

Land Use Element Inventory

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I. Introduction

The land use element of the Lincoln Comprehensive Plan is designed to provide information on the current and projected uses of land and the impacts of those land uses on the environment, local services and facilities, and the quality of life in Lincoln. According to the Rhode Island Comprehensive Planning and Land Use Regulation Act, the purpose of the land use element is as follows:

- The land use element designates the proposed general distribution and general location along with the inter-relationship of land use for residential, commercial, industrial, open space, recreational, community facilities and other categories of public and private uses of land.

More specifically the land use element provides the following for the town:

- An analysis of current land use patterns to provide basic information on the amount of land that is used in each of the various land use categories.
- Projections of population and employment growth stemming from the land use projections.
- An overview of the town's current zoning and the identification of any inconsistencies between current and projected land use and the current zoning map.

An Overview of Lincoln's Land Use Pattern

Lincoln's overall land use pattern is one that is primarily defined by the transportation system that runs throughout the town. Route 146 runs north to south and divides the eastern and western portions of the town. Interstate 295, a four-lane highway, runs east to west and divides the northern section of the town with the southern section. Route 116 runs parallel to I-295 and creates a corridor of easily accessible land between these two highways, a distance ranging from 1/3 to 1/5 mile. The other major factor that defines the overall pattern of land uses in Lincoln is the Blackstone River flowing north to south. The river makes up the town's eastern-most border with Cumberland and Central Falls. These physiographic features define the majority of the industrial development within the town. Route 146 and I-295 provide easy access in all directions for all businesses in Lincoln. These prime locations have proved extremely successful for the town. Industrial development is located primarily along the 295/116 corridors and in the industrial park to the southwest of the Route 116 and Route 146 intersection. Prior to industrial park development, the river was the scene of major industrial development at the turn of the century. Functioning, vacant and reused mills can be found in Manville, Albion, Lonsdale and Saylesville.

Each of these industrial development patterns, that of the late 19th Century and that of the mid 20th century spawned a different type of commercial and residential development. In contrast to the modern industrial and office parks, the early mills built along the river gave birth to the villages of Lincoln: Manville, Albion, Quinnville, Lonsdale and Saylesville. These villages provide higher density housing options and each contains small commercial areas designed to serve immediate needs. In general, the villages are located along the river on the eastern border of the town. Density significantly decreases when moving westward across the town. The interstates and the excellent highway system in Lincoln not only support modern industrial development but also have turned much of Lincoln into a suburban commuting town. Single-family residential development is the predominant land use form as one moves away from the rivers into the higher land of Lincoln. Residences have primarily developed in these villages and along the local connector roads such as Great Road, River Road, Old Louisquisset Pike, Angell Road, and Smithfield Ave.

A land use feature missing in Lincoln yet so prevalent in other towns is that of the commercial strip mall. Lincoln has intentionally and effectively prevented the spread of roadside commercial development in much of the town. A deliberate policy of focusing commercial development in either village centers or in larger scale planned malls has been successful. Efforts should be made to manage the Front Street commercial corridor, which has developed into a local activity node.

The combination of these factors creates a town with a very distinctive land use pattern and, therefore, landscape. The villages of Lincoln are very clearly defined and relatively healthy. Their sizes range from fewer than 100 homes in the Quinnville section to thousands of

homes in the Saylesville and Fairlawn section of town. This variety of density has created a large variety of housing types, an asset rarely found in most suburban communities.

The significant divisions within the town along fire district and school district lines have preserved the village orientation within the Town of Lincoln. The Town of Lincoln is as much a federation of seven villages as it is a unified town. Many identify their residence by village and rarely as the Town of Lincoln.

Rural Character

Lincoln's rural character gives it a sense of place with forested land, agricultural areas, a pattern of forested and hilly country roads, and the absence of regional strip commercial centers.

The definition of rural character can be subjective to each community based on the elements it values. These elements can include:

- Tree lined streets
- Farmland
- Clean air and water
- Woodlands
- Undeveloped open space
- Natural stream banks
- Outdoor recreation areas
- Small villages and communities

Rural areas are more sensitive to the effects of decentralized shopping and employment centers since developable land exists along vacant roadsides and can occur haphazardly or with no recognition of a village core. Although Lincoln recognizes its character as rural, recent years have provided evidence of an emerging suburb. As such, Lincoln intends to manage its rural identity by addressing how commercial development and dense residential development can be contained within village centers and designated areas.

