



# JAMESTOWN VISION

## CHARRETTE REPORT

October 15 - October 19, 2007

Jamestown Town Hall  
Jamestown, RI

[www.jamestownvision.org](http://www.jamestownvision.org)

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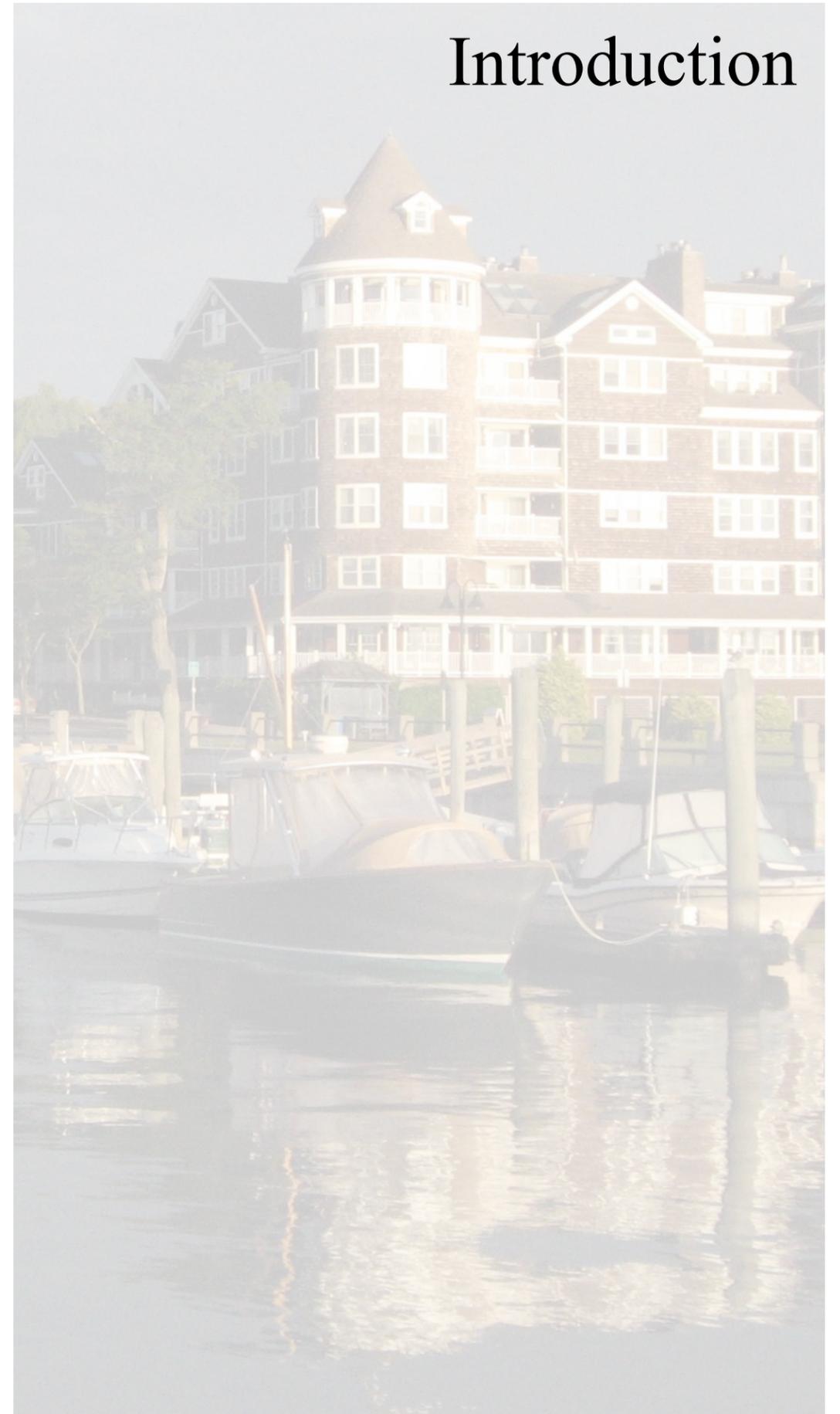
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Commission**

# Introduction



## Introduction

### S1 History of Project

#### History of Project

In the spring of 2007, the Town of Jamestown solicited proposals from local planning and design professionals with the specific goal of helping the town manage future development and growth within the Island's central Village district. In May of 2007, Jamestown selected a multi-disciplinary team led by Donald Powers Architects, including Sandy Sorlien (SmartCode Consultant), Cornish Associates (Developer) and New Commons LLP. This team was charged with helping the town develop zoning amendments and design guidelines that would help manage future growth, enhance the walkable character of the downtown and preserve the rural character of the rest of the island. At the same time, the team was asked to demonstrate design strategies for adding affordable units within the Village based on recommendations that are identified in the town's Affordable Housing Plan.

The study area for this work was confined to the commercial district along Narragansett Avenue and East Ferry, as well as the Commercial Limited, R-8 and R-20 zoning districts immediately adjacent to the Village center. This extends roughly from Hamilton Avenue on the south to Arnold Avenue on the north. These areas were chosen because they are the logical areas where increased density could most easily be supported by existing services and where such density could be seamlessly integrated to enhance the character already present. In October of 2007, the consultant team led a rigorous 5 day public outreach and charrette process during which citizens, town officials and a range of stakeholder groups were asked to participate in the design and visioning process. The charrette culminated in a final presentation which summarized the week's findings and introduced specific proposals that respond to the town's goals. This document represents the final results and is the synthesis of all of the input the consultant team gathered during the charrette process. These pages outline a range of proposals that respond directly to the goals of the town as well as to the interests of the many stakeholder groups that participated in this process.



#### TOWN GOALS

- Help to manage future growth in the Village.
- Ensure new development is in character and scale with the existing Village.
- Demonstrate methods for implementing recommendations of the Town's Affordable Housing Plan.
- Create tools such as zoning amendments and design guidelines to help implement and protect the Town's vision.

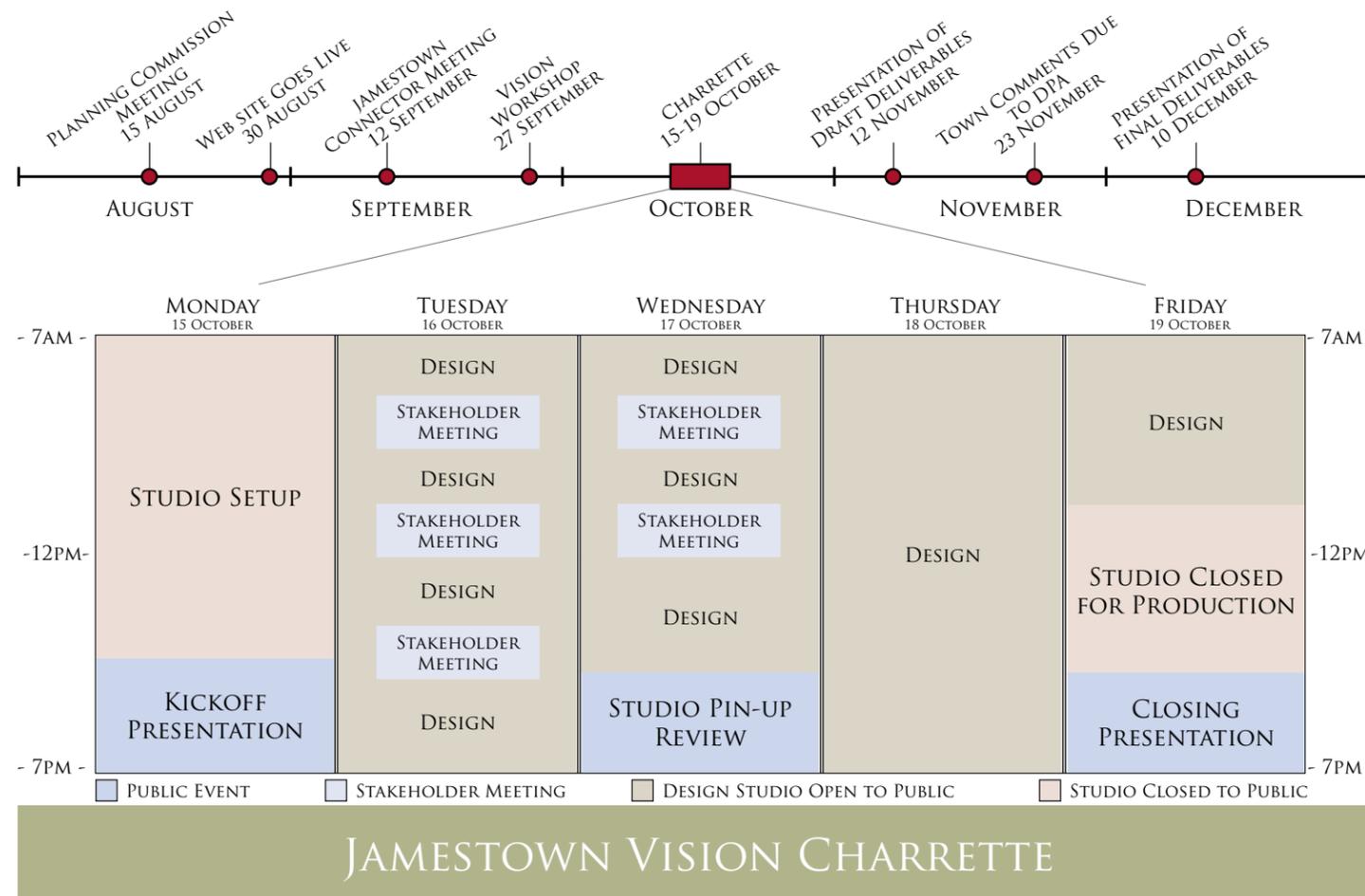
## Summary of Community Input and Charrette Process

The charrette process that the town embarked on in October is a design tool that design professionals use to study big issues in a short amount of time. The team first documented existing conditions and surveyed residents to begin its analysis. The community input is crucial in validating the entire process. It is what drives the design studies and helps to inform the proposed solutions. The community input came to the team through various channels - an on-line resident survey, a Vision Workshop, Stakeholder meetings, a mid-week design review and informal conversations throughout the charrette week. The on-line resident survey and Vision Workshop were used to help the design team understand the issues that matter most to the people of Jamestown. The survey and mapping exercises were used to pinpoint the places that residents cherish most and the places that they would like to see improved. From this

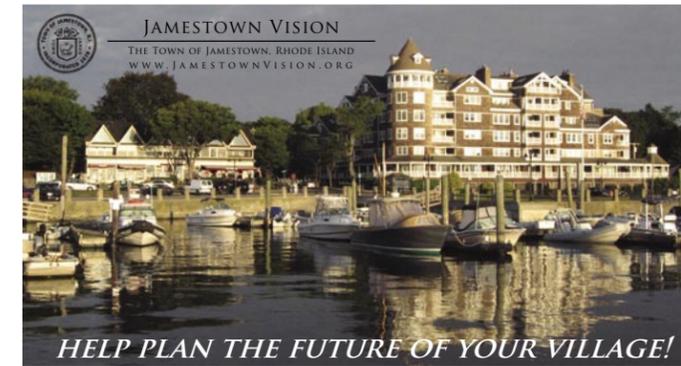
information, the design team was able to both broaden their study to include Island-wide issues, as well as focus their attention on specific problem sites. These issues then provided the fuel for the beginning of the charrette process.

In addition, the team met with stakeholder groups met with the team in the first few days of the charrette to address concerns particular to business owners, elected officials, the public works department, developers, realtors, core Village residents, young residents and the waterfront.

As team leaders spoke with the stakeholder groups in the studio, the designers were able to change their proposals to reflect the ideas and information that had surfaced during the day. Mid-week, the design team pinned up all of their work and opened up the studio to critiques from residents. The feedback from the community was crucial and ultimately informed much of what is being proposed in the following pages.



S2.1 Jamestown Vision Charrette Schedule



[WWW.JAMESTOWNVISION.ORG](http://WWW.JAMESTOWNVISION.ORG)

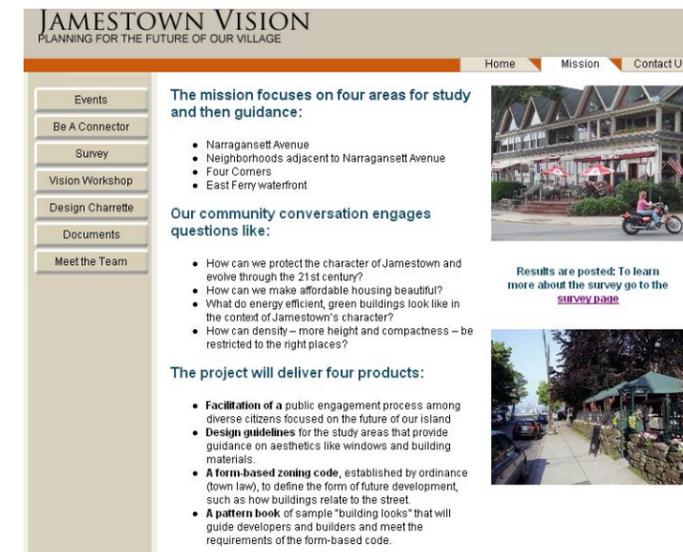
### JAMESTOWN VISION DESIGN CHARRETTE

- MONDAY, OCTOBER 15 - STUDIO OPEN ALL DAY  
OPENING PRESENTATION  
7:00 PM - 8:30 PM - RECREATION CENTER
- TUESDAY, OCTOBER 16 - STUDIO OPEN ALL DAY  
8:30 AM - STAKEHOLDER MEETING: BUSINESS OWNERS  
1:30 PM - STAKEHOLDER MEETING: REALTORS  
3:00 PM - STAKEHOLDER MEETING: YOUNG RESIDENTS  
7:00 PM - STAKEHOLDER MEETING: CORE VILLAGE RESIDENTS
- WEDNESDAY, OCTOBER 17 - STUDIO OPEN ALL DAY  
9:00 AM - STAKEHOLDER MEETING: DEVELOPERS / BUILDERS  
11:30 AM - STAKEHOLDER MEETING: WATERFRONT INTERESTS  
PIN-UP DESIGN REVIEW  
7:00 PM - 9:00 PM TOWN HALL
- THURSDAY, OCTOBER 18 - STUDIO OPEN ALL DAY
- FRIDAY, OCTOBER 19  
CLOSING PRESENTATION  
7:00 PM - 9:00 PM - RECREATION CENTER

NOTE: ALL STAKEHOLDER MEETINGS TO TAKE PLACE AT THE JAMESTOWN TOWN HALL

The Jamestown Vision Charrette is a public initiative with consulting support from Cornish Associates, Donald Powers Architects, New Commons, & Sandy Sorlien  
For additional information, please contact Lisa Bryer with the Town at (401)423-7210 or Russell Preston with Cornish Associates at (401)421-0254

S2.2 Jamestown Vision Charrette Flyer



S2.3. Jamestown Vision Charrette Website

## JAMESTOWN VISION

### Introduction

S2 Summary of Community Input and Charrette Process

#### COMMUNITY INPUT

- Web-based community survey received over 200 responses.
- Fifty “Connectors” enlisted to spread the word and generate public interest.
- “Vision Workshop” attended by nearly 100 residents; generated an enthusiastic response.
- Opening night presentation attended by 80 residents. Table workshops and facilitated discussions yielded key themes of the charrette.
- Over 30 hours of stakeholder focus groups were held over the course of the charrette. Key constituencies had a chance to be heard.
- Continuous “feedback loop” created whereby comments were incorporated as they were heard.



S3.1. The “Three Sisters Cottages” overlooking Narragansett Bay exemplify a scale and character that is appropriate to their setting along Conanicus Avenue.



S3.2 It is important to create design guidelines that protect the existing residential character in the Village district.

OUTLINE OF RECOMMENDATIONS

Based on the input we received from the community and the professional expertise of our team members, we propose to the Town of Jamestown the following recommendations:

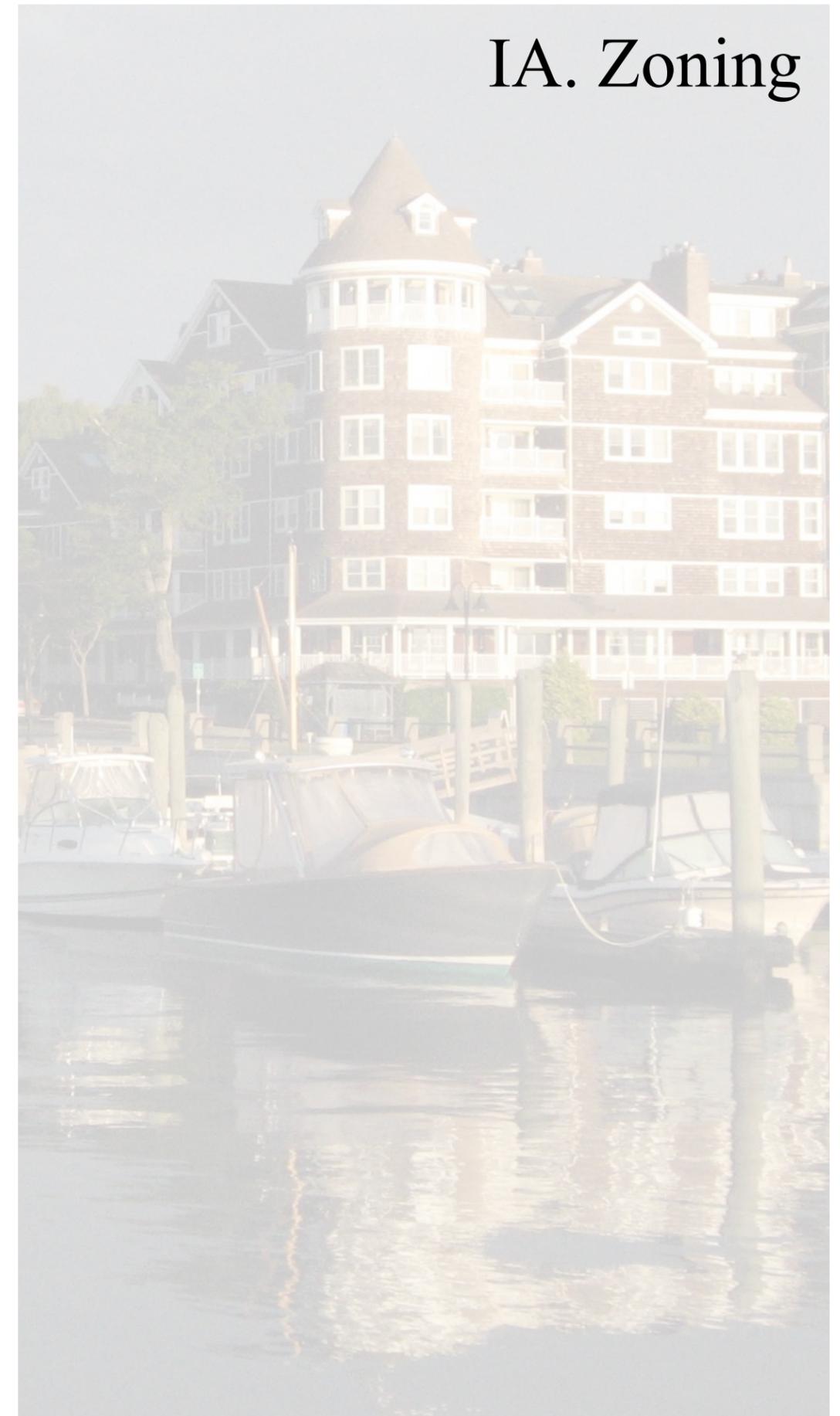
- Adopt a locally specific “form-based” zoning ordinance such as a custom calibrated “SmartCode” as an overlay or outright replacement to the Town’s existing zoning ordinance to help guide new development in a character consistent with existing patterns and residents’ wishes. (*Jamestown SmartCode*)
- Supplement the SmartCode with additional non-binding design guidelines which would steer all new construction towards preferred siting, form, detail, and materials of new construction. (*Jamestown Design Guidelines*)
- Allow mixed use development in the Village by-right, providing that adequate parking can be provided.
- Address parking requirements by a combination of decreased standards for in-town locations, creation of new municipal spaces on Conanicus south of East Ferry, and the active encouragement and brokering by the town of shared parking strategies amongst abutting Narragansett building owners.
- Consider establishing one or multiple historic districts, possibly voluntary, which would give an additional measure of protection to the Village’s historic architectural resources.
- Implement the strategies set forth in the Town’s Affordable Housing Plan to address both the State mandated 10% affordable housing goal and general affordability for all islanders.
- Decrease minimum lot sizes to 6,000 SF for new construction if it is deemed permanently affordable.
- Allow carriage house “granny flats” or accessory units on suitable lots up to 600 sf.

- Establish (or activate a pre-existing) Housing Trust along the lines of the Land Trust that will be charged with acquiring real estate for the purposes of affordable housing.
- Maximize the current Town-owned assets by allowing the greatest density achievable, in order to work towards State mandate of 10% affordable housing by 2040.
- With the *Jamestown Design Guidelines*, encourage, or mandate -to the extent lawful- the highest level of design for these affordable units to mitigate their negative perception by abutters.
- Recognize and encourage the Town’s arts community as a community resource and a means for maintaining the unique character of the island.
- Sustainability (wind power sites, residential cisterns, incentives, etc.??)
- Increase pedestrian and recreational access to the waterfront. Use existing infrastructure problems such as the seawall repair at Conanicus as opportunities to create an accessible waterfront of true civic value and solve issues such as parking.
- Direct new “working retail” such as banking, convenience, supermarket, hardware and a new Post Office into the area just south of Four Corners to create an auto-friendly, but pedestrian-oriented, retail district. Look for opportunities to relocate Bank of America to this location.

**The documentation and explanation behind each recommendation lies in the following pages.**



# IA. Zoning



IA. Zoning

1. Current Zoning

DISCUSSION

- Increased development pressure in the Village threatens cherished character of the Island.
- Existing zoning does not do enough to encourage and to protect what residents cherish.
- Existing zoning does not define a cohesive vision for the Town.
- Jamestown’s Zoning and Planning boards encourage new design that respects existing patterns and traditions, but developers must often apply for multiple variances to achieve such design.

RECOMMENDATIONS

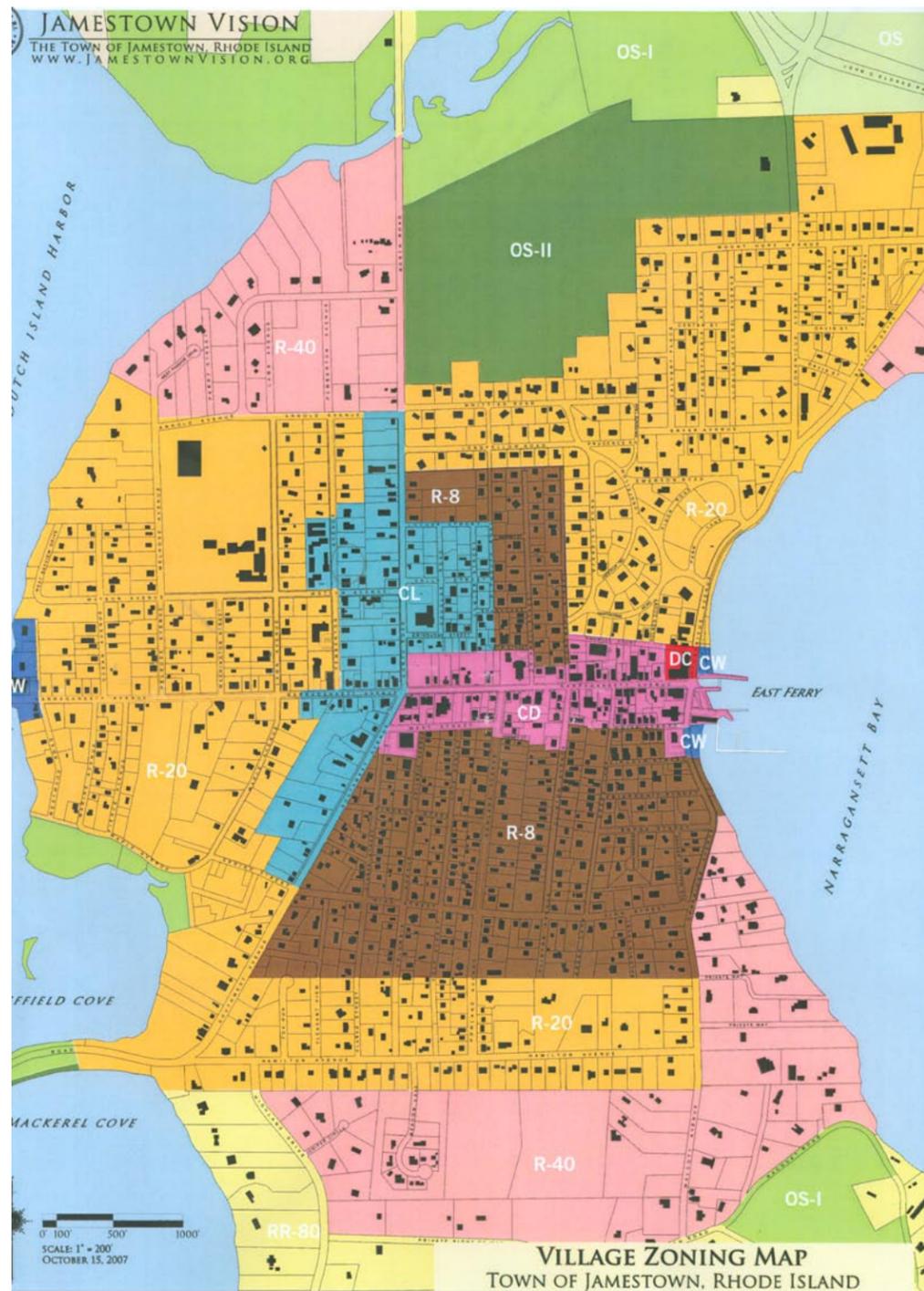
- Adopt a form-based zoning code that corresponds with the Town’s vision for future development patterns.
- Use a form-based zoning code to create a more predictable and efficient approval process for projects under review.
- Adopt an overlay Regulating Plan (see IA.4 SmartCode Regulating Plan) that renames existing zoning districts to correspond to zones in the form-based zoning code.

Current Zoning

Jamestown’s existing zoning ordinance is not well suited to preserve the existing character of the Village or to guide future development if and when it occurs. Like most municipal zoning ordinances, the document represents a compilation of minimum standards and prohibitions. As such, it “describes” within its tables of allowable uses and dimensional restrictions what is NOT wanted, being largely silent regarding any positive vision of what is desired. For instance, a maximum height is established, but no minimum. Mandatory setbacks from property lines are described in terms of a minimum allowable dimension, with no corresponding maximum allowable dimension. In many cases even these “defensive” standards put in place with the intention of preserving a certain scale and density of development run counter to that very goal. The current standards which govern new construction in the CD zone create a situation whereby, were the East end of Narragansett to be completely destroyed in a Katrina-like storm, it legally could not be rebuilt in its current form. Instead, it is more likely to be built in a form more akin to the Extra-Mart, a universally disliked structure, than the Jamestown hardware building, a universally loved structure. Current standards of parking, setback and height and, equally important, the lack of standards on required frontage, percentage of glazing and maximum setback create a situation where building according to traditional patterns is neither encouraged, nor even allowed.

Likewise, the current zone designations apply a one-size-fits-all approach to parts of the Village that are clearly different in character, scale, building type, and use. For example, East Ferry resides in the same zone as the part of Narragansett Avenue west of Grinnell Street. As was observed repeatedly and by many residents during the course of the charrette, the west end of Narragansett possesses a more residential character and a “looser fit” than does the more classically commercial streetscape of East Ferry. The current ordinance suggests that the same dimensional controls be applied to both parts of Narragansett. The current zone designations and their corresponding metrics are a blunt tool for protecting a nuanced and varied neighborhood character.

These facts have not gone unnoticed by the Town leaders



1.1 Existing Zoning Map

and the development community. New development is regularly encouraged to respect the patterns and traditions represented by the best parts of Narragansett and the best individual structures, even when achieving such traditionally designed buildings requires multiple variances. This has created a frustration among applicants and an inefficiency in the approval process. Being unable to rely

on the current zoning as a predictable or realistic expression of what is possible and desired by the community, developers are forced to “test the waters” through the Development Review process (verify nomenclature) and undergo an expensive and unpredictable negotiation with an ever-changing group of individual commissioners.

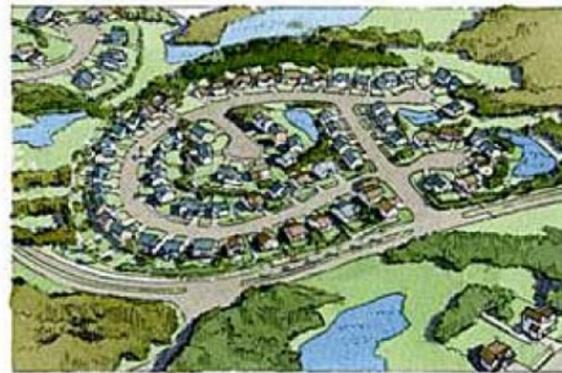
IA. Zoning

1. Current Zoning

We propose, therefore, a different sort of code to address some of these issues. The SmartCode, in contrast to a conventional zoning ordinance, primarily regulates the form of buildings and their relationship to each other as a means of more accurately describing the Town's vision for future development. SmartCode standards can help to ensure that buildings front the street, that parking is located in the rear of the lot, and that each building has an appropriate percentage of glazing on its facade. Simple standards such as these can then vary from one neighborhood to another to maintain the rich diversity that the Town of Jamestown embodies. The SmartCode uses "Transect Zones" to allow the Town to identify locations for different intensities of mixed use. (Refer to IA.3 SmartCode - Introduction) One of the most valuable aspects of a form-based code is that it can help guide growth and protect open space in rural areas by requiring new development to be compact and walkable.



1.2 New development along Narragansett Avenue has created gaps in the pedestrian experience.



1.3 Conventional Cul-de-sac Pattern - Single uses, completely separated and auto-dependent.



1.5 Conventional Residential Subdivision - Single type neighborhood dominated by garage doors.



1.7 Conventional Retail - Retail structures detached and unrelated to each other in a field of parking.



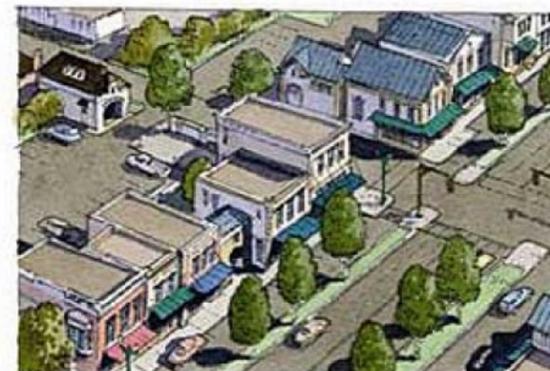
1.9 Conventional Gas Station - Parking always in front with building set back.



1.4 SmartCode - Connected Streets - Mix of uses connected by a five minute walk.



1.6 SmartCode - Neighborhood Pattern - A variety of dwelling types and sizes with cars relegated to alleys.



1.8 SmartCode - Mixed Use - Retail frontages combine and align to form vibrant sidewalks.



1.10 SmartCode - "Gas Backwards" - Accommodates the auto, but also helps to create the street. *Images by DPZ & Co.*

DISCUSSION

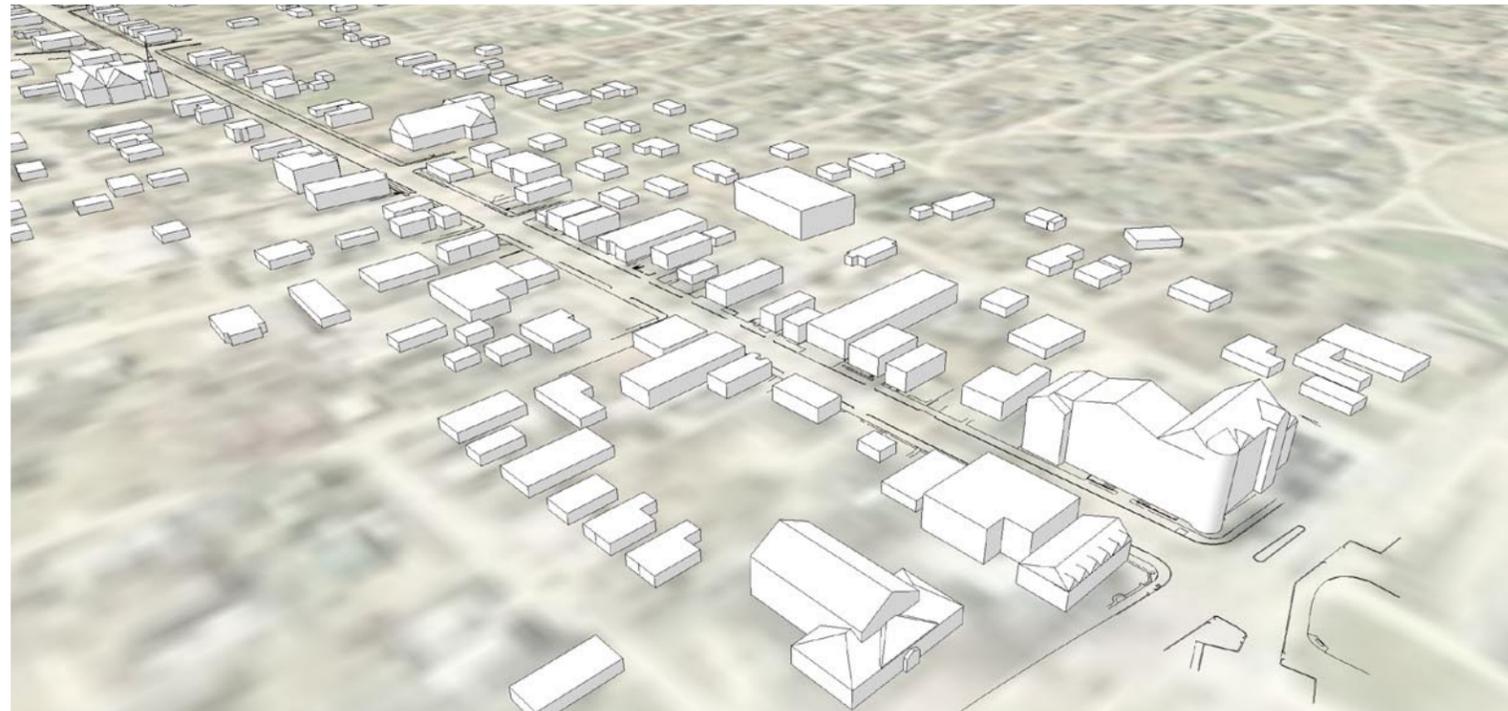
- Current development in Jamestown follows conventional retail form.
- Existing conditions and zoning along Narragansett Avenue discourage the addition of residential uses in the commercial district.
- Existing zoning ordinance does not guide the form of frontages to enhance walkability.

