town of Westerly must make the Downtown, the traditional core of Westerly, the focus of its redevelopment and revitalization efforts.

Additional Long-term Priority Continued for 2020-2040

The Town of Westerly must preserve the unique character and importance of each constituent neighborhood and evaluate opportunities for redevelopment and revitalization in each.

Westerly contains six (6) neighborhoods listed in the NRHP. This Plan identifies nineteen (19) Neighborhood Planning Areas in total. Excellence in design requires a study of each of these areas and the development and adoption of standards for redevelopment and revitalization for each. The character of Westerly is already substantially defined by existing structures and uses, many of which are facing challenges that require redevelopment, renovations, and revitalization.

Recent experience should be a strong signal that Westerly officials appreciate both the values and challenges presented in neighborhood revitalization. Westerly officials will work cooperatively to achieve preservation of iconic places while using the means at their disposal to accommodate the financial challenges such undertakings present. The North End Neighborhood Revitalization Plan was designed on key planning concepts that 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.

This Plan recommends small area plans for each of the Town's neighborhoods. Small area plans cover a specific geography (neighborhood, corridor, or district) that often has a cohesive set of characteristics. The preservation of the unique character of each Neighborhood Planning Area and recognition of its distinct values requires thoughtful evaluation and community engagement to inform the Town's choices and efforts for redevelopment and revitalization.

Maintaining and Developing Exceptional Public Infrastructure

Achieving the future vision of Westerly requires that the Town maintain and further develop first-class supporting infrastructure in critical areas such as water, sewer, stormwater, and facilities. While outside of their direct control, municipal officials must also lead the coordination, planning, and

implementation of private utilities (electricity, telecommunications, gas, and alternative energy) with respect to capacity and supply, as the Town addresses its own infrastructure issues, including maintenance, repair, and replacement. This effort also requires ongoing coordination with adjoining communities. The repair and extension of public sidewalks is also essential to connecting the areas of greenspace and greenways of the Town.

The 2010 Comprehensive Plan's priority of maintaining and developing high quality infrastructure and coordination of private utilities is still relevant to this Plan. However, based on the Town's experience with natural hazards, storm surges, and future conditions anticipated to result from climate change, this priority has taken on even more significance.

Long-term Priority Revised for 2020-2040

The Town of Westerly must maintain and develop first-class supporting infrastructure that will be resilient when the community is faced with weather hazards, the effects of climate

There is an important connection between the capital improvement program (CIP) and the effective implementation of this Plan. The Town's approach to the budgeting for capital improvements, maintenance expenditures, and operating costs must be consistent with land-use policies and development needs of the community, as well as fiscally and operationally responsible.

The Westerly Planning Board has a legal responsibility to review the Town's capital improvement requests annually and meet with the Town Manager and Finance Director to review Department plans for the budgeting of both capital improvements and maintenance expenditures as outlined in each year's CIP. The Planning Board's interaction with the Finance Department and involvement in the CIP process is required for:

- Orderly and efficient provision of facilities and services through long-range capital facilities planning,
- Incorporating new technological advancements into facilities and services,
- Addressing deficiencies, if any, to accommodate desired future growth, and
- Training personnel in the skills and knowledge needed to maintain adopted level of service standards.

Risk assessment and mitigation must become a regular part of this discussion. Prioritization of action items needed to build community resilience and development of a variety of finance options to address those needs are critical steps in protecting the Town's residents and economic vitality. The Town of Westerly's participation in the State's Municipal Resilience Program, Resilient Rhody, has kicked off this initiative. This Plan requires the Town to establish a new protocol for the development of the CIP, which will allow the Town to maintain and develop first-class supporting infrastructure that is resilient.

Potable Water

The availability of a high quality and abundant municipal water supply for industrial and domestic use and fire suppression is essential. Achieving this goal requires protection of the water supply sources. Continued concentration on the maintenance and enhancement of the water distribution systems is essential. The prioritized program of assessment and replacement of the mechanical and distribution elements of the system needs to remain at the forefront. The vulnerability of the municipal water supply and private wells to climate hazards must be part of any assessment. Point source and non-point sources pollutants must be identified, and water quality issues must be reconciled. [The use of appropriate stormwater and wastewater management strategies during redevelopment of Route One will assist in protection of water quality within the Aquifer & Wellhead Protection Overlay District.](#)

Wastewater

In addition to the public health aspects of the municipal sewer system, the availability of a properly functioning system enables development to be concentrated and greenspace to be protected. For example, the amount of land preservation at Champlin Woods at Winnapaug Pond could not have been achieved without the availability of municipal sanitary sewers. If Downtown Westerly is to be a centerpiece of future development, adequate treatment capacity and transmission line integrity are necessary. Similarly, adequate sewer capacity is essential to economic development, affordable and LMI qualified housing development, redevelopment, and retrofitting of underutilized structures and property throughout the community.

For Westerly, the first step toward achieving a first-class wastewater system is two-fold: berming the existing wastewater facility to protect it from catastrophic weather events and eventual climate change and a firm commitment to eliminate the excessive stormwater and groundwater infiltration into the system. The certainty of future flooding and sea level rise makes it essential that the capacity of existing sewer treatment be evaluated to avert catastrophe. Construction of the additional components of the sewer treatment plant needed to improve its design capacity and identification of potential areas of system expansion need to be part of a periodically updated facilities plan. This plan will enable the Town to be ready to obtain any and all federal, state, and/or private funds available for such purposes. It will also allow these needs to be part of the Town's prioritized long-term capital investment program of maintenance and future expansion of the municipal sewersystem.

Stormwater

The Town of Westerly contains an aged stormwater drainage network that requires routine maintenance, repairs, and improvements. The network consists of structures, channels, underground pipes, historical stone culverts, and detention/retention basins that collect, treat, and carry stormwater runoff to various points of discharge. Due to a lack of historical mapping for the stormwater drainage network, the Town has had difficulty with maintaining the existing network and identifying areas of deficient drainage infrastructure and sources of contamination. Identifying portions of the stormwater network that are failing, insufficient, or in need of improvement will enable the Town to create a priority list and identify available funding opportunities.

An inventory and analysis of existing stormwater infrastructure and its condition will allow coordination with RIDOT involved projects for stormwater quality. Mapping of the town-wide stormwater drainage system will also create a documented inventory of drainage assets, help to provide a systemic program for routine maintenance activities, and identify areas where further investigation, repairs, or improvements are needed.

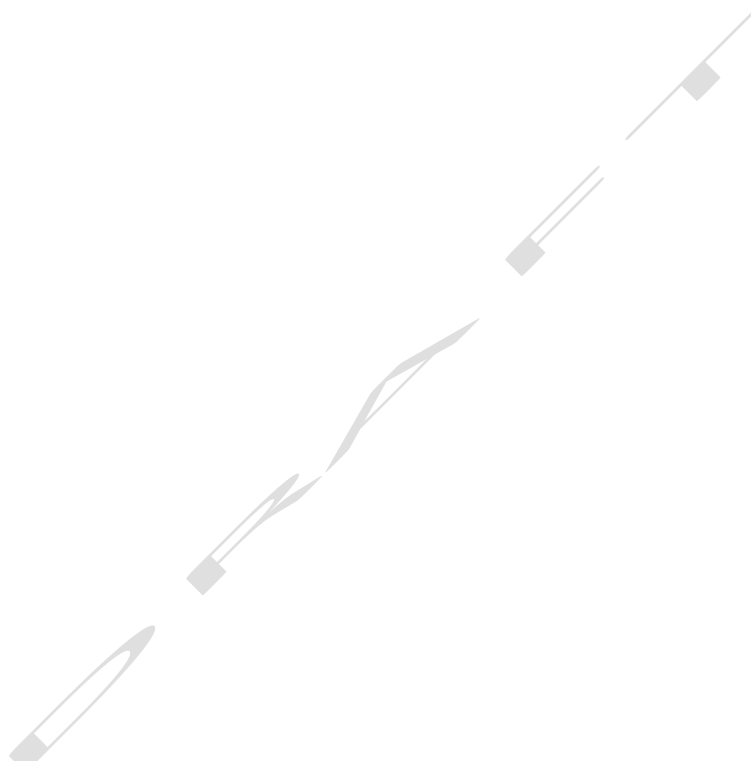
The Town also looks to improve the quality of stormwater drainage system and through the incorporation of green infrastructure best management practices for the purpose of reducing contamination from stormwater discharges to surface water to comply with State regulatory criteria. The Town will revise stormwater management and site development regulations to require green infrastructure and reduce the amount of impervious surface at existing uses and as part of redevelopment, particularly in the commercial corridors Downtown and along Route One. ~~Identifying portions of the stormwater network that are failing, insufficient, or in need of improvement will enable the Town to create a priority list and identify available funding opportunities.~~

Solid Waste Disposal

Capacity at the Rhode Island Resource Recovery Corporation (RIRRC) facility in Johnston is limited and the State encourages cities and towns to reduce waste generation and recycle more to meet its 35% recycling rate and 50% overall diversion rate goals. Because municipalities are charged by the ton to

dispose of municipal waste at the facility, reducing waste brought to the landfill saves the community money. Less waste in the landfill reduces the likelihood of environmental impacts such as groundwater contamination. Many of the everyday items that are thrown away from homes, schools, hospitals, and businesses can be recycled or reused, including product packaging, grass clippings, furniture, clothing, bottles, food scraps, newspapers, and appliances. The Town needs to reduce waste generation and increase recycling in not only municipal operations, but also among residents and businesses. Currently, the number of households that use the transfer station is not tracked and commercial and residential trash is collected in the same fashion. Hopkinton residents also utilize the Westerly transfer station. According to the [RIRRC 2019 Municipal Summary](#), the actual total solid waste received from Westerly (and Hopkinton) yielded a recycling rate of 32.1% and an overall diversion rate (all items diverted from the landfill) of 33.3% in 2019. Other services under consideration are the recycling of food scraps, composting, and new outreach programs. Westerly continues to push towards improved recycling numbers and an overall diversion rate of over 50%.

END



Section 3.1 – Existing Land Use

Subsection 3.1.2 – Commercial

Westerly has 514 acres of commercially developed land cover, or 3.2% of total land area in the Town. ~~Large-scale~~Commercial development is located along the Route One corridor predominantly in two areas:

- ~~Compact commercial development a~~Along the Route 1 corridor (Granite Street and Franklin Street) from Tower Street to Route 78 (Westerly Bypass or Veteran’s Way); and,
- Around the intersection of Route 1 (Post Road), with Dunn’s Corners-Bradford Road, and Langworthy Road.