Growth Centers/Villages

As defined in *Growth Centers: Recommendations for Encouraging Growth and Investment in Economically and Environmentally Sound Locations in Rhode Island (instigating the Governor's recent Executive Order)*, the Governor's Growth Planning Council indicated that, "Growth centers are dynamic and efficient centers for development that have a core of commercial and community services, residential development, and natural and built landmarks and boundaries that provide a sense of place. Growth centers may differ in size, regional importance, and services provided but they do share common characteristics such as public and private investments in services, facilities, buildings, transportation, water and wastewater systems; and they contain some combination of schools, commercial and

industrial buildings and housing.” As indicated by the report, growth centers are intended to reduce the pressure of sprawl and subsequent cost of community services by encouraging development in identified nodes of activity within each Rhode Island community. Of the three growth center types as defined in the report (urban centers (i.e. Newport), town centers (i.e. Westerly), village centers (i.e. Wickford), Lincoln is most characterized by Village Centers; “mixed use compact communities that offer basic consumer services and activities for their residents as well as nearby residents. Villages are not major regional shopping or employment centers. In suburban areas, new village centers will be distinguished from surrounding development by a more cohesive development form and closer proximity between residential and non-residential uses. In rural areas, new villages should be surrounded by natural areas, farmland or open space and may have a commercial area in the core for neighborhood-scale goods and services.” Lincoln should apply the criteria for these centers to its villages and utilize funding sources to encourage their development.

Designation of Planning Areas

For the 1964 plan, the town was divided into five planning areas: Manville, Albion, Limerock, Lonsdale and Saylesville/Fairlawn. The 1992 analysis divides the town into eight major planning areas. Five of the major areas were broken down into sub-areas to make analysis more meaningful. Why so many areas? The finer the level of detail in the analysis, the easier it is to understand unique problems and to design actions that are tailor-made to address the problem. In addition, Lincoln is at a stage in its growth where it must focus on area-specific tasks as often as townwide problems. During the 2002 public meeting process, residents expressed support for having separate visions for each planning area. The villages are listed below. Their boundaries are shown in Figure A.

- Lonsdale
- Saylesville
- Fairlawn
- Quinville
- Limerock
- Industrial Areas
- Albion
- Manville

II. History of Land Use Planning

The 1974 Comprehensive Plan and its land use component laid the groundwork for the suburbanization that Lincoln has experienced over the last 30 years. Lincoln moved from being a series of mill villages along the river with farmland in the uplands to a suburban industrial park center located at the crossroads of major highways. The unusual feature of Lincoln is the degree to which the transition from past to present was accomplished without

sacrificing its original character. In other words, the Lincoln of today has well defined mill villages, intact rural landscape and well designed industrial parks. They all exist together very compatibly. This is a clear indication of the success of the 1974 Comprehensive Plan. In the spirit of building from, rather than re-inventing this successful model, the '74 land use plan is reviewed below and potential present day policy issues are highlighted.

Land Use Plan Components

A descriptive narrative of residential, commercial, industrial and recreation/open space and uses is described below:

1. Residential land use: Historically and still today, higher density growth (5-24 units per acre) was directed to the villages, low density growth (one unit per acre) was directed to the areas west of Route 146 and medium density development (two, three and four units per acre) was directed to areas on the east side of town between the villages and with access to town water and/or sewer service. In 1974, a three phase residential plan was conceived with increasingly larger areas of medium density development as the water and sewer systems were expanded. The key challenge facing Lincoln today is to define whether and where continued medium density development should proceed given that the entire town is now sewered and given the rate of residential development. The majority of buildable residential land is located in Limerock between Route 116 and Route 123. Limerock's large land area and medium low to medium density zoning designation encourages single-family growth. Also atypical of Limerock is the lack of commercial areas. Limerock is a single-family suburban village containing the largest remaining vacant parcels of land.
2. Commercial land use: The 1974 Comprehensive Plan established three commercial land use categories: neighborhood business, highway business and designated shopping center districts. The first category focused on the villages and was intended to provide basic goods and services to town residents. Areas designated as highway business were located along arterial roads and were intended to provide businesses that tend to attract auto and truck traffic (wholesale, hardware, gas stations and restaurants). Designated shopping center districts were for regional shopping centers. The Lincoln Mall is the only designated shopping center district in town today. Notably absent from this commercial land use are regional strip commercial centers. Lincoln intentionally decided to not use its highway frontage for regional commercial activities and continues to actively support that policy today. The result is an unusually non-commercial character to Lincoln's highways. This is also a result of good site planning for the few commercial areas that have developed along the highways. Part of the reasoning for limited commercial retail is because neighboring towns, especially Cumberland, Woonsocket and Pawtucket serve as shopping destinations for those residents who are not in close proximity of Lincoln Mall, located on the Smithfield border. Today, the major commercial development question appears to be whether and how existing commercial areas should be allowed to expand. The Plan addresses this issue and describes the seven

villages as the town's growth centers and places of social and economic activity. Allowing for development that serves the local service needs of village residents is intended to discourage sprawl and relieve new service demands based on the rising residential population.