RECOMMENDATIONS

- Adopt locally calibrated form-based ordinance to more fully encourage and protect the Village character.

IA. Zoning

1. Current Zoning



1.11 This diagram illustrates abstractly the current level of development on Narragansett Avenue.



1.13 Narragansett Avenue at its best. Buildings come up to sidewalk edge. Low walls and fences also help to define a common street frontage in places where buildings are set a few feet back from the property line.

DISCUSSION

- Existing parcels on Narragansett Avenue can currently support additional development (or could easily be subject to a tear down).
- Many existing proposals before the Town maximize lot coverage and disregard existing patterns.
- Current Zoning is not structured to protect or encourage the kind of building fabric that the Town cherishes.

RECOMMENDATIONS

- Take advantage of a form-based code to ensure that both renovations and “from scratch” development respect the character of the town.



1.12 Though not likely to happen soon, this diagram illustrates a reasonable estimate of the amount of development that could occur, by-right, today.



1.14 Current zoning laws allow development pulled back from the street, such as this, along Narragansett Avenue.



1.15 Imagine if all of Narragansett Avenue looked like this, with large parking lots consistently adjacent to the pedestrian realm.

Documenting Character

In order to effectively customize the SmartCode to Jamestown, it was crucial for the team to first document the existing character of the most valued parts of town. The documentation process could then enable the existing patterns to be protected and encouraged through the new zoning ordinance.

This process began with a series of community outreach meetings and brainstorming sessions where residents educated the team on those parts of town that were generally appreciated versus those that are generally disliked. The resident survey, along with the red dot / green dot exercise [2.2], helped to identify focus areas.

Based upon these initial meetings, the team then began several days of on-site analysis of the study area in order to understand the range of dimensions and relationships that create the spaces that residents enjoy. The on-site analysis, known as a “Synoptic Survey,” became the foundation for the metrics and other standards that are included in the new code.



2.1 The pedestrian realm along cherished portions of Narragansett Avenue is well-defined by street trees, building facades and low fences.



2.2 *Red and Green Dot Exercise.* Residents were asked to vote with dots to pinpoint location in the Village that they value (green dots) and locations that they disliked or though could be improved (red dots).

IA. Zoning  
2. Character

DISCUSSION

- The design team documented existing conditions throughout the Town as a way of setting a baseline for the new code.
- Community outreach meetings identified East Ferry and the waterfront area as places that residents enjoy.
- Surveys indicated that specific study sites should include Four Corners, the Fire Station, the Xtra Mart site, Bank of America, the waterfront and the Church Community Housing site on Conanicus Avenue.

IA. Zoning

2. Character



DISCUSSION

- Predominant 2-1/2 story form.
- Retail or office at first floor.
- First floor facade: 50-70% glazing
- Second floor and attic are more residential in character.
- Attic story is expressed primarily in dormers or gable windows.

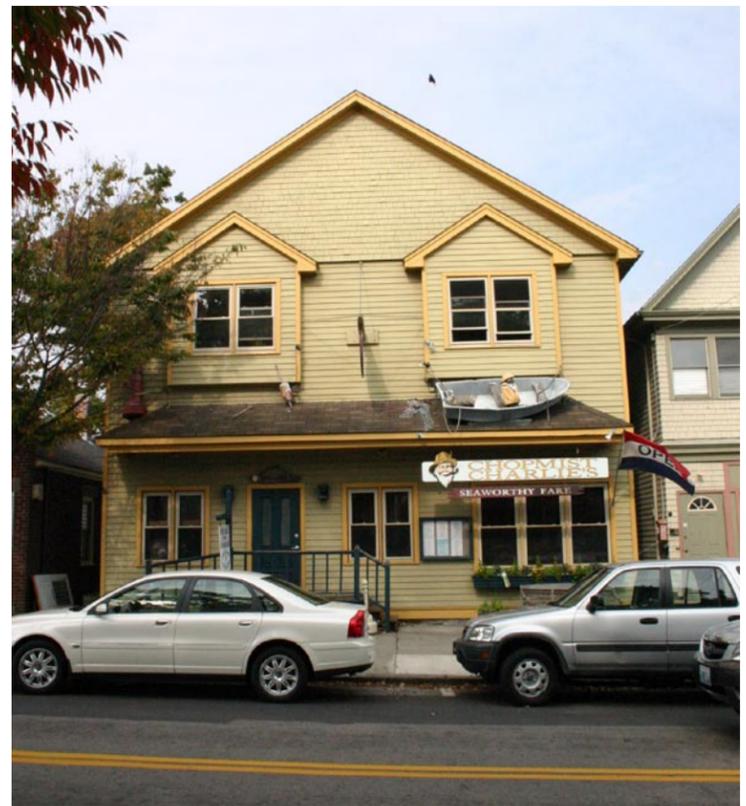
Documenting Character - Lower Narragansett

While it would be convenient to paint all of Narragansett Avenue with the same broad brush - it was evident from the community input as well objective analysis, that the character of Narragansett changes substantially from the Eastern End to the Western.

Along many portions of Narragansett Avenue, the sidewalk and street front are very pedestrian friendly, allowing people to easily walk from business to business in a safe and enjoyable environment. These pedestrian friendly sections of Lower Narragansett Avenue, by East Ferry, are characterized by having on-street parking, 8'-10' wide sidewalks, buildings that have a 3'-5' setback from the sidewalk, and storefronts that provide passersby with views inside the buildings. Lot parking is located at the side or rear of the site. It is also worth noting that the majority of these buildings are mixed use, with retail on the first floor and residential, or the potential for residential, use above.



2.3 Typical "Patterns" of Narragansett's best existing structures. Buildings along Lower Narragansett Avenue have a large percentage of glazing on the first floor, a consistent cornice line above the ground floor and are more residential in character in the upper stories.



2.4 Clear signage, inviting storefronts and a public edge well-defined by buildings and low stone walls, are important elements to preserve in maintaining the character of Narragansett Avenue.

IA. Zoning

2. Character



DISCUSSION

- Predominant 2-1/2 story form.
- Although zoned commercial - a more professional office or residential character at first floor.
- Attic story is expressed primarily in dormers.
- Building facades are 30-50% glazing.
- Narrow driveways to park at rear of lot.

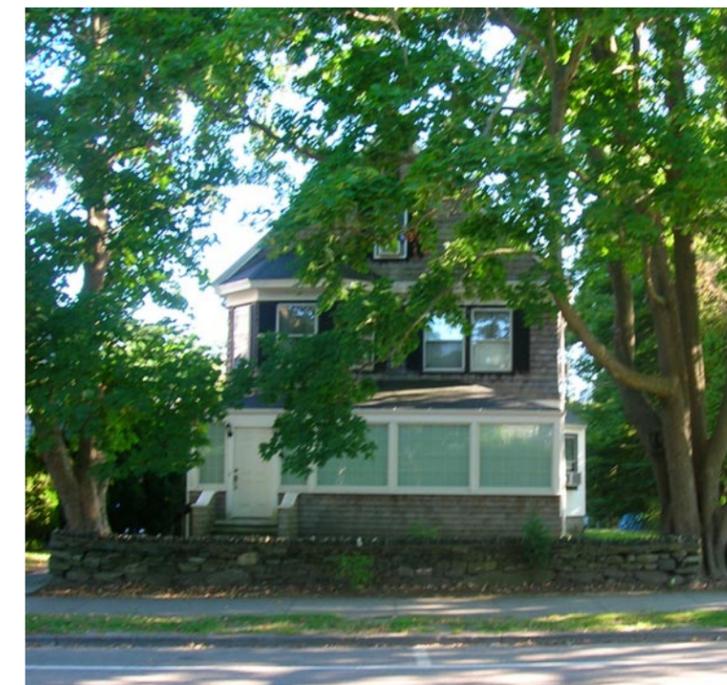
Documenting Character - Upper Narragansett

Many residents also cherish the more residential portion of Upper Narragansett Avenue, before Four Corners. These buildings are set further back from the street and have narrow street frontages, compared the widths of the lots on which they sit. The frequent street trees and clear definition of private and public space help to create this valued character.

More recent development along Narragansett Avenue, allowed under the current zoning ordinance, has created sections of Narragansett Avenue that are less enjoyable for pedestrians. These sections that could use improvement are characterized by long stretches of parking lots in front of undistinguished buildings. The traditional setbacks are not maintained and the parking at the sidewalk's edge creates a chaotic and unpleasant space. The goal of the new zoning code is to define limitations for development that would prevent the creation of such spaces again.



2.5 Buildings along Upper Narragansett Avenue contain both business and residential uses, but have very residential proportions and details. Frontages are wider and setbacks are deeper. A residential scale prevails.



2.6 Upper Narragansett Avenue has a more residential character, with buildings set further back from the street. The buildings are also set back from the side property lines, creating pleasant sideyards and allowing room for narrow drives.

IA. Zoning  
2. Character

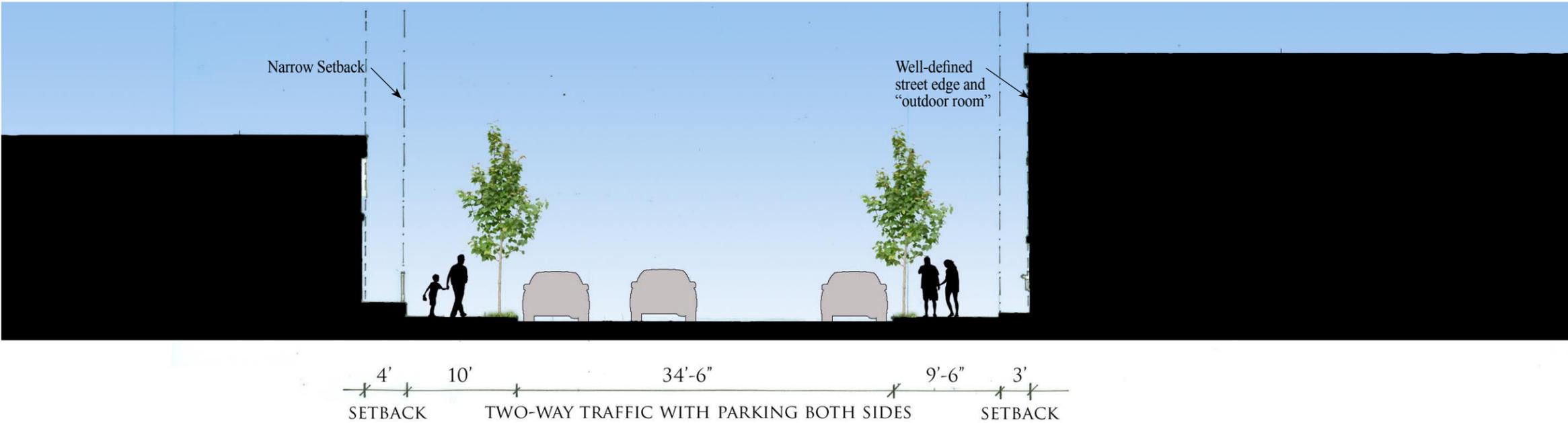


DISCUSSION: LOWER NARRAGANSETT

- On-street parking creates a buffer from the traffic.
- 10' sidewalks, with small street trees, create a pleasant pedestrian realm.
- 3'-4' building setbacks encourage "window shopping."
- 2-1/2 story buildings frame an outdoor room.
- Inviting street level facades open up the depth of view for pedestrians.

DISCUSSION: UPPER NARRAGANSETT

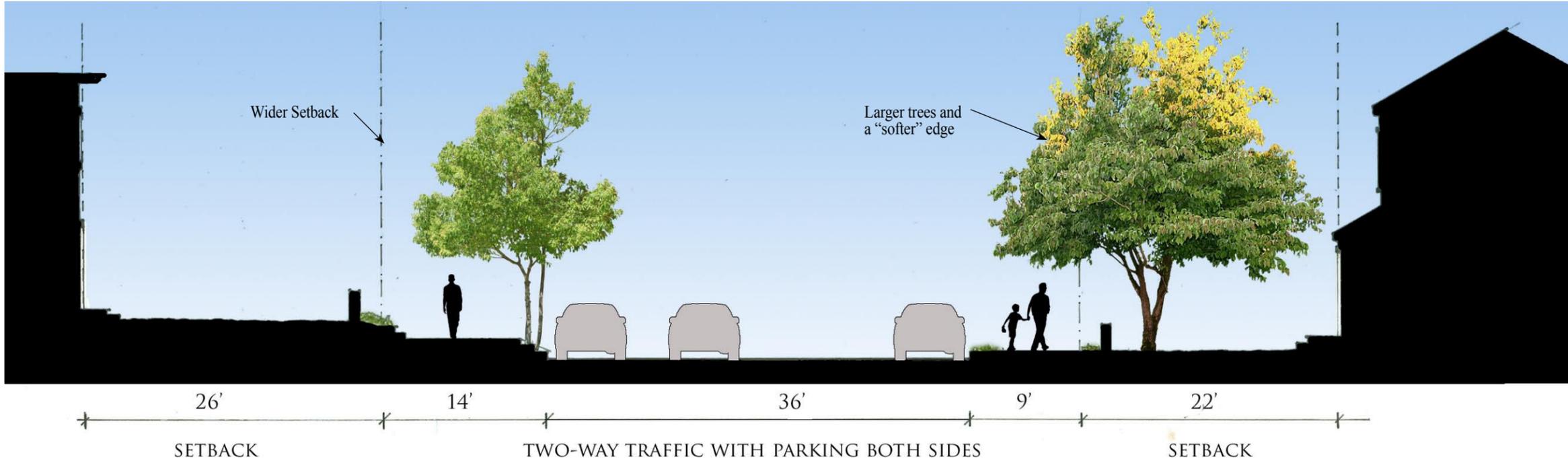
- Property lines are well-defined through low stone walls, fences, and plantings.
- Public space and private space are clearly separated.
- Sidewalks are planted with large, regularly spaced trees.
- 20'-25' building setbacks and 2-1/2 story buildings define the outdoor room.
- Parking occurs at the rear of lot.



NARRAGANSETT AVENUE AT TROPI-GRILLE

2.7 The buildings along the best of Lower Narragansett Avenue create an outdoor room defined by buildings of 2 - 3 stories adjacent to the sidewalk edge, regular street trees and on-street parallel parking. Wide sidewalks allow for comfortable passage, while glazed storefronts offer the pedestrian a view inside.

Upper Narragansett



NARRAGANSETT AVENUE WEST OF HOWLAND

2.8 Buildings along Upper Narragansett Avenue frame a much larger outdoor space, creating a character very different from that at East Ferry. Deep setbacks from the front property line open up the experience of the private realm. Private and public space, however, is demarcated by low stone walls, fences and plantings. On-street parallel parking buffers the sidewalk from passing traffic. Large street trees provide a consistent protective canopy.

IA. Zoning

2. Character



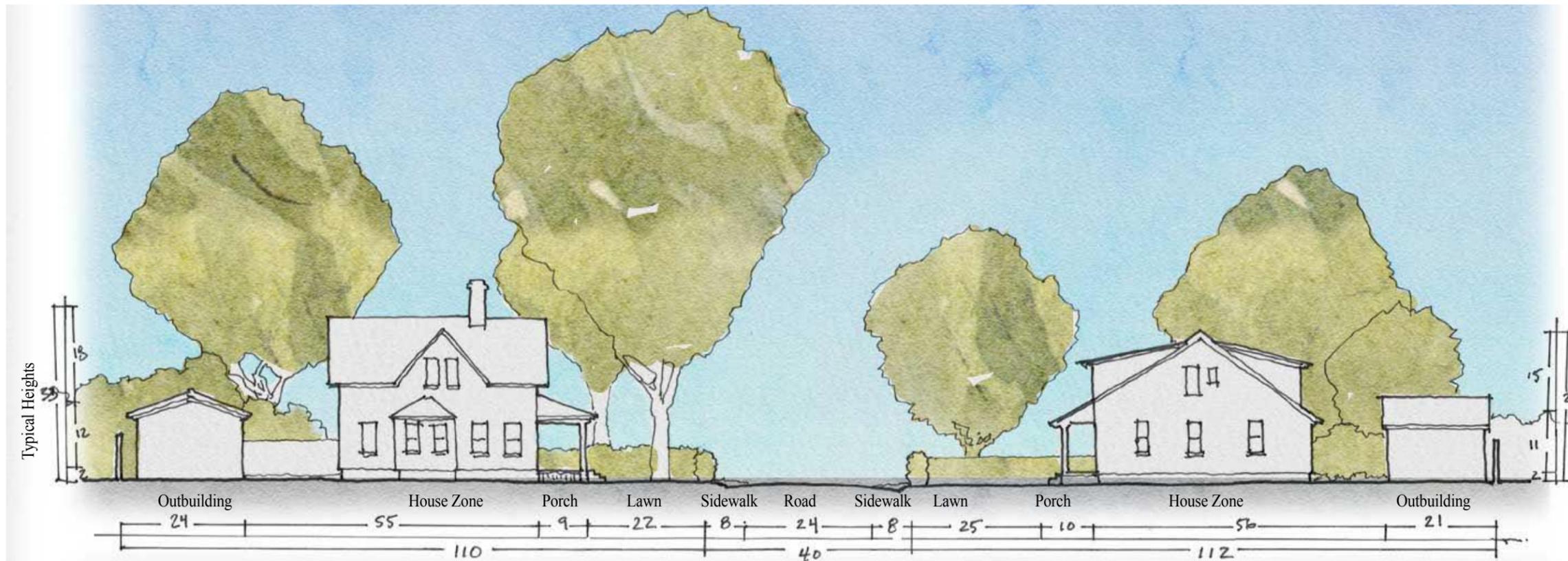
DISCUSSION: R-8 ZONE

- Preserve neighborhood character.
- Do not overbuild / Build in appropriately.
- Show ways smaller lots can be built on in a character consistent with existing neighborhoods.
- Guide new construction to be more harmonious with the existing neighborhood.

RECOMMENDATIONS: R-8 ZONE

Ensure that:

- property lines are well-defined with low bushes, fences and walls.
- mature trees are preserved throughout the neighborhood.
- lot sizes range from 6,000 sf to 14,000 sf.
- buildings are set back 20'-25' from the front property line.
- 1-1/2 - 2 story buildings with a variety of front porches line the streets.
- garages and outbuildings are located at the rear of the lot.



2.9 Actual measurement of the Village's best neighborhoods reveals the "metrics" which need to be preserved and continued.

Documenting Character - R-8 Residential

One of the most wonderful aspects of Jamestown is the residential neighborhoods that abut Narragansett Avenue within the Village District. Each of these traditional neighborhoods has a defined character, which can be documented and understood in dimensional relationships. These specific characteristics are embedded in the SmartCode customized for Jamestown and can help manage future development. For example, understanding that the streetscape in the existing R-8 zone is characterized by lots of 6,000 - 14,000 sf helps to determine an allowable range of lot widths in the T3 zone of the new customized SmartCode. This analysis of existing conditions to use in customizing the SmartCode will help to maintain the specific character of each neighborhood.



2.10 Record, analyze and understand the key elements of the neighborhood's architecture. Typical dwellings are small in scale and informal in detail.

IA. Zoning

3. SmartCode - Introduction

SmartCode Overlay

Jamestown, like most traditionally-planned towns, can be understood through the lens of a transect. The use of transects comes from ecological studies, but has recently been used as a tool in urban planning efforts. The transect identifies a range of zones within the Town, from the most rural spaces to the central Village core and the graduated zones in between. The SmartCode uses the transect diagrams to code zones based on the intensity of urbanization that occurs, or that should occur, in any area. The design criteria for streets, blocks, open spaces and buildings are then based on their geographic location along the spectrum of the “transect” - from rural preserve to urban center. [3.3] Broadly, these regulations manage the street design, zoning, preserved and reserved open space, and building design as an integrated system – an approach that is in marked contrast to conventional zoning.

The SmartCode is used to record and preserve the nuanced design differences within neighborhoods and districts. This customization allows for the preservation of the form

of Jamestown’s neighborhoods. Future development will be guided based on the best patterns and examples already present – encouraging more of that which is most valuable to creating walkable neighborhoods. [3.2]



3.1 Jamestown’s transect diagram ranges from T1, the most natural environment, to T5, a medium scaled downtown area.

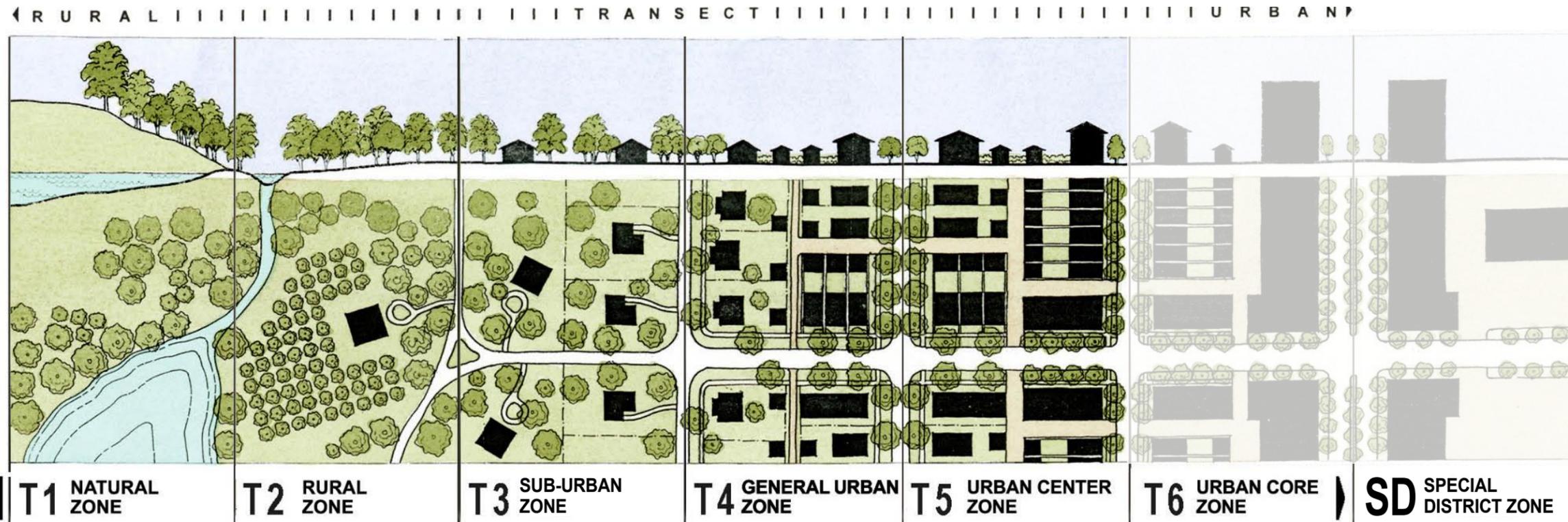
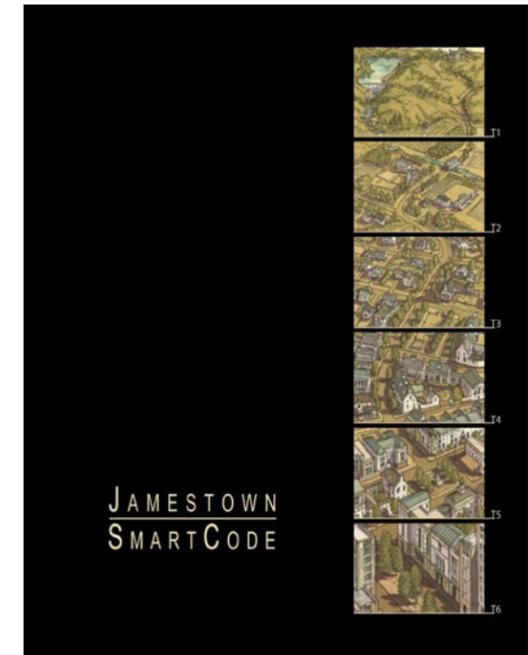
**SMARTCODE**  
Jamestown, Rhode Island

**TABLE 4. PRIVATE FRONTAGES**

TABLE 4: Private Frontages. The Private Frontage is the Layer between the building and the Frontage Lot lines.

	SECTION		PLAN		
	LOT PRIVATE FRONTAGE	R.O.W. PUBLIC FRONTAGE	LOT PRIVATE FRONTAGE	R.O.W. PUBLIC FRONTAGE	
a. <b>Common Yard:</b> a planted Frontage wherein the Facade is set back substantially from the Frontage Line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep Setback provides a buffer from the higher speed Thoroughfares.					T2 T3
b. <b>Porch &amp; Fence:</b> a planted Frontage wherein the Facade is set back from the Frontage Line with an attached porch permitted to Encroach. A fence at the Frontage Line maintains street spatial definition. Porches shall be no less than 8 feet deep.					T3 T4
c. <b>Terrace or Lightwell:</b> a Frontage wherein the Facade is set back from the Frontage line by an elevated terrace or a sunken Lightwell. This type buffers Residential use from urban Sidewalks and removes the private yard from public Encroachment. Terraces are suitable for conversion to outdoor cafes. Syn: Dooryard.					T4 T5
d. <b>Forecourt:</b> a Frontage wherein a portion of the Facade is close to the Frontage Line and the central portion is set back. The Forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other Frontage types. Large trees within the Forecourts may overhang the Sidewalks.					T4 T5
e. <b>Sloop:</b> a Frontage wherein the Facade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor Residential use.					T4 T5
f. <b>Shopfront:</b> a Frontage wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade. This type is conventional for Retail use. It has a substantial glazing on the Sidewalk level and an awning that should overlap the Sidewalk to within 2 feet of the Curb. Syn: Retail Frontage.					T4 T5

3.2 Table 4 of Jamestown’s SmartCode identifies a variety of private frontage conditions and in which transect zones they are most applicable.



3.3 A model transect of the natural and built zones, from the most rural to the most urban environments. Transect zones are used to distinguish a range of built-form metrics. Each zone corresponds to a different degree of mixed use development.

Images by DPZ & Co.

IA. Zoning

4. SmartCode - Regulating Plan

**Proposed Zoning Changes:**  
DISCUSSION

**Proposed Zoning Changes:**

- Overlay SmartCode regulating plan
- New transect zones coincide with existing zoning districts
- Protects local architectural character
- All CL and CD areas (T4, T5) will allow mixed use by right

**Benefits of Adopting SmartCode:**

- Regulates form to enhance pedestrian safety and enjoyment
- Protects local architectural character
- Transect zones signify and allow differing intensities of *mixed use*.
- Can help guide growth and protect open space in rural areas by requiring new development to be compact and walkable.

The Jamestown SmartCode as an Overlay on the Village Study Area

The specific calibration of the zoning code encompasses the Village between East Ferry and West Ferry, Hamilton Ave and Arnold Ave. The area is currently composed of the CD Zone (Commercial Downtown), the CL Zone (Commercial Limited), the CW Zone (Commercial Waterfront), the R-8 Zone (Residential 8000 sf), and R-20 Zones (Residential 20,000 sf).

The Jamestown SmartCode is proposed in the form of an overlay on the entire study area, such that this new form-based zoning code will replace the old. The proposed new Transect Zones are based on an analysis of Jamestown's existing character; **thus the new code's standards protect what is there and encourage what the community values.**

The boundaries of the new zones coincide with the old zoning districts, so it will be **easy for property owners to understand what has changed in their zone.** The only exception is two small subzones of the CD and CL Districts that are now upzoned to T5, allowing slightly more density than the rest of the old CD/CL District. This was done to help concentrate a small amount of additional **density and mixed use in the places where it is appropriate, while maintaining the looser, more rural character of the other parts of Narragansett.**

All of the CL and CD areas (now T4 and T5) will allow mixed use by right. That means business owners may now have apartments or condos above their shops without applying for a Special Use Permit, and homeowners may have businesses in their buildings, as they can now. The type of commercial uses allowed in the T4 and T5 Zones are **similar to what has always been allowed**, and as the charrette attendees have expressed, there is no extension of the Commercial zones with the exception of grandfathering in the west side of Pemberton where the senior housing now exists. **No property owner in the study area will lose rights or value; most will gain rights.**

If the SmartCode overlay is adopted, **the rest of the Island would still be governed by the old conventional zoning.**



4.1 Jamestown's Regulating Plan codes the Village according to Transect Zone. The zone boundaries correspond with the existing Zoning Map. The Regulating Plan also identifies thoroughfare types, civic building locations, public green space, important view corridors and recommended terminated vistas.

However, the team recommends that the Town consider an Island-wide SmartCode that would protect rural character and provide more sustainable subdivision patterns than they currently have. This could be done one of two ways, either (1) adopted as the exclusive zoning ordinance Island-wide, or (2) adopted as an unmapped option for owners of larger parcels to elect, creating their own mapping for hamlets and preserved open space. We have taken the

initiative to customize Article 3 of the SmartCode for Conservation Land Development patterns that preserve open space by laying out walkable hamlet-scale streets, instead of overly wide suburban streets and lots. In addition, there are numerous Modules available that can plug into the SmartCode, including Environmental, Natural Drainage, Light Imprint, and Sustainability Standards.



IA. Zoning

4. SmartCode - Regulating Plan

DISCUSSION

- Dimensional regulations in the Town’s current zoning ordinance are not reflective of the actual dimensions of the Village’s best neighborhoods. i.e., New construction is forced by the ordinance to be different from the historic pattern.

RECOMMENDATIONS

- Use customized SmartCode and Design Guidelines to enable new construction to reference the dimensions of the existing Village neighborhoods.

Calibrating the SmartCode for Jamestown

The team calibrated the SmartCode template to Jamestown’s local conditions and local character. Feedback from the earlier visioning exercises and surveys revealed a consensus among the Villagers about the most-loved (and least-loved) parts of town. The opinions of the residents aligned well with the observations of the design consultants.

The team measured those most-loved existing conditions for each Transect Zone, including height, setback ranges, lot width ranges, and sidewalk widths. Those metrics were then recorded into the code for future development standards.

As often happens in towns that evolved before separated-use zoning, it turned out that the metrics of Jamestown’s best urbanism are not the metrics that are in the existing ordinance. If the Village were wiped out by a hurricane, it could not be rebuilt by-right under the current ordinance. The strongest mandate from Jamestowners was “Don’t change our essential character.” But in order to protect that character, the code must be changed.

The field metrics were checked against the metrics in the current ordinance to verify that no one would be downzoned, i.e., affecting their ability to subdivide or taking away any permitted uses. The zoning boundaries remained same ease of comparison. For example, all of R-8 and R-20 districts are in the T3 Zone. The only exceptions are the CL and CD districts, which are not expanded in area, but which have been divided into T4 and T5 depending on where more mixed-use and density are desired by the town, and to protect the looser character of Narragansett west of the fire station. The current CD zoning does not recognize that this character changes.

**Some of the metrics of Jamestown’s SmartCode look much different than those in the existing Zoning Ordinance because they are assessed differently. Here are a few examples:**

- *The current ordinance does not include pervious surfaces in its “lot-coverage calculation.” The current conditions allow for 100% lot coverage, by the building plus any associated paving (which is not included in the current calculations.) The SmartCode “lot-coverage calculation” includes all pervious surfaces, not just the building. This change prevents lots from being completely paved.*
- *The SmartCode regulates stormwater runoff much more strictly than does the existing ordinance, which allows complete paving and/or lawn coverage of any lot. Lawns are allowed in T3 new construction only by Special Permit, so that Jamestown’s water problems may be managed by managing the size and character of the yard plantings. A module for Natural Drainage Standards has been added to the Jamestown SmartCode to help with this.*

- *In Jamestown’s SmartCode, the minimum lot widths are significantly narrower than in the existing ordinance because they are based on existing lot width ranges. They make Jamestown’s wonderful compact walkable pattern possible.*

*For example, in the T4/T5 zones - the current CD zone - the 60’ minimum lot width has been changed to 18’ and 35’ (T4 and T5 respectively), based on existing character.*

- *Jamestown’s current zoning ordinance regulates minimum lot sizes in terms of total square feet. The SmartCode does not regulate by square footage; instead, lot widths, building setbacks, frontage and design are used to maintain walkability and privacy.*
- *The existing ordinance does not allow accessory apartments in any zone. Jamestown’s SmartCode allows for accessory apartments of 440 square feet - the size of a two-car garage with an apartment or office/studio above - to allow for the creation of smaller, more affordable units.*



4.2 A team member documents dimensional forms throughout the Village to propose a range of metrics for the form-based code.



4.3 It was important for the team to understand how thoroughfare types change at different areas of the town plan. In most instances, the sidewalk continues a block off of Narragansett Avenue, at which point it transitions into a narrow common green space.

IA. Zoning

5. SmartCode in Application

DISCUSSION

- Existing parcels on Narragansett can currently support additional development (or could easily be subject to tear down).
- Projects out of scale with the surrounding neighborhood are currently viable under the current zoning ordinance (particularly if lots are able to be merged).
- Current Zoning is not structured to replicate existing building patterns / scale.

Potential Parcel On Narragansett

While this discussion may seem abstract - the reality is that Jamestown (and more specifically - Narragansett Avenue) already has several lots that could easily see development in the coming years. [5.1] In the absence of a zoning ordinance that is calibrated to the neighborhood - there is every possibility that a proposal will be made that is not in keeping with the character of the street.

The SmartCode can be calibrated to replicate the structure found in the surrounding neighborhoods. In the case of this section of Narragansett Avenue - we found the pattern of houses to be at a smaller increment and more traditionally residential in character (despite the presence of some retail and/or civic function). It is with this in mind that we felt that the zoning should clearly code to replicate and enhance the pattern of residentially scaled structures along the street.