The 2022 Route One Corridor Study (Section 4.4 herein) takes a geographic approach to addressing the varied pattern of commercial and residential development existing along the entire corridor, an approach consistent with the vision and values of this Comprehensive Plan and the neighborhood planning methodology. The Study delineates a specific Route One Corridor Overlay area segmented into sub-corridors. This geographic approach will provide customized land-use regulation for each sub-corridor based first on area characteristics (neighborhood aesthetics), second on infrastructure (its availability and sustainability) and thereafter consideration of the appropriate mix of uses. This method will provide the appropriate mix of residential and commercial development of vacant and underutilized properties throughout the corridor.

There is also a defined historic downtown bounded by the Pawcatuck River and ~~encompassing~~encompasses portions of Main-Union Street, Broad Street, High Street, Canal Street, and Railroad Avenue. This area is an architecturally and aesthetically significant downtown commercial hub. Main Street, once a center for industry along the Pawcatuck River, is a natural extension of downtown commerce and to date an untapped opportunity for economic growth. Vacant and under-utilized parcels in this corridor require a plan for sustainable future buildout.

~~Two o~~Other substantial mixed-use commercial areas exist along the shore; one is on Bay Street in the historic Watch Hill neighborhood, and the other is on ~~portions of~~ Atlantic Avenue in the coastal Misquamicut ~~neighborhood~~beach area. Smaller neighborhood scale commercial areas are scattered throughout the Town.

Vacant and under-utilized parcels within the existing Commercial Highway and General Commercial zoning districts require a plan for sustainable future buildout.

Section 3.3 – Existing Zoning

Subsection 3.3.2 – Commercial Zoning Districts

There are nine (9) commercial zoning districts that collectively occupy 3.62% of the land area within the Town of Westerly. These districts vary by types of uses permitted, lot sizes, and setback requirements and are also scattered through different areas of Town.

NB (Neighborhood Business)

The Neighborhood Business zoning district, which consists of approximately 45 acres (or less than half of one percent of the total land area within the Town), is intended for areas characterized by small retail and personal service operations adjacent to and serving one or more residential neighborhoods that are surrounded by residential areas. Properties in this district are small and the districts themselves are scattered around the Town, with most of them in the urban core.

P-15 (Professional)

The P-15 zoning district, which consists of approximately 140 acres (or less than one percent of the total land area within the Town), is intended to establish areas within which the Town encourages a concentration of professional office and related uses, as well as multi-family residential use and mixed-use developments. Property in this district often serves as a transitional area between more intensely developed commercial districts and residential districts. The Town will consider the expansion of the P-15 zoning district in lieu of certain Overlay Districts.

HC (Highway Commercial)

The HC zoning district, which consists of approximately 300 acres (or 1.5% of the total land area within the Town), is intended for areas that are primarily motor vehicle-oriented due to their location along major roadways. An objective of the 2022 Route One Corridor Study this commercial zoning category is to address existing traffic safety problems associated with excessive curb cuts and to prevent further traffic problems from occurring with future development. This district Highway Commercial is located the most predominant district along Route 1 (Franklin Street, Granite Street, and Post Road). The Town will reconsider the use of underutilized area within the HC zoning district through implementation of a Corridor Overlay District in areas along Route 1 that are served by sidewalks.

GC (General Commercial)

The GC zoning district, which consists of approximately 75 acres (or less than half of one percent of the total land area within the Town), is intended for areas of historic commercial activity outside of the Downtown and Highway Commercial districts. Development in this district is less vehicle-oriented than the Highway Commercial District and is not compatible with residential development. Minimum lot sizes are smaller than the Highway Commercial District and the Downtown Center 2 District. These areas are located throughout the Town.

***END

Section 3.6 – Future Land Use

Subsection 3.6.1 – The Future Land-Use Categories

The figure [Future Land Use \(FLU-M1\)](#), a visual **guide** to future planning. It is NOT identical to the Zoning District Map. It is a map of what the community wants to have happen, not a prediction of what will happen. The FLU-M1 brings together most, if not all, of the elements of the Comprehensive Plan, such as natural resources, economic development, housing, and resiliency. The community assesses the various scenarios and reviews the vision, goals, policies, and actions when creating the FLU-M1. The Map has been modified from the previous “FLUM” included within the 2010 Comprehensive Plan. There are both existing conditions and proposed development that have led to recommended classification changes. The specifics of the proposed changes are discussed throughout this Chapter.

Existing Zoning, illustrated by figure [Zoning \(LUZ-M2\)](#) further defines each of the land-use categories by including several corresponding districts. This material is organized in Table 4.

Table 4. Existing Zoning Districts within Future Land-Use Categories -Unaffected

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:

- 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 Route One Corridor Overlay District (Rte1 Overlay) is one example.
- 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, and P-15, and the CR zoning districts to allow mixed-use commercial are anticipated in this Plan. Mixed-use multi-family development will be considered in the implementation of the Route One Corridor Overlay District. Possible changes in residential density will be a part of the Plan's implementation and noted in Table 5 as "to be determined."

Subsection 3.6.7 – Commercial and Industrial Development

This Plan prohibits the expansion of commercial and industrial zoning districts, with the exception of the airport industrial zone, and encourages redevelopment of existing under-utilized commercial and industrial space, particularly in the Route 1 corridor. The buildout analysis estimates a total of 471,981 square feet of commercial space over 39.72 acres and 3,132,026 square feet of industrial space over 312.43 acres can be added in the Town.

Reuse and revitalization of existing commercial and industrial space as an alternative to new development is ~~one of a~~ the themes of this Plan. For example, the Plan calls for modification of zoning land-use regulations to support adaptive reuse of vacant and underutilized industrial and commercial buildings and associated areas in Town. This Plan also calls for the Town to work with existing commercial property owners in the Route 1 corridor to enhance landscaping and green space through incentives such as reductions in required parking area.

Development and commercial activity along the Route 1 corridor are different in form, scale, and function than other areas of Westerly. Businesses along the corridor serve the regions of southwest Rhode Island and southeast Connecticut. The 2022 Route One Corridor Plan recommends replacing outdated modes of development, encourages the use of land efficiently, and supports the kind of experience that Westerly residents desire. Underutilized parcels, poorly utilized parking areas, -vacant storefronts, lack of neighborhood character, and no integration of uses constrain economic growth. Through changes to zoning, the Town will provide opportunities for mixed commercial and professional services in redevelopment of Route 1.

~~The Plan envisions that Westerly's Downtown~~ will continue to be a focal point for commercial, artistic, and civic activities. Walking to and through downtown will be facilitated by providing good pedestrian connections through ~~densely built~~densely built neighborhoods and non-residential districts through public projects with a goal of having a town-wide network of connected sidewalks and trails, a portion of which will be near downtown. Efforts shall be made to revitalize the Pawcatuck River corridor to connect neighborhoods through public riverfront access and encourage investment in the community. This Plan also calls for obtaining financial support from multiple sources for the continued revitalization of Downtown Westerly (particularly the DC-I zoning district) and its surrounding areas (primarily the DC-II zoning district) and modification of land-use regulations to complement this effort. This Plan calls for the Town to promote the use of artist tax benefits and encourages cultural and performing arts as bases for economic development. This Plan recognizes the need to coordinate with the Towns of Stonington, Hopkinton, and Charlestown on issues of mutual interest, which include Pawcatuck River water quality and shared economic development initiatives such as investment in the Pawcatuck River greenway project.

Westerly has been a tourist destination for years and this Plan has several actions that will help sustain tourism-related industries. It calls for a program to proactively work with owners of existing lodging facilities to encourage rehabilitation and the updating of facilities to extend tourist use. There is also a need to evaluate the mix of accommodations in Westerly to determine whether the markets for seasonal vacationers, year-round visitors, and business travelers are being adequately served. This Plan calls for an ordinance that accommodates the needs of hospitality and tourism industry employers to provide housing for their seasonal employees while not discouraging the hiring of residents and protecting the interests of affected neighborhoods. This Plan requires review and revision of the planned resort development provision in the Westerly Zoning Ordinance as a strategy to promote longer stays by visitors while limiting impact on local neighborhoods. No changes to the existing industrial zones are proposed in the Plan except to encourage revitalization and reuse of existing industrial space.

Subsection 3.6.10 – Economic Development

Westerly is home to more than 1,500 businesses that operate within nearly all industries and sectors of the regional and national economy. The local business community has a well-documented history of activism and ensuring the vitality of small businesses. While welcoming regional chains and national franchises, Westerly – through the Town's EDC, the Ocean Community Chamber of Commerce, business associations, and individual companies – has always valued small businesses as the primary engine for employment and economic growth.

This Plan remains committed to ensuring the vitality of commercial assets throughout the community. Following its adoption, the Town will undertake numerous regulatory improvements to modernize the permitting of redevelopment and revitalization efforts. Simultaneously, municipal staff, working with the same partners noted above, will begin working to enhance ~~its~~its sense of place and quality of life – investments that will attract new clients, new potential employees, and new connections. This Plan anticipates regulatory reform, incentives, and other tools to create the appropriate conditions for ~~equitable, stable~~robust economic activity.

~~While respecting its natural environment and recognizing that Westerly must be a regional leader in resiliency due to its unique geographic location, the Town will also continue to promote its beaches, open spaces, and historic places to residents and visitors alike.~~

Subsection 3.6.11 – Transportation, Infrastructure, and Services

Since future land use is necessarily linked to transportation, infrastructure, and services, major actions in this Plan related to these issues are briefly included here for completeness.