3. Industrial land use: Two categories of industrial land use were developed in the 1974 plan: limited industrial and general industrial. A total of 1050 acres of land was set aside for industrial development by the town in the past. (This includes lands designated for industrial use in the 1956 Industrial Location Study and lands designated in the 1974 Plan.) As described in the Economic Element of this plan, Lincoln continues to have prime locations for growing or relocating businesses. Industrial lands are focused along the Route 295 corridor and near the airport. Older industrial properties are also located in each of the mill villages. The major challenge for Lincoln appears to be complying with stricter hazardous waste regulations in the future.
4. Recreation and Open Space: It is the goal of the Town of Lincoln to protect at least 30% of the town as open space. Currently, there are 2577 acres of land protected or a total of 21.3% of the land base. The most critical feature of the town's open space planning efforts have been the *de facto* creation of a greenbelt around the villages of Lonsdale, Fairlawn and Saylesville. This belt of open space is acting as a buffer that will prevent further high-density development from moving northward from the existing village areas. This green space clearly delineates the villages and will preserve their distinct character. The other recent dominant feature to the open space plan is the creation of RIDEM's Blackstone River Valley Park, a 150-acre ribbon of land along the Blackstone River. Open space is well dispersed throughout the town and includes land of both active and passive recreational value as well as lands of ecological significance. For more details on the open space plan, see the Open Space and Recreation Element of this plan.

III. Lincoln's Current Land Use Pattern

Land Use Statistics

The following statistics provide a background for evaluating the current and projected land use patterns in the town of Lincoln:

- Size of Town: 12,101 acres
- Number of Rhode Island Towns larger than Lincoln: 23
- Number of Rhode Island Towns smaller than Lincoln: 15
- Area of City of Providence: 11,731 acres
- Lincoln 1980 Population: 16,949
- Lincoln 1990 Population: 18,045
- Lincoln 1990 Population Density: 1.55 persons per acre

- Lincoln 2000 Population: 20,898
- Lincoln 2000 Population Density: 1.79 persons per acre
- City of Providence 1990 Population Density: 13.4 persons per acre
- City of Providence 2000 Population Density: 14.8 persons per acre
- Town as Proportion of Total Area in State: 1.7 Percent
- Lincoln Number of Housing Units 1990: 7,254
- Lincoln Number of Housing Units 2000: 8,508
- Persons per square mile grew from 991.5 in 1990 to 1,148.3 in 2000
- Lincoln 1990 Housing Unit Density per acre 0.62
- Lincoln 1990 Persons Per Household: 2.56
- Lincoln 2000 Persons Per Household: 2.53
- State of Rhode Island 1990 Housing Unit Density: 0.60
- State of Rhode Island 2000 Housing Unit Density: per acre 0.62
- State of Rhode Island 2000 Persons Per Household: per acre 2.57
- State Population Density 1990: 1.47 persons per acre
- Lincoln's Population Growth Rate 1980 - 1990: 6.5 percent
- Lincoln's Population Growth Rate 1990-2000: 15.8 percent
- State of Rhode Island's Population Growth Rate 1980 - 1990: 6 percent.
- Number of Census Tracts in the Town of Lincoln: Four (Nos. 115, 116, 117.01, and 117.02).
- Population by Census Tract:

| Census Tract Number | 1990 | 2000 | Numeric Change | % Change |
|---------------------|---------------|---------------|----------------|--------------|
| 115 | 5,207 | 6,186 | 974 | 19% |
| 116 | 4,421 | 5,701 | 1,280 | 29% |
| 11701 | 4,453 | 4,859 | 385 | 9% |
| 11702 | 3,964 | 4,152 | 193 | 5% |
| Total | 18,045 | 20,898 | 2,853 | 15.8% |

Table A indicates the amount of acreage corresponding to the zoning districts within each planning area, as of 1992.