As the diagrams to the right suggest - there is no reason (under current zoning) that a single large structure (a boutique hotel for example) could not be proposed along this section of the street. While not opposed to the idea of a hotel per se - the insertion of a single structure so out of scale with the rest of the street would immediately feel out of place. [5.2]

The strength of form based zoning is that the form of this potential development can be molded to create a seamless experience from the street - despite the fact that the project may be "large".

The diagrams in the lower portion of the page [5.3] suggest an alternative by which a series of buildings could be clustered in such a manner that the pattern / scale of single family house fronts is maintained - despite the fact that these buildings may function as a boutique hotel or condominiums.



5.1 Existing Site Plan. Over time, vacant lots in various locations throughout the Village will be able to support additional development. Many of these lots are susceptible to large scale development.



5.2 Scenario 1 illustrates the possibility of developing one large building on the vacant lot. This scenario is allowable under current zoning, but is out of scale with the existing residential neighborhood.



5.3 Scenario 2 illustrates the possibility of developing several smaller scaled buildings on the vacant lot, which are in keeping with the existing neighborhood pattern. Development of this type is not encouraged under current the zoning code. The SmartCode can be used to guide growth in this form.



IA. Zoning

5. SmartCode in Application

DISCUSSION

- Even incremental changes that respect appropriate setbacks, scale and character can have significant impacts on the street.
- Use the SmartCode to posit a vision that can “heal” existing problem areas over time.
- With a vision in place, the town can actively negotiate and encourage changes that add up to significant change.

Xtra Mart Site

Form-based zoning ordinances are implemented and enforced in a manner different from the way conventional zoning is regulated. While conventional zoning typically only illustrates what a town does not want, form based codes posit a more active vision of what a town ultimately does want to see.

In addition to providing the town with some leverage when dealing with new development on currently vacant lots, a form-based code can also be used to “heal” existing sites that were previously developed without a positive vision of the street.

The adjacent example takes the site of the Xtra Mart and suggests incremental changes to the site over time that would repair a corner that is universally disliked within the town. [5.1, 5.2, 5.3] The calibrated SmartCode can ensure that as current uses become outdated or as better uses emerge, any new development will be done in a way that will add (if even incrementally) to the overall vision for Narragansett Avenue.



5.4 Existing Site Plan of area along Narragansett Avenue that needs improvement. Buildings are set far off of the street and parking lots and automobile access dominate the properties.

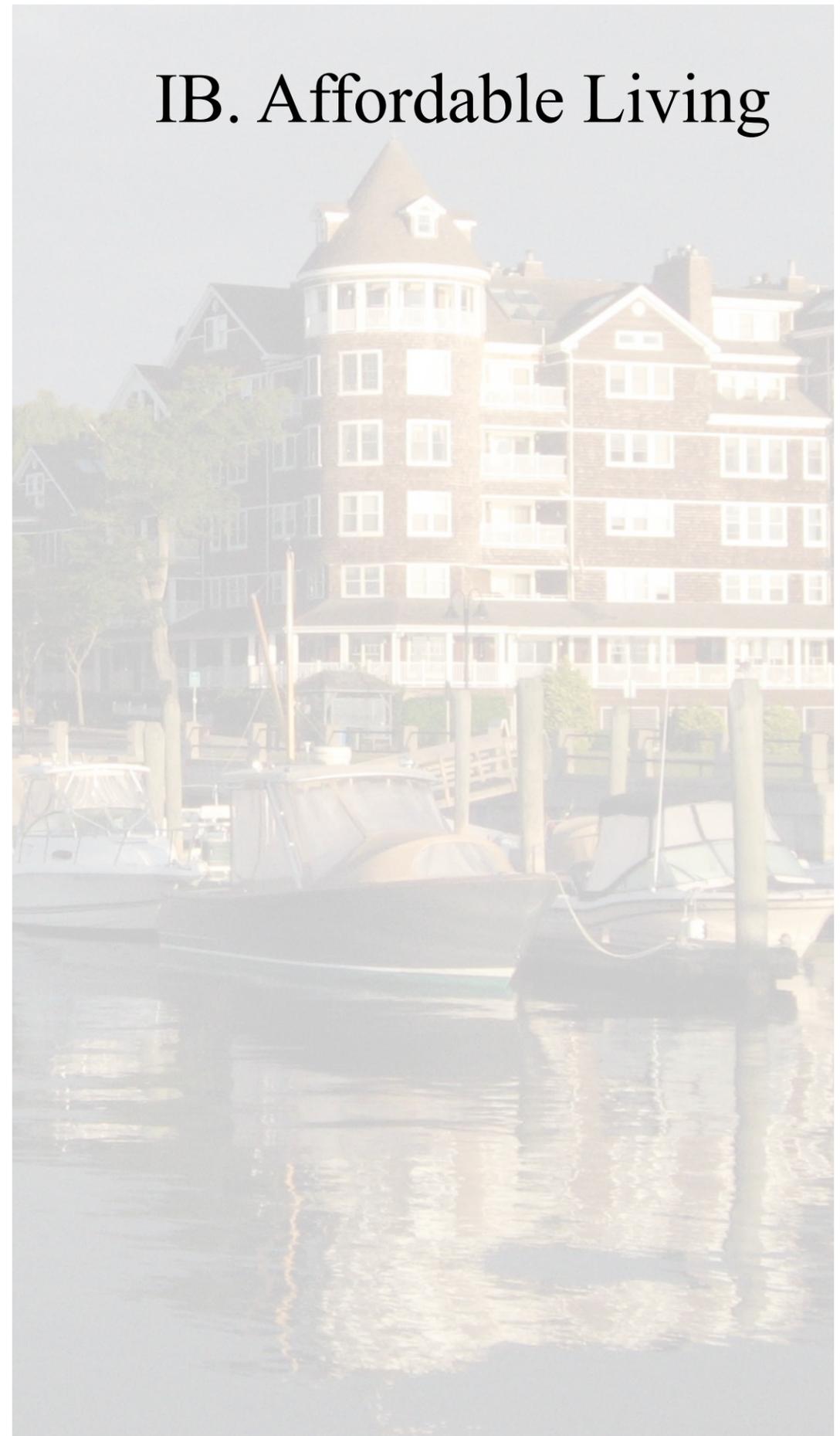


5.4 First phase of “healing” development. A new building fronting the street can help to improve the pedestrian experience along this block of Narragansett Avenue. Such a small change can make a large impact on the street.



5.5 Additional phases of development can fully restore the block to be in keeping with the town’s vision for Narragansett Avenue. The form of the new development can be managed through the SmartCode, in conjunction with *Jamestown’s Design Guidelines*.

# IB. Affordable Living



IB. Affordable Living

1. Introduction

DISCUSSION

- Socioeconomic diversity is integral to character.
- It is important to maintain the Island’s ability to support generational growth.
- Lack of affordable housing affects town services. Traditionally volunteer activities may need to become professional.
- The loss of teachers, volunteer firemen/women etc. living on the Island will have an effect on the sense of community.



Donald Powers Architects, Inc.



Donald Powers Architects, Inc.

1.1 Affordable housing can be designed to seamlessly fit in with the existing neighborhood

Affordable Housing

Historically, Jamestown has been a community whose richness was derived in no small part by the broad cross section of people who chose to make Jamestown their home. Some of these people were wealthy off islanders who only came in the summer; some were local shop owners, teachers, plumbers or fishermen. In the past, the island offered possibilities for people from a wide socioeconomic range to find a home, and more importantly, engage in Jamestown in a way that benefitted the entire community. Understandably, larger homes with waterfront access have traditionally been occupied by those with greater means, but opportunities inland were available for nearly anyone who chose to live here. In recent years, however, a variety of pressures have conspired to challenge the long standing tradition of variety and opportunity on the island. Throughout the community outreach process and the charrette itself, residents and Town leaders continually raised the issue of affordability. While several constituent

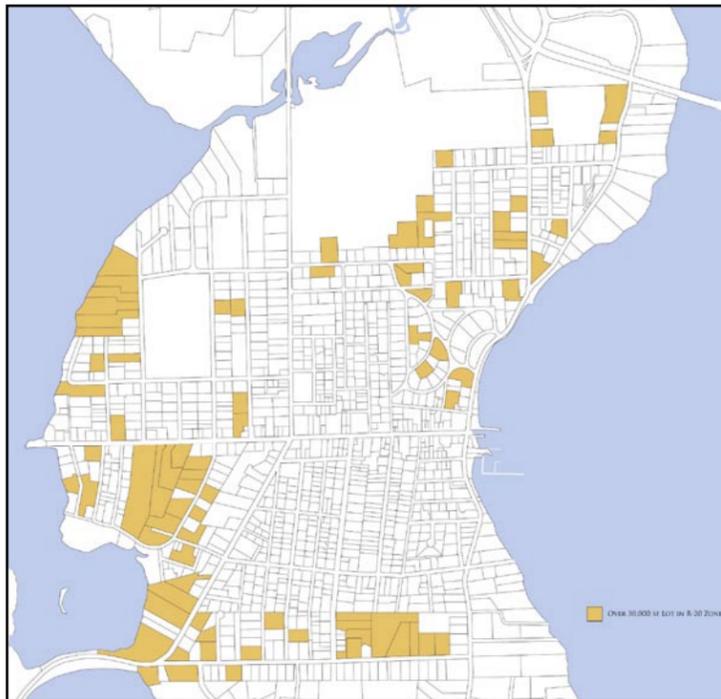
groups were specifically interested in discussing the capital “A” affordable housing challenge (38 Units over the next 5 years for Jamestown - defined as housing that is restricted in perpetuity to remain affordable), an equal, if not greater, number of participants voiced concerns about small “a” affordable housing – noting that their parents or children cannot afford to live on the island on which they were raised or where they raised their own family.

This accruing loss of the potential for “generational growth” on the island is beginning to have an effect on the island at several levels. For example, we heard through the charrette process that the fire department (which currently is all volunteer) has a great deal of difficulty recruiting and retaining young volunteer firemen – primarily because there are few, if any, housing opportunities for them and their families. While issues like this could easily be solved by higher taxes and a paid fire department, the resulting loss of character and community this suggests may not be in keeping with the ultimate goals of the island. While this might appear

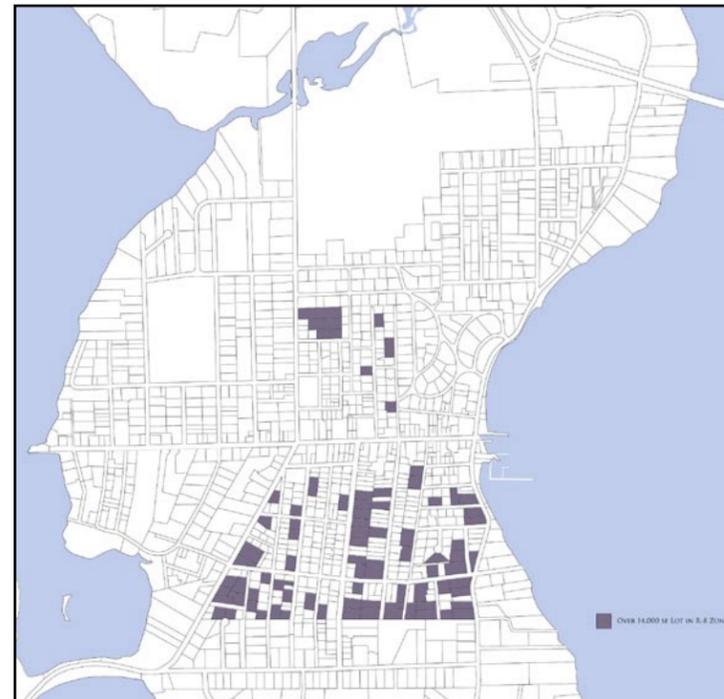
to be an isolated case, it could be (and is) just as true for school teachers, police men/women and other professionals and service providers whose presence and investment in the community is so important. It is in this context that affordable housing needs to be understood. It is not only a structured mandate by the state, but it is also an important component of preserving the character of this traditionally diverse island.

IB. Affordable Living

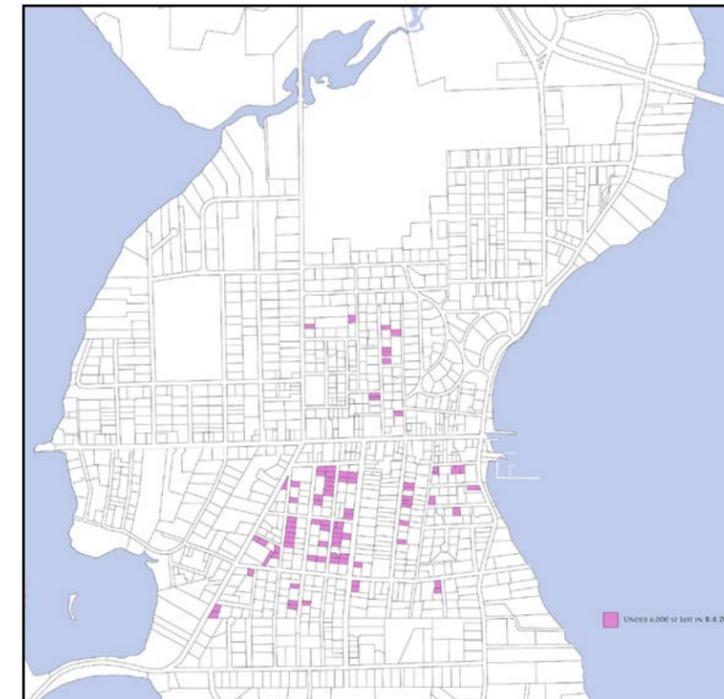
2. Subdivision of Oversized Lots



2.1 Existing lots over 20,000 sf in R-20 district. These lots can support additional use with no loss of character to their respective neighborhoods.



2.2 Existing lots over 14,000 sf in R-8 district, illustrating the opportunities for subdivision if lots of 6,000 sf or greater were allowed.



2.3 Existing lots 6,000 sf or under in R-8 district. Many lots in the Village are already at or below 6,000 sf. Their presence actually *helps* to establish the small scale which is admired in the Village.



DISCUSSION

- The existing Village contains large lots that could be subdivided for the creation of a variety of housing options.
- The existing Village already contains a high percentage of lots under the current minimum.

RECOMMENDATIONS

- Allow smaller lots if they are dedicated to affordable housing. This will actually work to *preserve* character, rather than threaten it, as some fear.
- Establish a cutoff lot size where subdivision is possible - creating one 6,000 SF lot and one lot that meets current zoning. Both new lots will be in keeping with the existing character of the Village neighborhoods.
- Guide the design of new small lot structures and all new construction with explicit design guidelines.

While Jamestown has been able to meet certain housing needs by isolating dedicated properties and subsidizing and managing them as “affordable” enclaves, this is by no means the most sustainable solution from a community perspective, nor is it the most effective.

The design team certainly looked to improve and maximize existing affordable housing and existing town assets as a first priority, but it became very clear to us that this strategy alone would not serve to meet the various affordable concerns of the town. Challenged by the need to provide a range of affordable housing options, we also took a close look at both Narragansett Avenue and the more dense residential districts surrounding Narragansett Avenue as opportunities for increased density. We recognized

that affordability could be easily incorporated if it were possible to increase the number of more modest homes on smaller lots within these already tightly knit neighborhoods. It is with this attitude that we studied the opportunities for allowing the subdivision of smaller lots and the addition of accessory units within the R-8 district. We also took this opportunity to explore the potential for residential growth above the retail spaces along Narragansett Avenue. Both of these strategies are important mechanisms for decreasing the necessary “unit” of housing to something that could be affordable even at a going market rate. The studies that follow articulate the ways in which more affordable units could be accommodated while preserving and enhancing the character of the Village that is so important. If strategies such as these are combined with proposed

changes to existing zoning classifications, the town could likely expand the numbers of both capital “A” and small “a” affordable typologies in a way that supports and retains the overall diversity the Island has traditionally enjoyed.

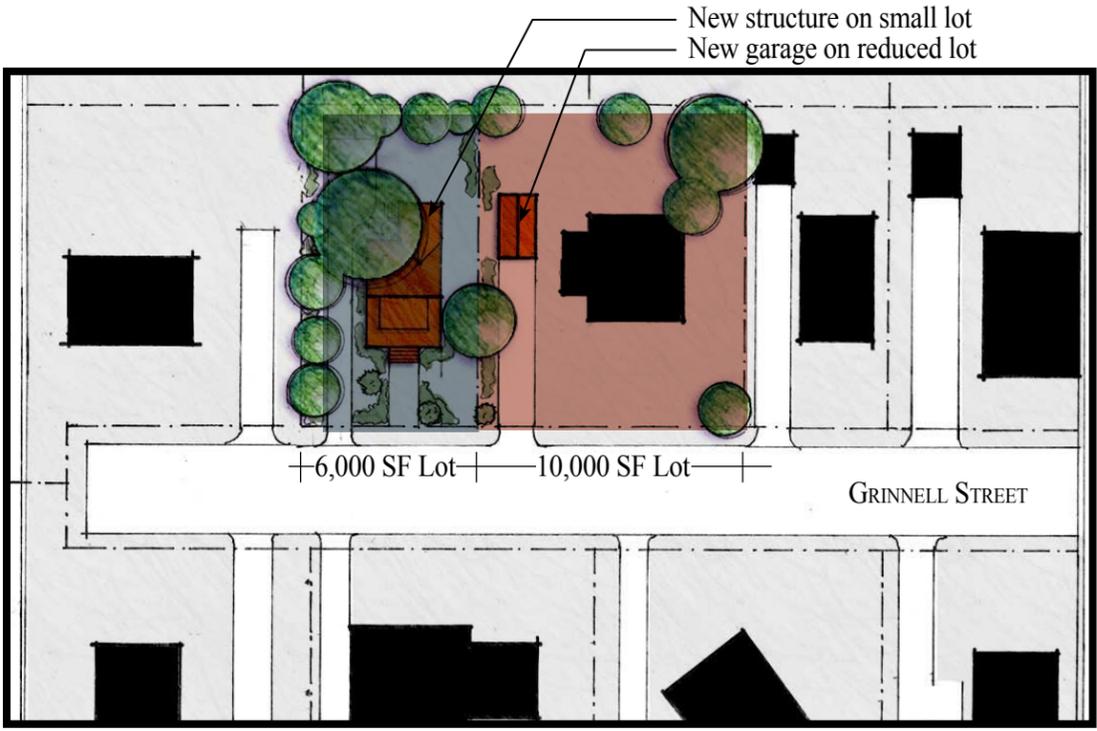
There are many solutions for the creation of Affordable Housing on Jamestown. No single approach will, by itself, solve the housing problem, but a combination of many may be needed. While many of the strategies discussed during the charrette echo those from the Affordable Housing Plan from 2005, it is clear that several of these items should be considered as a priority for implementing additional Affordable Housing units on the Island.

IB. Affordable Living

2. Subdivision of Oversized Lots



2.4 A 16,400 sf lot in the R-8 Zone.



2.5 Creation of one 6,000 sf lot (and home) along with one 10,400 sf lot.

**Legend**

- Oversized Lot
- Lot Created from Subdivision
- Lot After Subdivision

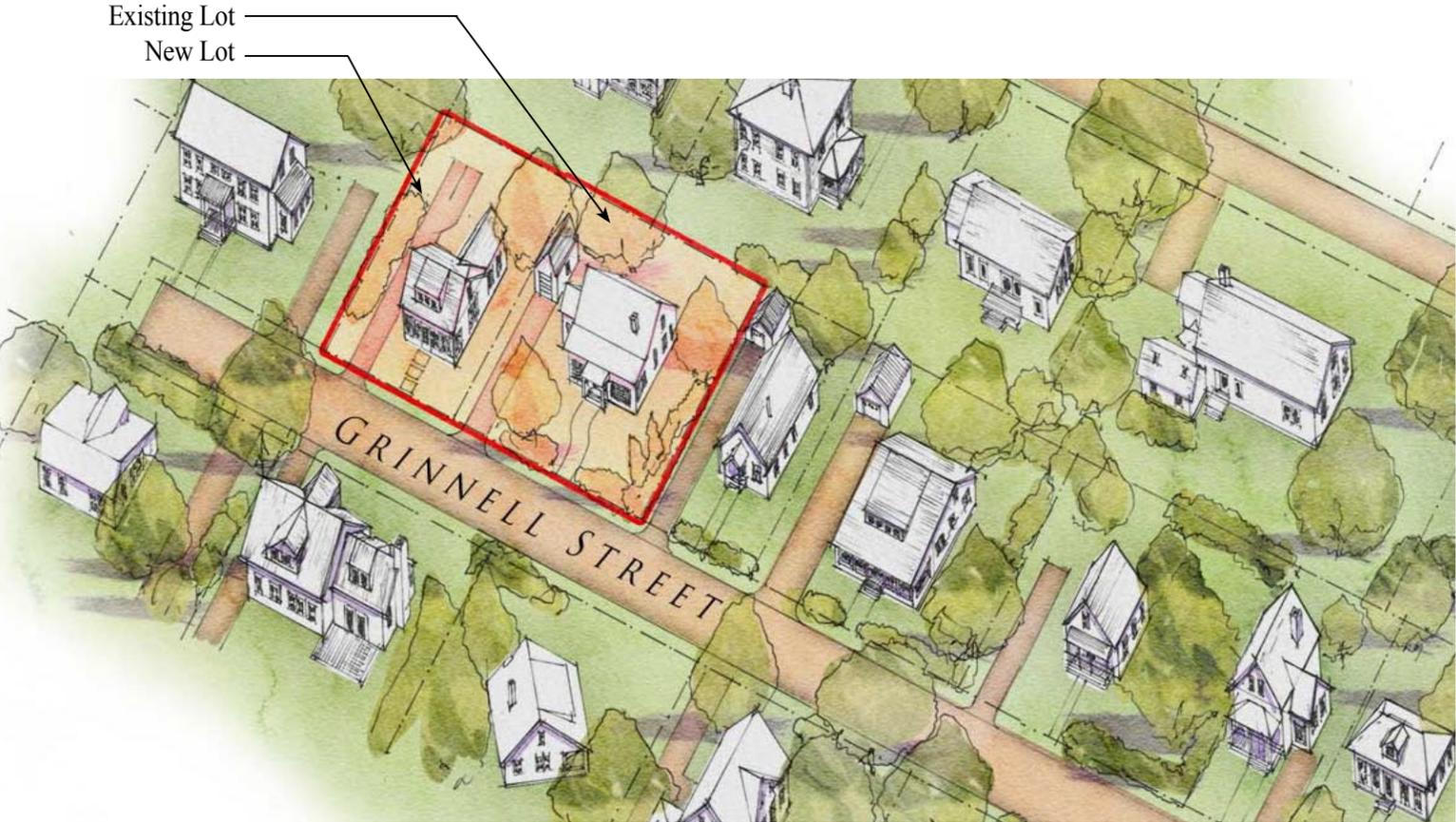
**DISCUSSION**

- Jamestown is struggling to provide diverse housing options for its residents.
- New housing units can be added in strategic locations throughout the Village district.

Subdivision of oversized lots

The example below demonstrates how an oversized lot at the end of Grinnell Street could be subdivided to create a new lot for an additional housing unit. The existing lot is in the R-8 district and is about 16,400 sf in size. The minimum lot size in the R-8 district is 8,000 sf. However, with an amendment to the Zoning Ordinance, the Town can allow 6,000 sf lots when subdividing from an oversized lot. The subdivision creates a 10,000 sf lot and a 6,000 sf lot for the new residential unit. The existing rhythm of buildings along the street is continued, and improved, by the new house on Grinnell Street. The design of the new building would be based on the Jamestown Design Guidelines that encourage development that is sympathetic to existing neighborhood character and forms.

The subdivision of the oversized lot creates two lots that are similar in size to the other properties on the street. The house that is built on the new lot is a seamless addition to the neighborhood fabric.



2.6 The scale and pattern of new construction can be seamlessly integrated with the existing neighborhood.

**RECOMMENDATIONS**

- Allow subdivision of oversized lots to add additional housing units in the Village District.
- Newly created lots of 6,000 sf minimum will be in keeping with existing lot sizes in R-8 district.
- Buildings on new lots should be situated on lot according to dimensions in *Jamestown's SmartCode* and should follow architectural recommendations listed in *Jamestown's Design Guidelines*.

IB. Affordable Living

3. Accessory Units

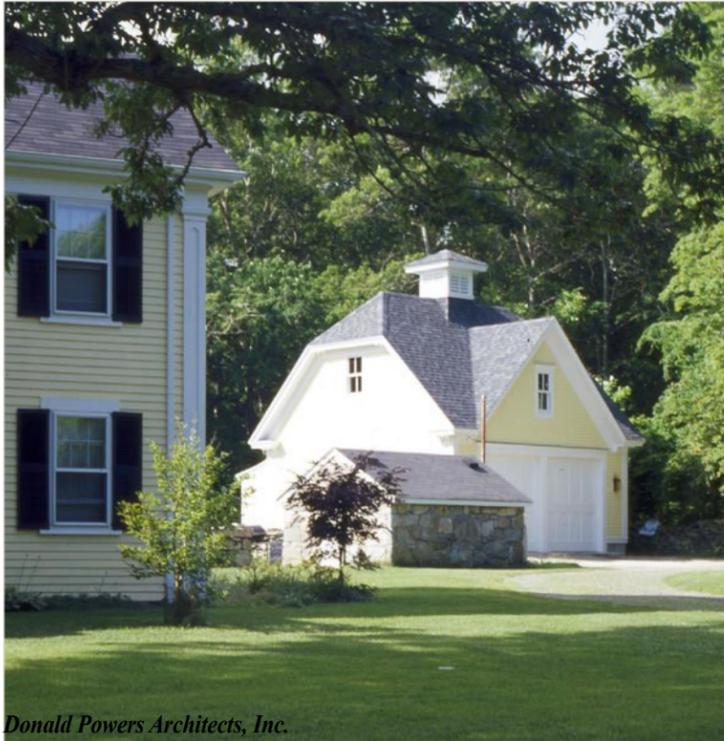
Accessory Units and Duplexes

Throughout the country, towns and cities are finding that accessory units can be a successful way to encourage the creation of additional rental housing within an existing community. Jamestown should take full advantage of the additional housing that is provided by allowing accessory units. These small residential units, either attached to the existing home or incorporated into an outbuilding or garage, can be designed in character with the existing home. This pattern of smaller carriage houses, “granny flats” or outbuildings placed subordinate to the main house and toward the rear of the lot can be found throughout New England. [3.1] Several examples of these structures are present in Jamestown already and fit successfully into the rural character of their streets. [3.5]

These diagrams show how an existing home can accommodate the addition of an accessory unit. The first set shows how a garage can be expanded to add an apartment. [3.3] The second shows how an accessory unit can take the form of an addition to the existing house with a cleverly located entrance to the

new apartment. [3.4] It is important that the architecture of an accessory unit be in harmony with the existing home to further support the character of the neighborhood.

**Throughout the course of the charrette it was heard that the generational growth of the island is a critical problem. Accessory units can be one solution for how existing families, whether it be growing children or aging parents, can remain on the island. For more guidance on the design of accessory units refer to the *Jamestown Design Guidelines*.**



Donald Powers Architects, Inc.

3.1 An accessory apartment over a garage can be designed in character with the existing home. This echoes a carriage house subordinate to the main house, a pattern found throughout New England.

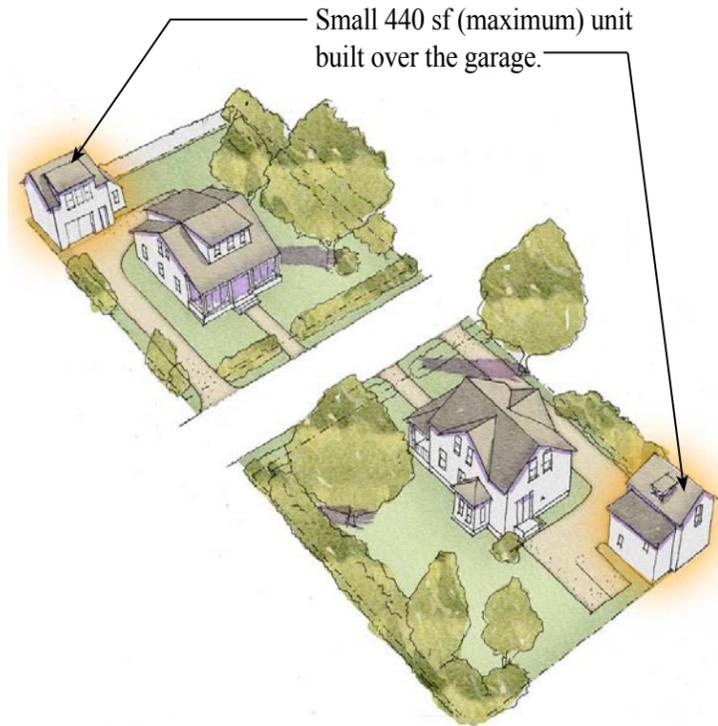


3.5 Carriage houses are common throughout Jamestown’s residential neighborhoods. Built according to simple design guidelines and lot regulations in the customized SmartCode, new accessory apartments can seamlessly fit in with this existing pattern.

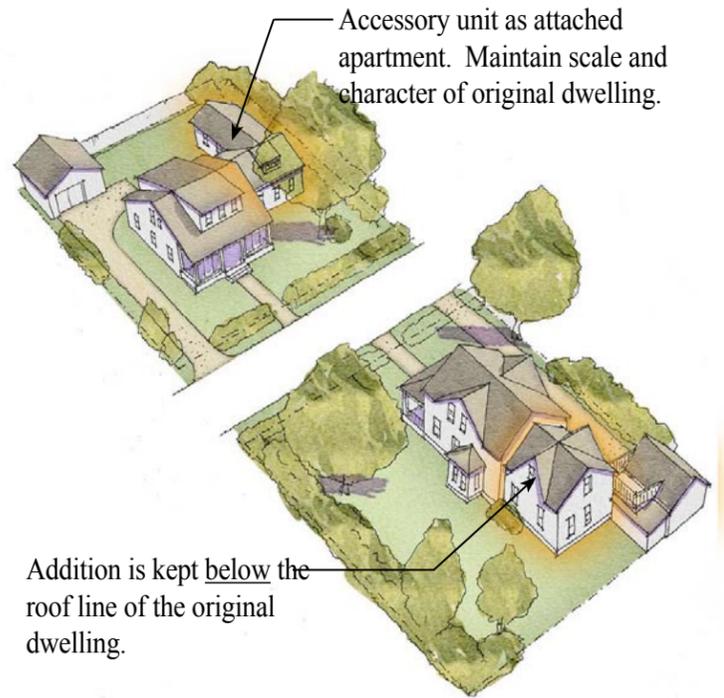
*“Throughout the course of the charrette it was heard that the generational growth of the island is a critical problem. Accessory units can be one solution for how existing families, whether it be growing children or aging parents, can remain on the island. For more guidance on the design of accessory units refer to the *Jamestown Design Guidelines*.”*



3.2 Existing single-family residential lots.



3.3 Addition of accessory unit above garage.

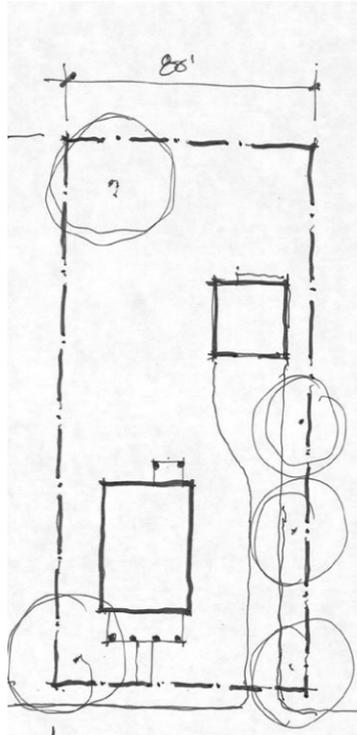


3.4 Addition to existing structure.

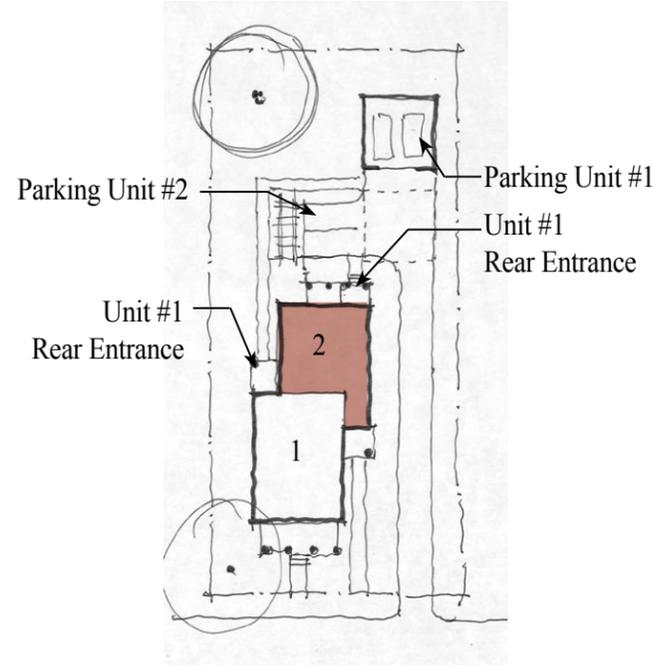
Philadelphia Duplex

Not all oversized lots on Jamestown are configured with their longest side fronting a street. Many larger lots are long narrow lots that provide a strong streetscape (houses fairly close together) but ample rear yards for accessory buildings, outdoor space etc.

It is still possible to consider accessory units even in lots configured in such a way by considering a "Philadelphia Duplex." The Philadelphia duplex takes the form of two residences piggybacked one behind the other, but both units have an door on the street. The second unit is set further back from the street and is almost indecipherable as a second residence. The character of the street remains unchanged, while the property owner is able to provide housing for a relative. Duplexes like these could also be built new on vacant lots in town.