- An important set of recommendations in this Plan relate to improving the area around the train station and increasing its use. This Plan specifies evaluating parking, safe access, and redevelopment planning at and near the railroad station. This Plan also calls for increased use of Westerly Station, which could improve rail connections for visitors and residents.
- Regarding infrastructure, this Plan asks the Town to pursue all available state and federal funding opportunities to improve the Wastewater Treatment Facility (WWTF) capacity consistent within its existing design and secure this system's longevity through resiliency planning. Within current capacity, this Plan specifies that any expansion of sewer service should be carefully prioritized based on environmental protection and economic development.
- The Town has made significant improvements to the water distribution system in recent years; however, there is still a need to improve the security of the water system.
- This Plan also ~~supports continuation of the~~suggests consideration of a "complete streets" program to meet other infrastructure needs, such as roadway maintenance sharing, sidewalk replacement, and low impact stormwater control to be phased in through future pavement resurfacing and road reconstruction projects.
- The Town Route One Corridor Study suggests an inventory and analysis of existing conditions of stormwater in the Corridor and coordination with RIDOT to either disconnect RIDOT infrastructure or pretreat stormwater prior to conveyance.
- Westerly residents have funded the construction of a new middle school and renovated the high school. The school facilities plan provides a program for elementary school improvements – an ongoing discussion. The importance of a strong school system to the Town is recognized in this Plan.
- Throughout its transportation system and within its infrastructure and services, there is an increasing importance for the Town to promote the use and consumption of renewable, rather than finite, energy sources. This Plan seeks to continue improvements by the Town while also calling for a review of ordinances to reflect advances in energy use available to residents and businesses and alleviate potentially burdensome regulations.
- Although the Town of Westerly fulfilled its statutory obligation to control hazards to aviation in the vicinity of the Westerly State Airport (WST), the struggle to define a long-term plan for WST persists. This Plan seeks a dialogue with the FAA, Rhode Island Airport Corporation (RIAC), and elected State officials on the role of WST in Westerly and requires adequate and appropriate public involvement as part of future planning for WST.

END

Chapter 4. IMPLEMENTING THE PLAN

Section 4.3 – 2020 Implementation Table

Section 4.4 - Route One Corridor Study

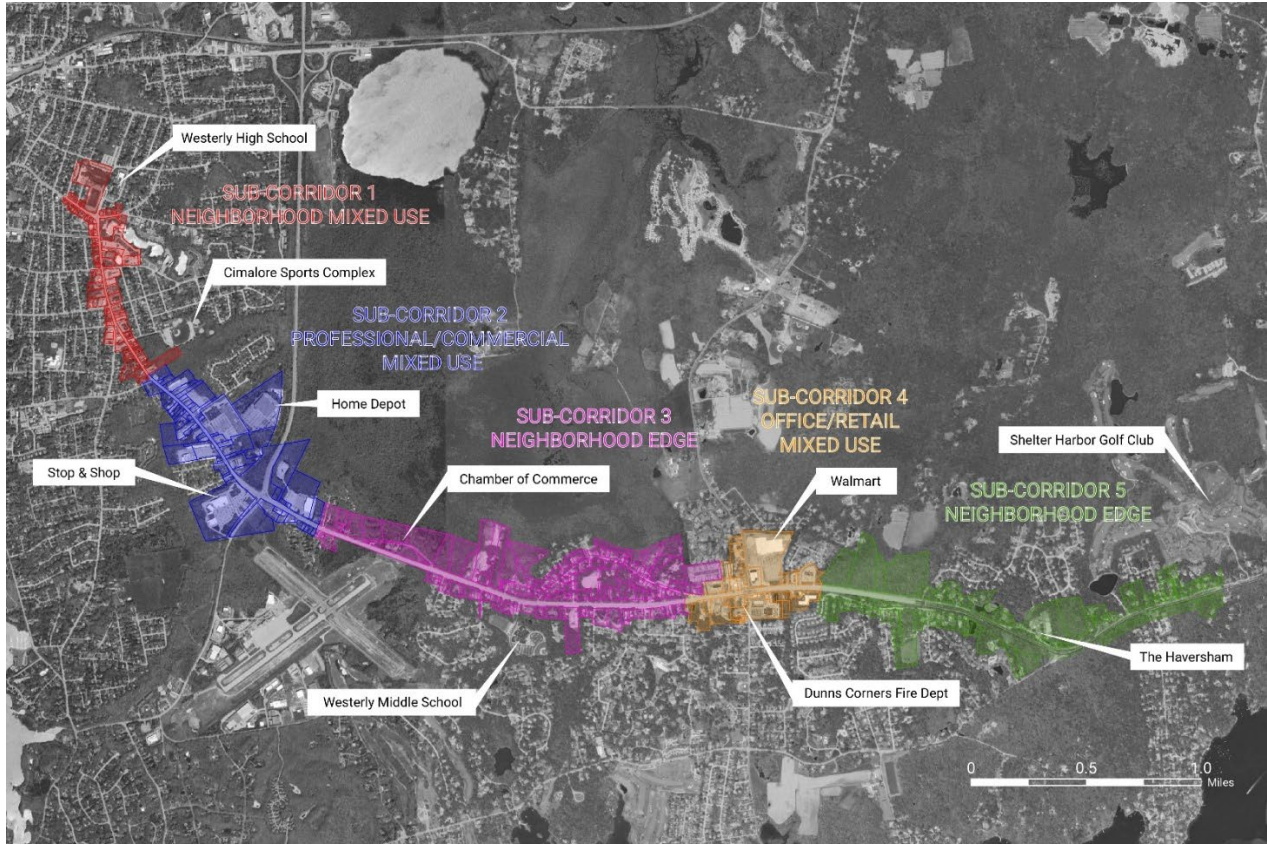
In alignment with the vision for Westerly, the Comprehensive Plan prioritizes several economic development initiatives including the transformation of commercial corridors into “distinctive, inviting, safe, commercial, professional, and residential areas reflective of the Town’s character”. This commitment has led to the Route One Corridor Study and supplemental advisory board efforts for further articulating the Town’s vision for Route One. These efforts are now culminating in the adoption of the Route One Overlay District zoning.

The Town of Westerly (the Town) contracted Weston & Sampson for a study of the Route One commercial corridor in 2021. The study identified strategies to encourage the type of development the Town and community would like to see along Route One, consistent with the goals of this Comprehensive Plan. The Route One Corridor Plan compiles new analysis by Weston & Sampson and RKG Associates conducted as part of the project with historical work that has been done previously by various parties. The result is a cohesive, implementable strategy for Route One that can guide Town departments, the Planning Board, the Economic Development Commission, private property owners and investors, and state agencies in redevelopment. The overall project consisted of existing conditions assessment, public and stakeholder engagement, and a final report providing a full analysis of site conditions and implementable strategies.

The Corridor Study was completed in August of 2022 and reviewed with the Town Council in the spring of 2023. It was then referred to the Planning Board. In FY 2023-2024, the Planning Board reviewed and recommended certain amendments to the Comprehensive Plan intended to incorporate existing conditions assessment and the concepts of the Route One Study. These were presented to the Town Council on February 20, 2024. Though progress slowed in 2024, in 2025, staff and board members advanced the findings of the Route One Corridor Study, choosing to focus on issues of building design, landscape, streetscape, mapping, zoning provisions and sub-corridor planning for the Route One Corridor.

The Planning Board sought input from the Architectural Review Board (ARB) and the Economic Development Commission (EDC) in further collaboration on the Comprehensive Plan amendments. The Planning Board met with the ARB and the EDC through a series of work sessions to review recommendations on policy and design guidance. The collaboration helped reach consensus on descriptive and regulatory recommendations for the Route One Corridor. These outcomes informed the draft amendments to the Comprehensive Plan and provided the foundation for implementing changes through zoning ordinance provisions, design review criteria, and potential zoning district and use adjustments. The Planning Board completed this collaboration with a joint meeting in October of 2025 prior to making the final recommendations to the Town Council later that month.

The Town Council adopted amendments to the Comprehensive Plan codifying many of the goals & policies of the Route One Corridor Study on [month, day] 2026. These amendments include text amendments and adding action items for implementation with the adoption of Table 4-5. District



Section 4.5 - Route One Corridor Implementation

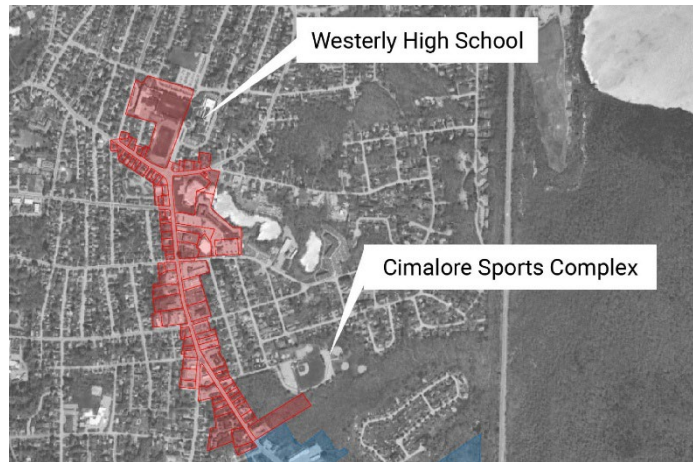
A schedule for preparation, discussion and adoption of zoning changes are explained in Table 4-5. Selectively taken from Table 4-2 of the Corridor Study titled "Implementation Table", the Goals and Action items were reviewed by the Town Staff, Planning Board and EDC and Town Council prior to adoption. Recommendations were made for the incorporation of specific actions in the Route One Study to be undertaken to achieve the goals and objectives of the Comprehensive Plan. The implementation program in this Table is based on the establishment of goals for specific purposes (e.g., Roadway and Traffic Flow) and a schedule of municipal actions required to achieve the Town's vision for Route One. Table 4-5.1 is a record of parcels that are rezoned. Table 4.5.2 assigns each ACTION item with a similar implementation horizon, responsible party, and supportive partners that are used in Section 4.3 Implementation Table.

Section 4.5.1 Overlay District. Implementation will begin with the adoption of a new Zoning Overlay District title "Route One Corridor Overlay" (Rte1 Overlay) and five (5) sub-corridor divisions based on present and future use.

- 1. Sub-Corridor 1 – Neighborhood Mixed Use**
- Sub-Corridor 2 – Professional/Commercial Mixed Use**
- Sub-Corridor 3 – Neighborhood Edge**
- Sub-Corridor 4 – Office/Retail Mixed Use**
- Sub-Corridor 5 – Neighborhood Edge**

Sub-corridor 1. Neighborhood Mixed Use

- From Vose Street at Granite Street to the Wells Street intersection with Franklin Street. (86 parcels). Primarily composed of compact commercial development with residential development interspersed, sub-corridor 1 is a densely developed mixed-use environment. This sub-corridor serves as the connection to and from Historic Downtown Westerly, allowing residents to the north and south access,—by vehicle, bicycle and on foot,—to local goods and services. , †The roadway is relatively narrow with and has sidewalks on both sides of the right-of-way, and several traffic lights and crosswalks.



Sub-corridor 1 is a vibrant mixed-use neighborhood because of its compact commercial and professional services, high density residential neighborhoods, and the efficient use of land. Use of these parcels will continue to remain consistent with that permitted in the underlying zone, plus multi-family residential up to 4 units per building. Commercial development shall remain compact with limited surface parking, which could limit commercial tenant options.