**Table A
Land Distribution by Zone by Acres, 1992**

| ZONING | ALBION | FAIR LAWN | INDUSTRIAL | LIME ROCK | LONSDALE | MANVILLE | SAYLESVILLE | TOWN WIDE |
|-----------|---------|-----------|------------|-----------|----------|----------|-------------|-----------|
| Districts | # Acres | # Acres | # Acres | # Acres | # Acres | # Acres | # Acres | Totals |
| RA-40 | 950 | 0 | 103 | 3430 | 100 | 121 | 660 | 5364 |
| RS-20 | 650 | 0 | 164 | 1865 | 350 | 58 | 136 | 3223 |
| RS-12 | 200 | 34 | 48 | 177 | 200 | 59 | 159 | 877 |
| RL-9 | 54 | 37 | 0 | 26 | 203 | 56 | 90 | 466 |
| RG-7 | 36 | 70 | 37 | 0 | 235 | 87 | 15 | 480 |
| BL-0.5 | 26 | 16 | 167 | 8 | 20 | 21 | 1 | 259 |
| ML-0.5 | 0 | 0 | 703 | 14 | 20 | 9 | 0 | 746 |

| ZONING | ALBIO N | FAIR LAWN | INDUS TRIAL | LIME ROCK | LONS DALE | MAN VILLE | SAYLES VILLE | TOWN WIDE |
|--------|------------|--------------|----------------|--------------|--------------|--------------|-----------------|--------------|
| MG-0.5 | 2 | 82 | 207 | 0 | 17 | 50 | 52 | 410 |
| TOTALS | 1898 | 239 | 1429 | 5520 | 1145 | 461 | 1113 | 11805 |

Source: Town of Lincoln, RI. 1992 Comprehensive Plan.

Review of Key Land Use Issues

Lincoln is located in an area that, under typical development circumstances, would very likely see increasing urbanization as time passes. The presence of the urban areas of Central Falls, North Providence and the city of Providence just to the south could act as significant urbanizing forces that would eventually transform the town of Lincoln. The other potentially urbanizing influence is Interstate 295. If one examines other cities across the northeast, the immediate beltway surrounding most cities is eventually filled in by urban development. Route 128 around Boston is a good example of this land use pattern. Within Route 128, the towns are significantly denser than the communities lying outside of Route 128 are. If the town of Lincoln's overall zoning districts were not as solidly in place as they are now, there would be a great potential for increasing density in many areas. Holding those zoning districts will be a major challenge for the future.

Another note in studying the land use pattern of Lincoln and in talking with the people of Lincoln is the absence of a physical town center. The Town Hall and the High School are the few places in all of Lincoln that represent all areas within the town. The town must assess the efficiency of this political and social division as low-density residential development continues in areas outside the village of Limerock resulting in townwide financial burdens.

With 32% buildable land, the town must accept the immediate opportunity to guide the location, type and rate of development through innovative smart growth techniques including zoning overlays, infill and brownfield development, transfer of development rights and open space preservation. Past development patterns have fortunately occurred within the village centers, however new development is occurring on environmentally sensitive land in areas of the town not traditionally affected by growth pressures.

Land Use Patterns by Planning Areas

Tables B, C and D indicate the distribution of land by land uses in each of the major planning areas in Lincoln as of 1992. This data is based on a database developed from the Town's assessor's records and may vary with the previous data, which was based on aerial estimates. The major points expressed by these data are:

1. Total land area: 11,842 acres.

2. 55% of the total land area is either in single-family use or zoned for single-family development (vacant residential).
3. Approximately 15% of the total land area is used or zoned for commercial and industrial use.
4. Almost 40% of Lonsdale is used for single-family homes. Only 12% of the industrial area is used for single-family homes.
5. Manville, at 17.8%, has the greatest percentage of land devoted to multifamily homes.
6. The Limerock areas, with 1924 acres, have the greatest amount of vacant residentially zoned land remaining. This represents 65% of the total remaining vacant land in town.

Table B
Land Use Inventory - Acres by Planning Area, 1992

| TOTAL USE BY PARCEL INVENTORY | ALBION | MANVILLE | INDUSTRIAL | LIMEROCK | LONSDALE | SAYLESVILLE | FAIRLAWN | TOTALS |
|----------------------------------|-------------|------------|-------------|-------------|-------------|-------------|------------|--------------|
| Single Family Land Use (Code: 1) | 421 | 139 | 176 | 2138 | 457 | 190 | 76 | 3597 |
| Two to Five Family (Code: 2) | 63 | 59 | 4 | 143 | 87 | 15 | 18 | 389 |
| Six Plus Family (Code: 3) | 14 | 23 | 13 | 0 | 7 | 0 | 2 | 59 |
| Mixed Com and Res (Code: 4) | 2 | 5 | 5 | 21 | 3 | 1 | 2 | 39 |
| Vacant Residential (Code: 13) | 630 | 75 | 150 | 1924 | 73 | 87 | 13 | 2952 |
| Vacant Com and Ind (Code: 14) | 53 | 8 | 225 | 22 | 97 | 15 | 18 | 438 |
| Industrial (Code: 100-499) | 8 | 14 | 276 | 55 | 13 | 15 | 45 | 426 |
| Commercial (Code: 500-899) | 17 | 13 | 283 | 442 | 124 | 6 | 15 | 900 |
| Other Lands (Utilities, etc.) | 425 | 95 | 194 | 392 | 103 | 707 | 35 | 1951 |
| Other Vacant Lands (Code: 15,33) | 266 | 28 | 109 | 379 | 180 | 114 | 15 | 1091 |
| TOTALS | 1899 | 459 | 1435 | 5516 | 1144 | 1150 | 239 | 11842 |

Source: Town of Lincoln, RI. 1992 Comprehensive Plan.