3.6 Before. The typical single family dwelling offers a small scale 1 1/2 story facade to the street.



3.6 After. Even with the addition of a second unit, the character of the facade is hardly changed.

- RECOMMENDATIONS**
- Accommodate generational growth on the Island by allowing accessory units in zoning ordinance.
  - Refer to *Jamestown's SmartCode* regulations for siting accessory units on a lot.
  - Refer to accessory unit design standards in *Jamestown's Design Guidelines*.

IB. Affordable Living

4. Mixed Use on Narragansett

Mixed Use

As another solution for affordable living within the Village, both the existing infrastructure and buildings along Narragansett Avenue should be used to the fullest extent. Characteristically, the traditional New England village is mixed use. It is this mix of uses that helps to create a successful main street. Jamestown should take full advantage of the upper floors along Narragansett Avenue by allowing a mix of housing and offices to occur above the ground floor.

As the town looks to provide for the Island’s growing local population and economy, the upper floors of existing buildings along Narragansett Avenue are a great resource that should not go to waste. Provisions in the zoning should require that these upper floors be mixed use and should give incentives to encourage the conversion or renovation of existing underutilized spaces to take on a new use. A shared parking provision and more reliance on on-street parking for residential uses should be considered to encourage the creation of additional residential units along Narragansett Avenue.

There are several new construction projects in various stages of planning along Narragansett Avenue. These new projects should be required to have a mix of uses and should take full advantage of the walkable environment that occurs already along the street. The character of this street is dependent greatly on the “outdoor room” that multiple story buildings set close to the street create. To ensure that future projects along Narragansett Avenue build upon the existing character, and do not detract from it, a building height of two to three stories should be required, with a mix of uses allowed throughout the building.

As we have found during the Charrette, land is not available for much future growth on the Island. It is these upper floors along Narragansett Avenue that will help provide another outlet through which growth can occur without damaging the character of the Island.



4.1 Mixed-use buildings along Narragansett Avenue can help concentrate future growth in the Village district.

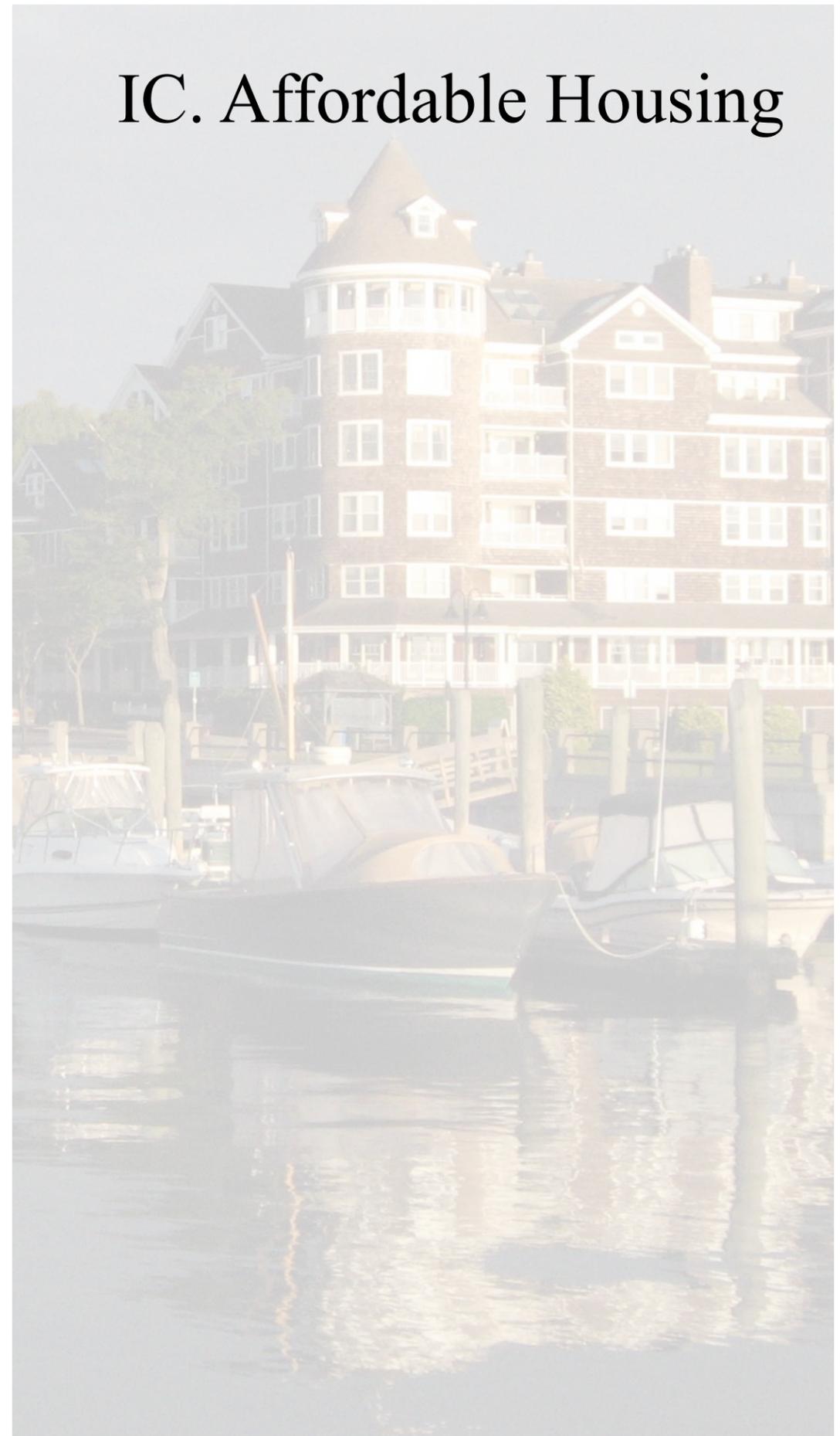


4.1 The Town can utilize the upper floors of existing buildings on Narragansett Avenue for residential use. Mixed-use buildings, made possible by reduced parking requirements, can help to create a vibrant street life.

RECOMMENDATIONS

- Reference *Jamestown’s Design Guidelines* for design standards for mixed use additions.
- Reduce parking requirements for mixed use structures to allow utilization of upper stories of existing buildings for dwelling.
- See Section IIA.5 on reorganized parking patterns and cooperation amongst downtown property owners.
- Allow mixed use by-right as proposed in the *Jamestown SmartCode*.

# IC. Affordable Housing



IC. Affordable Housing

1. Analysis

DISCUSSION

- Affordable housing mandate will require 38 additional units over the next five years.
- Few sites are available and those that are available are prohibitively expensive.
- Town currently owns several sites that could be used for affordable housing.
- Current affordable housing asset has significant unused potential and the existing buildings need significant improvement.

RECOMMENDATIONS

- Maximize number of new units on Town-owned sites.
- Renovate and add units to Church Community Housing Site.
- Design new units to highest possible standards to mitigate against perceived “substandard” quality of affordable housing.
- Implement *Jamestown Design Guidelines* for all new construction, including affordable units.

Affordable Housing Analysis

The most immediately available action for building affordable housing in Jamestown lies in the development of existing Town-owned properties. The Town of Jamestown currently owns two parcels that are ideal for affordable housing units. Both the former Town Offices site and the lot adjacent to the Fire Station are vacant and ready for development. [1.1-A,B] These two sites are ideal because they are located in the Village district, with access to existing services and conveniences. It would be prudent of the Town to maximize their current assets by capitalizing on the number of units that can be built at each location. Furthermore, encouraging new development to occur within the established Village district is directly in line with the sustainable vision that many residents have for the Island, as it concentrates growth in developed areas. The design of the new units should be sympathetic to the existing character of the neighborhood and can be guided by the Jamestown Design Guidelines. The infill of vacant lots in the Village district will not only help to satisfy Jamestown’s affordable housing needs, but will also improve the quality of the surrounding neighborhoods.

Another current asset that is available for improvement is the existing Church Community Housing site. [1.1-C] CCH has developed affordable housing at this site, but the structures that exist are not in keeping with the architectural character that Jamestown wants to maintain. During several exercises conducted throughout the charrette, residents voiced their concern about the CCH property. By improving the facades of the existing buildings and building another one or two buildings on the site, CCH would be doing much to improve the character of the property and its perception from the street, as well as taking advantage of the additional units that could be built on the site. The design of the new development on the CCH site, as well as at any other site, should take direction from the Jamestown Design Guidelines to ensure that any affordable housing is not stigmatized as such because of a design that is inconsistent with the character of the Island.



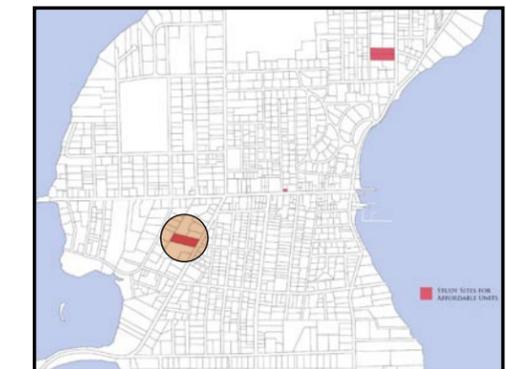
1.1 It would be prudent of the Town to develop sites that it currently owns to satisfy affordable housing needs. Additionally, a current affordable housing development could be renovated to improve its appearance and to gain more units.

IC. Affordable Housing

1. Analysis

DISCUSSION

- Existing Town Offices site represents opportunity for 12 units of affordable housing.



RECOMMENDATIONS

- Build affordable housing within the Village to take advantage of proximity to existing services.
- Use Town-owned site to develop 12 units of affordable housing.
- Design can incorporate a common court and a variety of unit types.
- Activate the sidewalk by locating buildings along the street edge.



1.2 The Former Town Offices Site sits vacant along Southwest Avenue. Future development could help to improve the streetscape at this location.

Former Town Offices Site

The immediate development of the former Town Offices site for affordable housing is in the best interest of the Town in the hopes of achieving the state mandate to provide 10% affordable housing. Whether the Town decides to renovate the existing building on the site, or to build all new units, about 12 units of housing could fit at this location. The wetlands and wetlands buffer that exist on the site prevent development on more than 50% of the lot. Despite these limitations, compact development that is consistent with Jamestown’s architectural character would not only help the Town meet its housing goal, but would make a positive impact on the immediate neighborhood.

The proposal illustrates multifamily buildings that create a strong street edge and form an interior court. [1.4] The proposed housing units are a range of sizes to accommodate the variety of family sizes that exist on the island. The location of this development is ideal for walking to the grocery store, the Village center, and Four Corners. The importance of pedestrian access to daily services cannot be underestimated. The ability to walk to the grocery store, the Library and the Post Office means that many fewer automobile trips, reducing fuel costs, traffic and time.



1.3 Former Town Offices Site - Existing Site Plan. Lack of current building “frontage” could be aided by addition of new structures.



1.4 Former Town Offices Site - Proposed Site Plan. Units are arranged in a cluster of smaller scale buildings more consistent with the scale of existing buildings.



1.5 Illustration of compact development on former Town Offices Site.

IC. Affordable Housing

1. Analysis

DISCUSSION

- Church Community Housing site is in need of renovation and represents an opportunity to gain a significant number of units.



RECOMMENDATIONS

- Take advantage of current affordable assets by renovating existing structures.
- Use the customized SmartCode and design guidelines to guide additions and rehabilitation.
- Incremental changes can improve aesthetics, slowly adding units over time.
- New construction here could actually *improve* and repair an area of town universally disliked.



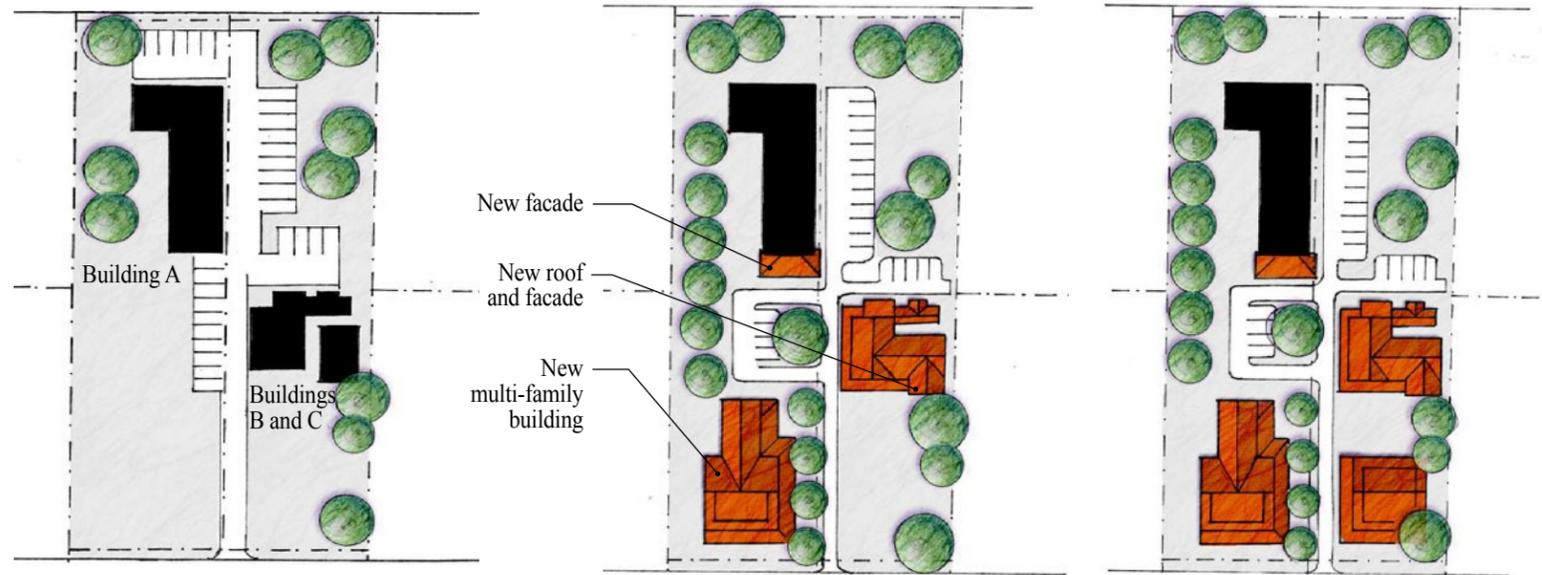
1.6 Images of Church Community Housing Site. Buildings lack a cohesive, harmonious appearance.

Church Community Housing Site

As this site currently accommodates some of Jamestown’s affordable housing units, the design team has proposed to improve the existing buildings on the property and to build additional units on the lot. Many residents have identified this site as one that could use improvement. [1.6] Increasing density on the site helps to keep new development from occurring on greenfield sites and also creates a strong street edge with the new buildings.

Proposal A [1.8] illustrates the addition of a new facade on building A, and the unification of buildings B and C under one roof. The reorganization of buildings B and C yields more housing units. In addition to these proposed changes, the design team recommends constructing a new multi-unit building that addresses the street at the front of the property.

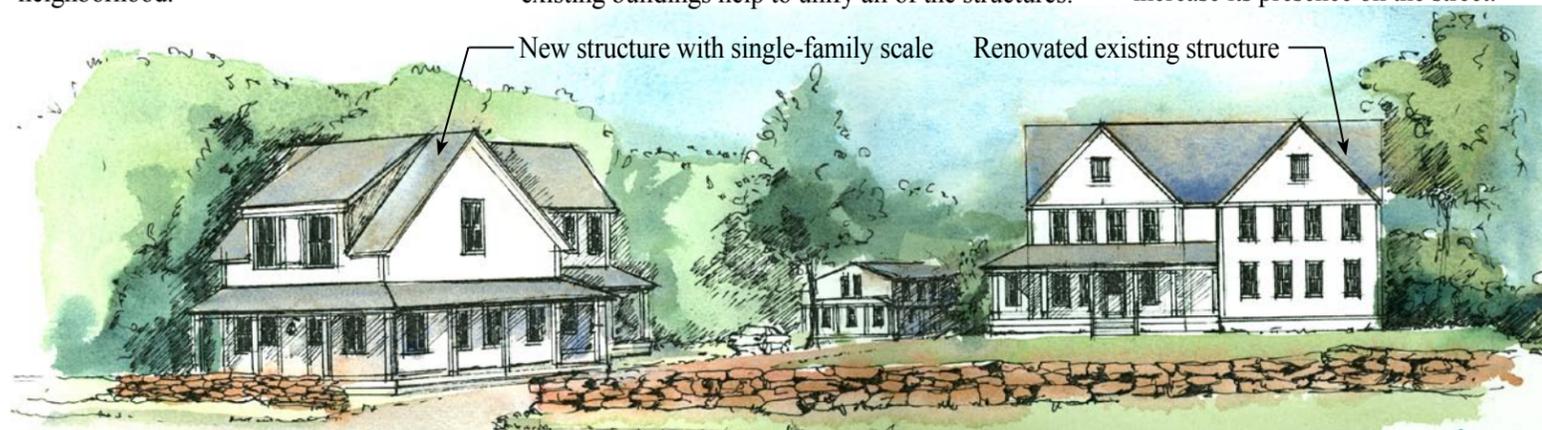
In addition to the changes suggested in Proposal A, Proposal B [1.9] demonstrates the possibility of building a fourth building on the property to create even more housing units. The design of the new buildings could be guided by a set of proposed design standards that encourages architecture in keeping with Jamestown’s traditional building forms. (*Jamestown Design Guidelines*)



1.7 CCH Site - Existing Site Plan. The development is set back far from the street in a manner that isolates it from the surrounding neighborhood.

1.8 CCH Site - Proposed Site Plan A. A new multi-family building addresses the street, incorporating the buildings into the neighborhood. New facades on the existing buildings help to unify all of the structures.

1.9 CCH Site - Proposed Site Plan B. Over time, a fourth building could add additional units to the property and increase its presence on the street.



1.10 View of CCH site from Conanicus Avenue. By adding units within well-designed new construction and expanding and renovating the existing neglected structures, an existing eyesore could become a community asset and progress could be made towards achieving the mandated 10% affordability clause.

IC. Affordable Housing

1. Analysis

DISCUSSION

- The existing lot at Grinnell Street and Narragansett Avenue could immediately be developed into at least 2 units of affordable housing.



1.11 The vacant lot adjacent to the Jamestown Fire Station creates a large gap along the street. The Town should develop this site as housing, ideally for volunteers in the Jamestown Fire Department.

RECOMMENDATIONS

- Two units and their required parking could be built on the site.
- As a Town-owned lot, it could be developed immediately.
- A well-designed structure would actually improve the street by filling in the “missing tooth” of street frontage and establishing a “strong” corner at Grinnell Street.
- Lost parking could be replaced by a re-striping of the parallel spaces on the west end of Narragansett Avenue, which are currently longer than zoning requires.

Vacant Lot adjacent to Fire Station

The vacant lot that is adjacent to the Fire Station has been identified as another advantageous location for affordable housing units. The design team recommends that the Town develops the corner lot, in conjunction with the lot immediately behind it, to accommodate two units of housing. ***These units could directly satisfy the housing needs with which the fire department is currently struggling.*** The seven parking spaces sacrificed to the new units could easily be replaced with “found” spaces on Narragansett Avenue by simply re-striping existing spaces to standard dimensions.



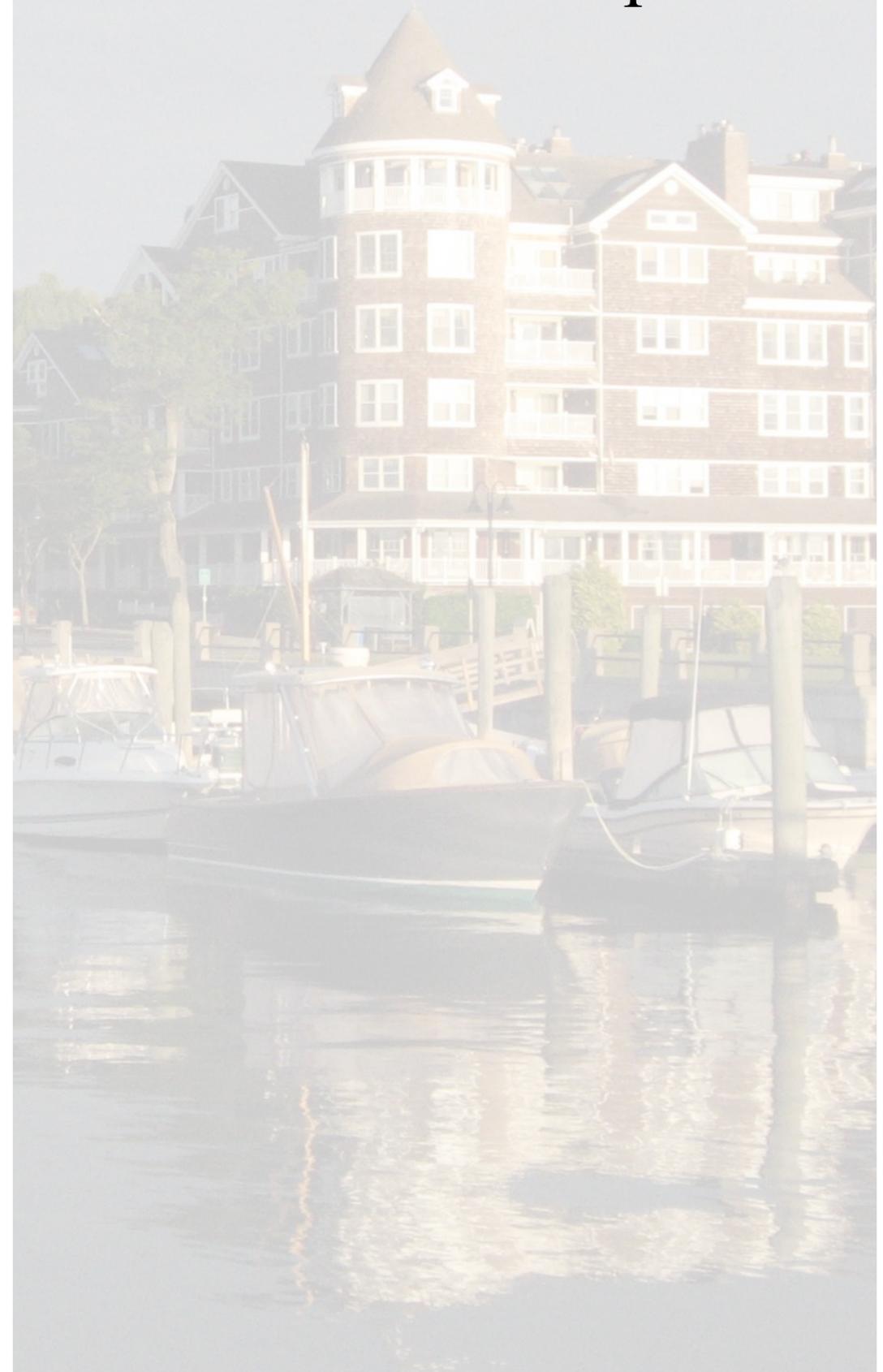
1.12 Vacant lot adjacent to Fire Station - Existing Site Plan



1.13 Vacant lot adjacent to Fire Station - Proposed Site Plan



## IIA. Additional Proposals



Introduction

The design team entered into the charrette with a diligent focus on zoning, architecture and character of the assigned study area. The natural progression of the study however, led to several explorations beyond the Village limits. Public input and the team’s own observations made it clear that the investigation needed to consider more than what the Town originally asked for. The charrette became a vehicle for a broad range of important topics to be discussed. These additional proposals are the result of our holistic approach to understanding the Island.

The following pages represent studies driven by conversations with residents, as well as what seem to be the most striking opportunities for improvement. These studies offer a vision that we believe is sympathetic with Jamestown’s goals and is in keeping with the character and spirit of this Island and its residents. In many cases, these ideas are easily achievable, even within the current structure of Jamestown’s ordinances.



1.1 The enjoyable aspects of East Ferry can be built upon to create even greater civic spaces.



1.2 Small improvements to the West Ferry can allow residents to really enjoy this view of the Jamestown Bridge.



1.3 Compilation of design proposals for the Village district. Improvements at East Ferry, West Ferry and Four Corners signify an investment in valued civic space. Incremental changes to lots along Narragansett Avenue help to strengthen the entire village core.

IIA. Additional Proposals

2. East Ferry Waterfront



2.1 East Ferry is dominated by parking and lacks a continuous pedestrian walkway to enjoy the waterfront.

East Ferry

Jamestown’s waterfront district, also known as East Ferry, is one of the most scenic locations in town. It offers views of Narragansett Bay, the Pell bridge and Newport. Residents and tourists dock their boats at the marina and enjoy ice cream from Spinnaker’s. Children run to get a closer look at the water.

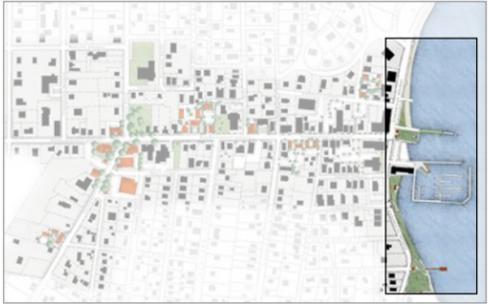
Despite the view and the services provided at East Ferry, many residents believe the waterfront could benefit from several improvements. The charrette process revealed frustration among residents about the lack of pedestrian access along the water. The stretch of Conanicus, south of the Recreation Center, was the focus of much concern. Residents want to be able to see the water from this location, rather than

the overgrown brush and vegetation that exists there now. It is also clear that parking overtakes much of the waterfront experience. It is important that adequate parking remains, but it could be reorganized in a more efficient way.

Proposed Waterfront Plan

In order to provide continuous pedestrian access to the water, the design team proposes building a low-impact boardwalk along Conanicus Avenue. The land that is currently overgrown with brush and vegetation could be reclaimed as a Town beach. The boardwalk would not only provide uninterrupted views of the Bay, but it would protect the town from the swells that are predicted as water levels continue to rise. Proposal A [2.2] also shows the reconstruction of a swimming dock just south of East Ferry, where one had been located in the past. If possible, the Town could buy the piece of land south of the swimming dock as an extension of the Town beach. The parking in this scheme is reorganized to create a larger memorial park, with overflow parking accommodated in diagonal spots along Conanicus Avenue.

Plan B [2.3] organizes the parking at East Ferry to make a much larger waterfront park at the end of Narragansett Avenue. This plan also takes advantage of parking along Conanicus Avenue and illustrates that the piece of land south of the swimming dock is not critical to the success of the improvements.

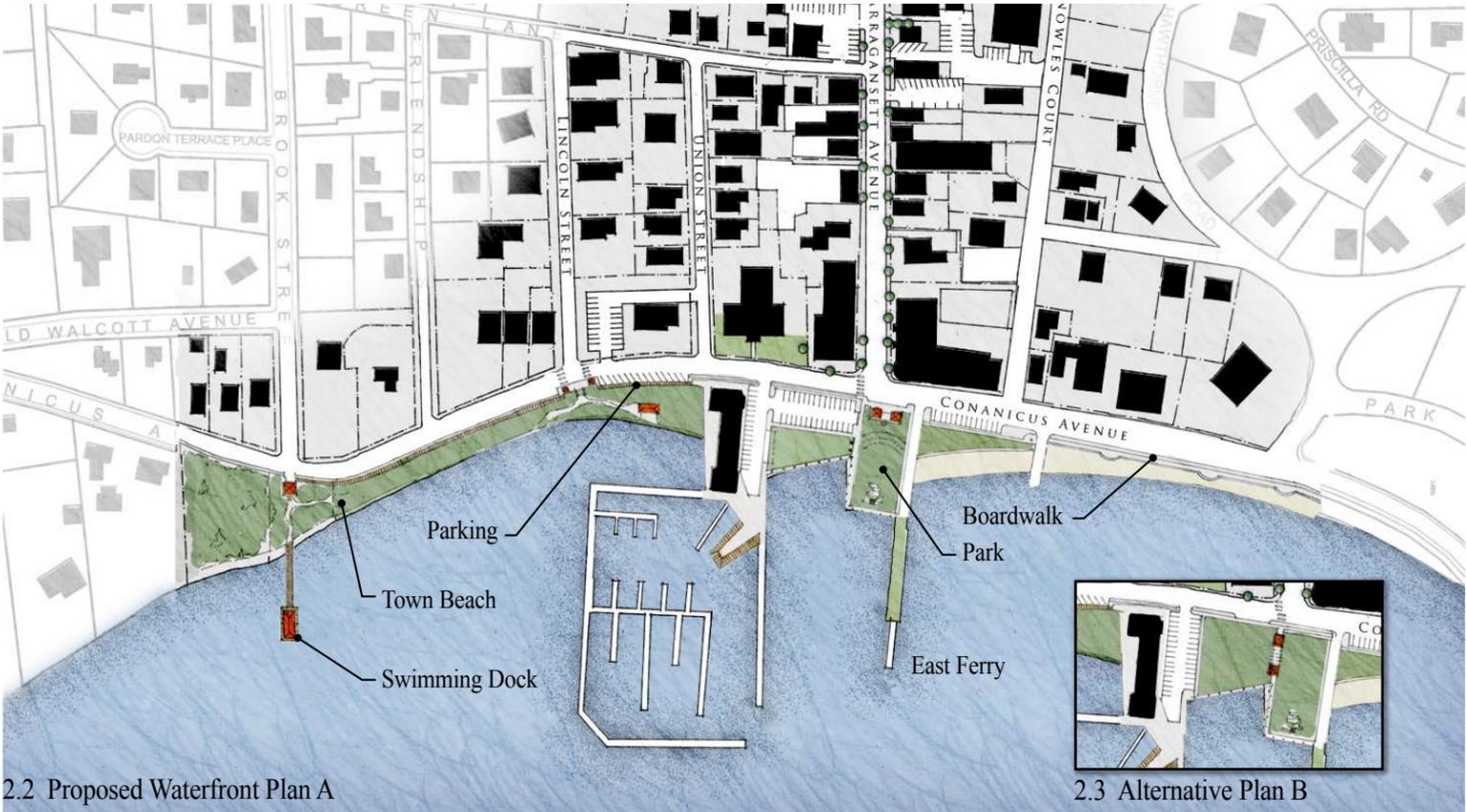


DISCUSSION

- Insufficient access to water and harbor. *“As an Island community, we should have more access to the water!”*
- Best views blocked by vegetation.
- Parking dominates the water’s edge - could be better designed.
- Seawall infrastructure due for repair and upgrade.
- Conanicus Avenue offers primed opportunity for more, unobstrusive parking.

RECOMMENDATIONS

- Implement and integrated design that offers real public green space, gains parking and reorganizes existing spaces to be more efficient.
- Repair seawall and create a true public boardwalk and public space along the water’s edge.
- Increase opportunities for public access to the water with a Town beach and swimming dock.