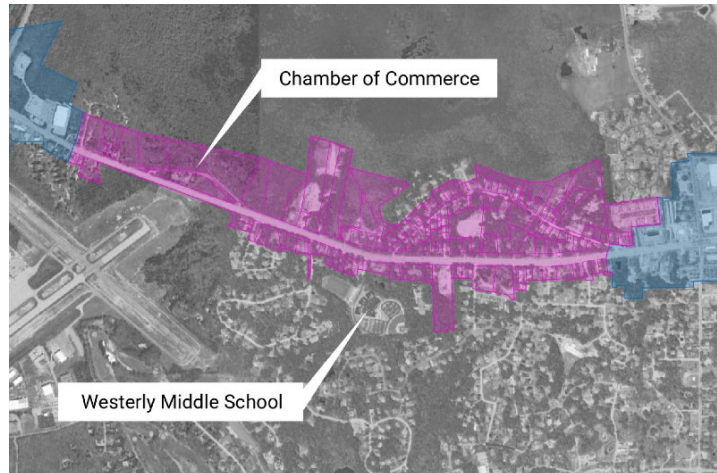
Sub-corridor 2. Commercial /Professional Mixed-Use

- From Wells Street to 1000 feet West of Chamber Way. (62 parcels). Travel in this portion of the corridor is automobile dependent. The western end near Wells Street is more compactly developed than the parcels closer to the signaled intersection at Route 78 bypass. The roadway abruptly widens as traffic approaches Route 78 and travel speeds increase slightly. Beyond this main intersection, travel speeds increase quickly.

Primarily zoned Highway Commercial (HC) Sub-corridor 2 contains a mix of styles and sizes of commercial development which provide needed commercial, and professional, goods and services to the region. There are several strip plazas as well as separate retail and office establishments. Large general merchandise retailers with oversized parking areas and insufficient landscaping and architectural design create a less than welcoming atmosphere. Use of these parcels will continue to remain consistent with uses permitted in the underlying zone. New zoning provisions shall encourage a mix of uses on a single parcel or adjoining parcels, that may include residential with commercial and professional services.

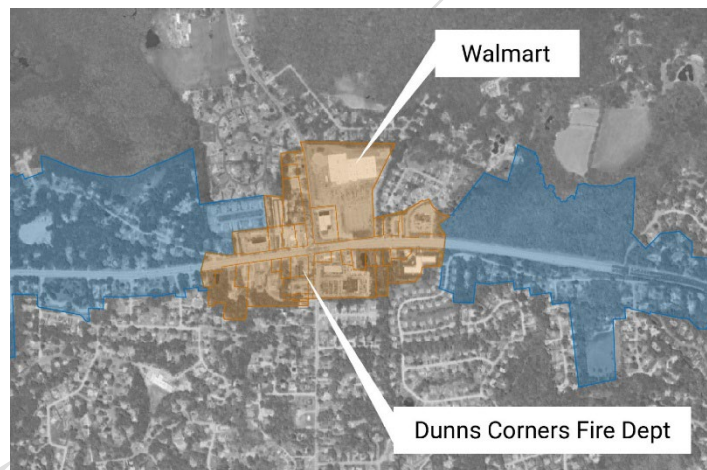
Sub-corridor 3. Neighborhood Edge -

From 1000 feet West of Chamber Way to Spinnaker Landing and includes Old Post Road. (141 parcels) Sub-corridor 3 consists of primarily residential development (both year-round and seasonal) of a medium density with five (5) motel/seasonal housing sites and an assisted living facility. This sub-corridor will remain zoned residential. With public water available, further residential development (e.g. infill, ADU, cottage and two-family dwellings) can be anticipated with OWTS provided. An open area meant solely for landscape and driveway access is consistent along the entire stretch of this sub-corridor providing a natural buffer between homes and the traffic.



Sub-Corridor 4. Office/Retail Mixed Use -

From Spinnaker Landing to approximately 500 feet east of South Woody Hill Road. (33 parcels) Consisting of primarily large-scale office and commercial uses with other small businesses, parcels in this sub-corridor are all zoned Highway Commercial (HC) with only two exceptions, zoned General Commercial (GC). Travel in this portion of the corridor is automobile dependent and there are no public utilities available. Use of these parcels will continue as primarily commercial. New development shall encourage a mix of office and retail uses on a single parcel or adjoining parcels, that provide for a variety of activity, goods and services throughout sub-corridor 4.



Sub-corridor 5: Neighborhood Edge. From approximately 500 hundred feet east of South Woody Hill Road to the town line with Charlestown. (86 parcels) Sub-corridor 5 consists of primarily residential development (both year-round and seasonal) of a medium density, yet few residences actually front on the Corridor. The majority are within small side streets or neighborhoods that gain access from the Corridor. The zoning designation of this area will remain residential. Freshwater and forested wetlands in close proximity to Post Road naturally limit further development. Improvements to the right-of-way would preserve the existing natural buffer along the wide shoulders.



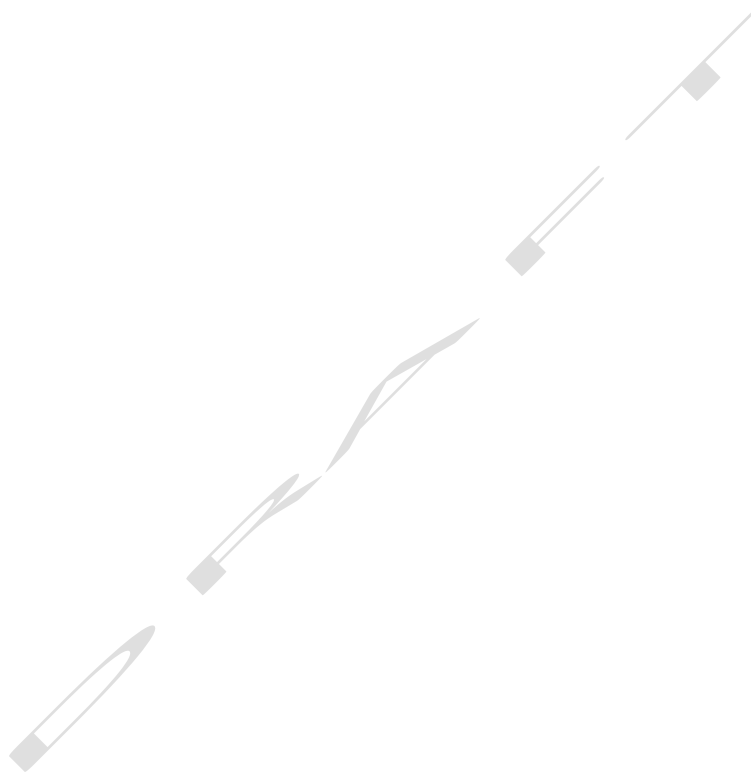
Section 4.5.1 Zone Changes for Certain Parcels.

Table 4.5.1 Is a List of specific parcels within Sub-corridor 1 and Sub-corridor 2 which have been rezoned as part of the Overlay adoption process. The few changes in zoning district designation have been selected to allow for a mix of uses within the Corridor consistent with Sub-corridor 1 and 2 characteristics and infrastructure capacity.

| | <u>PLAT, LOT</u> | <u>PARCEL ADDRESS</u> | <u>ZONE CHANGE</u> | <u>REMAINS</u> |
|------------------------|------------------|------------------------|-------------------------------------------|----------------|
| <u>Sub-corridor 1.</u> | | | | |
| <u>1</u> | <u>67-159</u> | <u>75 GRANITE ST</u> | <u>REMOVE from GRANITE STREET OVERLAY</u> | <u>P-15</u> |
| <u>2</u> | <u>67-156</u> | <u>83 GRANITE ST</u> | | <u>P-15</u> |
| <u>3</u> | <u>67-158</u> | <u>79 GRANITE ST</u> | | <u>P-15</u> |
| <u>4</u> | <u>67-157</u> | <u>81 GRANITE ST</u> | | <u>P-15</u> |
| <u>5</u> | <u>67-220</u> | <u>85 GRANITE ST</u> | | <u>HC</u> |
| <u>6</u> | <u>67-239</u> | <u>6 TOWER ST</u> | <u>CHANGE FROM NB TO HDR-6</u> | |
| <u>7</u> | <u>67-240A</u> | <u>10 TOWER ST</u> | | |
| <u>8</u> | <u>67-240</u> | <u>12 TOWER ST</u> | | |
| <u>9</u> | <u>67-241</u> | <u>14 TOWER ST</u> | | |
| <u>10</u> | <u>67-205</u> | <u>125 GRANITE ST</u> | <u>CHANGE FROM HC TO P-15</u> | |
| <u>11</u> | <u>67-206</u> | <u>123 GRANITE ST</u> | | |
| <u>12</u> | <u>67-207</u> | <u>121 GRANITE ST</u> | | |
| <u>13</u> | <u>67-208</u> | <u>119 GRANITE ST</u> | | |
| <u>14</u> | <u>67-209</u> | <u>117 GRANITE ST</u> | | |
| <u>15</u> | <u>67-210</u> | <u>115 GRANITE ST</u> | | |
| <u>16</u> | <u>67-211</u> | <u>111 GRANITE ST</u> | | |
| <u>17</u> | <u>67-212</u> | <u>109 GRANITE ST</u> | | |
| <u>18</u> | <u>67-213</u> | <u>73 SCHOOL ST</u> | | |
| <u>Sub-corridor 2.</u> | | | | |
| <u>19</u> | <u>98-48</u> | <u>131 FRANKLIN ST</u> | <u>CHANGE FROM GC TO HC</u> | |
| <u>20</u> | <u>98-10</u> | <u>137 FRANKLIN ST</u> | | |