Table C
Land Use Inventory - Percentage Distribution of Each Land
Use between the Planning Areas – 1992

| TOTAL USE BY PARCEL INVENTORY | ALBION | MAN-VILLE | INDUS-TRIAL | LIME-ROCK | LONS-DALE | SAYLES-VILLE | FAIR-LAWN | TOTALS |
|----------------------------------|--------|-----------|-------------|-----------|-----------|--------------|-----------|--------|
| Single Family Land Use (Code: 1) | 11.70% | 3.86% | 4.89% | 59.44% | 12.71% | 5.28% | 2.11% | 100.0% |
| Two to Five Family (Code: 2) | 16.20% | 15.17% | 1.03% | 36.76% | 22.37% | 3.86% | 4.63% | 100.0% |
| Six Plus Family (Code: 3) | 23.73% | 38.98% | 22.03% | 0.00% | 11.86% | 0.00% | 3.39% | 100.0% |
| Mixed Com and Res (Code: 4) | 5.13% | 12.82% | 12.82% | 53.85% | 7.69% | 2.56% | 5.13% | 100.0% |
| Vacant Residential (Code: 13) | 21.34% | 2.54% | 5.08% | 65.18% | 2.47% | 2.95% | 0.44% | 100.0% |
| Vacant Com and Ind (Code: 14) | 12.10% | 1.83% | 51.37% | 5.02% | 22.15% | 3.42% | 4.11% | 100.0% |
| Industrial (Code: 100-499) | 1.88% | 3.29% | 64.79% | 12.91% | 3.05% | 3.52% | 10.56% | 100.0% |
| Commercial (Code: 500-899) | 1.89% | 1.44% | 31.44% | 49.11% | 13.78% | 0.67% | 1.67% | 100.0% |
| Other Lands (Utilities, etc) | 21.78% | 4.87% | 9.94% | 20.09% | 5.28% | 36.24% | 1.79% | 100.0% |
| Other Vacant Lands (Code: 15,33) | 24.38% | 2.57% | 9.99% | 34.74% | 16.50% | 10.45% | 1.37% | 100.0% |
| TOTALS | 16.04% | 3.88% | 12.12% | 46.58% | 9.66% | 9.71% | 2.02% | 100.0% |

Source: Town of Lincoln, RI. 1992 Comprehensive Plan.

Table D
Land Use Inventory - Percentage Distribution of Land Use within each Planning Area
– 1992

| TOTAL USE BY PARCEL INVENTORY | ALBION | MAN-VILLE | INDUS-TRIAL | LIME-ROCK | LONS-DALE | SAYLES-VILLE | FAIR-LAWN | TOTALS |
|----------------------------------|--------|-----------|-------------|-----------|-----------|--------------|-----------|--------|
| Single Family Land Use (Code: 1) | 22.17% | 30.28% | 12.26% | 38.76% | 39.95% | 16.52% | 31.80% | 30.37% |
| Two to Five Family (Code: 2) | 3.32% | 12.85% | 0.28% | 2.59% | 7.60% | 1.30% | 7.53% | 3.28% |
| Six Plus Family (Code: 3) | 0.74% | 5.01% | 0.91% | 0.00% | 0.61% | 0.00% | 0.84% | 0.50% |
| Mixed Com and Res (Code: 4) | 0.11% | 1.09% | 0.35% | 0.38% | 0.26% | 0.09% | 0.84% | 0.33% |
| Vacant Residential (Code: 13) | 33.18% | 16.34% | 10.45% | 34.88% | 6.38% | 7.57% | 5.44% | 24.93% |
| Vacant Com and Ind (Code: 14) | 2.79% | 1.74% | 15.68% | 0.40% | 8.48% | 1.30% | 7.53% | 3.70% |
| Industrial (Code: 100-499) | 0.42% | 3.05% | 19.23% | 1.00% | 1.14% | 1.30% | 18.83% | 3.60% |

| | | | | | | | | |
|----------------------------------|--------|------------|------------|------------|------------|------------|------------|--------|
| Commercial (Code: 500-899) | 0.90% | 2.83% | 19.72 % | 8.01% | 10.84 % | 0.52% | 6.28% | 7.60% |
| Other Lands (Utilities, etc) | 22.38% | 20.70 % | 13.52 % | 7.11% | 9.00% | 61.48 % | 14.64 % | 16.48% |
| Other Vacant Lands (Code: 15,33) | 14.01% | 6.10% | 7.60% | 6.87% | 15.73 % | 9.91% | 6.28% | 9.21% |
| TOTALS | 100.0% | 100.0 % | 100.0 % | 100.0 % | 100.0 % | 100.0 % | 100.0 % | 100.0% |