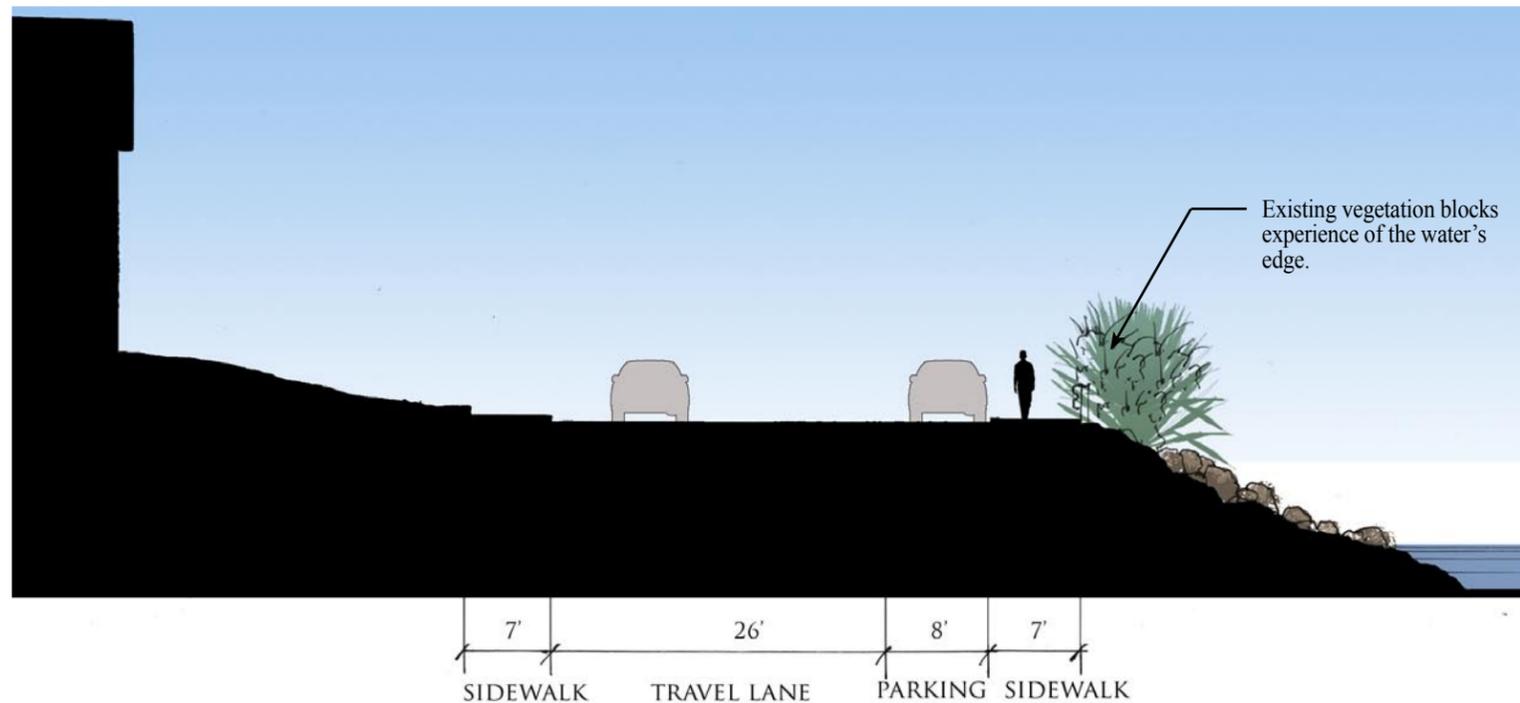


2.2 Proposed Waterfront Plan A

2.3 Alternative Plan B

IIA. Additional Proposals

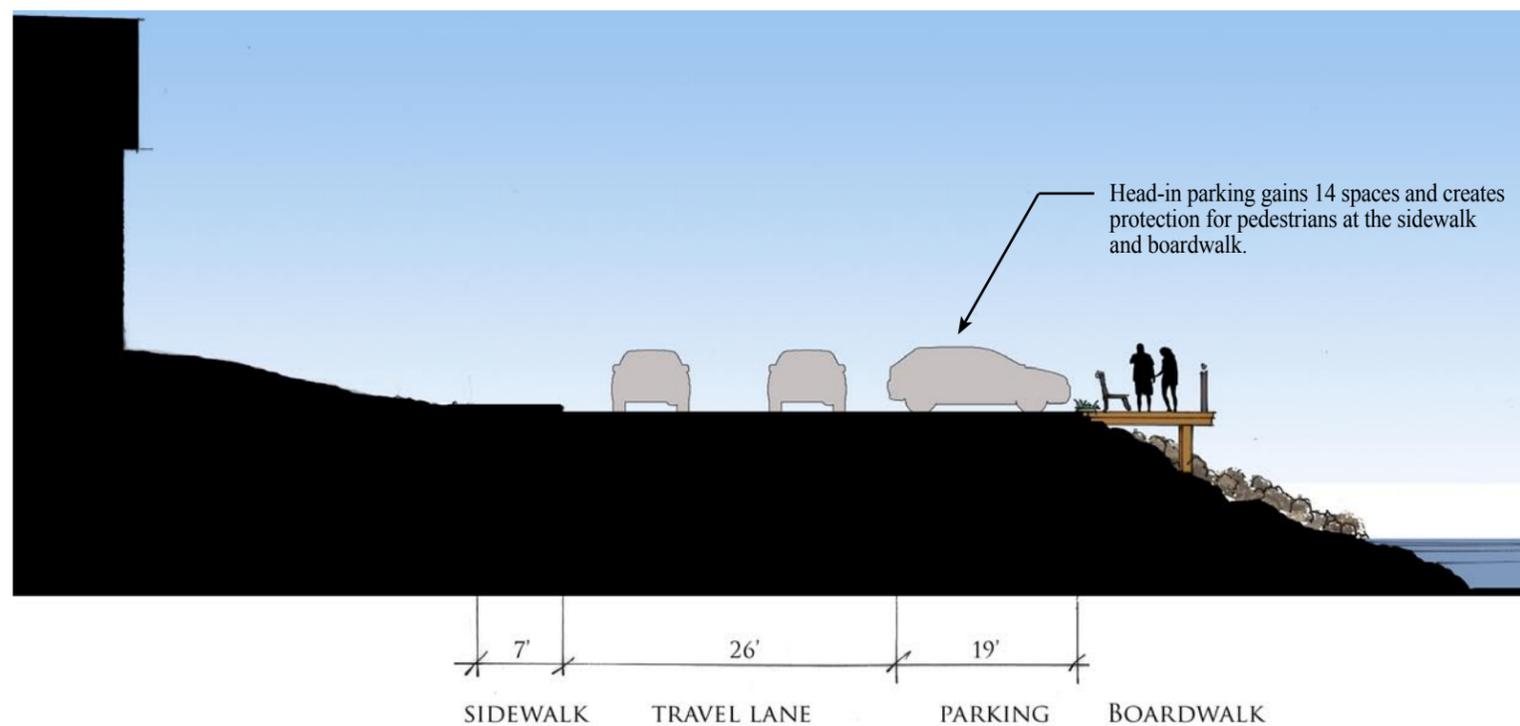
2. East Ferry Waterfront



Existing Street Section

The existing street section through Conanicus Avenue [2.4], in front of the Newport Bank, illustrates the width of the street and the overgrown vegetation that obstructs the view of the bay.

2.4 Existing Section Through Conanicus Avenue



Proposed Street Section

The proposed street section [2.5] demonstrates parking on one side of Conanicus Avenue, as well as a new boardwalk built out from the street edge. The addition of parking along one side provides a buffer between pedestrians on the boardwalk and cars travelling on Conanicus Avenue. The views of the water from the properties along Conanicus will also be enhanced from the suggested improvements.

2.5 Proposed Section Through Conanicus Avenue

DISCUSSION

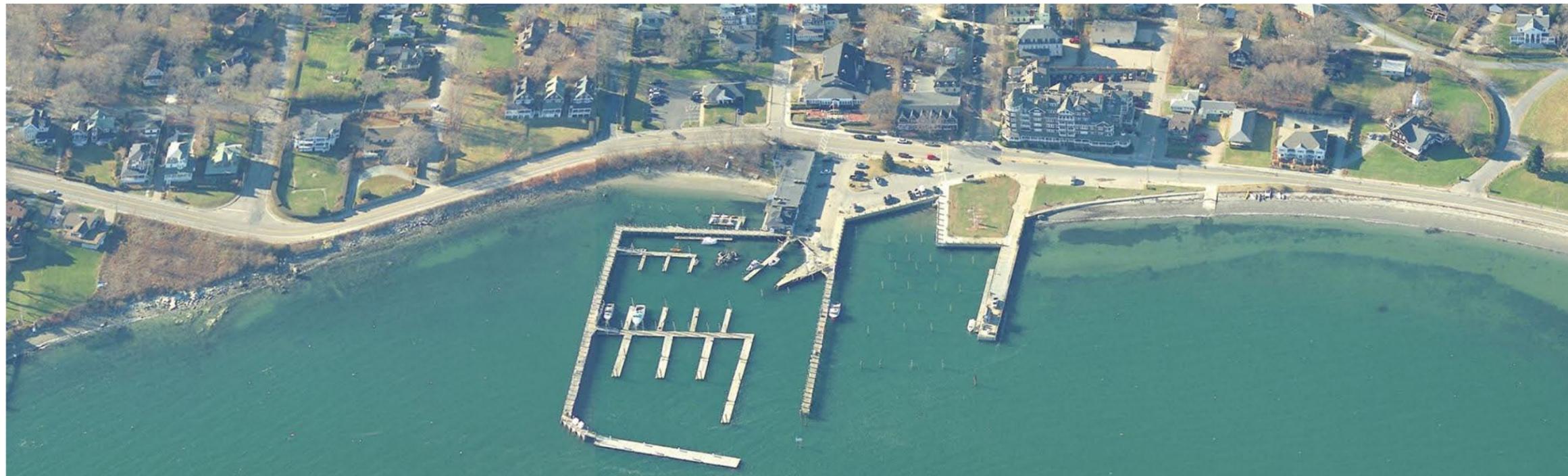
- Overgrown vegetation blocks the view of the water from the street.
- Traffic speeds too fast through this section of Conanicus Avenue.
- Pedestrians have no way to experience the water's edge.
- There is insufficient parking for the number of uses and services at East Ferry.

RECOMMENDATIONS

- Introduce head-in parking along Conanicus Avenue. Parking provides buffer between traffic and pedestrians.
- Build a low-impact boardwalk at rip-rap edge.
- Create a true civic experience out of an infrastructure problem.

IIA. Additional Proposals

2. East Ferry Waterfront



2.6 Existing Waterfront



DISCUSSION

- Existing waterfront represents a host of missed opportunities and unplanned spaces that are left over after the demise of the ferry operations.
- This experience is dominated by parking, asphalt and blocked views.

RECOMMENDATIONS

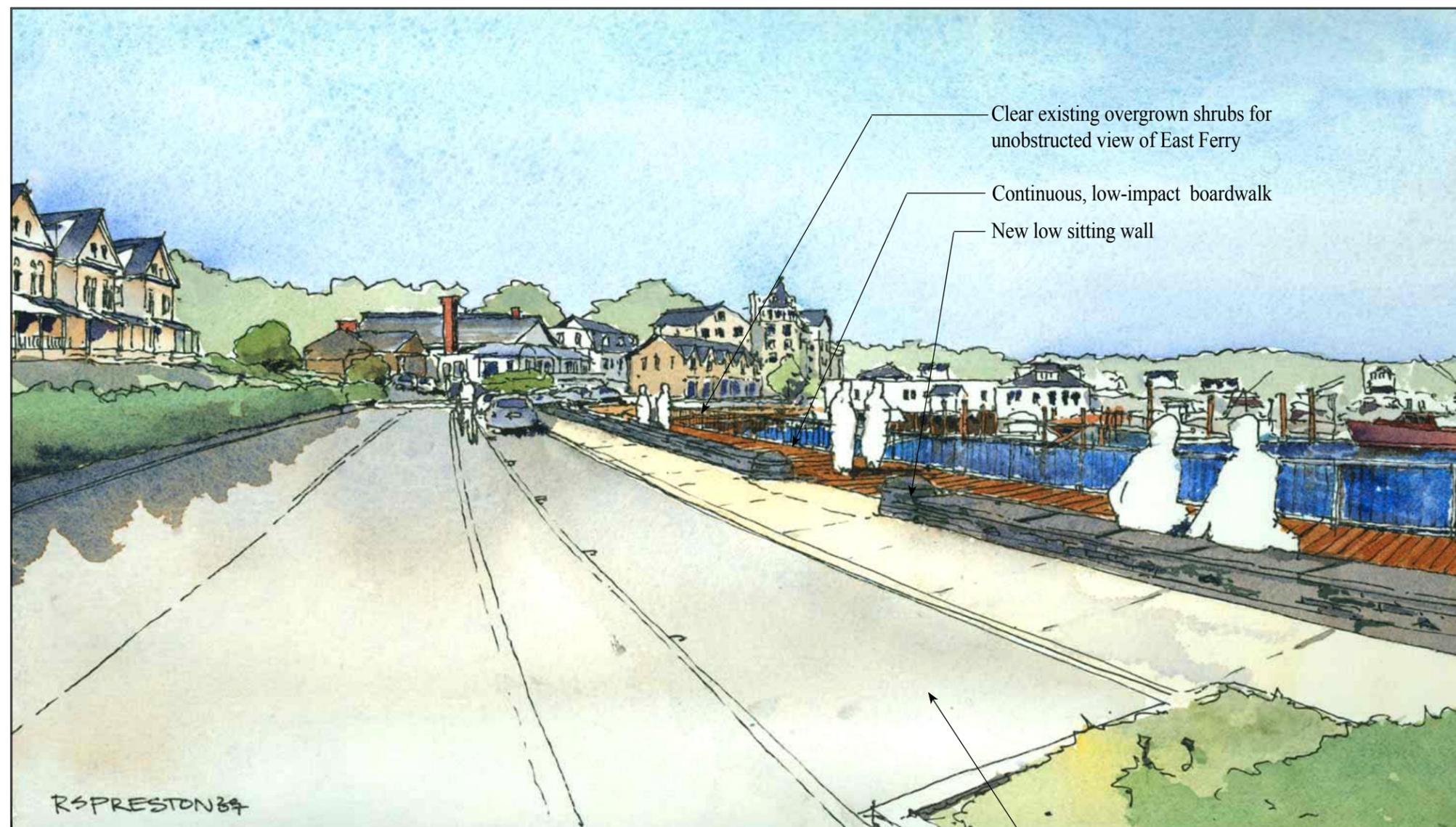
- 1. Swimming Dock** - Utilize Town land to re-create the historic Town swimming dock.
- 2. Town Beach** - Create access to a new Town beach.
- 3. Parking** - Remove overgrown vegetation, add diagonal or head-on parking, and build a boardwalk, all to create a pleasing pedestrian experience of the water's edge.
- 4. Park** - Reorganize parking at the Town green to achieve a larger and better green space.
- 5. Boardwalk** - Leverage needed repairs to seawall to create a true pedestrian promenade.



2.7 Proposed Waterfront with reorganized parking and added amenities, such as a Town Beach, a swimming dock, and a pedestrian promenade.

IIA. Additional Proposals

2. East Ferry Waterfront



2.8 Proposed perspective view looking up Conanicus Avenue

Clear existing overgrown shrubs for unobstructed view of East Ferry

Continuous, low-impact boardwalk

New low sitting wall

Head-in or parallel street parking

DISCUSSION

- Access to water at East Ferry is limited, especially at areas south of the Recreation Center.
- Lack of continuous walkway along water.
- Much of East Ferry is dedicated to parking.
- Memorial Park is not used by residents.

RECOMMENDATIONS

- Build continuous, low-impact boardwalk along water's edge .
- Boardwalk can also act as barrier against increasing water swells.
- Reorganize existing parking; add parallel or head-in parking along Conanicus Avenue.
- Rebuild swimming dock in its historic location.

Existing Conditions / Problems

Four Corners, the intersection of North Road, Southwest Avenue and Narragansett Avenue, is an important spot for many citizens of Jamestown. It is the location of the Post Office, the Town Cemetery, Jamestown Town Hall, and McQuade’s, the Island’s only supermarket. The intersection is familiar to all residents and visitors alike.

Sensitive to the casual appeal of Four Corners, the design team identified speeding traffic and the strip mall appearance of recent development as attention-worthy issues. The lack of limits on the maximum setback for buildings on Southwest Avenue and North Road has enabled businesses to create parking lots between the street and the building, creating an environment that gives free reign to cars and is uncomfortable and unfriendly for pedestrians.



3.1 Wide streets and faster traffic make Four Corners markedly different in experience than East Ferry.



3.2 Services such as the Post Office and McQuade’s draw a large number of residents to this part of Town.

**DISCUSSION**

- Four Corners is important functionally, providing services to residents, but is a hostile environment for pedestrians.
- Four Corners is likely to see new development as the Post Office seeks to expand and adjacent businesses increase.
- Four Corners is a logical location for a concentration of “working retail.”

IIA. Additional Proposals

3. Four Corners



RECOMMENDATIONS

- Plan for and encourage a pedestrian-oriented, but automobile-friendly “district,” towards which the “working retail” of the Island could be steered.
- Capitalize on planned expansion of the existing Post Office, to begin a re-making of this neighborhood.
- Masterplan the whole district with an eye to efficiency of parking to create an auto-friendly, but pedestrian-scaled, retail center.

Recommended Solutions

Based on the results of the online survey and our conversations with residents during the week of the charrette, we realize that walkability and safety within the Village is a critical concern. Four Corners is located more than a quarter mile from the businesses at East Ferry and could be the location for focused commercial and residential development. We recommend developing Four Corners with daily needs and services that are easily accessible by both car and foot. [3.7] Continuous sidewalks, buildings that address the street, new street trees and reduced traffic speed will help create a comfortable pedestrian environment. Parking should be adequate for any new businesses, but should be kept at the rear of the lot. The space in front of McQuade’s might be a greenspace for the market to sell produce and seasonal items. Four Corners could be the site of a new multi-family residential building, an updated Post Office, a bank, a pharmacy and a dry cleaner. By focusing essential needs at Four Corners, Jamestown would be able to ensure that compact, accessible development occurs within the Village in the hopes of creating a sustainable future for the town.



3.3 A farmer’s market in front of McQuade’s can activate the sidewalk along Southwest Avenue.



3.4 Four Corners can be developed to provide daily needs and services that are within walking distance for Village residents.



3.6 Existing Plan of Four Corners



3.7 Proposed Plan of Four Corners



3.5 The large parking lot in front of the grocery store creates a hostile environment for pedestrians. New development should locate parking at the rear of the lot.

IIA. Additional Proposals

3. Four Corners



3.8 Proposed aerial perspective view looking up Southwest Avenue

DISCUSSION

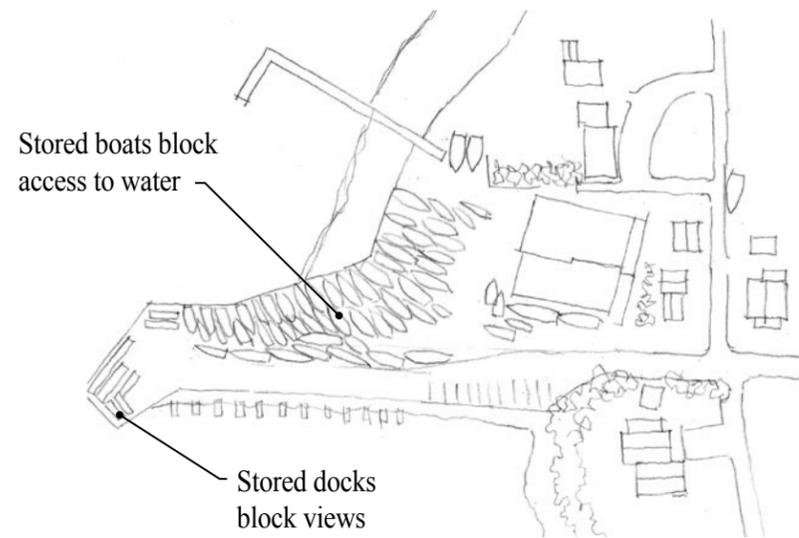
- Heavily trafficked intersection.
- Current CL district zoning allows for creation of undesirable strip mall appearance.

RECOMMENDATIONS

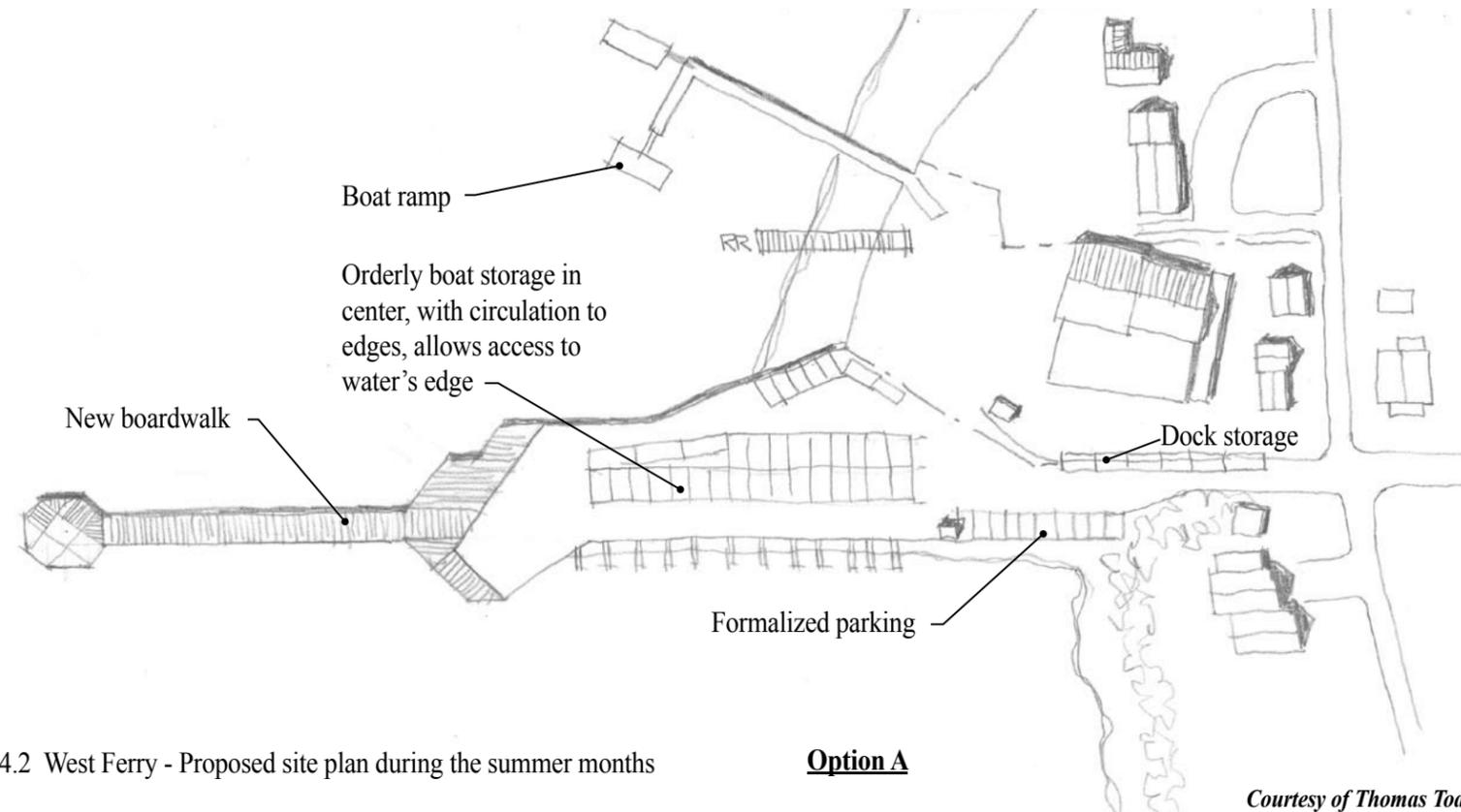
- Ideal site for focused “working” mixed-use development with pedestrian-friendly frontages.
- Create neighborhood center that is easily accessible by car and by foot to service daily needs.
- Plan for new, higher capacity Post Office that has a civic presence.
- Utilize space in front of McQuade’s for selling produce and seasonal items.

DISCUSSION

- One of the Town's few public access points to the water is blocked during the winter months by haphazardly stored boats and dock sections.



4.1 West Ferry - Existing site plan during the winter months  
*Courtesy of Thomas Todd*



4.2 West Ferry - Proposed site plan during the summer months

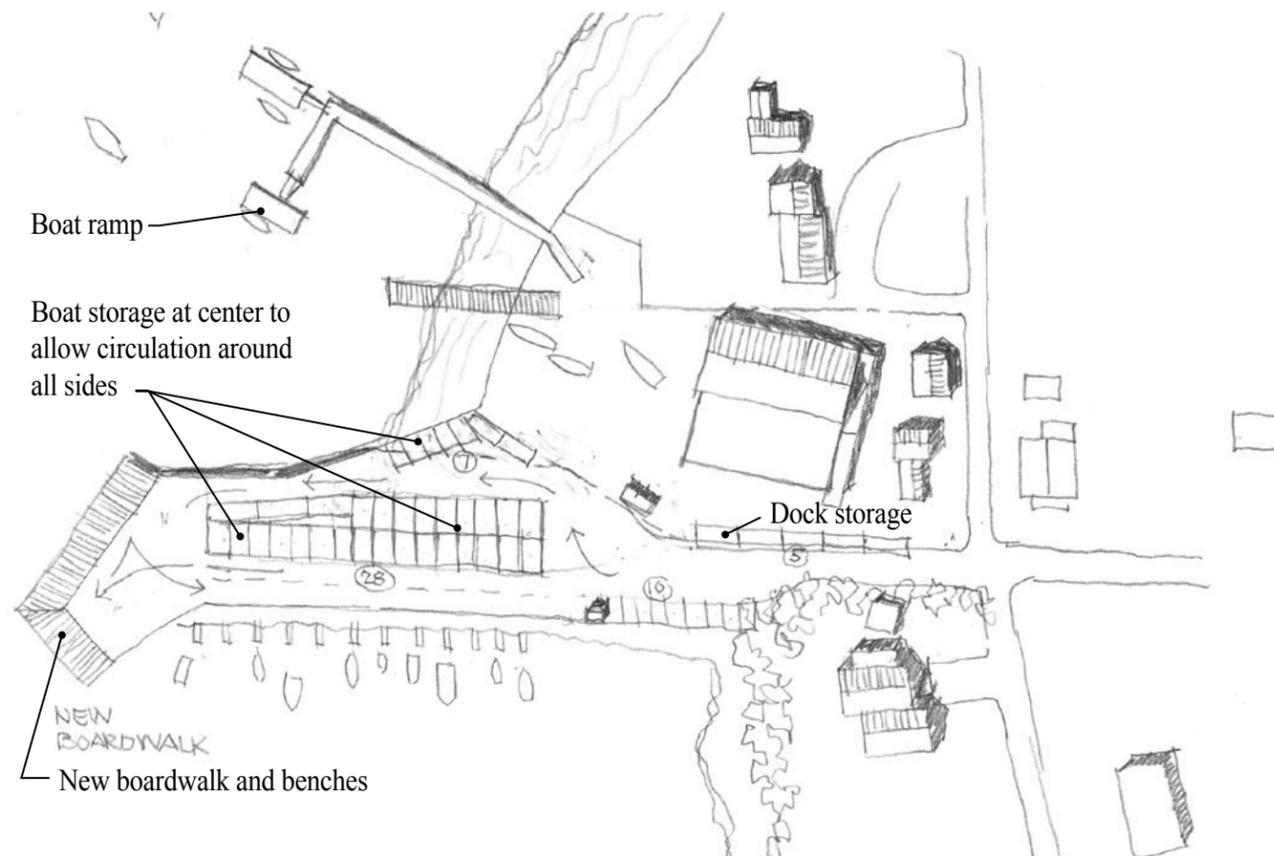
**Option A**

*Courtesy of Thomas Todd*

West Ferry

From the design team's meetings and conversations with residents, it became evident that West Ferry is a place that residents enjoy for its views, but that the site itself is not so pleasant and is often inaccessible. During the winter months, boats are stored haphazardly on the shore, blocking any access to the waterfront.

The proposals for West Ferry introduce a modest boardwalk, allowing residents to enjoy the views at the western terminus of Narragansett Avenue. The walkway might even extend on piers into the water for a slightly more dramatic vantage point. In the winter months, the boats could be stored in the center of the gravel lots, so as to provide access around the entire point of West Ferry.



4.3 West Ferry - Proposed site plan during the winter months

**Option B**

*Courtesy of Thomas Todd*

RECOMMENDATIONS

- Reorganize boat and dock storage to allow circulation at edges of the pier.
- Install simple boardwalk and benches to provide public "park" for residents.

IIA. Additional Proposals

4. West Ferry Waterfront



4.4 Proposed perspective of boardwalk along West Ferry

DISCUSSION

- West Ferry is a heavily used marina with beautiful views.
- West Ferry does not afford a pleasant pedestrian experience, especially during the winter months.

RECOMMENDATIONS

- Improve western terminus of Narragansett Avenue.
- Incorporate modest boardwalk to allow pedestrians to enjoy waterfront views.
- Reorganize boat storage during winter months.

5. Parking



DISCUSSION

- Some residents perceive that there is insufficient parking along Narragansett Avenue and for servicing East Ferry.
- Proposed units of housing on second floors of downtown buildings will increase parking needs.

Parking

The subject of parking and the perceived lack of spaces in Town was a consistent theme throughout the charrette. No fewer than four parking studies over recent years have noted no actual shortage of parking in the Village center except on one or two holiday weekends. Despite this evidence, parking remains a divisive issue that arouses passionate opinions. Beyond the actual statistical facts of the situation lies the very real problem of perception. For some retailers, a perceived lack of parking (real or not) is almost as much of a problem as an actual one in that prospective customers who otherwise might drive to Narragansett Avenue, avoid it in favor of off-island shopping and its generous amount of parking. But, it was by no means unanimous that there was too little parking. Some retailers felt confident that their businesses could thrive and, indeed, expand utilizing only the existing on-street parking and what spaces they could provide off-street. They feel the current requirements for off-street parking neither recognize their real-world needs nor the physical constraints of their small lots. Here-in lies the paradox of the “parking problem” on Jamestown: A certain faction of the Island



5.1 Existing Parking along Narragansett Avenue and East Ferry



5.2 Proposed Parking reorganization to service Narragansett Avenue and East Ferry

actually welcomes and would like to preserve the limited parking and relatively high off-street parking requirements because of the effect that this combination has in suppressing expanded development in the Village, which they fear. The tensions surrounding the real issue of adequate parking, how it is defined in experience versus by ordinance, and how the answer to that question can serve to encourage or depress development is central to the Vision of Jamestown’s future.

After analyzing closely all the issues surrounding this subject, we believe there are opportunities for both increasing the count of available spaces and simultaneously reducing the administrative “need” that the current ordinance defines for off-street parking in the Village. **We believe this solution should not be feared as removing the one barrier to excessive development and opening a floodgate of development onto Narragansett.** If all the strategies listed below were implemented, it would not yield enough parking to support development greatly in excess of the current pattern of one to 2 ½ stories. Rather it may allow businesses that are currently just surviving to increase in health either by additional sales, or by additional revenues which would come from being allowed to add rents from residences above their storefronts (in a way currently thwarted by the impossibility of meeting the municipal off-street parking requirement.) So, paradoxically our first recommendation is to decrease the required off-street parking for businesses on Narragansett. It is likely that market forces will naturally limit the scale of new development to something in balance with the parking it provides, as it has done in other municipalities where parking standards have been reduced or eliminated.

In tandem with this administrative adjustment, we recommend the Town pursue the following strategies to increase the stock of municipally maintained spaces that are available in the Village [5.2]:

- Re-stripe Narragansett, particularly at the Four Corners end where existing spaces are oversized.
- Create a municipal lot on the site of the re-located Ambulance barn.
- Add parallel spaces on the south side Knowles Court where it will help to shield the backs of commercial lots.
- Add head-in or diagonal parking on Conanicus just south of the Recreation Center.
- Encourage and incentivize local businesses to cooperate in combined and shared-parking strategies, linking the interiors of blocks in continuous and efficient parking fields with minimal curb-cuts on Narragansett.

Taken together, these techniques can ease current parking “shortages” and create the incremental opportunities for modest re-development along Narragansett that are vital to many of the Town’s larger goals and to the general health of the retail district.



5.3 Some business owners along Narragansett Avenue want to ensure that customers can always find convenient on-street parking.



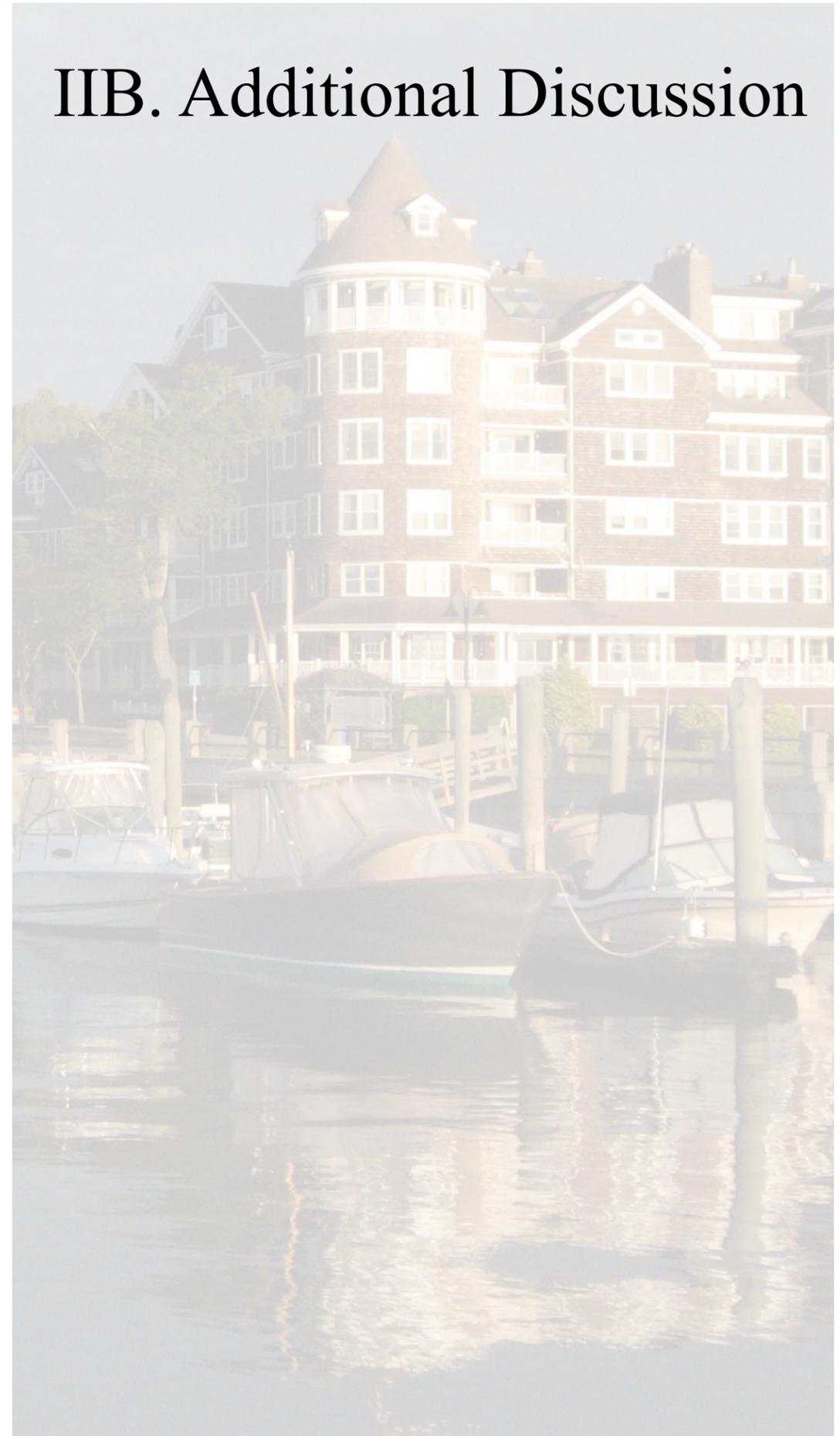
RECOMMENDATIONS

- Reorganize existing parking for more efficient layout and increased parking count.
- Create additional parking along Conanicus Avenue.
- Maximize parking in Town-owned locations, most notably at the waterfront and Conanicus.
- Town to explore ways to create incentives for local owners to participate in shared parking strategies.



5.4 The Town should encourage businesses to cooperate in shared-parking strategies to maximize the use of interior-block parking spaces.

## IIB. Additional Discussion



IIB. Additional Discussion

1. Sustainability

Sustainability

Sustainability is an important topic that the Town of Jamestown should address during every conversation around building and land development on the Island. The Island community is very interested in the many ways they can create a more sustainable future for Jamestown. Land use is one of the most important tools that communities can use to attain a more sustainable place. If Jamestown adopts the *Jamestown SmartCode*, the community will be taking a large step toward becoming Rhode Island’s most sustainable community. Jamestown’s energy and resource consumption is reduced by focusing growth in walkable, mixed-use centers. Jamestown’s existing village center is a fantastic resource for a more sustainable future.

To further commit to managing sustainability, the Town can also incorporate various environmental modules that plug into the transect-based code. These modules include sustainable stormwater management techniques and wetlands/stream buffers.



1.1 Jamestown has a very visible tradition of sustainability. The historic windmill located on North Main Road is an example of the ways in which past generations harnessed energy for agricultural use.