Table 4.5.2 R1C Implementation. Next page

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| CORRIDOR OVERLAY DISTRICT | SEQUENCE | ACTION LEAD | SUPPORT | MEASURE OF SUCCESS |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|---------------------------------------------------------------------|--------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Develop a Corridor Overlay District within the zoning ordinance and apply it to the Route One Corridor project area identified in the Corridor Plan. Remove the Bed and Breakfast Overlay from the Route One Corridor project area. Remove the Granite Street Overlay as needed.</p> <p>Rezone specific parcels to allow a mix of uses within the Corridor consistent with Sub-corridor characteristics and infrastructure capacity.</p> | <ul style="list-style-type: none"> • Short term | <ul style="list-style-type: none"> • Planning Office | <ul style="list-style-type: none"> • Planning Board • Town Council | <ul style="list-style-type: none"> • FLUM includes Rte 1 Corridor Overlay • Zoning Overlay codified • Promulgation of amendments |
| <p>Establish Sub-corridor zoning provisions to protect the existing stretches of single-family detached residential homes from commercial encroachment and encourage additional residential development.</p> <p>Amend Corridor zoning to provide an appropriate mix of uses and to allow mixed-use redevelopment to take on various forms.</p> <p>Amend Corridor zoning to allow increased residential density within the Corridor consistent with Sub-corridor characteristics and infrastructure capacity.</p> <p>Revise zoning ordinance regulations to allow residential units designed in 2- to 4-unit structures consistent with sub-corridor characteristics.</p> <p>Establish design districts along the Corridor with accompanying design guidelines, creating clear expectations for developers and a standard against which to judge proposed projects.</p> | <ul style="list-style-type: none"> • Short term | <ul style="list-style-type: none"> • Planning Office | <ul style="list-style-type: none"> • Planning Board • Town Council | <ul style="list-style-type: none"> • Promulgation of amendments • Codification of Sub-corridor, use and design standards |

| TRAVEL IN THE CORRIDOR | | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| GOAL 1. Travel through the Corridor will flow logically without delay. | | | | |
| Roadway and Traffic Flow; Traffic Signals and Signs; Pedestrian Access; Bicycle Access; ADA | | | | |
| Policy 1: Establish a safe and convenient experience for pedestrians, cyclists, motorists, and passengers. | | | | |
| ROAD SAFETY STUDIES | SEQUENCE | ACTION LEAD | SUPPORT | MEASURE OF SUCCESS |
| <p>In coordination with RIDOT, implement the Safety Action Plan related to safety and roadway conditions within and adjacent to Route One Corridor.</p> <p>Work with RIDOT as part of a Road Safety Audit to inventory traffic signals, regulatory signs and pavement markings, ensure these meet state standards and MUTCD, are properly located and in good condition, and are consistent throughout the Corridor.</p> <p>Work with RIDOT to conduct a bicycle and pedestrian safety audit to determine deficiencies using the FHWA <i>Pedestrian and Bicyclist Road Safety Audit (RSA) Guide</i> and Prompt List.</p> | <ul style="list-style-type: none"> • Short term • Ongoing | <ul style="list-style-type: none"> • Town Manager | <ul style="list-style-type: none"> • Engineering • Highways • Planning | <ul style="list-style-type: none"> • Obtain RIDOT collaboration • Number of actionable improvements suggested |
| <p>Work with RIDOT to determine possible funding sources and schedules to implement proposed improvements determined from the RSA evaluation.</p> <p>Collaborate with RIDOT on priority short- and long-term improvements and schedule construction within the State Transportation Improvement Program (STIP).</p> | <ul style="list-style-type: none"> • Short Term • On-going | <ul style="list-style-type: none"> • Town Manager | <ul style="list-style-type: none"> • Town Council • Highways | <ul style="list-style-type: none"> • List of funding sources • Comprehensive funding plan with sequence of fund-raising actions |
| Route One Right-of-Way Improvements | SEQUENCE | ACTION LEAD | SUPPORT | MEASURE OF SUCCESS |
| <p>Identify gaps in the sidewalk network and work with RIDOT to plan for and install sidewalks in critical locations to provide continuous and safe pedestrian access through the Corridor.</p> <p>Identify sidewalk areas where ADA required provisions (such as sidewalk width (minimum of a 4-foot clearance), curb ramps, and truncated domes are lacking and coordinate with RIDOT to upgrade these areas to bring them into compliance.</p> <p>Coordinate with RIDOT to remove obstacles (such as sign poles, mailboxes, and other semi-permanent objects) from existing sidewalks improving pedestrian and ADA accessibility.</p> <p>Map any shared use or bicycle lanes, markings, and other amenities and ensure such information is available to the public and up to date.</p> | <ul style="list-style-type: none"> • Medium Term • Depending on funding opportunities, priorities, and STIP 2026-2028 | <ul style="list-style-type: none"> • Town Manager | <ul style="list-style-type: none"> • Town Council • Highway • Utilities • Engineering | <ul style="list-style-type: none"> • Priority list of identified gaps in the pedestrian network; ADA issues. • Number of curb cuts, sidewalk obstacles removed. • Length of granite curbing restored • Number of retrofits completed • Number of pedestrian gaps addressed, and ADA issues addressed • Map of bicycle lanes and amenities posted to the Town's website |

| | | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>During roadway improvements encourage RIDOT to remove wide curb cuts, closing sections, establish and maintain suitable curb reveal to create defined ingress and egress points.</p> | | | | <ul style="list-style-type: none"> • Bicycle lanes and bike racks are included in the annual Westerly Discovery Map. |
| <p>Design and arrange wayfinding signage and traffic signals throughout the Corridor so that they are easy to read and follow.</p> <p>Develop local support for applying Complete Street principles to the Route One Corridor. Consider a complete streets program for Route One, to include</p> <ul style="list-style-type: none"> • a bicycle lane feasibility study along the Corridor to determine the appropriateness and feasibility of providing bicycle access and amenities • to be phased in through future pavement resurfacing and road reconstruction projects and provide for long-term and continued reinvestment. | <ul style="list-style-type: none"> • Short Term • Medium term • Depending on Funding • Seek TA Grant | <ul style="list-style-type: none"> • Planning Office • Planning Board | <ul style="list-style-type: none"> • ARB • Town Council | <ul style="list-style-type: none"> • Establishment of Complete Street principles • Program Analysis and Report • Phasing organized with RIDOT STIP • Capital budgeting in place |

| Policy 3: Provide well-designed and pleasant off-street areas for parking, internal circulation, and walking. | | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|---------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Zoning and Regulation Amendments | SEQUENCE | ACTION LEAD | SUPPORT | MEASURE OF SUCCESS |
| <p>Adopt requirements for cross access easements between properties for new developments or redevelopment sites to promote good access management techniques and reduce curb cuts on Route One.</p> <p>Adopt requirements for access to side streets from properties for new developments or redevelopment sites to promote good access management and divert traffic to existing or proposed signalized intersections.</p> | <ul style="list-style-type: none"> • Medium term | <ul style="list-style-type: none"> • Planning Office | <ul style="list-style-type: none"> • Highways • Engineering • Planning Board • Town Council | <ul style="list-style-type: none"> • Technical assistance program to promote access • Streamlined permitting process in place • Number of underutilized spaces converted |
| <p>Amend the zoning ordinance off-street parking regulations to reflect parking maximums instead of minimum requirements and codify use of parking-demand studies to reduce parking spaces allowed.</p> <p>Authorize shared parking arrangements and EV charging stations to provide adequate parking for small businesses and better utilization of parking lots.</p> <p>Amend the zoning ordinance to require more robust use of landscape in the off-street parking regulations including, but not limited to, required buffers, berms, plant material, shade cover and interior landscape requirements.</p> | <ul style="list-style-type: none"> • Short Term | <ul style="list-style-type: none"> • Planning Office | <ul style="list-style-type: none"> • Highways • Engineering • Planning Board • Town Council | <ul style="list-style-type: none"> • Technical assistance program to promote shared parking & EV charging • Streamlined permitting process in place • Number of underutilized spaces converted |
| <p>Provide for a condensed review process for the updating of existing parking areas to meet performance standards and sites where existing underutilized parking areas are proposed to be converted to occupied commercial space.</p> <p>Amend the site planning processes to require improved pedestrian access and amenities such as seating and bicycle access and amenities such as bike racks whenever businesses are updating or redeveloping and new development projects.</p> | <ul style="list-style-type: none"> • Short Term | <ul style="list-style-type: none"> • Planning Office | <ul style="list-style-type: none"> • Highways • Engineering • Planning Board • Town Council | <ul style="list-style-type: none"> • Integrate improved pedestrian and bicycle access with redevelopment • Linear feet of improved access • Number of pedestrian and bicycle amenities. |

| INFRASTRUCTURE IN THE CORRIDOR | | | | |
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| <i>GOAL 1: Environmental resources in the Corridor are protected from contamination through best-available water quality controls and stormwater management.</i> | | | | |
| Stormwater & Potable Water Supplies | | | | |
| <i>Policy: Require green infrastructure and reduction in impervious surface throughout the corridor.</i> | | | | |
| Route One Stormwater Improvements | SEQUENCE | ACTION LEAD | SUPPORT | MEASURE OF SUCCESS |
| Coordinating with RIDOT on an inventory and analysis of existing stormwater in the Corridor and opportunities identified to either disconnect RIDOT infrastructure or pretreat stormwater prior to conveyance. | <ul style="list-style-type: none"> • Medium term • Coordinate with SRICD and RIDOT process. | <ul style="list-style-type: none"> • Planning Office | <ul style="list-style-type: none"> • Highways • Engineering • Planning Board • Town Council | <ul style="list-style-type: none"> • Completed analysis • The amount of RIDOT property disconnected • The number of pretreatment facilities added to the stormwater conveyance system |
| Analyze the potential value of developing a public or private stormwater utility. | <ul style="list-style-type: none"> • Medium Term | <ul style="list-style-type: none"> • Town Manager | <ul style="list-style-type: none"> • Jacobs • Utilities | <ul style="list-style-type: none"> • Completion of a feasibility study |
| Revise stormwater management and site development regulations to require green infrastructure and reduce the amount of impervious surface in all new private and public projects. | <ul style="list-style-type: none"> • Short Term • Coordinate with LID changes | <ul style="list-style-type: none"> • Planning Office | <ul style="list-style-type: none"> • Consultant • Planning Board | <ul style="list-style-type: none"> • Promulgation of amendments |
| Implement a program for green infrastructure and reduction in the amount of impervious surface at existing uses and as part of redevelopment. | <ul style="list-style-type: none"> • Medium Term | <ul style="list-style-type: none"> • Planning Office | <ul style="list-style-type: none"> • Town Manager • Town Council | <ul style="list-style-type: none"> • Establishment of program |
| Stormwater Funding | SEQUENCE | ACTION LEAD | SUPPORT | MEASURE OF SUCCESS |
| Develop a database of grant funding options for planning, design and construction of green infrastructure and publish it on the Town website. | <ul style="list-style-type: none"> • Ongoing | <ul style="list-style-type: none"> • Engineering Office | <ul style="list-style-type: none"> • Grant Manager • SRICD | <ul style="list-style-type: none"> • Funding strategy • Database posted to Town website |