Source: Town of Lincoln, RI. 1992 Comprehensive Plan.

In general, the Limerock area represents the area where the most growth will occur in the future. The villages of Lonsdale, Saylesville, Fairlawn, Quinnville, Albion and Manville are the areas where site-specific rehabilitation or investment will be needed to address the problems posed by an already built environment. The Industrial Corridor and Industrial Park provide the greatest amount of land for economic development, although the mills of Lonsdale, Saylesville and Fairlawn also present significant amounts of developed space.

Areas of Likely Change

The above analysis indicates that there are several areas of town where land use changes are likely. In general, the most likely change within the next 10 to 20 years within the town will be in the following areas:

1. Lincoln Park. Reuse of this site in some form may be possible and the town should consider the best long-term potential use. Buffering of the surrounding land uses should be of primary consideration. Any significant traffic impacts caused by an enlargement, expansion, or reuse of Lincoln Park should be properly mitigated. It must be stated that to conform to the intent of the 1994 voter referendum in which the voters overwhelmingly approved that there should be no expansion of gambling without voter approval, see Town ordinance section 13-17.
2. In general, a significant amount of open space is still available for development in the Limerock area. The rural character of this area must be maintained. The majority of the 32% of buildable land in town is allowed in Limerock under current zoning. Residential development in Smithfield will also pose impacts on Lincoln.
3. Reuse and redevelopment of the industrial park lying near the airport and near Interstate 295 will be a land use challenge for the town. Managing potential changes along the Route 116 corridor will also be important, for example, the development near the Lincoln Mall and development north of Route 116 east of the High School.

4. The Blackstone River National Heritage Corridor will bring gradual change to the community, especially in the Quinville and Lonsdale areas.
5. Very little business-zoned land is available. The town should assess whether additional land should be zoned for future business use.

IV. Growth Projections

Historic Growth

Looking back over the last 100 years, the town's growth rate has averaged 1,200 persons per decade (See Table E.) The general pattern is one of high growth followed by one or two decades of low or moderate growth followed by another decade of high growth. Lincoln's high growth years were in the post World War II years when the town's population grew by almost 5000 people from 1950 to 1970 as well as the 1990-2000 decade when the town experienced its highest growth in 100 years. Moderate growth decades (700-1100 new persons) occurred from 1900 to 1910, 1920 to 1930, 1940 to 1950, 1970 to 1980, and 1980 to 1990. The lowest or negative growth periods were from 1910 to 1920 and 1930 to 1940. This population growth pattern coincides with recessions, recoveries, baby booms, industrial migration and wars.

Table E
Historic Population Levels in Lincoln 1900 to 2000

| YEAR | POPULATION | # CHANGE | % CHANGE |
|------|------------|----------|----------|
| 1900 | 8,937 | | |
| 1910 | 9,825 | 888 | 9.90% |
| 1920 | 9,543 | -282 | -2.90% |
| 1930 | 10,421 | 878 | 9.20% |
| 1940 | 10,577 | 156 | 1.50% |
| 1950 | 11,270 | 693 | 6.60% |
| 1960 | 13,551 | 2281 | 20.20% |
| 1970 | 16,182 | 2631 | 19.40% |
| 1980 | 16,949 | 767 | 4.70% |
| 1990 | 18,045 | 1138 | 6.70% |
| 2000 | 20,898 | 2,853 | 15.8% |

Source: U.S. Census and Staff calculations

Compared to the population figures given above, housing construction shows a somewhat different pattern. Table F shows the total number of housing units for the years 1950, 1960, 1970, 1980, 1990 and 2000. Although the decade from 1970 to 1980 showed a moderate population level increase, the rate of housing construction was high. Although 1950 to 1970

held Lincoln's highest population increases, housing construction was no higher than during subsequent decades. The comparison of these two growth variables -- population and housing-- indicates the influence of household size. Between 1990 and 2000, the growth of the number of households grew at a faster pace than the population as a whole.