In addition to the sustainable land use practices that the Town will be practicing if they adopt the *Jamestown SmartCode*, there are many other techniques that can be used to ensure a sustainable future.

- We recommend that the Town create a formal Sustainable Task Force charged to continue work on implementing sustainable practices throughout the Island. We recommend that the task force, or other interested community groups, continue to explore the ideas that surfaced during the charrette. These groups should continue to engage the community through additional public forums. Ultimately, these efforts should result in a set of Jamestown-specific sustainability guidelines and a plan that focuses on specific projects for the Island’s sustainable future.
- As an incentive to builders and developers, projects that utilize green building techniques should be given priority in regards to permitting and fees. The Town should become familiar with the many green building guidelines and regional resources that are available to aid in the

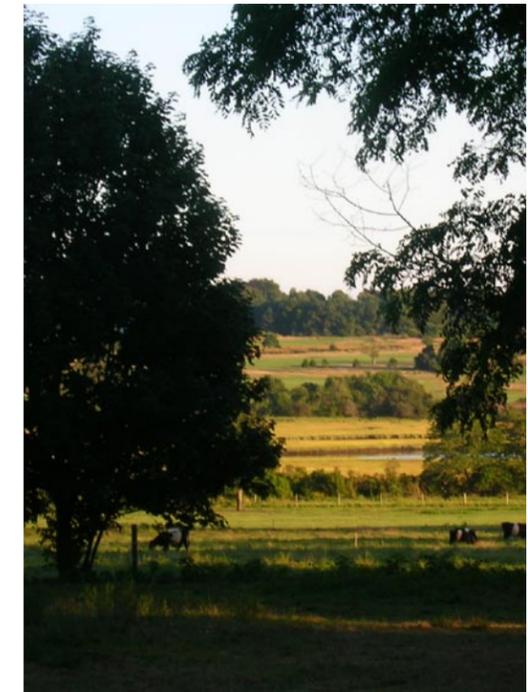


1.2 With a commitment to sustainability and self-sufficiency, Jamestown should consider modern wind turbines as an energy source for the Island. Jamestown’s seaside location makes it ideal for emerging wind technologies.

construction of green buildings. Help should also be provided to educate the local building community.

There are several natural resources on the Island that should also be considered as assets for a sustainable future. Wind energy is a real possibility on the Island.

- The Town should aid in the research and planning of the construction of wind turbines as a renewable power source for the Island. [1.2] There are other renewable power solutions that Jamestown could consider such as cogeneration or biomass energy production, using waste from the Island’s trash collection.
- In addition to locally produced, renewable energy, the Island could further support its farming tradition to ensure that locally produced food continues to be grown and harvested on the Island for generation. The recent preservation of farms is a great step toward ensuring that this occurs. Other ideas on how to build on this tradition of farming and local food production should be a priority.



1.3 The preservation of Jamestown’s beautiful open space must be understood in relation to the development of a compact, walkable, mixed-use Village center. Jamestown can only grow sustainably by understanding and taking advantage of the benefits of each extreme.

RECOMMENDATIONS

- Create a Sustainable Task Force to continue work on implementing sustainable practices across the Island.
- Give permitting priority to projects that utilize green building techniques.
- Research and plan the construction of wind turbines as a renewable power source for the Island.
- Ensure that locally produced food continues to be grown and harvested on the Island.

## Historic Preservation

Jamestown has a wealth of historically significant structures and places. These are most dramatically represented at Shoreby Hill with its striking crescent of substantial homes built in a range of harmonious styles in the first half of the century or earlier. Though it may be less immediately apparent, much of the character of the East Ferry end of Narragansett Ave is similarly defined by its historic structures. The excellent examples of pre-war mercantile structures to be found on both sides of Narragansett, from the Jamestown Hardware to Slice of Heaven impart a scale, a pattern, a level of detail, and ultimately a sense of place which would be very difficult to replicate today. Likewise, the Four Corners end of Narragansett is graced with residentially scaled structures which, while not currently designated as “historic” by local, state or federal agencies, are recognized by Jamestown residents as significant and worthy of emulation. Many other neighborhoods outside of the immediate study area have similar instances or patterns of historic architecture which contribute to the character which Jamestown residents have said so clearly they do not want to lose. The Town of Jamestown initiated this study with the goal of helping to preserve the existing character of the Village. That goal has been confirmed by hundreds of residents in on-line surveys and face to face meetings. Residents love Jamestown the way it is and want it to change only in so much as is required, ironically, to preserve the Island’s existing character. Certainly the elements which comprise the character of a place are many and varied, but almost axiomatically, a large part of this beloved character of Jamestown is formed by the architecture which populates it. It is with this somewhat obvious observation that we make the following recommendation:



2.1 Historic and significant structures can be preserved through the establishment of incentive-based, voluntary historic district.

*Explore possibilities for the establishment of one or several historic districts, either as an actual overlay with additional restrictions on development, or as an incentive-based, voluntary district. Either form will allow residents to take advantage of the numerous state and federal tax rebate incentive programs. (See “Reasons to Establish a Local Historic District,” in the appendices.) The “voluntary” form may prove more politically palatable to a population which traditionally has bridled against excessive development controls. The town is blessed with an active and committed Historical Preservation Society. This group should be encouraged to “take up the flag” and pursue the form of Historic District most likely to satisfy the broad goals of the community, without placing undue restrictions on new development.*



2.2 Many areas in Jamestown already lie within a National Historic Register District; additional neighborhoods may be eligible.

## JAMESTOWN VISION

### IIB. Additional Discussion

#### 2. Historic Preservation

#### DISCUSSION

- Historic structures are intrinsic to the “character” that so many residents want to preserve.

#### RECOMMENDATIONS

- Explore possibilities for establishing historic district(s), voluntary or otherwise.
- Encourage and support the Historic Preservation Society in their efforts to establish such a district.

IIB. Additional Discussion

3. Artists on the Island



**DISCUSSION**

- The Island’s artists are threatened by a lack of affordability and few opportunities to exhibit or sell their work.

**RECOMMENDATIONS**

- Adopt the *Jamestown SmartCode*, which would allow home-based businesses and provide more opportunities for affordable housing.

Artists on the Island

It may be due to the beautiful scenery, the isolation that living on an Island allows, or the summer crowds that come every year, but many artists choose to call Jamestown their home. Jamestown benefits from and greatly values the diversity, culture and creativity that the art community brings to the Island. Galleries dot Narragansett Avenue and sculptures and murals beautify neighborhoods. Many artists are able to find affordable living conditions on the Island. However, the affordability of homes and studios in Jamestown is decreasing, risking the continued presence of working artists on the Island.

Beginning with the Visioning Workshop in September, representatives of the local artist’s collaborative took an active part in the charrette process. Members of the CIAA shared their concerns about finding affordable housing and studio space. Many artists have home-based businesses and would like to see this occupancy legalized in various zoning districts. Others saw opportunities for artists to enrich the civic life of the town with art classes, open studios, cultural events and public art pieces. A majority of residents vocalized support for an arts center downtown. Throughout the charrette, it became evident that everyone in Jamestown wants to preserve and help enhance life on the Island for its many artists.

With the changes proposed for the Town’s zoning ordinance to allow accessory units and the subdivision of oversized lots, Jamestown will be able to continue offering a diverse housing stock - in a range of sizes - to provide affordable units for everyone. The form-based zoning code will allow for home-based businesses in all zoning districts. With these steps, the town of Jamestown can begin to take action to ensure that the creative community is able to remain on the Island.



3.1 Members of the local artists’ association identified the location of the many working artists that live on the Island.



IIB. Additional Discussion

4. Affordable Housing

DISCUSSION

- “Affordability” is closely linked to the “character” of the Island that so many Jamestowners are anxious to protect.
- The community at large will not be able to avoid the indirect costs of the rapid increase in residential properties.
- Jamestown’s housing stock consists primarily of single-family homes.
- The provision of “A” affordable housing will require financial subsidies and/or the donation of suitable land.
- The affordability and availability of land for affordable housing has a clear relationship to the preservation of open space.
- Methods of building and managing affordable housing to date have created the perception that new affordable housing on the Island might produce undesirable results.

Specific analysis of Affordable housing

Affordable Housing needs to be understood as an important component of “ the preservation of character” for the Town of Jamestown, as well as a necessary investment in the physical infrastructure of the Island, i.e. housing for public sector employees such as teachers, police, and firemen; housing for seniors and artists, for the children of longtime Jamestown residents, and for the general workforce. If access to housing for these individuals is not preserved and expanded, the cost of the services that they provide to the community will increase, both at the level of property taxes and/or through direct costs. This perspective supports the argument that the community at large will not be able to avoid the indirect costs to the community of the rapid increase in residential property values. Further, providing affordable housing on the Island can only retain the intangible aspect of community character. Additional housing can be of either the large ‘A’ affordable type, which is defined as housing that is restricted in perpetuity to be affordable, or the small ‘a’ affordable type, which can be provided without deeded restrictions by allowing accessory units to become ‘as of right.’ Accessory units should be allowed in most districts and restricted by size to 440 square feet or less. Changes to existing zoning classifications could expand the numbers of both affordable typologies. Additional affordable capacity could be created by allowing multifamily housing to become an ‘as of right’ use in certain districts.

Encouraging multifamily development in appropriate districts would promote the development of mixed income housing, which is widely believed to be the preferred method of providing affordable housing. This mechanism uses the profit from the sales of market rate housing to provide the subsidy required to underwrite the cost of producing the affordable component. Affordable units may be somewhat smaller and their interiors may not have the same finishes as the market rate housing, but ideally they are indistinguishable from their market rate neighbors when viewed from the street.

Jamestown can also ensure that affordable housing exists through providing a variety of housing options. Currently, Jamestown’s housing stock consists primarily of detached single-family homes. Changing demographics in small towns throughout New England suggest that a more diverse housing stock is necessary to satisfy local

needs. These towns are seeing an increase in the number of households, but a decrease in the size of the average household. Encouraging the development of other typologies such as apartments and attached housing would add needed diversity to the local housing stock.

The provision of ‘A’ affordable housing will require financial subsidies and/or the donation of suitable land, which is in short supply. In addition to the usual subsidies that are available, but limited, from State and Federal sources, the Island community should consider the formation of an Island-wide affordable housing trust. Recently the Island community has successfully come together around the preservation of some significant amount of farmland acreage. The affordability and availability of land for affordable housing has a clear relationship to the preservation of open space. Island leaders need to articulate this relationship to the Island community. The Trust that has been created to hold open space and/or conservation easements could expand its mission to create a parallel mechanism similar to an endowment where capital could be accumulated and invested by a community foundation, like the Rhode Island Foundation, with income distributed as needed from the endowment to support Island affordable housing. Land could also be donated to this trust and the same trust should also have in its mission the ability to purchase needed land when land is available. A fund development strategy should be developed that could include an annual appeal as well as a planned giving approach, which would give an opportunity for Island residents, both summer and year-around, to provide for this endowment in their estate planning. Solving the problem locally to the degree possible would likely appeal to the broader Island community as being in keeping with the “Island Way”.

Other strategies that would contribute to the cost of providing affordable housing on the Island will need to be found. An important additional source of funding for affordable housing could be a local real estate transfer tax, which would be assessed on property transactions for the amount above a certain amount, say 3% of the amount over \$500,000. This base amount over which the tax is assessed could be designated to increase at the rate of inflation for housing. A Newport County based Community Development Corporation, Church Community Housing, is currently using a different strategy, which also could add to the affordable housing inventory. This CDC is acquiring

existing housing and putting affordable restrictions on those units. Church Community Housing is also available to develop traditional affordable housing, and they are in discussions to build up to 12 units on the site of the former Town Offices. An affordable housing authority on Martha’s Vineyard has developed a mechanism to accept donations of houses that are scheduled to be razed. This organization accepts the house and a gift equal to the cost of demolition and disposal of that house and then moves the structure to a location controlled by the housing authority. The donor receives a charitable donation for the value of the house and agrees to transfer the amount of any tax savings received by him to the local authority.

Finally, the perception that the development of new affordable housing might produce undesirable results in the Town needs to be addressed. This view likely comes from the methods that have been used to provide affordable housing to date and the sometimes less than adequate management of this housing, particularly rental housing. This concern, as well as the lack of available affordable housing, comes from the hesitancy of elected officials to take on this needed task. The provision of housing for lower and middle-income individuals and families is central to the preservation of the community character and viability of Jamestown. The foregoing has described mechanisms that can be utilized to successfully accomplish this task. Community leaders, however, have to be willing to make this case directly to the voters in Jamestown, as well as to the seasonal residents. In addition, officials have to designate resources to support an individual within Town government to be tasked with implementing a revised affordable housing plan. A communications plan should be developed to explain the benefits of this effort and the need to get started now. Local builders and landowners should be engaged by this individual to localize the process and to develop Jamestown’s own method of accomplishing the task. It is with this holistic approach that Jamestown can achieve and exceed the goals of its affordable housing plan. Jamestown’s success as an attractive community is well known; its ability to provide for the appropriate development of permanently restricted affordable and workforce housing will ensure this success going forward.

Building on Previous Recommendations

There are many solutions for the creation of Affordable

IIB. Additional Discussion

3. Affordable Housing

RECOMMENDATION

- Affordable housing is an investment in the physical infrastructure of the island and in the multi-generational housing needs of the community. The local government must support this investment.
- Maximize current assets to develop units in the Village district.
- Allow accessory units that are 440 square feet or less.
- Allow for multifamily housing to become a “by-right” use in certain districts to promote mixed-income developments.
- Diversify the housing stock to provide a range of options for households on the Island.
- Create a land trust for affordable housing and identify funding sources.

Housing in Jamestown. One of these solutions will not solve the housing problem, but a combination of many will be needed. Many of the solutions discussed during the charrette have been conceived before and can be found in the Town’s Affordable Housing Plan adopted by the State of Rhode Island September 5, 2005. Based on findings from the charrette, a number of the recommendations made in the Affordable Housing Plan should be considered as a priority solution for implementing additional Affordable Housing units on the Island. Outlined below are those priority solutions.

Accessory Dwelling Units

Accessory dwelling units offer an substantial resource for the Town. Design studies done during the charrette show how accessory dwelling units can be incorporated into existing neighborhoods. [Section IB.3 Accessory Units] These design studies indicate that a pattern of outbuildings already exists on the Island and that additional units would not negatively affect a neighborhood’s valued character.

If Jamestown were interested in utilizing these accessory units to not only provide small “a” affordable housing, but large “A” affordable housing, it seems that a program could be instituted with the assistance of Rhode Island Housing. In other areas of the county it is common to provide a mechanism to include accessory dwelling units as Affordable Housing. In order for Accessory Units in Rhode Island to be considered Affordable, the following have to be true: One, a local subsidy would have to be granted through Town ordinance to allow the unit as a density bonus. Two, the building would have to be either new construction or a rehabilitation of an existing structure. Three, the unit would need to be deeded Affordable based on the currently accepted income levels for a term of thirty years.

During the charrette, some citizens raised the concern about adding small “a” housing units, as these actions would increase the requirement for the number of big “A” units. This is not the case on the immediate

horizon. In the approved affordable housing plan, there is a built-in growth curve beyond the current population of Jamestown. Additionally, the next target level of the required 10% affordable units would be based on the 2010 census and the census numbers won’t be available until 2011. Jamestown should consider promoting the creation of Accessory Units, regardless if the units are small “a” or big “A,” as a priority for the creation of new affordable units on the Island.

Strengthen Partnerships and Build Community Support for Affordable Housing

The Town’s Affordable Housing Plan states, “it will be critical for the Jamestown Planning Department to reach out to those groups that have a major role to play in helping the Town achieve its affordable housing goals.” It is clear that a major outreach effort should be put into place to educate the citizens of Jamestown on the importance of creating Affordable Housing. The perception of Affordable Housing needs to be changed in Jamestown. Through well-executed and designed projects, the public can be proud of the community’s Affordable Housing as a vital way to preserve the Island’s character

The preservation of Jamestown’s young families and aging population is essential to the community. In addition to the recommendation made in the Affordable Housing Plan, it would be appropriate for the Town to designate resources for a staff position charged with implementing the Affordable Housing Plan.

Revise the Zoning Ordinance to Promote Affordable Housing

The Town’s Affordable Housing Plan states, “Changes to zoning will make it easier to develop affordable housing in Jamestown.” Through the analysis done during the Charrette we have found many instances where the Town’s current zoning is creating a condition that prevents the creation of Affordable units. By adopting the *Jamestown SmartCode*, the Town can eliminate this friction and allow for the

implementation of many of the Affordable Housing Plan’s recommendations regarding zoning reform.

Identify Existing and New Resources for Affordable Housing Development

The Town’s Affordable Housing Plan states, “establish a local affordable housing trust fund as a source of funds for affordable housing development.” During many conversations throughout the course of the charrette, the community expressed interest in locally solving its affordable housing challenges. As the Town’s Affordable Housing Plan summarizes, a Trust would be a great addition to the local resources for the creation of Affordable units.

Additional Strategies for Consideration

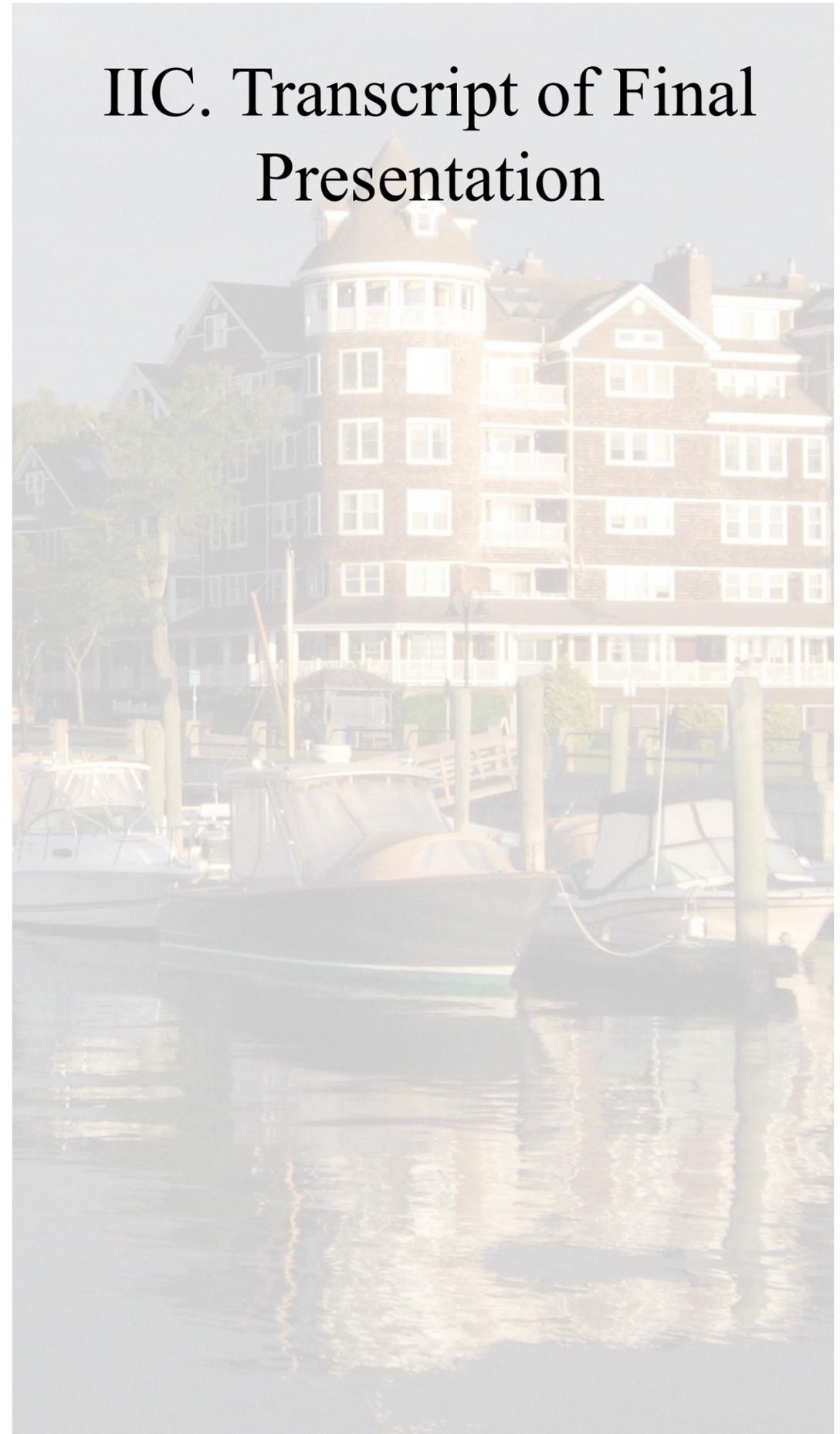
Affordable Income Limits

The current Jamestown affordable housing plan uses 80% of median incomes for all units. The renters cap is 80% median under state law, while the homeowners cap with State or Federal subsidy is 100% of median. And, as with other subsidies, such as the density bonus, the median can go up to 120% of median. Jamestown may want to re-submit its Affordable Housing Plan to distribute the three types of median income percentages across the targeted units.

Local Preference for Affordable Units

During the charrette, the community expressed concern about the ability to ensure local preference for any new Affordable Units. By creating a clear local policy that conforms to “Rhode Island Housing’s Commitment to Fair Housing,” it is possible to ensure local preference is granted. It is recommended that the Town work with Rhode Island Housing to create a local preference process that conforms to the legal framework created by Fair Housing law.

## IIC. Transcript of Final Presentation



Slide 1: Robert Leaver over here. And Robert...I've introduced him to a lot of you several times. And I'll say this, Robert designed, really crafted, a lot of the form and the format of the outreach portion and the information gathering portion of the way we did this charrette. And that's incredibly important. He has years of experience at that, and even against some resistance from some of us that didn't want the conversation to go as far as he was letting it go, it's been an incredibly valuable thing to have him on the team, to really draw everything out, to restate it, to synthesize it, and bring it back to us in a way that was useful for the design team and for you to hear what you, as a town, are saying to us. So, Robert's presence on the team as the facilitator and the designer of the outreach has been invaluable.

Slide 2: Cornish Associates, lead by Buff Chace and ably supported by Russ Preston, who's somewhere around here, a lot of you have got to know him now, and also supported by a team of interns, I don't know where all the interns from Cornish come, but we have 20 of them come through at various times. But, Buff has been, I'll say, for us, the conscience of the project, and every time I'm in a rush to get to something he's pulled me up short and said you know, you need to keep this, stay in the uncomfortable zone a little further and talk about these issues with the town, that the town [is] bringing to us. And so, in addition to Buff's expertise as a developer of walkable and character-based places, he's been an incredible resource as a sort of a mentor on this project.

This slide, as I've said before, represents basically his education, his self-education, over the last 25 years, in learning how to take a place like this, and make a place like this (new image on same slide) [that] he built out in Mashpee on the Cape. (Slide 3) And he's applied that knowledge also to the preservation and the renovation of downtown Providence (Slide 4). So, we're very lucky to have him on the team.

Slide 5: Sandy Sorlien is another local. She's been summering on this Island for 54 years. And I'm just going to digress for a minute and say, there's been an impulse, and sometimes I even think of it this way, that we've come to your Island to give you advice. Well, at least two of us, are Islanders. Maybe we haven't been here for 75 years and we haven't been here as full-time residents, but I have a stake in everything that this team has put forth, and so does Sandy. So, in the back and forth and the raised emotions of a process like this, its perfectly understandable to say, what are those consultants saying to us, but, remember, we, in one sense anyway, are largely one of your own.

So Sandy brings an incredible expertise to this process in terms of being one of the world's, and I don't say this lightly, one of the world's leading experts in the implementation of what's called the SmartCode. And the SmartCode is going to get short shrift tonight, because it's not the time to discuss the minutia of the mechanisms that we're going to use to get to the places we hope we can get to or preserve the quality of the Island. But, I will say that it underlies everything and that the ultimate deliverable for us is this document. So, Sandy knows how to use it, and how to modify it, and how to make it be exactly what Jamestown needs, and not what some other place needs.

Slide 6: And I've showed this slide before. I just...for some reason she's so cool, hanging out the window there of the...

Slide 7: This is the SmartCode, and we'll talk a little bit of it, but, largely, the discussion about the SmartCode is going to have to wait for kind of more intimate settings, when the draft comes out and people can study the details that are in it.

Slide 8: This is my firm, Donald Powers Architects. And some of us, almost all of us, have been here all week. My wife, Dana, is my partner as well, and she has been contributing by keeping my 2-year-old son happy for the last week while I've been gone. Douglas Kallfelz is our senior associate, and he also is the younger brother of Andrew Kallfelz, some of you know him from the Harbor Commission, and a long time resident. Stephanie Zurek has been just a wonderful addition to our team. Paul Attemann, Matt Valero, who pulled an all-nighter last night to get some of the images together that you're going to see tonight. And even Cory Kallfelz, Douglas' wife...Oh, I'm sorry, I'm so embarrassed, Helena, Helena Liedtke, right in front of me, and I forgot to mention her.

Slide 9: So, why were we asked to come? And, I'm just going to make a kind of snarky comment, we were asked to come. We didn't descend on Jamestown and start telling everybody what they should do. We were asked to come. Now, why were we asked to come? We were asked to come because Jamestown, essentially, and I've tried to put this in a nutshell before, essentially because nobody wants anything to change. So the paradox of the question was, what do we have to change to make sure that nothing changes on the Island? And, so, I've been thinking about how to phrase this, and I'd say that there are two kinds of threats, not threats, there are two conditions coming at you that are going to force you, whether you like it or not, to consider adjusting things, in the interest of preservation, in the interest of saving the qualities that you want. Some of these things are just natural, and they are things that Jamestown has always been faced with, and that's natural development pressure and market forces. You're trending towards your current build-out on the Island, but you're not there yet. If nobody does anything, there's a certain number of people who can come to the Island, whether or not many of you want to pull up the drawbridge behind you and make sure that nobody else comes on to the Island. And there is that element here, we've seen it, there's an element of saying just why do we have to let any more people on to the Island? And you don't, I mean, you don't, except for the fact that it runs counter to some of your other goals of preserving the qualities that you cherish about the Island. So, there's this natural development pressure that's coming towards you.

There's, in the normal course of legality, there are several development projects which are already in the works. And, that was really to give you all a sense of why we were asked [to come] originally. Your leaders, both at the staff level and the political level, saw that, contrary to what a lot of people may think, there is development pressure on Narragansett Avenue. It's already in the pipeline. There are at least three major development proposals that could alter substantially the character of Narragansett Avenue. So, just in the interest of being ready for that to come, we were asked to come look at the conditions that are in place, what can we do to make sure we don't get over run by these things.

As an ancillary to that, from the side of the development community, the community that wants to develop things, they've been completely frustrated by what seems to them a random development review process. What are we supposed to do? What do people want us to do? And, what will be improved? That's an impulse, or a conundrum, that suggests that some change wants to happen, or is going to happen.

So, there's another change that's coming your way, and that's one, which, I think, and I'm going to step back and say that I don't really have a dog in this fight although I guess I do...you have a state mandate to provide affordable housing...that's a change that's coming your way. You can resist it, you can hold it back, you can keep it at bay for a long time, and maybe you'll be successful at thwarting the state's wishes that you [bring] affordable housing to the Island. I'm not saying that all of you want to do that - believe me, there is a huge component of the population of Jamestown that are in favor of that goal,

but regardless of whether you're in favor of it or not, it's a focus of change that could alter or that you fear might alter the quality of the Island.

There's a demographic change that doesn't have anything to do with a mandate coming to you.

These are changes that you see just by market forces, that the kind of population that you represent, the diversity from the well-heeled people who own the waterfront view to the people on the smallish cottage lots, that's part of the character of Jamestown that's made it so appealing to you. And you see that that's gradually getting eroded, that the people that you want to be able to live here are not able to live here. That goes for everything, from the artist community that simply can't afford retail space or dwelling units on the Island, and, I wish, we'd had time to get this slide in, because earlier on, in one of the Visioning sessions, there was a woman, forgive me because I can't remember your name, [who] brought us a laminated map that she had spent hours putting together, which documented the location of every working artist on the Island. And, it looked like three quarters of the island were artists, I'm sure that's an exaggeration, but it just, it pointed out that there's a group of people there, that that demographic in particular has a strong interest both in moderate priced homes and in moderate priced venues or retail opportunities to sell or display their art.

So, I'm sure my list is not comprehensive, but the point I'm trying to get at is that, there's change coming your way, and why we were asked to come here is to help mitigate that. And, I would say that there are also some things that, in the outreach that Robert conducted, that run counter to that idea that nobody wants anything to change, there were, we got a lot of comments that said from everybody, "well, everything could stand a little improvement," "well, now that you ask me, there are some things that I don't like about the Island, and I would like those to change." And they were minor things, and we heard that they were minor things, but they were in one sense minor, and, in another, very important. Part of the quality of the Island that everybody loves is that it's an island, it's surrounded by water. There's almost a 75% frustration among all of you that there's not more pedestrian access or that the waterfront is not more part of the life of Jamestown. So, we heard that, as everybody said, "you know, if we could have anything, we'd have better access to the waterfront."

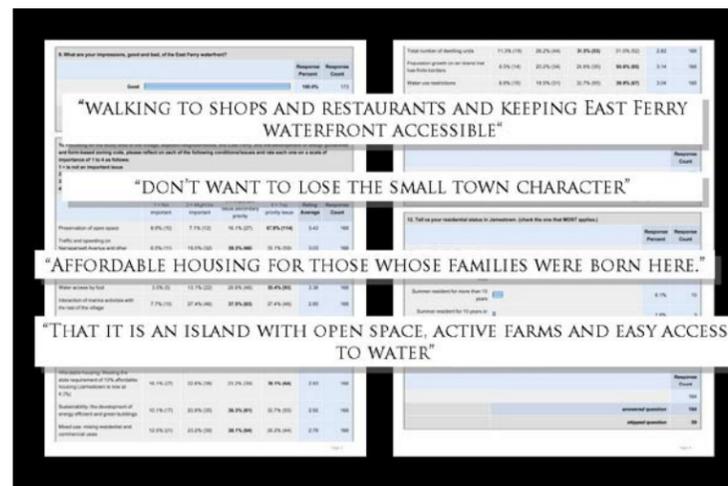
You would like to change issues, well, actually, this is a little more complicated, you would like to change issues about parking. Some of you want to, some of you don't. Some of you like the idea that parking, as a problem perceived or not, whether its actual or just perceived, is actually doing service to kind of keep the level of development in certain areas where you want it. We heard that, we definitely heard it. And, you'll see later on in the evening some of the earlier proposals at the pin-up, we've said, well, here's where you could get a whole bunch more parking, and a lot of people said, "thanks, but no thanks. You know, just push it back." So we scaled back on that, and that's something I'll talk about a little more later, about the process of how we went through and the feedback that we've been trying to incorporate.

(Slide 10)

Slide 11: So, that's why we're here. I'm going to end that part of the presentation though with saying something specific. What I've just been saying are these sort of generalized things about why we're here, and to us, and to everybody here whose sort of energy and commitment to this process has risen and risen on both sides, both negative and positive, I'd say that we, purposely, brought this thing to a level that went way outside of the mandate that we were really asked to do. So, what we were really asked to do is something very simple. We were asked to come in and propose some updates, some minor updates to the zoning ordinances that would help protect the character of Narragansett Avenue. And, we were asked to do something else that was related but slightly

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on the other side: we were asked to demonstrate an intended goal of the affordable housing plan, that we could add a moderate amount of infill into the R-8 and R-20 neighborhoods and show, prove or disprove, that that could be done in a sympathetic way that would not harm the character of the Island. So these are really, I mean when you really get down to it, and that's what I want to focus most of tonight on, because in the course of this week long effort which has been very emotional for a lot of people, including us, we've gone way out to left field in things, we've talked, and literally out to left field, we've been up to the North End of the Island, we've been over to Taylor Point, we've been over to the golf course, we've been over there, and that's not what we were asked to look at. But, I told you when we started this, to those of you who were at the opening presentation, that we weren't going to stay within the lines, that we were going to cast the net wide, we were going to look for every opportunity, and we will definitely deliver the part we said we would deliver, but we're also going to deliver some stuff that you didn't explicitly ask us for, but we heard you were asking for in between the lines, and just leave you with those things, for somebody else to take up the banner on. So, there are some ideas that we're going to show tonight that the only way those things will ever get advanced, they won't get advanced by council vote or by planning board, they'll get advanced by somebody saying, "that's a great idea and I'm going to lobby for it." We'll be around to help if you chose to do it, but what I'm saying is that's an additional, it's a bonus for the contractors, these ideas that we're going to give there.



Slide 12: So, this was a slide of the survey just to say what we've been doing. We've been listening, we've been listening intensely. Any of you who have been to any of the sessions, I think, I did the little math in my head, I think we've had over 15 hours of active, intense conversation. In both the opening night presentations and the Vision Workshop, and the stakeholder sessions. We had 9 stakeholder sessions, plus, probably, 3 informal ones that just appeared out of nowhere. And we've been talking about all these issues that Jamestown's concerned about, these ones that are listed here. All of these, you may notice, these, sort of, these are not the issues we were asked to talk about. But, "don't want to lose the small town character," "affordable housing for families who were born here," "that's it's an island with open space, active farms, and easy access to water." We talked about those issues from every different perspective. From the perspective of the retail community, who all had concerns about those same issues but from a slightly different lens that they're looking through. And then, we looked at that same issue from the concerns of the residents who about the retailers, and, believe me, they have a different set of concerns. And then, we looked at it from the standpoint of the advocates and the people who are

affected by affordable housing issues, and they had a different set of concerns. So, we've been doing that for 15 and a half intense hours, not to mention all the stuff in between of listening and gathering data.

Slide 13: These are just some images from what we've been doing over the last week. It started with us hauling in all those big white foam core boards and setting up the studio. Then, there were a series of information gathering tours, and measurements, and stakeholder sessions. We know a lot about the minutia of your sidewalks and the frontages. We know where the begonias are well kept and where they're not. We know which shop owners do a good job of cleaning up in front of them and which ones don't. We know secrets about a lot of you that were told to us by others. So, I probably know more dirt about this Island right now than almost anybody I can think of. And, you might think that a threat, the way it's intended.