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| Analyze and then implement preferred funding options for Corridor improvements in the public realm. | • Ongoing | • Engineering Office | • Grant Manager • SRICD | • Dollars leveraged annually |
| Water Supply | | | | |
| <i>Policy: Protect quality of public and private water resources and at the same time support the Town's preferred level of residential and commercial growth.</i> | | | | |
| Water Conservation and Protection | SEQUENCE | ACTION LEAD | SUPPORT | MEASURE OF SUCCESS |
| Develop a water conservation program that is specifically aimed at businesses, such as implementing water-efficient fixtures, conducting regular maintenance, educating employees, and utilizing recycled water. | • Medium term | • Town Manager | • Utilities | • Implementation of the program • Gallons of water saved annually |
| Protect groundwater through use of appropriate stormwater and wastewater management. | • On-going | • Town Manager | • Utilities | • Analysis of existing regulatory standards • Update of standards as needed |
| Water Supply Management Plan | SEQUENCE | ACTION LEAD | SUPPORT | MEASURE OF SUCCESS |
| Plan, design and permit improvements and extension of water service as needed including capital funding as part of an update to the Westerly Water Supply Management Plan. Construct improvements and extension of water service as needed. | • Ongoing | • Town Manager | • Utilities | • Amount of capital funding • Capacity of water supply improvement |

| AESTHETICS IN THE CORRIDOR | | | | |
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| Landscape/Streetscape; Signage; Building Design and Location | | | | |
| Develop a Route 1 Westerly brand to create design cohesion through the public realm and ensure that any public infrastructure improvements are also consistent with the Corridor Vision. | • Medium term | • Planning Office | • ARB • Planning Board • EDC | • Cohesive design brand • Consistence in public branding |
| Develop a sign program that encourages businesses to update and upgrade their signs to meet new requirements and adopt a sunset provision for all non-conforming signs. Create a visual design portfolio to encourage property owners to implement new building design criteria as retrofits. | • Medium term | • Planning Office | • ARB • Planning Board • EDC | • Increase in private branding • Establishment visual design portfolio. |
| Create a façade or streetscape improvement program to encourage businesses to upgrade and apply design guidelines. . | • Medium term | • Planning Office | • ARB • Planning Board • EDC | • Establishment of a façade and streetscape program |
| ZONING AND REGULATION AMENDMENTS | SEQUENCE | ACTION LEAD | SUPPORT | MEASURE OF SUCCESS |
| Develop design standards for the Corridor that are reflective of the character of the sub-corridors and adjacent neighborhoods that articulate the Town’s desire for building massing, scale, and location; that provide guidance for landscape design elements and lighting in the sub-Corridors. Amend the zoning ordinance to consolidate landscaping requirements that are currently scattered throughout the ordinance, into a single section for ease of design and implementation. | • Short term | • Planning Office | • Zoning Office • ARB • Planning Board | • Design standards manual • Codification of design and landscape standards |
| Amend the zoning ordinance to address sign requirements specifically for the Route One Corridor to create consistency yet appropriate to each sub-corridor. Includes a sunset provision for existing nonconforming signage. | • Short term | • Planning Office | • Zoning Office • ARB • Planning Board | • Codification of design standards and sunset provision |

| CORRIDOR OVERLAY DISTRICT | SEQUENCE | ACTION LEAD | SUPPORT | MEASURE OF SUCCESS |
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| <p>Develop a Corridor Overlay District within the zoning ordinance and apply it to the Route One Corridor project area identified in the Corridor Plan. Remove the Bed and Breakfast Overlay from the Route One Corridor project area. Remove the Granite Street Overlay as needed.</p> <p>Rezone specific parcels to allow a mix of uses within the Corridor consistent with Sub-corridor characteristics and infrastructure capacity.</p> | <ul style="list-style-type: none"> • Short term | <ul style="list-style-type: none"> • Planning Office | <ul style="list-style-type: none"> • Planning Board • Town Council | <ul style="list-style-type: none"> • FLUM includes Rte 1 Corridor Overlay • Zoning Overlay codified • Promulgation of amendments |
| <p>Establish Sub-corridor zoning provisions to protect the existing stretches of single-family detached residential homes from commercial encroachment, inappropriate in-fill development, and changes of use.</p> <p>Amend Corridor zoning to provide an appropriate mix of uses and to allow mixed-use redevelopment to take on various forms.</p> <p>Amend Corridor zoning to allow increased residential density within the Corridor consistent with Sub-corridor characteristics and infrastructure capacity.</p> <p>Revise zoning ordinance regulations to allow residential units designed in 2- to 4-unit structures consistent with sub-corridor characteristics.</p> <p>Establish design districts along the Corridor with accompanying design guidelines, creating clear expectations for developers and a standard against which to judge proposed projects.</p> | <ul style="list-style-type: none"> • Short term | <ul style="list-style-type: none"> • Planning Office | <ul style="list-style-type: none"> • Planning Board • Town Council | <ul style="list-style-type: none"> • Promulgation of amendments • Codification of Sub-corridor, use and design standards |

| ECONOMIC DEVELOPMENT | | | | |
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| <i>GOAL 1. A development environment in the Corridor encourages projects that benefit the Town and supports growth in accordance with the Comprehensive Plan.</i> | | | | |
| REDEVELOPMENT | SEQUENCE | ACTION LEAD | SUPPORT | MEASURE OF SUCCESS |
| Policy: Encourage reinvestment in outdated, underutilized and vacant properties by promoting corridor redevelopment. | | | | |
| Promote adaptive reuse and align property uses with the town’s long-term economic development goals. | <ul style="list-style-type: none"> • Short-term • Ongoing | <ul style="list-style-type: none"> • Planning Board | <ul style="list-style-type: none"> • EDC | <ul style="list-style-type: none"> • Redevelopment within the Route One Corridor |
| Better reflect Westerly’s character through aesthetic standards and enhanced streetscapes to improve economic performance. | <ul style="list-style-type: none"> • Short-term • Ongoing | <ul style="list-style-type: none"> • Planning Board | <ul style="list-style-type: none"> • ARB • EDC | <ul style="list-style-type: none"> • Development standards adopted by Board and implemented |
| Design and implement a unified wayfinding signage system for destinations, services, and district identity. | <ul style="list-style-type: none"> • Short-term | <ul style="list-style-type: none"> • Town Council | <ul style="list-style-type: none"> • Town Manager | <ul style="list-style-type: none"> • Welcome sign and wayfinding signage installed |
| Establish a façade improvement program to address building neglect, non-compliant signage, and blighted conditions. | <ul style="list-style-type: none"> • Short-term | <ul style="list-style-type: none"> • Planning Board | <ul style="list-style-type: none"> • Town Council | <ul style="list-style-type: none"> • Development of a façade improvement program |

| <i>GOAL 2. The Route One Corridor’s brand is recognized as representative of Westerly, communicates the wealth of business and other economic development opportunities available and supports community-wide connections.</i> | | | | |
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| Policy: Proactively establish the Route One Corridor as a key identifier for Westerly, highlighting its economic potential and fostering connections within the community. | | | | |
| PROGRAMMING & INITIATIVES | SEQUENCE | ACTION LEAD | SUPPORT | MEASURE OF SUCCESS |
| Strengthen relationships with statewide agencies with access to funding and technical assistance resources for the Corridor and its businesses, such as RI Commerce, RI Small Business Development Center, Ocean State BDA, RI Science & Technology Advisory Council; and improve the pipeline of W/MBEs, such as the RI Black Business Association and Center for Women & Enterprise. | <ul style="list-style-type: none"> • Ongoing | <ul style="list-style-type: none"> • EDC | <ul style="list-style-type: none"> • Town Manger | <ul style="list-style-type: none"> • Relationships established for ongoing coordination |
| Engage directly with local property owners, real estate brokers, and developers to understand the local marketplace and identify growth opportunities consistent with the vision for the Corridor. | <ul style="list-style-type: none"> • Short-term | <ul style="list-style-type: none"> • EDC | <ul style="list-style-type: none"> • Town Manger | <ul style="list-style-type: none"> • Engagement initiated • Growth opportunities identified |
| Actively measure commercial vacancies through required registration of properties and units and reporting their status to the Town of Westerly. | <ul style="list-style-type: none"> • Medium term • Ongoing | <ul style="list-style-type: none"> • EDC | <ul style="list-style-type: none"> • Town Manger | <ul style="list-style-type: none"> • Registration process is established and renewed annually |
| Conduct a corridor-wide inventory of vacant and underutilized buildings and parcels. | <ul style="list-style-type: none"> • Short-term | <ul style="list-style-type: none"> • EDC | <ul style="list-style-type: none"> • Planning Office | <ul style="list-style-type: none"> • Inventory is established |

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| Implement corridor beautification projects, such as tree planting, lighting, public arts and benches. | <ul style="list-style-type: none"> • Short-term | <ul style="list-style-type: none"> • EDC | <ul style="list-style-type: none"> • Town Manager | <ul style="list-style-type: none"> • Projects are funded and implemented annually. |
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EXHIBIT B – Zoning Code Amendments

1 **Section 1:** *Amend Section 260-15 “Overlay Zoning Districts”*

2 **§ 260-15. Overlay zoning districts.**

3 Overlay zoning districts are intended to provide additional regulations for particular areas of
4 the Town. Overlay zoning district maps, to the extent the district exists or is created, shall be
5 generated and incorporated into the "Official Zoning Map, Town of Westerly, Rhode Island, July
6 1, 2019," as amended, in accord with § 260-16.

- 7 A. Airport Area Overlay District.
- 8 B. Aquifer Protection Overlay District.
- 9 C. Salt Pond Overlay District.
- 10 D. Historic Overlay District (Reserved)
- 11 ~~D.E.~~ Route One Corridor Overlay District
- 12 ~~E.F.~~ River Corridor Overlay District.
- 13 ~~F.G.~~ Historic Mill Overlay District.
- 14 ~~G.H.~~ Bed-and-Breakfast Overlay District.
- 15 ~~H.I.~~ Granite Street Overlay District.
- 16 ~~I.J.~~ Wells Street Overlay District.