Table F
Number of Housing Units in Lincoln, 1950 to 2000

| YEAR | TOTAL UNITS | CHANGE # | CHANGE % |
|------|-------------|----------|----------|
| 1950 | 3,381 | | |
| 1960 | 4,283 | 902 | 26.7 |
| 1970 | 5,215 | 932 | 21.8 |
| 1980 | 6,348 | 1,133 | 21.8 |
| 1990 | 7,254 | 906 | 14.3 |
| 2000 | 8,508 | 1,254 | 17.3 |

Source: U.S. Bureau of the Census.

In the 1950's the baby boom years, household sizes in Lincoln averaged 3.3 persons per household. By the 1960's and 1970's, household sizes began to drop to 3.1 persons per household. The U.S. Census estimate that Lincoln's 1990 average household size was 2.56 and 2000 average household size was 2.53.

The distinction between population growth and housing unit construction is an important one. Though obviously connected, each represents different types of growth and different types of impacts. There has been great concern in Lincoln over the last decade about the high rate of growth. As a town develops, as available land is used up, residents increasingly miss open space. With each passing decade, more people notice the loss of open space. Future growth, even at a low to moderate level, will cause a greater relative level of concern regarding the loss of open space than during similar growth rates in the past.

According to the Growth Management Plan, there were 1,228 Certificates of Occupancy issued between 1990 and 2000 as indicated in the following table.

Table G
Certificates of Occupancy

| YEAR | SINGLE FAMILY | MULTI-FAMILY | TOTAL |
|------|---------------|--------------|-------|
| 1990 | 81 | 24 | 105 |
| 1991 | 67 | 2 | 69 |
| 1992 | 87 | 36 | 123 |
| 1993 | 99 | 67 | 166 |
| 1994 | 92 | 70 | 162 |

| | | | |
|-------|-----|-----|------|
| 1995 | 105 | 89 | 194 |
| 1996 | 86 | 2 | 88 |
| 1997 | 78 | 51 | 129 |
| 1998 | 40 | 0 | 40 |
| 1999 | 87 | 0 | 87 |
| 2000 | 65 | 0 | 65 |
| Total | 887 | 341 | 1228 |

Source: Town of Lincoln, RI. Shamoan, Samuel. February 28, 2002. *Town of Lincoln Growth Management Program and Growth Management Ordinance*. Phase I Plan and Ordinance. P.7. Table 3.¹

Growth Projections from Buildout Estimates

Buildout studies have been conducted in Lincoln in both 1992 and 2001. Buildout estimates are a tool to determine future population and to project at what year the town would be fully developed.

Because of the difference in methodology used in the 1992 Buildout Study and the 2001 Blackstone Valley Buildout Study, a comparison of the two would cause inaccurate conclusions. Therefore, the following contains information from the Blackstone Valley Buildout as it includes current zoning and land use data.

The buildout analysis is intended to identify the magnitude of the growth potential still remaining in Lincoln. Table H contains the land inventories (number of lots, number of acres, average lot size) by land use and by zone. This table also contains buildable area, buildable lots, buildable units, water use, additional students, additional population and additional roads.

The *Buildout Analysis* map (See Figure B) indicates the parcels of land in Lincoln where additional development could occur; this includes developable land and constrained land.

The Blackstone Valley Buildout Study indicates the following acreage based on current zoning and land use. The Study should be seen as a guide plan rather than a strict assessment of the land. The Buildout Study used assumptions to determine buildout factors such as amount of land for roads, odd lots, natural and physical constraints, etc. **It should be noted that this approach is only general and does not take into account uneven appreciation rates, economies of scale in providing services and the great variation that exists in commercial and industrial real estate values. Nonetheless, this approach can serve as a general guide to Lincoln as it considers its land allocation strategy.**

¹ Town of Lincoln, RI. Shamoan, Samuel. February 28, 2002. *Town of Lincoln Growth Management Program and Growth Management Ordinance*. Phase I Plan and Ordinance. P.7. Table 3.

According to the Blackstone Valley Build-Out Study indicated in the Table H, about 32% (3,828 acres) of land in Lincoln is available for development. In 1992, there was about 40% of land available for development. Of the 3,828 acres of buildable land, the majority is zoned for residential development.