(Slide 14)

Slide 15: So, that's where we've been and that's the process we've been doing. And, as I said, one of my concerns tonight was to kind of allay fears by bringing us back down to ground. And, in doing that, I'm going to disappoint certain constituencies, who really wanted to use this process to push forward an idea that they care about. I will say that a lot of the ideas...there's no way we could talk about all the things tonight in the presentation without putting you all to sleep [from] all the things we've talked about and all the good ideas that have come out of it. But, most of those will follow in the report that we're going to deliver a draft of in about 6 weeks. But I'm going to focus on the core charge we were given to and talk about our observations and our sense of how we perceive [those] relative to the concerns that the Island has.

So, we talked about preserving the character. Part of preserving the character is understanding what the character first is. And, so, part of our effort has been to understand Narragansett Avenue and the neighborhood surrounding it in a more nuanced way than your current zoning ordinance does. Your current zoning ordinance applies the same zone to the whole of Narragansett. Well a lot of people recognize it, you don't have to be a rocket scientist to recognize it, that the East end of Narragansett is a different condition from the area west of Grinnell. So, we went and studied it and said, really what are the salient characteristics of these different neighborhoods? When you move across the street on North [Main Road], that's designated as CL, but its also designated CL below the intersection at Four Corners, and there's really more nuance to it and we had to understand what the characteristics of those different areas were. So you can see just even in this spread that there's a kind of range of character, and we tried to go back in more detail and understand what each of those characters were.

Slide 16: So, in the East end of East Ferry, the character is primarily, even though your zoning allows for three stories and 35 feet, the predominant character down there is really 2 stories, plus a roof. And we set out to sort of divine that quality. There's another character of the East end of Narragansett, that's not as consistent that we, as architects, would like it to be. But, we, as architects, we have this need for everything to be ordered up and lined. The residents of Jamestown have told us over and over again, "we don't want that. We don't like that. We like that its quirky." And, really, when you come to kind of embrace it, that [the] wonderful quality about the East end of Narragansett, is that its so chopped up in many ways, and that its got one-story buildings and two-story buildings and two and a half story buildings at varying set backs all within what I'd say a kind of general politeness to each other, with the exception of two buildings which shall remain nameless...Bank of America

and Extra-Mart.

Slide 17: So, we looked at that, we understood it. We measured the conditions in the places that were good and understood what the characters were. And, as we move forward in this, I'm going to say that Sandy's job is to kind of calibrate our observations into the SmartCode. And, we've been toying with the ideas of how do we establish order but let the funkiness that Jamestown has been sort of known for, loved for, to occur. So, you have to kind of create a loose fit, just strong enough to allow the thing to continue without allowing the egregious mistakes that you've seen in the past.

Slide 18: So, we went down to the CL zone and to the West end of Narragansett, and to the area specifically from the Catholic church to the West.



Slide 20: We noticed, as many of you did, that that's a completely different character, not completely, but really it's a looser fit, it's more of a single family house neighborhood that's been gradually taken over for office or retail in [many] cases. But, whatever it is, it's not the same thing as the East Ferry, and we didn't think that the zoning ordinance as you've got it written would do anything to protect that condition from continuing. And one other thing I would say is that in that sense of preservation, of not losing the character of the Island, it was pretty consistent, people said, "well, we like that end the way it is. Don't let it develop too much." And, I'm going to pause and make a quick digression about the idea of historic preservation. I understand that's been a subject that's been talked about on the Island, and it's one that has been rejected as a kind of formalized historic district, right? I think that's the case in the places where it's been proposed. I had a long kind of conversation with the members of the historic commission, and we talked about the different ways you could accomplish some sort of historic preservation, if, as everybody says, in a general sense, you want to preserve the character of your Island, you have to recognize that some of that character is built into individual structures, and that you might consider a number of means to protect them. One of those is a voluntary historic district that the historic commission has already done a good job of identifying what they call buildings of value or buildings of significance. And, really, what I'm saying is that this is a subject that should be discussed a little further. It's part and parcel of the concern you have and the desire to preserve the character; [it] is to find some mechanism to preserve your historic buildings, at least the most important of them.

Slide 21: So, we understood that end of the street and we understand that's a different section. Just [from] the section you can see automatically that the

width between buildings is much larger and from the sidewalk, right here, you know, something as simple as from the sidewalk, the edge there, to the face of the building, has a lot to do with the character that's being presented down there. Also, the way the street trees happen relative to the curb, just the width of the sidewalk itself. It also means something, there's a little bit of a change in section coming up here to the face of this building. All that just creates a different character, kind of a looser fit. And, we were just trying to understand, not to recommend ways that it might change, but to recommend ways that it might stay the same.

Slide 22: And then there's the area down at Four Corners. [I'll] make an observation about this that I'll make a little further that right now, Four Corners is zoned the same as up here. It's all commercial limited down here. And I would say that I noticed something, that there's something special about that little district right there. And, I'll elaborate on that further, but it's a character that if I'd say that the Island has a kind of working center, and it's only because of McQuade's and the Post Office, but it's a place where people have day-to-day needs met. I think, largely, if you're going to have your day-to-day needs met on the Island, that's where they're going to be met. So, we just noticed that, and we also noticed that there are some other, larger scale commercial interests there. There are also some smaller ones right there. And you have kind of the beginnings of an assemblage of buildings that are on a larger scale than anywhere else in the Narragansett area. So, just keep that in mind, that that's different, that there's something different about it. And, it's not something we're bringing to that location, it's something that exists there, and we're just noting. So, I want to keep making that point.



Slide 23: With all of these observations, these are pages from the SmartCode, we're going to go away in the next six weeks and we're going to start calibrating this thing closely. And, we've already made a lot of decisions about how that calibration's going to occur. But, you're going to get back something in the order of this, which are these very simple diagrams that will help code the street frontage in a way that has more to do with the form of the building than the use that's inside it. That's a little bit arcane for people who aren't experts in the zoning ordinance, but, currently, a lot of your ordinance is written with respect to the kinds of uses that go somewhere. And, that's a really poor measure of the character of a street, is the uses. So, we'll be emphasizing the form.

Slide 24: So, that's one of the reasons that we consider a form-based code. Because, what you really care about is not whether that store front is occupied by an office or by an ice cream store, you care about whether the street has a certain character. So, these two slides illustrate the opposition that we're kind of dealing with. Do you want this or do you want this? And, the form-based code can help.

Slide 25: And, I apologize to Ray, who is the proposer of both of these projects, and especially to the one on the right. And, I know that that's not the current proposal, but, maybe, in many ways, it's better that it not be the current proposal, [be]cause it just illustrates a proposal that people decided, along with Ray, that they didn't want in that form. Whether it goes any further, we'll see, but it illustrates that there's development happening on the island, and you're going to have to account for it.

Slide 26: And, it will continue. And, I just want to illustrate, graphically, the point I made before. This is, kind of, an approximation of the building volume that exists on Narragansett Avenue right now. And then, this slide is an approximation, this next one is an approximation of how much buildable area is legal, by-right, and could happen should the economic conditions make it favorable.

Slide 27: And that much development is possible. And, what we did, and I want to kind of justify this exercise, we went through, and we understand that there are certain development guidelines that are trumping one another, like the parking is trumping the ability to develop to the full allowable height or the full allowable lot coverage, and, to the best of our ability, we applied that, so we took out the ones that are already trumped. So, you can see down at the end of East Ferry, we left off the buildings that have no possibility of getting the parking they would need to achieve that bulk. And, down here, where the fit is much looser, there's much more opportunity to get larger buildings. So, we wanted to demonstrate that by way of showing a kind of alternative way to do that.

Slide 28: So, the contrast between the conventional zoning ordinance and the form-based one, is one of controlling the form . . . As that seems so obvious.

Slide 29: And I want to demonstrate one more principle of this, because I think I need to just keep hammering home the possibility that we're not proposing more development, we're proposing the control of the development that could already happen. This is the section of Narragansett looking from, well, focused roughly on the marine supply building. This is, imagine what happens if hurricane '38 comes through again and everything's wiped clean.

Slide 30: What I would say is that the zoning ordinance you have in place right now would allow or even encourage this next slide.

Slide 31: And I'll tell you why. The reason why it does that is, because, for one thing, your parking ordinance is discouraging your semi-provision of mixed use. So, these buildings would have no reason to put a second story on them, because they have no way to use it, they don't have the parking to accommodate it. So, there's an incentive, within the existing ordinance, to build to one story because there's no possibility of achieving parking for a second story. There's a minimum setback of zero feet, but there's no built to provision that says that everybody has to be up on the street. And, really, there are no other controls besides height and lot coverage. So, you could conceivably get that. And, believe me, this represents main streets all over the country.

Slide 32: So, we looked in detail at two particular areas as a way of demonstrating and sort of testing for ourselves where we wanted to get to with the form-based zoning ordinance. One of them was the Extra-Mart and the Bank of America and the other is the lots at the West end of Narragansett, which are currently, and this is important to note, this is not a pie in the sky exercise, these are under potential development consideration right now. By the owners, either, let's say they get together and decide to combine forces or

one sells to the other. In any case, they both have vocalized desires to develop that site. So, we looked at what could happen there, by right.

Slide 33: What could happen on this set of lots are storage units. It's allowed in your ordinance right now. Those are...It's allowed. So, you know what, if we don't do something, that's going to be the change that's coming to the Island.

Slide 34: What has been communicated to the owner of this lot, and what he would prefer to do is to build a mixed use building in the front and some multi-family in the back. And, this represents the, I believe I'm getting this right, the conversations he's had that all the various town boards have encouraged him



towards this pursuit. But, we'd say that there's even a better form for that kind of development.

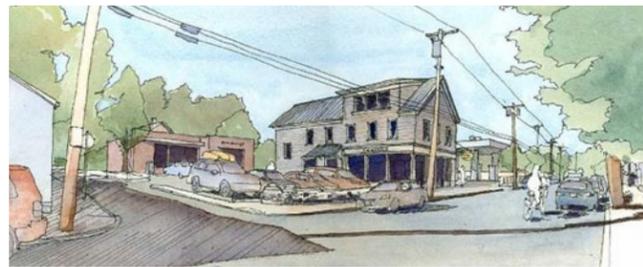
Slide 35: And, the form that we would propose, is one that we would try to back into a zoning code that would support it. And, what I want to illustrate here is the idea that the character of this section of Narragansett is largely of single-family houses. You have a certain scale and a certain frontage on the street. What's really important is not the overall footprint and how deep it goes into the lot, but the way it relates to the street, [be]cause that's the part you experience most as you walk down the street. So what we're trying to express in a drawing like this, is let's try and create an ordinance that kind of keeps the rhythm of a loose fit along here and says that, somebody has the right right now, by your zoning ordinance, and which you can't take away unless you're prepared to compensate that owner for it, of developing to a certain percentage which is much larger than a single-family house. So, he could develop, let me just...think I've got the slide...no, I don't, sorry about that. I thought I had a slide to show what he could do there. He could do a large building right at the front and put all the parking at the back. And, the building, even if it meets some of the intent that people have said that they would like there, a large building occupying this whole frontage would be a great departure from the small scale that's going down the street. So, we would propose something, some sort of mechanism, whereby the frontage, or the percentage of the building that meets the sidewalk, is only at a certain width per a certain dimension, and then you get these little ins and outs all the way down.

Slide 36: What that would do is create a condition like this, where, even if this person has the right, the legal right to develop their property to the intensity that's allowed in the zoning ordinance, we can impose a form that lets the part that meets the street have a sort of similar scale. This may all be one building, but we're going to say that, in that condition, the center part of the building for a certain number of feet has to step back to create frontages that are of a consistent scale, and that the parking needs to go in the back. So, that's one exercise that we would do.

Slide 37: Looking at the Bank of America site.

Slide 38: Now, this is what we're looking at right now. And, we did a study to see sort of what were the incremental moves we could apply to Bank of

America and Extra-Mart that would create a better situation, from the most minor we could imagine to a full-on redevelopment of both sites.



Slide 39: So, we looked at the site there. And, we said, well, even if we could just fill in one of the five missing teeth, right there, it would still be a gapped-toothed, slack-jawed face right there. That building, you're recognizing that when you experience a street, you experience it along the length of it, and you happen to see, along the side, having a building in that location, it just truncates the view from either direction, would go a long way to repairing the fabric of the street. And, we thought that's a very doable thing, even if only the Bank of America participates and the Extra-Mart doesn't. That's something you could do. And what would that possibly look like.

Slide 40: It looks like that. And, this illustrates the concept, there's the Extra-Mart in the distance, and here's a building that we just sort of made up, of a scale that we felt was about where we would be coding it. And, there's the Bank of America beyond it, we added a stone wall, we've got the building sitting there, and it just sort of replaces the wasteland with something that kind of fills in a little bit.

Slide 41: And, then we looked [in] a little more detailed, and said, what if we started to add buildings in a way that made sense.

Slide 42: If we thought, ok, he still wants to keep his gas station there, that's one scenario. We said, we're not going to get him to move his gas station off a lucrative location, but could you get him to put the pumps in the back and move the building up to the front?

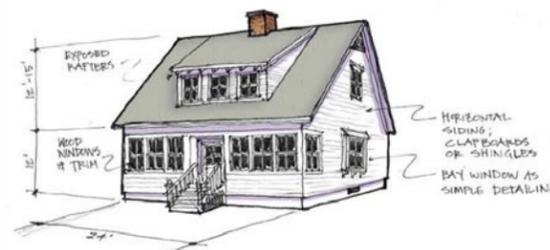
Slide 43: And, then, finally, we looked at one, our real preferred solution, which is to get a gas station off of there altogether, and to knit together the back of the site with parking, and to create a series of smaller volumes that [might be] done by a single developer.

Slide 44: And, that kind of condition really repairs the street front. We didn't do a great job with this, but there's a little outdoor space there that's talking across the street to Slice of Heaven. And, just the character seems more recognizable as Narragansett Avenue.

Slide 45: So then, moving over to the neighborhood. We had another charge, which was to demonstrate the effect or the potential of infill in the R-8 and the R-20 neighborhoods. And, we were asked to do this in the context of creating more moderately priced housing. And, we've used this phrase all week long, the difference between the capital "A" and the small "a." And, I'm going to step back from this for a minute to say, that subject is so big and causes so much anxiety to everybody who discusses it, that I want to say that, it's really kind of irrelevant to the question of whether or not you should allow a slight increase in the number of dwelling units within the central Village district. 'Cause whether you do it as a market rate thing or whether you do it as a subsidized

thing, the way to increase the affordability of the island is to allow this resource of additional land to be used in a more effective and economical way. And, I can tell you, and I'm going right out here to say what my real opinion is here, and I'll put my money where my mouth is in a second, that this is something the Island might consider for only the reason of making your streets nicer places to walk on. That, as nice as the streets of Jamestown are, they're slightly inconsistent, people love the inconsistency, but what I'm saying is that we need to find more opportunities to build homes in an effective way for the dual reasons of affordability that you all have identified. Mostly, a lot of you take the rather, more general, position that you want to find a way to allow the people who have always lived here to stay living here, and for younger people of that generation to stay on the Island, the artists and the children of families who have been on the Island forever, who can't afford to live here. So, the concept of why you would study this, and study how you would infill in sites is applicable to both of those.

Slide 46: The planning board, before we even got here, had identified a certain number of lots in all of the neighborhoods that are larger than the underlying zoning. So, in the R-8 district, a minimum lot is supposed to be 8,000 square feet. A lot of the lots are larger than 8,000 square feet. Eight thousand is sort of the middle of the road for a lot of these neighborhoods. And, we went and identified the larger lots that we thought would be candidates for study in terms of what might be able to go there. Now, we did that also for the R-20 zone, and our threshold here was, these lots represent lots in the R-8 zone that were 14,000 square feet or more. And that metric came from the point that we decided that if what your zoning is asking for is 8,000 square foot lots, we thought, probably, the smallest size lot in this condition should lot go smaller than 6,000 square feet, if you were to subdivide your lot. But that was a reasonable place for it to be, based on the patterns we saw in the neighborhood, and so then we went to go look at all the oversize lots that were 14,000 square feet or over.



Slide 47: And we did the same exercise in the R-20 zone.

Slide 48: And, then, to demonstrate what that might look like, the possibility of infill in those lots, we went to my house, which is right there. That's the end of Grinnell Street. Directly across the street there's a lot that's about 15,000 square feet and change. It's just under the threshold it needs to be to legally divide into two lots.

Slide 48: I lost some slides. That the building, you'd control for the pitch, you'd control for the width, you could even control, depending on the...we have to figure out where the range of desire among the town is, for things like materials. There's been a feeling among some of you that that's not something you want to do, but we're going to look at some appropriate controls to ease fears that houses on smaller lots would bring down the value of those adjacent.

Slide 49 and 50: And we're going to create something called a design guideline,

which may or may not have the force of ordinance, it could just be a suggestion or an educational tool, which will suggest simple ways that the planning board, or whoever is administered with approving these things, can communicate what the desired outcome is versus was the undesired outcome is.



Slide 51: So obviously, at least from my perspective, that's an undesired outcome. And, if I had my choice?, that may be a little too high style for Jamestown, or at least parts of it, but, that's better than that, and I want to try and find a way to encourage that to happen.

Slide 52: You could also present design guidelines that would govern the expansion of existing buildings on lots, as Dana and my house on Grinnell demonstrates. This is where we found it...

Slide 53: ...and this is where we're taking it. And it represents a substantial increase in the footprint of that house, but there are principles built into this thing that we tried to codify. Such as, that the addition has to step below the principle volume of the structure, and it always expresses itself as a separate building, that a scale...a primary spring line in the roof, I won't bore you with all the details, just to say that it's possible to extract out of that some principles that can be communicated either as a guideline or as an ordinance.

Slide 54: Then, we looked at ways that you could accomplish carriage houses. And, these are typical conditions in the R-8 and R-20 neighborhoods. And, we looked at a couple different scenarios as a way to give guidance on how that could happen.

Slide 55: And, one is simply that you allow the accessory apartment on a lot of a certain size in the condition where the maximum size is controlled to, we would recommend something like 500 square feet. To control...I think that's roughly the size of a two car garage, plus a second floor, and maybe a little bump out.

Slide 56: Then there are issues of creating actual duplexes that are attached as an accessory unit, right there. And, again the idea that the attachment is subservient to the main house. We try to preserve that in the description.

Slide 57: And, I just want to show this idea. These are Katrina cottages. These are the antidote to the FEMA-trailers. And, somebody had the idea that, you know, even if that slides into the back of a lot and housed your aging parent, to my eye, you may think differently, that would not be the end of the world. And, it also seems, somehow, if you change the pink to shingled, it might fit in pretty nicely there.

Slide 58: We looked at different configurations just to test and to be able to communicate back to you all how this might happen. One is what's known as the Philadelphia duplex. If this is the pattern of an existing lot, and this one...if somebody came into the studio today and said, well, you know, what if I just wanted to subdivide and I wanted to do it in a...I have a narrow lot and its deep, how would I do that in a way that would look decent and didn't create a wide frontage on the street? Well, there's this idea called the Philadelphia duplex, where they kind of stagger behind each other...

Slide 59: ...like this. And, this is where these might be two separate owners. That might be a condition that you decide you want to allow, duplexes, where the overall lot size is still following that metric of 14,000 square feet, but because they didn't subdivide, they just...legally right now, I should point out, your zoning ordinance allows duplexes with certain frontages. So, we're saying, here's a way you might do that, in a way that preserves the single-family character, where the primary volume still sits here, and you just sneak a little front door along the side and that guy sits off the back. So, that was an exercise just to see what would we recommend and what would we make diagrams to communicate.



Slide 60: Another way that we need to address affordable housing is just on the existing opportunities we have. I've been kind of yelled out roundly that clustering affordable housing into projects of several units is a terrible way to build affordable housing. Well, whoever said it, you're preaching to the choir, and we do everything we can not to do that. The correct way to build affordable housing is dispersed throughout the neighborhoods, but, nevertheless, the need is such that the town should take advantage of the two opportunities it has to create some sort of unit count.

Slide 61: One of those is the existing Church Community Housing site, which everybody, kind of, identified early on as one they don't like.

Slide 62: We did a simple exercise to say how could we do sort of three things with this. One is to improve a bad situation, which everybody universally dislikes. The second thing is to sort of add a certain level of units, and the third would be see if we could sort of max out the number of units, and what would that do to the character of the street. I contend that [anything you] can do to the Church Community Housing site, adding units, will make the whole situation better, and will make...it certainly won't make it worse from a kind of social point of view, and it will make the streetscape much, much better.

Slide 63: That's the view just by adding...those are the current units at the back of the site...if we add units to the face of this building and add a unit up here, that's more in keeping with the approach as you come in Conanicus. I just, I guess...maybe there's no argument, maybe everybody agrees, and I just, I think it should be done as soon as possible.

Slide 64: The other is looking at the one Town site that we currently have that would support any kind of intensity of units.

Slide 65: But, recognizing that that's in a zone where it shouldn't be - large building. And, so, it's in the zone...obviously, you know where it is, that's the Town Services Building, Four Corners is just up off the page, and, it's available by the Town to develop as affordable housing. And, we're recommending that you do.

Slide 66: But, you do it along these principles...of creating a little cluster of smaller dimensioned buildings that kind of cooperate around a green and, kind of, present a more traditional frontage to the street. So, we didn't take this far, other than to say that that's just a simple principle of how you do it. We got 14 units and we preserved the tree at the corner there, and respected the wetlands, and the wetlands set back there at the back of the site.

Slide 67: Now, Four Corners itself. I talked a little bit earlier about how...

Slide 68: ...I feel that Four Corners has a kind of...if there's a place on the Island that's latent and may become something you don't want it to be, that's the place. So, we just did the exercise of saying, one of the things I think you may all not have recognized as a problem here, and maybe some of you

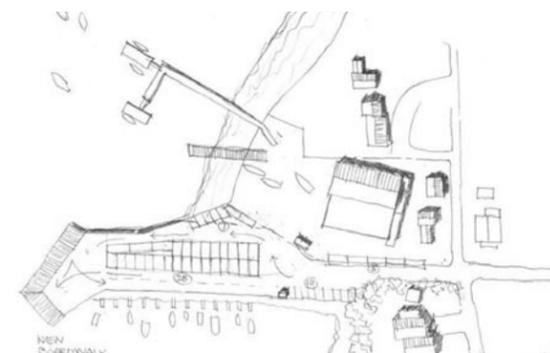


have, but there's less and less provision of real useful retail on the Island in any way. And, we would never propose that you allow any kind of large scale development in this location, but you could take what's already there, and the development potential that's already there, McQuade's Market, the Post Office, and the kind of pressure that's happening along here with the person who owns the Post Office may even have interest in expanding their pool. And, if you can get enough control in this little area, you can create something interesting that, I contend, doesn't have to be a big change, but will be a big benefit.

Slide 69: And, what I say is that up on this corner is an opportunity to do something that's sympathetic to the scale of the building. This is a new Post Office, a redesigned Post Office in the same location. While you do that, take the opportunity to make some efficient parking that knits tight a kind of parking precinct with an idea about a pedestrian world. So you connect the sidewalks, you allow the possibility that somebody could come to McQuade's, park, walk over...oh, I should have said this first, and I hope the woman who owns this house is not sitting here tonight...but, let me back up, since now I've completely put my foot in it, and say that I'm not proposing to anybody, and it's sort of not what we're doing here, to say that somebody should go tell this woman her house is going to get knocked down. I'm saying that if, in five years or ten years or twenty years, she decides, you know, I'm going to move

on or I want to settle, the town should identify that as a site of importance for future development and have an idea of what might go there. You can't take it by right or you can, if you were really extreme, which I don't think you are, I'm just saying that, regardless of what the current ownership is, that's not a permanent condition, and it could be acquired by people if they wanted it enough or if the development agency wanted it enough. And, if they did, it would start to create a really interesting and walkable neighborhood, where you'd have McQuade's with the parking cleaned up a little bit, take advantage of this little slice over here to create a little civic moment that may have use to McQuade's as a place to set up a farm stand, to sell corn or something. The Bank of America could potentially go there. Offer them the opportunity, maybe that's the incentive...say, we'll get you off of Narragansett and we'll get you here, where you're actually more convenient to all your customers, maybe even we could figure out a way to get you a drive-through, if you'd get off Narragansett. That's the trade-off, we'll give you a drive-through, if you get off Narragansett. And, this could be a drugstore or, and people keep telling me to mention this but I'm so afraid of doing it, like, for me, the hardware store I perceive to be sort of the temple of the Island. Now, like, that's the one thing that shows up in everybody's photograph about Jamestown, is that hardware store and, so I said, but people including, well, I won't say who the people are, have said, that would be a great place for the hardware store to move. And then, we could have some parking and it would actually be much more functional for the people on the Island. So, I'll leave that out there, that's too hot for me to handle. So, that could be the drug store, or, God forbid, the hardware store. And what would that look like.

Slide 70: You know, that's an idea of what...this is the existing church, unchanged, this is the Town Hall, right here, unchanged, that's McQuade's, unchanged, this is the new post office, the new building on that poor woman's house. And with some articulation to give it a sort of scale, this could be, you know, who know's what that is, it's about big enough that it could be a little coffee shop in the middle of all that, if you wanted it. And then a smaller scale building that's starting to mediate as you go up the CL zone on that corner. So, just to make a little precinct. All of that focuses onto the graveyard, and, I thought, and everybody who I talked with thought, that that was a reasonable proposition if you got to the point where you wanted to focus some actual retail development. It's up to you. We're not proposing that you do that. We're saying that if you ever wanted to create some on-island useful retail, day to day retail, that's the place to do it.



Slide 71: While we're in this neighborhood, we'll talk about West Ferry, because it sort of segues to another subject about pedestrian access to the waterfront. And, we had the good fortune to have Tom Todd come and join us for a couple of days in our studio. Tom's a long-time Jamestown resident, and not to mention, if anyone doesn't realize that, the founding principle of one of

the most, the best, regarded architecture planning and landscape firms in the country, if not the world. And, so, when he wandered through the door and said, oh yeah, I'd love to sit down and start sketching things, we're definitely going to say, okay. And, I said, well, one thing you could do...He came in the other day and said, what can I do? I said, well, I've heard a number of times people say that they want more access to the water, but they don't want anything major. I said, well, why don't we just propose something ridiculously simple, it's so easy, I have a hard time understanding that you wouldn't stand up and clap at this idea, but you maybe won't...this is Jamestown.

Slide 72: This is the simplest idea possible. Look, this is a diagram of West Ferry right now in the winter time with all the boats stacked up and the docks stacked on the end there, and what is probably one of the most beautiful views on the Island is given over to the stacked dock things and to hulls wrapped in plastic, and to just sort of a mess of potholes, and, I know, I know, Jamestowners love it ratty and they don't want it all prettied up, but, you don't have to pretty it up to just...

Slide 73: Take it here and put a few pilings in to organize the parking, just make a little place for somebody to sit at the bench at the end of the pier. It's not...all we're saying is spend a little thought to this one moment, to create a civic moment for people that walk on the Island. It originally started because we were saying we're trying to make Narragansett walkable, and someone said, well, there's no reason to walk to that end of Narragansett...you have to walk all the way down there. So, what if we just give them a place to sit, once they get to the end of that pier, and they can watch the sunset. And so this was an idea of what...

Slide 74: Oh, this...I meant to say, we also looked at a slightly more heroic



version which really says, let's look at what it meant to go that far, but, I know enough about the climate here to suggest, let's just keep it modest, and so...

Slide 75: That's an idea of just, not extending anything, just making a little boardwalk and a couple of benches out at East Ferry and you can watch the sunset go down there. And, I think it was a great idea. (clapping) An hour and that's the first positive feedback...I've been dying for that.

Slide 76: Which brings me to the other waterfront, and the other part of the exercise which, this idea that came up consistently, of more pedestrian access to the waterfront. And, again, I can see, this is not what we were asked to do. We weren't asked to make proposals for the waterfront, we were asked to look at the commercial zone and the R-8 district and propose zoning changes. But, I also said, that we were going to look wide, and if we had a good idea to offer, we'd offer it back to you, and you can take it if you want it, or don't

take it, it's...I hope somebody takes this banner and runs with it, because as a resident myself, I think its obvious to the point of strangeness that it hasn't been done, that something like this hasn't been done yet. But the idea is simply that you clean up the edge and make it accessible to people to walk along the edge. So, we're proposing that (clapping)...Oh, I see, I just have to ask for it and I get more of it. So, to give you the details of this, the Town already owns this frontage right here, as many of you know, that's all overgrown and the sidewalk is beaten up and heaved from down there. There's a couple parcels right here that are unbuildable, and one of them was historically the location of a swimming dock, in that location. And, a lot of people come down this hill, there are a lot of problems with coming down that hill, in terms of the narrowness of the sidewalk and the speed of the cars, and to solve that problem, we propose for the structuring of a little boardwalk that goes along the edge. And we also thought, and this is when I offer, some of you have seen on the earlier versions, I had parking, we had parking going all the way up Conanicus head in. Currently, as you know, there's on-street parking, we propose turning it to head-in parking to gain probably 30 or 40 spots. There was a fair amount of push-back on that, and, so, in the interests of the way this process works, as a, kind of, us putting it out there, seeing what makes you angry or what makes you happy, and then, kind of, recalibrating to try and find the happy middle ground, we said, well, maybe we just say that for the time being, for just a few more spots in that location, that might help the condition of the waterfront. And, we reorganized this to give a little bit more green space right here. And then, we propose that since the sea wall along Conanicus right here is currently in disrepair and is going to have to be repaired and also is the sight of flooding continually, which will only get worse as global warming happens, as we all, I think, by now believe. That that's a chance to just formalize that edge, and I'll show you a little more detail in this...

Slide 77: Oh, this was showing a slightly more extreme version, which said, you know, if you decide ever to take that parking out of that location and, go back one slide here, right now, that's the parking as it exists right now. It creates a little bit of craziness at that corner, I think some of you have experienced this, I know I have. We said, the first step was what if we just reorganized some of that, we didn't really lose any spots in that configuration, we just lost a lot of circulation space. And, then, we said, well, let's take it a little further and look at a different version, where we give that back as green to the town, and we take back some of the lost spots right there that weren't in that location, and put the rest of them right there. Now, I haven't consulted the commercial interests in that location. I don't think that we're providing less dedicated parking than they ever had. But, obviously they're the people that would be impacted and their businesses, but, as a kind of way of thinking about this, you gain a lot for the town by some really modest ideas, at least they're modest in my estimation.

Slide 78: So, this was a little study of putting it in context, and seeing what that might look like if you added all of that in. There's the boardwalk running along the edge, right [here's] head-in parking, here's the waterfront, here's the water's edge, and you can't see it, . . . [It is] in these creative little moments where you could have benches. It's a very narrow sidewalk right now, there might be occasion to, I was thinking of that wall, like the wall in Narragansett, the sea wall, where it's just high enough to hop up on and sit on, but if you have that wall coming up, you could accommodate the storm surge and the global warming, because the wall could act as some sort of protection for Conanicus. So, in the course of solving that civil engineering problem, you could create a little civic moment.

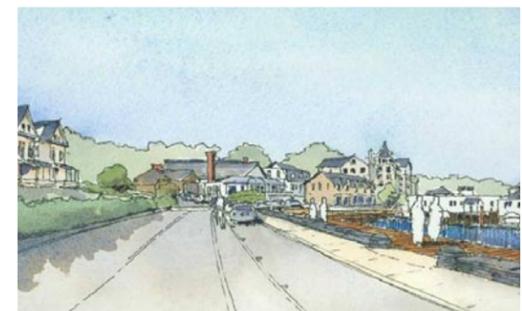
Slide 79: And that's what the image, walking down from Walcott on to

Conanicus, with the boardwalk just outside a low wall, [shows]. This is existing parking, parallel parking, and just formalize this edge, and lead right into town. And, by the way, open up a view to the water for everybody on this side of the street??

Slide 80: So, what are the next steps, and a lot of you are probably so happy that I'm mercifully finishing. But, the point I want to make here is that there are next steps. Some of them are ours to take, and some of them are yours to take. The next steps that we're taking is we're going to go back and refine all of this into a report. There's a lot of stuff that we haven't had a chance to show you or talk about in detail. But, we're going to refine that into a report that's going to attempt to capture all of that. To draft a report and the specific proposals that might show up as changes to town policy or ordinance, [is] obviously going to be part of a public process by which they get voted on by the council. So, you're not seeing something that's gotten out of your hands and you don't have another chance to weigh in on. We're going to go back and we're going to prepare that. We're going to try and take it further in the course of the next six weeks. We also imagine, or we hope, that there's continual input, even from tonight. We really weren't going to do questions and answers after this, but we thought that, with Lisa's help, that questions that came into her could make it to us, and we could answer those questions in the course of our wrapping up the draft report. And, we'll present that report to the council, in about, I think, six weeks, is when we're supposed to do that. We'll receive comments both from the council and from the public at large over the next month, and a month after that, probably towards the end of December, we'll be delivering our final recommendations as blessed by as many people as we can get to bless them.