17

18 **Section 2:** *Amend 260-54 “Bed-and-Breakfast Overlay District.”*

19 **§ 260-54. Bed-and-Breakfast Overlay District.**

20 A. Purpose. The purpose of this section is to create, subject to the guidelines listed herein, the
21 alternative of short-term overnight accommodations in a residential setting for travelers and
22 visitors to Westerly. It is recognized that bed-and-breakfast accommodations provide a
23 valuable economic service to the Town in support of the tourism industry and help to preserve
24 larger historic homes in the community by providing an opportunity to the owner for income
25 to support continued use of the structure and maintenance of the property. These regulations
26 are intended to ensure that tourist and guesthouse establishments in the Town are operated and
27 maintained with as little impact as possible, to maintain and preserve the residential character,
28 integrity, and property values of surrounding areas within which these facilities are located
29 and maintained.

30 B. Definitions. As used in this section, the following terms shall have the meanings indicated:

31 BED-AND-BREAKFAST — A single-family structure including related habitable accessory
32 structures (i.e., guesthouses) in which the principal use is permanent residential quarters and,
33 as an accessory use, without separate kitchen facilities are made available for transient
34 occupancy for not more than seven consecutive days for compensation, and requiring owner-
35 occupancy for management purposes.

36 BED-AND-BREAKFAST INN — A residential structure used for transient occupancy
37 for not more than seven consecutive days for compensation. Exterior appearance of such
38 structures shall be maintained in a manner that is in keeping with the residential character of
39 the neighborhood in which it resides. Occupancy is provided in individual bedrooms without
40 separate kitchen facilities and is operated under the management of an owner-occupant or a
41 single, full-time resident manager.

42 C. Location. Bed-and-breakfasts and bed-and-breakfast inns shall be limited to properties with
43 frontage on the following roads:

44 ~~(1) Route 1 in its entirety.~~

45 ~~(2)~~(1) Route 1A from its intersection with Shore Road and Watch Hill Road to its
46 intersection with Langworthy Road.

47 ~~(3)~~(2) Grove Avenue from its intersection with Granite Street to High Street.

48 ~~(4)~~(3) High Street from its intersection with Grove Avenue to Canal Street.

49 ~~(5)~~(4) Main Street from its intersection with Broad Street to the intersection of Beach
50 Street and Margin Street.

51 ~~(6)~~(5) Margin Street from its intersection with Main Street to Clark Street.

52 ~~(7)~~(6) Elm Street from its intersection with Broad Street to the intersection of Beach Street.

53 ~~(8)~~(7) Beach Street from Main Street to its intersection with Soso Lane (formally
54 Thompsons Corner Road).

55
56 END

57 **Section 3: Amend Section 260-58 "Granite Street Overlay District"**

58 **§ 260-58. Granite Street Overlay District.**

59 A. Purpose. This district is comprised of properties with frontage on Granite Street from Grove
60 Avenue intersection up to 130 feet southeast of Vose Street and including its Tower Street 73
61 & 80 Granite Street intersection which is currently HDR-6. Professional offices are currently
62 interposed within single and multi-family residences in this area. This overlay district is
63 intended to permit multi-family residential and additional professional offices and artistic
64 studios to complement this area between Downtown Commercial - 1 and the more intense
65 highway commercial use which commences at the Tower Street intersection.

66 B. Use.

67 (1) Those uses permitted ~~as of right or by special permit~~ in the ~~HDR-6 District~~underlying
68 zoning district shall continue to be so permitted.

69 (2) The following uses shall also be permitted in the Granite Street Overlay District ~~by~~
70 special use permit.

71 (a) General and professional offices.

72 (b) Artistic and photo studios.

73 ~~(b)~~(c) Multi-family residential up to 4 units

74 C. Dimensional regulations. Dimensional regulations for ~~such all~~ structures within this
75 overlay district shall conform to the ~~underlying~~ HDR-6 zoning dimensions.

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Section 4: Add new Section 260-55.1 “Route One Corridor Overlay District”

§ 260-55.1. Route One Corridor Overlay District.

260-55.1.1. Conformity to Comprehensive Plan.

All development within the Route 1 Corridor Overlay District ("the District" or “R1C”) shall conform to the policies and design guidelines as set forth herein and in accordance with the goals, polices and actions in Section 4.5 “Route One Corridor Implementation” and Table 4.5 of the comprehensive community plan. In order to demonstrate such conformity, the applicant shall be required to submit a description of a proposed development which shall prove, in text, maps, site plans, illustrations or other media of communication, that the development is designed for rational decision making regarding the long-term physical development within the R1C Overlay District.

260-55.1.2. Purpose.

The purpose of the Route 1 Corridor Overlay District shall guide future development in the District according to sub-corridor/neighborhood context. The District is intended to provide for a diversity of compatible land uses and development densities that vary between sub-corridors. The R1C shall be a well-planned and aesthetic economic corridor which will include a mixture of office, retail, professional and personal services, single-family and multi-family residential uses. The R1C shall exemplify the character of Westerly and provide a pleasant travel experience.

260-55.1.3. Applicability.

Provisions of this section shall apply only to property located in the overlay district entitled Route 1 Corridor Overlay District, or R1C, as shown on the Official Zoning Map, in accordance with Section 260-16, and as further described.

Sub-Corridor 1. Neighborhood Mixed Use - From 130 feet southeast of Vose Street at Granite Street to the Wells Street intersection with Franklin Street.

Sub-Corridor 2. Commercial /Professional Mixed-Use – From Wells Street to 1000 feet West of Chamber Way.

Sub-Corridor 3. Neighborhood Edge - From 1000 feet West of Chamber Way to Spinnaker Landing and includes Old Post Road.

Sub-Corridor 4. Office/Retail Mixed Use - From Spinnaker Landing to approximately 500 feet east of South Woody Hill Road.

Sub-Corridor 5: Neighborhood Edge. From approximately 500 hundred feet east of South Woody Hill Road to the town line with Charlestown.

260-55.1.4. Permitted uses.

Permitted and prohibited uses within the R1C shall be consistent with the uses permitted in the underlying zoning districts, as identified in Zoning District Use Tables, Ch. 260 Attachment 11, and as specifically allowed within each sub-corridor.

260-55.1.5. Dimensional and density standards.

127 Dimensional and density standards within the RIC shall be consistent with the standards in the
128 underlying zoning district, identified in Dimensional Tables, Ch. 260 Attachment 10, subject to
129 the provisions of Section 260-55.1.6.

130
131 **260-55.1.6. Design guidelines within the Route One Corridor Overlay**

132 The following design guidelines, with variations based on sub-corridor characteristics, shall be
133 applied throughout the entire Route One Overlay District.

134
135 A. Signage. Notwithstanding restrictions on signage found in Section 260-86, the following
136 guidelines shall also apply to parcels within the Rte1 Overlay.

137 (1) Signage, both free-standing and wall mounted, shall be reasonably scaled and shall be
138 visible for the multiple modes of transportation on Route 1, including car, bicycle, and
139 pedestrian foot traffic.

140 (2) Scale and placement of signage shall not create visual clutter or confusion along Route
141 1 or internal to a site.

142 (3) Signage shall be designed in shape, size, materials, and relative position as an
143 extension of the existing architecture on site shall create spatial cohesion.

144 (4) Landscape elements shall be located at the base of a free-standing sign at a size and
145 design which creates a gradual and intentional transition from the natural environment
146 to the built environment.

147 (5) Multi-tenant free-standing signage shall avoid using a variety of materials and
148 excessive text but may include a variety of color schemes and typefaces to ensure
149 legibility and recognition of businesses.

150 (6) Wall signage in multi-tenant plazas shall be uniform in material and scale.

151 (7) A change of tenant and or change in ownership of a commercial property shall require
152 the removal of any sign that does not currently comply with Section 260-86, the sign
153 regulations in the RIC, and the underlying zoning district.

154
155 B. Site Design. Site design guidelines, including building and parking location, front facade and
156 entrance orientation, access and site circulation and landscaping, have been established for
157 sub-corridors 1, 2 and 4.

158 (1) Parking lots shall integrate landscape elements to visually soften the area, provide
159 shade, and accentuate property lines.

160 (2) Parking lots shall include green infrastructure to absorb and clean runoff.

161 (3) Parking orientation shall be used to provide safe, convenient, and efficient access for
162 vehicles and pedestrians.

163 (4) Dimensional requirements may be specific to each sub-corridor, notwithstanding the
164 requirements in the underlying zoning district.

165
166 C. Building Design. New development and redevelopment along Route 1 shall be visually

167 compatible with the traditional historic character of the town and the surrounding area, including
168 building materials, massing, scale, and roof line.

169 (1) Building forms shall be composed of multiple volumes and shall avoid a boxy appearance.

170 (2) Roof forms shall be angled (i.e. gable, gambrel, hip, etc.). In redevelopment of an existing
171 building these may be representative.

172 (3) The use or impression of natural materials, neutral color palettes, and siding textures of
173 coastal New England shall be prominent.

174 (4) Front facades shall be designed as a whole and encourage symmetry through glazing,
175 rooflines, and embellishments. For commercial buildings, glazing, front façade
176 components and embellishments shall be purposefully applied to the front and corner-side
177 façades and on the entrance elevation.

178 (5) Entrances shall be clearly articulated in elevation.

179 D. Sub-corridor 1. Neighborhood Mixed Use. Sub-corridor 1 is a vibrant mixed-use
180 neighborhood because of its compact commercial and professional services, high density
181 residential neighborhoods, and the efficient use of land.

182 (1) Use of these parcels shall continue to remain consistent with that permitted in the
183 underlying zones, provided new development and redevelopment meet the design
184 guidelines of this section.

185 (2) Commercial development shall remain compact, and due to limited surface parking,
186 commercial tenant options will continue to be limited. The following requirements shall
187 also apply.

188 (a) Commercial properties shall be limited to one curb-cut access point to Route One
189 to mitigate driver confusion.

190 (b) Off-street parking shall be arranged in such a way that it fosters connections to
191 adjacent lots to facilitate future internal vehicular circulation.

192 (c) Parking areas shall be located behind or to the side of buildings to create a strong
193 street edge and an inviting pedestrian environment.

194 (d) Front yard setbacks shall be no greater than 30 feet.

195 (e) Front facade components (awnings, porches, sitting areas, etc.) shall be used to
196 bring the measure of the building down to the pedestrian scale.

197 (3) Single-family and multi-family residential up to 4 units per structure shall be permitted
198 as-of-right on parcels zoned HDR-6 and P-15. Infill single- and multi-family development
199 shall follow the site and building design guidelines applicable to the entire corridor and
200 the following requirements shall also apply.

201 (a) Parking areas shall be located behind the principal structure.

202 (b) The front facade shall face Route 1 to create a strong street edge and an inviting
203 pedestrian environment.