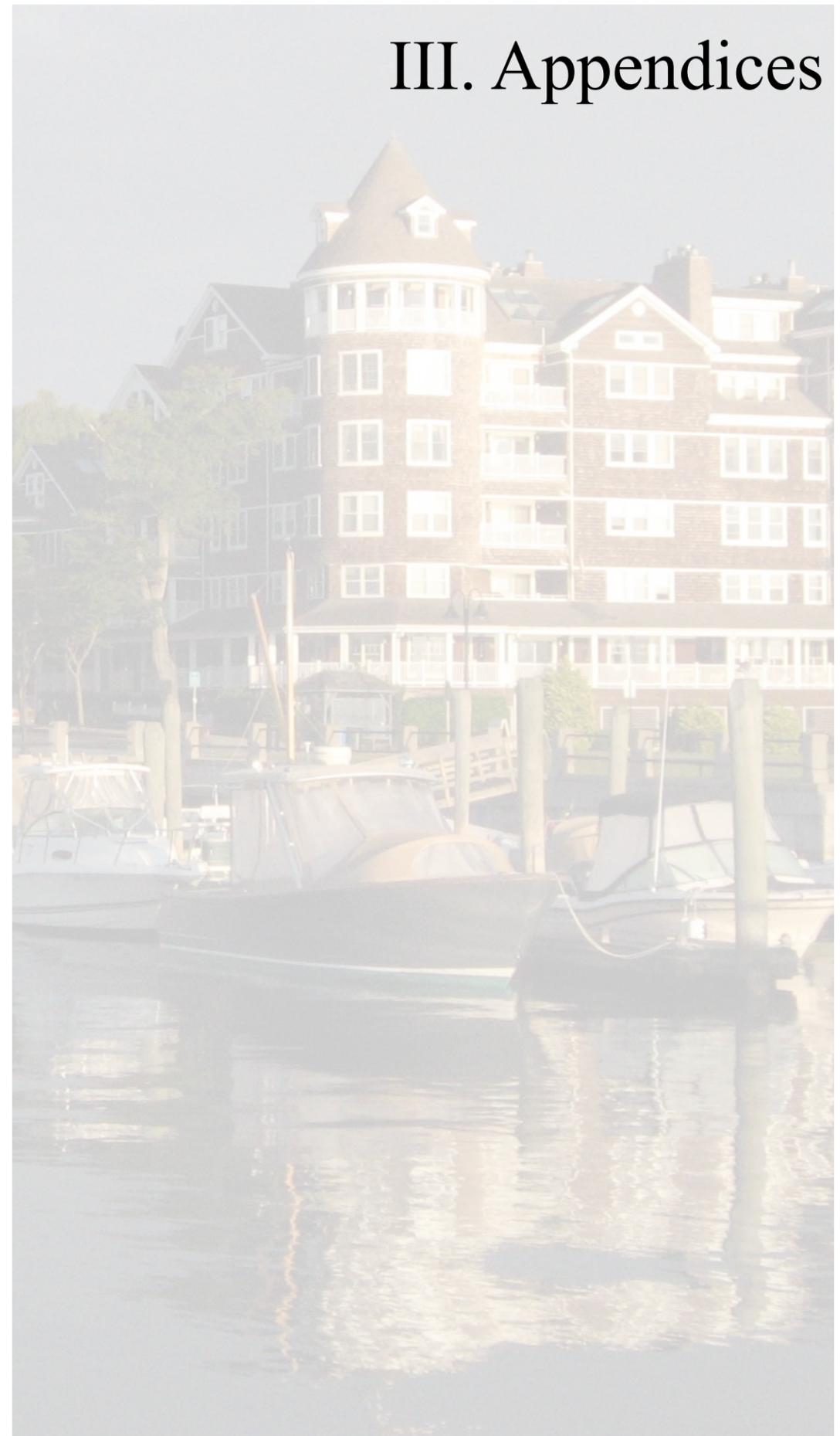
Slide 81: I want to leave with this image, because its indicative of the whole process of this thing and the way ideas have the ability to get people excited or to get people infuriated. And, we said, when we started at this thing we weren't going to be afraid of any ideas, we were going to put them on the table, even if we got tomatoes thrown at us, and, believe me, let me give you one idea that I caught a lot of rotten vegetables over. The mere suggestion that we might put a general store on the North End of the Island - I ran out of the room in terror at the response I got from some people. So, you notice, that didn't come back, 'cause I just thought, you know, that may be a good idea, but it's for another time, it's for another consultant to deal with. We did have this idea that somebody came, this was John Murphy, and said, you know, you've got this infrastructure sitting there with this unbelievable view, why don't you put affordable housing in that? You know, you could build affordable housing between that thing. And, I looked at that and I said, yeah, you know, it's a little weird to stuff affordable housing in between two infrastructures like that. But then, it occurred to me, as I started drawing it, this wouldn't be affordable housing, this is the premo housing. You've got the best view, and if the town built this, you could sell it on spec and make all the money you needed to build all the affordable housing for everybody else.

Slide 82: And, that's what it could look like! After you built this, if you think that the Narragansett towers would have any ??? This would put Jamestown on the map, which is probably exactly why you won't do it. So, with that, thank you very much.





# III. Appendices



III. Appendices

Visioning Workshop

**Jamestown Vision: Planning for the Future of our Village**

**Results of the Vision Workshop on 9-27-07**

V1: 10/2/07

Scribed by New Commons

This “Village Vision” discussion is in three parts. Part one is the prioritization of topics for the learning cafes. Part two is the café conversations transcribed from the tablecloths. Part three is the nuggets that were extracted from the topical café conversations. At the peak, there were over 100 Jamestown residents participating in the workshop.

For the purposes of the workshop conversation...the village includes Narragansett Avenue, the transition areas from commercial to residential neighborhood, and East Ferry. The conversation for the evening was ...Tell us your vision of each of the topics you choose. Vision is an achievable dream... It'll stretch Jamestown but it can be achieved over time. Vision is composed of four elements: tells a future story, declares results wanted, expresses passion, and reveals aesthetics and beauty.

**Part I Prioritization of Topics for the Learning Cafes**

Vision workshop topics...tell us what you want to talk about in the workshop. Tell us the 3 hot topics for the workshop. The totals next to each issue represent the tallies of the sticky-dot votes of each workshop participant.

- Overall future of Narragansett Avenue - 40
- Village character, defining elements - to preserve and build on - 37
- Public realm, sidewalks, benches, pedestrian mobility – 31
- Village development – how much density is right to evolve Jamestown, where is the line crossed as too much? 20
- Transition in the village between commercial and residential – 20
- No more commercial growth, we have what we need vs. commercial growth - 17
- Artists’ presence on the island – place for the arts - 16
- East Ferry as a mix of working waterfront, pleasure boats - and public access – 15

- Zero growth, no more people, no changes vs. overall targeted and planned growth – 14
- Traffic control/parking for the summer – 14
- Compliance with 10% state requirement for affordable housing - where and what is the design? – 14
- Next local economy for Jamestown - beyond tourism – 11
- Sustainability...ecological practices for buildings infra-structure – 10
- Local farms – market – food – sustainability of local farms – restaurant market – education – 7
- Commercial growth – 4
- Wild card (go beyond above topics) – 2
- Traffic control improved year-round at select locations – 2

*Other and future issues to consider...parking lot*  
What is RI rural!!!

**Part II: Topical Café Conversations**

As noted above, each topic was explored using the question: tell us your village vision for...?

**Overall future of Narragansett Avenue**

*Overall*

- To maintain a commercial area as a focal point for the community with mixed use.
- Lighting that is low impact up as far as the post office that draws visitors to downtown to Veterans Square. Develop little shops on upper Narragansett; mixed use and low impact business.
- In the downtown and the common areas, develop path like features, benches, etc.
- Keep zoning boundaries between commercial and residential where they are.

*Planned Parking*

- Either use a shuttle to park or school or utilize parking on side streets.
- Remove parking requirements on the streets in the downtown area for local shop owners in CD area.
- Use of nice and somewhat uniform signs like along Main Avenue in Portsmouth/Middletown area. Use those nice signs to indicate where parking is.

*Sidewalks and Lighting*

- Sidewalks improved with brick or stamped concrete; better maintenance of sidewalks.
- Bury utilities underground and use space gained by removal of poles to widen street in commercial district.
- From Post Office to East Ferry – better lighting and crosswalks.
- New sidewalks and pole lighting. Put in new and smaller trees to protect new sidewalks.

*Business Mix*

- Seems there is no discussion of better use of water view areas for day and night.
- Why are 2 real estate offices taking up prime waterfront land? Locals and tourists would love to sit at a little café at night and see the view of Newport.
- Based on population – do we have enough - barbershops’ (2) and salons (2) = 4 – yes. Do we know how much water they use?

*Widen Narragansett Avenue*

- Make it wider for SUV’s. With one SUV coming, and one going, and one parked on the right, and one parked on the left, it is dangerous and impossible to pass. I have lost a car door and a side mirror.

**Development for the Village**

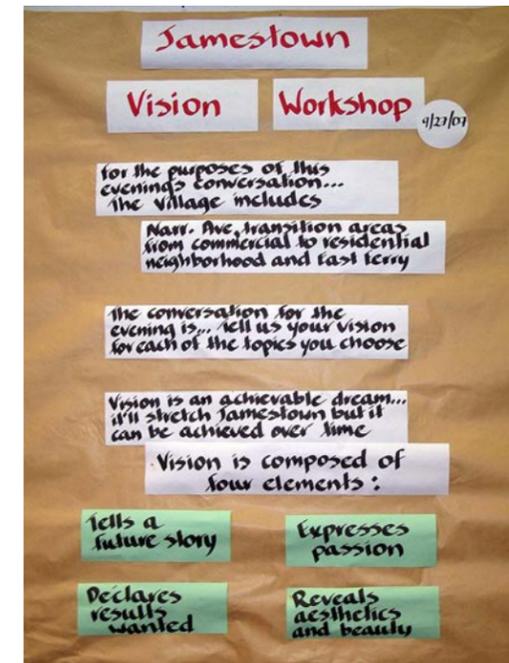
*The density definition*

- Housing...number of units per area, not lots. Is this the right density (right now)?
- We have to add 10% affordable housing: How? No growth policy and a suggested “cap” on density... What % 10% ???
- Density = set backs don’t work as a regulator of density.
- Define density = 2 people, same people in larger house covering more square footage of land. Density...same people and larger house...same footprint and more people...30% in R-8.

*Style of Growth*

- No more plastic houses on the Island destroying the true feel of Island history and life style.
- Preserve services and businesses vs. turning everything into “condo land”.

*Infilling*



- Problem creates greater density. Request to waiver a problem = too many approvals. Zoning gives to much relief on set backs. “short is short.”
- Grandfather rights are driving in-filling ... that’s a problem.

*Growth*

- Build out analysis.
- Appropriate uses for appropriate area... example: how many real estate offices do we need on prime retail/storefront locations, i.e., East Ferry?
- Changing commercial lots into residential or other uses.

*Parking*

- Take ambulance barn out – move to police station and create parking (public) at ambulance barn location.
- Parking problem in Village is there because it relates to mooring density and number of slips.



**Public realm, sidewalks, benches, pedestrian mobility in the village**

*Mobility*

- Need to be able to get to the public library on a sidewalk.
- Need sidewalk for access to all commercial areas, so you can park and walk. Need sidewalks for condo areas.
- Sidewalk along Conanicut Avenue needs to be

improved. Improve sidewalks on the waterfront.

*Sidewalk Materials*

- No black asphalt / macadam.
- Needs to be safe.
- Needs to be aesthetically pleasing.
- Pavers.
- Exposes aggregate.
- Brick is expensive and too contrived.

*Parking*

- Remove no parking signs or make them look better.
- Not in front of buildings.
- No more drive-throughs in the Village.

*Curbing*

- Not cement or asphalt.
- Natural material.
- New materials like rubber tiles used by many communities – no frost lift, accommodates tree roots.
- Structural soils for trees, “pocket parks”.

*Other*

- Street trees that is more appropriate.
- Bury electric lines and make low pedestrian street lamps.
- Permanent repair to seawall.
- Drainage is an issue.

**Transition in the village between community and residents**

*Noise*

- We hate the fire horn (AMEN)... The fire horn (HORRIFYING)
- No noise spillover, e.g., prohibit amplified music outdoors (as in restaurants) (AMEN)
- 24-hour generator noises from roof of Bank of America; sidewall of pizza shop on Narragansett Avenue, etc.

*Regulatory*

- Use one-way streets to avoid trucks in residential neighborhoods?
- Think about regulating residential rentals so neighborhoods don’t become transient “hotels” in the summer.
- Sidewalks in “t” zones - (transition).

- Make sure a business building is “cute” or “charming” isn’t enough, it has to work and not impact the residencies negatively – no trucks.
- Don’t give special use permits without adequate parking.
- Keep commercial development away from residential areas. In transition zones, CL →R starts on xxxx (minimize) scope/scale of - CL development!
- Types of businesses in residential areas need to be regulated.
- No corporate architecture in transition zones.

*Lighting*

- Better lighting – confined to the business.
- Lighting facing towards businesses not adjacent to nearby residences.

*Signage*

- Sign on Conanicut Street and Knowles for JEMS.
- Better notices for ferry services (to direct pedestrians).
- Better general signage to stop tourists from asking “where is...”

*Other*

- Dangerous parking on either side of Narragansett Avenue where Green Lane exits.
- No infrastructure (sewage lines too small)?
- ...Exists to support existing residential use on Green Lane off Narragansett Avenue.
- Hard to convince people to sell the land.
- Skateboards (teen hangs)... need pedestrian police present?

*Restaurants*

- Lease Fort Wetherall – Fort Getty too for a great restaurant.
- We need a good restaurant on the water or with a view.

**Compliance with 10% state requirement for affordable housing (where/what is the design)?**

*Options to Consider*

- Larger lots in CD zone looking to be developed should offer flexibility for additional number of units, some of which are affordable.
- In-laws? Rooms for rent? Increase in B&B.
- Apartments for rent...services downtown.

III. Appendices

Visioning Workshop



- Need to allow homeowners to have “in-law” apartments in their home.
- In multi-unit buildings – allow % of affordable units cover the entire project – not 10% in 1 building, 10% in 2<sup>nd</sup> building. Allow 20% in one-0% in other.
- What would 3 stories look like?
- 2<sup>nd</sup> floor added for living.
- 2<sup>nd</sup> and 3<sup>rd</sup> floor – movement architecturally.
- Rent at affordable price – allowed for savings to be put towards purchase.
- In-law apartments creates affordable housing “overnight”.
- Limit the 35-40’ ... explore this.

*Locations to Consider*

- Take a look at town owned property; look at selling off and using funds.
- Take a look at north end too – could be developed for small families.
- Subdivide larger lots to allow for someone to build a house on a smaller, more affordable piece of property.
- Build out Conanicus apartments across from the Bay Voyage.
- Move the ambulance barn elsewhere and use land for apartments or parking.
- Sub-divide aspects of existing lot for accessing apartments.
- Look at town lots that were taken for either non-payment of taxes...septic systems have been designed that can work.
- Lots which were “doubled” and merged? Take another look.

*Use Mixed Use*

- Examine use of expansion of mixed use – in CD zone.
- Mixed use along Narragansett Avenue and immediately abutting – a way to transition from commercial to residential. These areas could have living spaces over stores. We could have duplexes in the areas immediately abutting Narragansett Avenue.
- Developer allowed mixed development to build a certain % low/mod income
- 1 floor retail...2 floors residential - 3 stories – no additional land use.

*Commercial*

- Commercial limited.
- Explore commercial limited under current zoning to include duplex, triple on these lots.

*Keep the Island Soulful*

- Don’t ghettoize.
- Plant gardens and take pride and sense of ownership.
- Aspects of assisted living and aging in place.
- We’ll lose our soul without a mix of young, middle-age and old.

*Other*

- Concerns of water usage and parking.
- Make village more bicycle/walking friendly to “push” parking more towards North Road.



**East Ferry as mix of working, waterfront, public access, pleasure boats**

*Focal Point*

- #1 issue is the East Ferry mix.
- Marina is core of town.
- Waterfront was here before anyone else...all pushed out.
- Is focal point.

*Define what is Public*

- Pressure for private/ more public access.
- Identify “public” area – folks are confused about what is public and what is private.
- Could town buy triangular lot at the bottom of Friendship Street to transform into a park?

*Maintenance and Improvements*

- Town commitment to improvements.
- Need infrastructure maintenance \$.
- Better parking management/angle parking.
- Improve bus stop – traffic pattern.
- Future of East Ferry buildings – near Ferry dock.

*Keep it a Harbor*

- Maintain commercial fishing boats.
- Losing its local identity as local harbor; attracting non-residents from other communities.
- Work to impact state regulations which have negative impact, specifically, resident/non-resident ratios.
- Help marine services.
- Look at fishing vs. boating access.

*Improve Visual Appeal*

- Sign “pollution” downtown.
- Needs more visual appeal.
- View of water (Wallcott Avenue - Munger trees) no motive, invasive.
- Not maintained, dangerous – kids.
- Some dope and drink in brush.

**Village character – defining elements to preserve and build upon – Conversation #1**

Protection for historic buildings  
Reuse of existing building

Village Character...Defining elements...So what’s good!

1. scale – walking scale
2. different buildings with good architecture
3. shingle, or clapboard
4. at sidewalk (not like Bank/Extra Mart)
5. Slice of Heaven – good people relationship to the street and the Trattoria (not Trica’s Tropic Grill)
6. 4 stars for Jamestown Hardware (remodel)
7. 4 stars for Jamestown Distributors
8. alternate side parking for summer
9. defining elements
  - 9.1 shingling
  - 9.2 shingling and brick
  - 9.3 proximity to sidewalk
  - 9.4 heights of buildings
  - 9.5 trees (plant the right ones which don’t

push up on the sidewalk)  
9.6 sidewalk conversations in the a.m.,  
coffee community especially in the off  
season

10. defining disruptions:  
10.1 Extra-mart is dangerous to foot and  
bike traffic in and out ramps

**Village Character -- defining elements to preserve and  
build upon – Conversation #2**

*Character is*

- Materials
- Form/style → street edge, building edge, light/air  
to control density
- Color → building, landscape not cars
- Sound → people, music, hear your neighbor  
respectively
- Smell and feel → landscape, cut the truck fumes
- Is eclectic, organic growth, not too heavily stylized
- Is home – how we use it
- Diverse character creates more engaging  
streetscape
- The people are the place!
- The place is what it is not what it could be
- Preserve views – bridge, water, boats

*Overall Qualities*

- We live here because what is “is” not what it could  
be
- Shouldn’t we protect who is here now!

*Specific changes*

- Is it fair not to know impact on existing business.  
Water usage businesses should have accurate usage  
based on what their needs are and possible growth.  
Salon vs. barber shops.
- How about resident only parking areas during  
summer.

*The Mix*

- Mixed use – retail/residential – storefronts engage  
the pedestrian.
- Food outlets, commercial → serve the Island/serve  
the visitor.
- Sidewalk interaction – engage...See your  
neighbor...Talk.

- Local ownership...No McDonalds, no purple and  
orange signs.
- Underground utilities.
- Village district – landmark and preserve the parts  
we feel are important.

**Zero growth, no more people, no change anywhere vs.  
Overall targeted controlled**

*Basic Growth Issues*

- Zero growth is stagnant thinking!!
- Control retail business to lower Narragansett  
Avenue.
- Use mid-Narragansett Avenue for municipal  
purposes.
- Influence present zoning.
- Little Eurocentric pressure for commercial growth  
now. Limit residential growth to avoid (on the  
entire Island) to avoid pressure on commercial  
growth.
- Stop variances which result in more housing units.
- Where is the balance of economic growth on  
zero growth against visitor desire to come to the  
businesses?

*West and East of Howland*

- We should have different development standards  
for Narragansett Avenue west of Howland than we  
have for East of Howland.
- Narragansett Avenue west of Howland – try to keep  
it looking as it is.
- Setbacks, trees, reuse of existing residences to be  
encouraged.
- Lower lot coverage than Narragansett East of  
Howland.
- There is not a great demand for more commercial  
space. So, change zoning on Narragansett West of  
Howland to a church/municipality residential zone  
(maybe not).
- Or, keep west of Howland commercial; require  
50% commercial use except for existing residences.  
Encourage reuse of existing residences.

*Who is the commercial zone for?*

- Commercial zone is to serve residents (per Comp  
Plan, economic development goal).
- Zoning ordinance needs to define customary home  
occupation better.

- Loyalty program to divert business to local  
businesses – they don’t need more floor space, they  
need more business.

**Commercial Growth vs. No more commercial Growth**

- People hate the thought of CD – but don’t know  
how to sustain young people who would like to live  
and work here.
- Production facilities are unacceptable – but people  
like Lillian Barber the Clancy’s should be allowed  
to sell.



**Artist presence on island**

- *Why the artists’ matter to Jamestown*
- Art is all over the Island - sculpture, murals =  
enhancing Island life (sculpture garden).
- Arts and crafts as economic activity
- Clean and green.
- All over Island: home occupations and studios.

*Venues for artists*

- Film/movie house = movie nights
- Radio station
- Cultural events
- Summer camps, outdoor space
- Classes, fine arts, ceramics, photography
- Yoga, pilah’s, critiques, camaraderie
- Teens – after school art classes
- Mentoring opportunities
- Artist and Public art...outdoor sculptures...  
botanical garden...open art studios everywhere!!!!

III. Appendices

Visioning Workshop



Resources needed

- \$\$\$\$
- Philanthropic – naming opportunities
- Affordable housing opportunity for artists, custodians, teachers
- Home artist studios
- Downtown: active Art Activity – galleries, shops, movies
- Jamestown Arts Center... On Narragansett Avenue, opposite Town Hall... A Hub, a nucleus for art lovers – benefactors/appreciators, artists... Commercial downtown is the heart of Jamestown

Questions to Explore

- Commercial or no commercial?
- Artisans vs. non-self sustaining suburb?
- Local craftsmen doing business from home within limits – electricians, plumbers, carpenters?
- But, is there “sickness” in suburban life?
- Needs diversity?



Part III. Priority Guidance on Issues and Questions for the Charrette

There are nine issues that rose to the top as clear guidance to focus on in the design charrette. The nine issues are marked in bold italics.

Overall future for Narragansett Avenue

- ***Retain the commercial district as a focal point for the community with mixed use – 16***

- Promote commercial development to 4 corners/ P.A.C. with mixed use /affordable housing – 8
- Parking continues to be important. Seek new parking areas; municipal in-town parking lot with pedestrian access – 2

**Village development...How much density? Where’s the line for too much?**

- No commercial to residential conversions – 6
- Density depends on infrastructure – 2
- 10% increase in residential density

**Public realm, sidewalks, benches, pedestrian mobility**

- Improve/beautify commercial zone with lighting, benches, landscaping. East Ferry to P.A.C – 11
- Safer, more attractive sidewalks, curbing and lighting for all of Narragansett Avenue - 7
- Two new parks... 1 waterfront and 1 mid-island – 6

**Transition in village between commercial and residential**

- Put buildings on the street edge and parking in the rear... Controlled growth – 3
- Lighting on businesses only – 3
- Enforce zoning laws to limit over development of commercial interests in CL to R zones (transition zones) no corporate architecture in residential/ business zones - 3
- Curb spillover onto transition zone – amplified music, (the horn) strained infrastructure, parking/ traffic, etc. – 2
- Attention the aural of noise pollution, environment, and underground utilities – 1

**Compliance with 10% state requirement for affordable housing**

- ***Mixed use – residential over retail – Going up 2, maybe 3 floors; we thought 3 would be acceptable – mixed use (retail, residential, restaurants). - 23***
- ***Allow accessory apts. – 21***
- Increase density in transition zones to allow duplex/town houses – 4

**East Ferry as mix of working waterfront, public access, pleasure boats**

- ***Maintain character at East Ferry as a local harbor, and preserve commercial fishing. Improve/beautify commercial zone with lighting,***

***benches, landscaping. East Ferry to P.A.C – 22***

- Improve town owned infrastructure at East Ferry to provide better public access, boaters, fishermen and general public – 11
- Improve visual appearance, signs, trees, bus stop, sandwich boards, trash cans – 7

**Village characters defining elements to build on**

- ***Preservation of old buildings – 14***
- ***Preserve parts we like: farm, views, people, neighbors; thinking about marking out a village district – 13***
- Scale – pedestrian relationship to buildings – 6
- Shingled or clapboard requirement – 5
- Home and how we use it, summer and winter; might use it differently depending on the season - 2

**Zero growth, no more people, no change anywhere vs. overall targeted and planned growth**

- Enforce present zoning more strictly - 8
- Why not zero growth? – 3
- Suppress residential development island-wide to facilitate planned growth in the village- 3
- Restrict zoning to limit building size on small lots – 1
- Different development standards for Narragansett Avenue - west of Howland then we have east of Howland

**No more commercial – commercial growth**

- ***What happens to young people? – 14***
- ***Home businesses, open studios, home businesses - 13***
- New commercial districts – 1
- Small scale business activities, such as inventors – 1

**Artist presence on the Island**

- ***Jamestown Arts Center Downtown: camaraderie, gathering place – music, drama, fine art, critiques, dance, gallery, classes – for all ages – 14***
- Public Art – all over downtown and island – 6
- Art is a cultural and economic asset, and a treasurer for the Island – uplifting – 3

III. Appendices

Stakeholders Meetings



**Jamestown Vision**  
**Summary of Core Village Resident Stakeholders**  
V1: 10/18/07  
Scribed by New Commons

**Sidewalks**

- Hedges grow over the sidewalk to the point where you can't walk
- So many curb cuts on Narragansett cause problems
- Fix problems...Hamilton to the marina...commercial part of Clinton to the marina...can't go down Green Lane...30 foot freefall at Bank of America...
- Move our sidewalk focus from reactive to proactive (the 500K grant will be implemented)

**Aesthetic issues**

- Fix the library to the playground...walking and lighting
- Proliferation of sandwich boards
- Hotel district has its own feel
- Building signs intrude too much on the public realm
- General up-scaling is a concern
- More noise with commercial growth...people walk through our yards...poor timing of truck deliveries...delivery trucks taking over the street

- Do underground wires with two views: keep it on the table for when the town buries water and sewer pipes, we can do it or it is way too expensive given the archeology digging requirements of the Native Americans
- Create 4 foot view cuts in many places
- Protection for buildings of value or as architectural resources...put this in SmartCode...historic districts are too non-Jamestown and an offense to those who don't want any more controls

**Parking**

- One side of the street parking
- Get shop owners and workers to park off of Narragansett and Union
- Look at spacing ratio
- Share parking spots on Narragansett
- Drivers feeding off of Union is a concern
- Lanes in back of commercial units for parking... Lanes are our backyards

**Roads and walking**

- The town raised the road level at the end of my driveway and now I have back up water at the end of my driveway and in my basement
- Transitions...how to walk to Mc Quade's on a diagonal from upper to lower Narragansett

**Evolution of the core**

- Do it with incremental change
- Character of Narragansett Avenue...keep the mix of size (1 to 3 stories)...distinguish the development east of Howland from west of Howland
- Blend two villages Narragansett and four corners or keep them separate?
- We need affordability for our kids and the seniors
- Summer and winter are different...we are a unique mix and create policies accordingly
- Commercial mix to encourage...program to survive the winter...consciously create a commercial ecosystem...tell a compelling story...make it like a theatre production with the casting call for shops to fill in...Main Street manager to drive this...chamber role?

**Affordability**

- Lot sizes become less at 2000 square feet



**Summary of Waterfront Stakeholders**

V1: 10/18/07

Scribed by New Commons

**The water is an attractor**

- Preserve East Ferry as a working waterfront...not too cutesy.
- Increase economic activity on the water comes with a price.
- Jamestown is a destination of choice so more people will come here.
- Overall, re-work, view corridors, parking, and water access.
- There is resident pressure for access to the bay for boating.
- Jamestown, in contrast to Newport, still owns a lot of waterfront property. Keep and create better access to the water by doing improvements as a public/private partnership.

**Marina and parking**

- Day parking by boaters doing it in the village is a concern. With special events move the parking time limit from 6 to 8? Increase the number of extended stay parking spots in the northern lot and increase the shuttle use back and forth. There are a total of 500 moorings in the harbor and with the demand for 2 spaces for every 3 boats, 150 to 200 spots for boaters are required and the Island does not have that, so the village gets the parking instead.
- Islanders accept parking the way it is because the perceived lack of parking keeps people away. Make the spaces and more people will come.
- Look at the ordinance of no overnight parking.
- If the parking requirements of 41 of the last 43 building permits were waived, why have the requirement?
- Residents have to accept there is parking to be found on the Island, but not at the door of where you are going...it has to come to be defined as not where you want it (in front of where you are going).

**Public access and use**

*What does public access mean?*

- Make more local access for resident trailers for putting boats in and out of the water
- Tie-ups

- Dinghy space and storage
- Fishing
- Ice cream and a walk on the beach
- Bring your boat here from, say Newport, and tie it up for dinner
- Steps to the beach
- A walk
- Put your boat in the water and put your trailer somewhere properly
- Seats for looking at the water

*Concerned about*

- Privatizing access
- Putting chains across roads
- Overcoming the intimidation factor?
- Harbor controlled by big business
- Too many moorings

**Improvements**

- Fix the sea wall from East Harbor up to Bay Voyage. State is scheduled to do semi-permanent repairs. We plan to put in a “beautification” request in 09.
- In the harbor do a new public dock for dinghies and swimming.
- Create different rules for summer than winter.
- Add cross walks to East Ferry so you can cross in several natural spots and not the current one spot.
- Next developments have to formally tie into a harbor walk (to be created).
- Put in a boat trailer park...out of Towner’s will come...Locals find places...trailers go away...not broke, don’t fix it.
- West Ferry...quiet and private...can’t get there walking...not a pedestrian destination...prefab building, although an eyesore does communicate the place is a working waterfront...add a sausage and peppers hut...a pocket park...more benches...a small deck for observation...here, less is more so keep it at scale...do a study: keep it raw or add some tourist amenities?

**Climate change**

- In the next 30 to 40 years there is a projected 3 foot rise in sea level. What are the vulnerable spots on the island?
- With the four unit structure on East Ferry...rebuild it by adding one story to the one story and combine

it with Walcott Ave tree clearing and added parking along the wall? Can’t be done because FEMA controls the location and a rebuild requires 17feet clearance and it is not 8 feet. Thus, put into the zoning Assuming it gets taken out) that it must be rebuilt with elevation and parking underneath.



III. Appendices

Reasons to Establish a Local Historic District



**Why Establish a Local Historic District?**

Time, geography, people and events uniquely shape each community. It is the combination of the individual pieces - houses and yards, stores and public buildings, trees and sidewalks, streets and alleys - that form the community's overall character. The primary reason for establishing local historic districts is to manage how change occurs in a designated area to ensure that as much of the original character as possible remains intact. After all, changes that occur to one property can impact the property next door, the block, and ultimately, the neighborhood overall. Local historic district designation provides communities with the legal tools to protect their local landmarks and architectural character.

**The Benefits of Local Historic District Designation**

Local historic districts provide a wide range of benefits to a community:

- **Legal protection for Historic Resources** – Local historic district designation is one of the few means of providing legal protection for historic resources. By adopting a local historic district ordinance and designating a local historic district, the community is requiring that work to the exterior of a resource, demolition, or new construction in the district be reviewed by the historic district commission before it is undertaken. This ensures that the work is sensitive to the

original design and material of the resource.

People often think that listing a property in the National Register of Historic Places will protect it. This is not true. **Listing in the National and/or State Registers provides no protection for historic resources.** These are purely honorary designations – they place absolutely no restrictions on what property owners can do to a historic property. **Local historic district designation is one of the few ways to protect historic resources.**

- **Increased Property and Resale Values** – Think of the realtor's motto – location, location, location. Local historic district designation stabilizes neighborhoods by controlling demolition and inappropriate infill in the neighborhood and ensuring that the physical integrity of individual properties is retained. Thus, adopting a local historic district ordinance guarantees that a home's location remains desirable. Studies have shown that both property and resale values either remain the same, or more typically, increase in designated local historic districts and never decrease. Because local historic district designation creates a stable environment, it protects investments. As a result, homeowners are more willing to spend money on the upkeep of their homes and banks are more willing to make loans to property owners in designated districts.
- **Eligibility for Preservation Tax Incentives** – In 2002, the State of Rhode Island established a Historic Preservation Investment Tax Credit program. Owners of historic properties can earn state income tax credits up to 30% of restoration expenses. The credit provides a significant financial benefit for the maintenance and rehabilitation of historic homes. It not only enables the restoration and preservation of a home's historic features; it can also be used for updating mechanical systems, such

as heat and air conditioning systems, or for necessary repairs such as replacing a roof.



- **Promotes Economic Development** – Local historic designation encourages the adaptive reuse of historic buildings and results in the return of underutilized buildings to the community's tax rolls. Investment in one historic building commonly sparks investment in other historic buildings nearby. By reusing existing buildings and infrastructure, less municipal dollars are spent on the construction of new roads, sewer and water lines, and other utilities that support sprawl on the edge of town, and more funds can be redirected to traditional neighborhoods and downtowns.
- **Promotes Community Revitalization and Diversity** – The range of housing types, sizes and costs within historic neighborhoods typically leads to greater diversity in the race, occupation, and education level of the people who live there. Preservation tax incentives encourage developers to adapt old building for housing opportunities that bring new populations downtown. Innovative rehabilitation projects include the conversion of schools into senior housing; second story space above retail shops into loft apartments; or factories, mills or warehouses to mixed-use residential / retail development.

Sources:

Michigan Department of History, Arts and Libraries. "Local Historic District Manual." On web: [http://www.michigan.gov/documents/hal\\_mhc\\_shpo\\_LHDManual\\_01WhyEstablish\\_161854\\_7.pdf](http://www.michigan.gov/documents/hal_mhc_shpo_LHDManual_01WhyEstablish_161854_7.pdf)

GrowSmartRI, "Study Quantifies Substantial Return on Historic Tax Credit." April 7, 2005.

- **Certified Local Government Program (CLG)** – Adopting a local historic district ordinance and appointing a historic district commission qualifies a local government (city, township or county) to apply for National Park Service certification. A CLG can apply for competitive matching grant funds to help implement preservation planning at the local level. The funds can be used for the identification and evaluation of historic resources, public education, planning and rehabilitation projects.
- **Increased Tourism Revenue** – The tourism industry brings billions in revenue to Rhode Island annually. Rhode Island’s historic streets and neighborhoods serve as tourist destinations and complement other attractions that exist in an area to bring increased tourism dollars to a community.
- **Local Job Creation** – When an existing building is rehabbed, up to 70 percent of the cost is for labor and that means more jobs for local workers. Typically, local laborers purchase their materials from local suppliers, unlike new construction projects where more of the dollars go out of state. Rehabilitated older buildings provide affordable rental spaces for small businesses that are responsible for 85 percent of the new jobs created in America.
- **A Better Quality of Life** – Traditional downtowns and neighborhoods with their trees, parks and sidewalks are walkable communities geared toward people and pedestrians rather than the automobile. Spending less time on roads traveling to restaurants, stores and services on the outskirts of town and spending more time interacting with friends and neighbors helps to increase a community’s quality of life and fosters closer-knit communities.

Local historic district designation enables communities to preserve their unique character and use it to create their future.