204 (c) With the intent to maximize land use for multi-family development:

205 i. Front-yard setbacks shall be a maximum 20 feet, rear-yard setbacks a
206 minimum of 20 feet, and front, side and corner-side zero lot line
207 development is permissible.

208 ii. Units may be connected, meaning sharing a wall from the foundation to
209 the roof, or with a separate unit on each floor. Common examples include
210 townhomes, duplexes and triplexes.

211 (4) Signage. The scale of the signage in sub-corridor 1 is intended to be the smallest permitted
212 within the RIC, improving the traveler’s experience and reducing sign clutter. The
213 signage design guidance provided for the entire Route 1 Corridor mitigates sign clutter
214 by addressing scale, placement, geometry and materials used. The following requirements
215 are specific to sub-corridor 1 commercial development.

216 (a) Wall signage and or canopy signage are permitted on each street facing façade
217 provided that the total square footage of the signage does not exceed one square
218 foot for each linear foot of the facade or canopy to which the sign is attached.

219 (b) A free-standing single occupant sign may be up to 36 square feet in area. A multi-
220 occupant free-standing sign may be up to 42 square feet in area.

221 (c) The bottom edge of a free-standing sign shall be at least six (6) feet above ground
222 level.

223 (d) The height of a free-standing sign shall not exceed 16 feet in height.

224 (5) Impervious surface. The maximum percentage of impervious surface in Sub-corridor 1
225 shall be 65% of the total buildable area.

227 E. Sub-corridor 2. Commercial/Professional Mixed-Use. Sub-corridor 2 is primarily zoned
228 Highway Commercial (HC) and contains a mix of styles and sizes of development which
229 provide needed commercial and professional, goods and services to the region.

230 (1) Use of these parcels shall continue to remain consistent with that permitted in the
231 underlying zones, provided new development and redevelopment meet the design
232 guidelines. In addition, mixed-use development on a single parcel or adjoining parcels
233 may be distributed in separate or shared structures and may include multi-family
234 residential with commercial and professional services.

235 (2) Signage. The signage design guidance provided for the entire Route 1 Corridor improves
236 the signage by addressing scale, placement, geometry and materials used. The following
237 requirements are specific to sub-corridor 2 commercial development.

238 (a) Wall signage and/or canopy signage are permitted on each street facing façade
239 provided that the total square footage of the signage does not exceed one square
240 foot for each linear foot of the facade or canopy to which the sign is attached.

241 (b) A free-standing single occupant sign may be up to 36 square feet in area and
242 16 feet in height. A multi-tenant free-standing sign may be up to 42 square
243 feet in area and 24 feet in height.

244 (3) The maximum percentage of impervious surface in Sub-corridor 2 shall be 70% of the

245 total buildable area of a parcel.

246 (4) Commercial redevelopment of underutilized and vacant parcels shall require the
247 following.

248 (a) Parking areas shall be located between the main building and the roadway with
249 landscaping creating a strong street edge and an inviting pedestrian
250 environment.

251 (b) Landscaping elements shall be integrated into parking lot design to screen cars
252 from Route One street view.

253 (c) If the principal building is multi-tenant or there is more than one building on
254 site, parking shall be central and be designed to accommodate two or more
255 different tenants that generate different peak period parking demand.

256 (d) Crosswalks shall be situated between buildings and parking to provide safe,
257 comfortable internal circulation for pedestrians.

258 (e) Maximum building height shall be 40 feet.

259 (f) Front yard setbacks shall be at least 25 feet.

260 (5) Building Design. Building design guidance provided for the entire Route 1 Corridor
261 requires visually compatible with the traditional historic character of the town and the
262 surrounding area, including building materials, massing, scale, and roof line. Traditional
263 and quality materials shall be used (clapboard, brick, shingles), along with decorative
264 motifs and embellishments representing the New England coastal architectural style
265 where visible from Route One. Other variations in design applicable to sub-corridor 2 are
266 as follows.

267 (a) Angled roof lines such as gabled, gambrel, or hip shall be encouraged. In
268 redevelopment of an existing building these may be representative.

269 (b) Exterior components (awnings, porches, sitting areas, etc.) shall be used to
270 create versatile and flexible space and enhance customer experience through a
271 connection to nature.

272 (c) Front facades shall be designed as a whole and encourage symmetry through
273 glazing, rooflines, and embellishments.

274 (d) Where there is more than one building on a parcel and a side or rear façade is
275 facing Route One, that façade shall be treated in a manner that is engaging and
276 inviting when viewed from Route One.

277 F. Sub-corridor 3. Neighborhood Edge - Sub-corridor 3 consists of primarily single-family
278 residential development (both year-round and seasonal) of a medium density with five (5)
279 motel/seasonal housing sites and an assisted living facility. The existing MDR-20 and MDR-
280 30 under-lying zoning designations shall remain unchanged. The existing residential
281 development is compatible with the Aquifer and Wellhead Protection Overlay Zone found in
282 this area. With public water available, further residential development (e.g. infill, ADU,
283 cottage and two-family dwellings) is anticipated with OWTS provided. Commercial use
284 within sub-corridor 3 shall continue to be prohibited. There are no design guidance or

285 dimensional requirements specific to sub-corridor 3, only those applied to the entire Corridor
286 and the underlying zoning districts.

287 G. Sub-Corridor 4. Office/Retail Mixed Use. Consisting of primarily large-scale office and
288 commercial uses with other small businesses, parcels in sub-corridor 4 are all zoned Highway
289 Commercial (HC).

290 (1) Use of these parcels shall continue to remain consistent with those permitted in the
291 underlying zone and the Aquifer & Wellhead Protection Overlay Zone. New
292 development shall encourage a mix of uses on a single parcel or adjoining parcels, that
293 include differing yet complementary non-residential uses, and which provide for a
294 variety of activity, goods and services throughout sub-corridor 4.

295 (2) Signage. The scale of the signage in sub-corridor 4 is intended to be the largest
296 permitted within the Route One Overlay District.

297 (a) Free-standing and some wall signage shall be reasonably scaled to be visible
298 for vehicle transportation on Route 1.

299 (b) On a single-occupant parcel, wall signage and or canopy signage is permitted
300 on each street facing façade of the commercial building, provided that the total
301 square footage of the signage does not exceed one square foot for each linear
302 foot of the facade to which the sign or canopy to be attached.

303 (c) A free-standing single occupant sign may be up to 48 square feet in area.

304 (d) A multi-tenant free-standing sign may be up to 72 square feet in area.

305 (e) A free-standing sign in may be a maximum of 24 feet in height.

306 (f) Projecting signs may be used only under arcades and other covered pedestrian
307 paths.

308 (3) Site design & Setbacks.

309 (a) Parking shall be located between the principal building and the properties'
310 main access and traffic movement on Route One.

311 (b) If the principal building is a single tenant or there is more than one occupied
312 building on a site, the minimum front-yard setback shall be 40 feet. Side and
313 rear yard setbacks can be reduced to zero where adjacent to another parcel
314 zoned commercial.

315 (c) If the principal building is multi-tenant, the minimum front yard setback shall
316 be 100 feet.

317 (d) If the principal building is multi-tenant or there is more than one building on
318 a site, parking shall be centralized and be designed to accommodate two or
319 more different tenants that generate different peak period parking demand.

320 (e) Landscaping elements shall be integrated into parking design to create visual
321 interest and screen cars from Route One street view.

322 (f) The maximum percentage of impervious surface in Sub-corridor 4 to be 75%

323 of the total buildable area.

324 (4) Building Design.

325 (a) Maximum building height shall be 40 feet.

326 (b) Whenever possible entrances shall be on the facade facing Route One.

327 (c) Front facade components (awnings, windows, planters, walkways, etc.) shall
328 be used to bring the measure of the building down to the pedestrian scale.

329 (d) Front facades shall be designed as a whole with glazing, rooflines, and
330 embellishments.

331 (e) Where there is more than one building on a parcel and a side or rear facade
332 faces Route One, that facade shall be treated in a manner that is engaging and
333 inviting when viewed from Route One.

334 (f) Traditional/quality materials shall be used (stone, brick, shingles), along with
335 decorative motifs and embellishments representing the New England coastal
336 architectural style where visible from Route One.

337 H. Sub-corridor 5. Neighborhood Edge - Sub-corridor 5 consists of primarily single-family
338 residential development (both year-round and seasonal) of a medium density of a medium
339 density, yet few residences actually front on the Corridor. The existing MDR-20 and MDR-30
340 underlying zoning designations shall remain unchanged. With freshwater and forested wetlands
341 in close proximity to Post Road, further development is limited by the availability of private water
342 sources (wells) and onsite wastewater treatment. Commercial use within sub-corridor 5 shall
343 continue to be prohibited. There are no design guidance or dimensional requirements specific to
344 sub-corridor 5, only those applied to the entire Corridor and the underlying zoning districts.
345

EXHIBIT C – Zoning Map Amendments

| | PLAT, LOT | PARCEL ADDRESS | ZONE CHANGE | REMAINS |
|----|------------------|-----------------------|------------------------------------------|----------------|
| 1 | 67-159 | 75 GRANITE ST | REMOVE from GRANITE STREET OVERLAY | P-15 |
| 2 | 67-156 | 83 GRANITE ST | | P-15 |
| 3 | 67-158 | 79 GRANITE ST | | P-15 |
| 4 | 67-157 | 81 GRANITE ST | | P-15 |
| 5 | 67-220 | 85 GRANITE ST | | HC |
| | | | | |
| 6 | 67-239 | 6 TOWER ST | CHANGE FROM NB TO HDR-6 | |
| 7 | 67-240A | 10 TOWER ST | | |
| 8 | 67-240 | 12 TOWER ST | | |
| 9 | 67-241 | 14 TOWER ST | | |
| 10 | 67-205 | 125 GRANITE ST | CHANGE FROM HC TO P-15 | |
| 11 | 67-206 | 123 GRANITE ST | | |
| 12 | 67-207 | 121 GRANITE ST | | |
| 13 | 67-208 | 119 GRANITE ST | | |
| 14 | 67-209 | 117 GRANITE ST | | |
| 15 | 67-210 | 115 GRANITE ST | | |
| 16 | 67-211 | 111 GRANITE ST | | |
| 17 | 67-212 | 109 GRANITE ST | | |
| 18 | 67-213 | 73 SCHOOL ST | | |
| | | | | |
| 19 | 98-48 | 131 FRANKLIN ST | CHANGE FROM GC TO HC | |
| 20 | 98-10 | 137 FRANKLIN ST | | |
| | | | | |