**Table H
2001 Build-Out Impacts Summary²**

| | FUTURE | SUB-TOTAL | % | EXISTING 2000 | TOTAL |
|---------------------------------------------------------------------------------------------------------------------|------------|-----------|-----|--------------------|--------|
| Total area (acres) | | | | 12,101 | |
| Buildable Land (acres) | 3,828 | | 32% | | |
| No constraints | | 3,307 | 27% | | |
| Single partial constraints | | 484 | 4% | | |
| Multiple partial constraints | | 37 | 0% | | |
| Non-Buildable Land, Water (acres) | 8,273 | | 68% | | |
| New Residential Lots | 4,486 | | | | |
| New Dwelling Units | 4,698 | | | 8,508 | 13,206 |
| New Residential Subdivision Roads (miles) [1] | 36 | | | | |
| New Commercial/Industrial Floor Area (sq. feet) | 16,257,191 | | | | |
| Additional Residential Water Use (gallons/day) [2] | 928,325 | | | | |
| Additional Commercial/Industrial Water Use (gallons/day) [3] | 1,300,575 | | | | |
| Additional Municipal Solid Waste, Recycled (tons) [4] | 2,669 | | | | |
| Additional Municipal Solid Waste, Non-Recycled (tons) [5] | 9,979 | | | | |
| | | | | | |
| Additional Residents [6] | 11,604 | | | 20,898 | 32,502 |
| Additional Students [7] | 2,678 | | | 3,705 ³ | 6,383 |
| Notes: 1. Based on the assumption that 35% of the new residential lots will have frontage on new subdivision roads. | | | | | |
| 2. Based on 80 gallons per day per person. | | | | | |
| 3. Based on 80 gallons per 1,000 square feet of floor space. | | | | | |
| 4. Based on 460 lbs per person per year. All waste estimates are for residential uses only. | | | | | |
| 5. Based on 1720 lbs per person per year. | | | | | |
| 6. Based on 2.47 persons per household (1990 US Census). | | | | | |
| 7. Based on 0.57 students per household (1990 US Census). | | | | | |

Source: 2001 Blackstone Valley Tourism Council Build-out Study.

With 4,698 additional housing units added to the current 8,508 units, total capacity is 13,206 housing units. Based on the trends of the past decade (an average of 125 units per year based on 1254 units between 1990 and 2000), buildout could be reached in 38 years or by year 2038. Based on the trends of the past twenty years (an average of 108 units per year based

² 2001 Blackstone Valley Tourism Council Build-out Study. Town of Lincoln, RI.

³ L.A. Torrado Architects. November 26, 2001. Lincoln Public Schools, Educational Facilities Study and Long-Range Facilities Plan. Table II-12: Enrollment History.

on 906 between 1980 and 1990 and 1254 between 1990 and 2000), this number could be reached in 44 years or by 2044.

The buildable land acreage is calculated from the total raw acreage of each zone minus the land acreage with no constraints. Land use data for the town of Lincoln is based on 1995 Rhode Island Geographical Information Systems as presented by the State of Rhode Island. New subdivisions since 1996 have been included.

There are many vacant and buildable acres of land left in Lincoln, however they are diminishing at an accelerated pace. According to the *Growth Management Program* conducted in February 2002, 113 lots were approved and under construction while 154 lots were awaiting approval under development review. The Blackstone Valley Build-out Study discussed that when allowances are made for environmental constraints and built land, there are 3,828 acres (approximately 32%) of buildable land left in the town. This figure is more than that identified in the 1992 projections as indicated in Tables I and J. As indicated above, the discrepancy is due to different assumptions and methodologies as well as updated data. Although the information in this Plan relies upon the Blackstone Valley Buildout Study, the following tables are included for reference.

**Table I
Distribution of Vacant and Buildable Acres in 1992**

| Area | Total | Vacant | Buildable |
|------------------------------|--------------|---------------|------------------|
| Acres | Acres | Acres | Acres |
| Albion and Albion North | 1899 | 494 | 453 |
| Manville | 459 | 111 | 91 |
| Industrial Corridor and Park | 1434 | 486 | 371 |
| Limerock | 5515 | 2900 | 2033 |
| Lonsdale | 1145 | 257 | 250 |
| Fairlawn | 239 | 94 | 78 |
| Saylesville | 1150 | 181 | 155 |
| Town Totals | 11841 | 4523 | 3431 |

Source: LandUse, Incorporated. 1992 Town of Lincoln Comprehensive Plan.

Table I indicates that in reality, Lincoln has much less developable land than identified in Table H due to wetlands buffers, wetland crossing barriers, power lines dividing parcels and awkward lot shapes as well as additional land for roads and utilities. This is especially true in the Limerock and Albion areas. The estimates of development for Manville, the Industrial areas, Lonsdale, Fairlawn and Saylesville are quite accurate. The 1992 Plan estimated that approximately 50% of the theoretically developable land in the West Limerock and Twin River planning areas is actually undevelopable due to the above factors. Most of the land in East Limerock is buildable due to fewer wetlands. If these factors are

taken into account, the more likely buildable land figures are given below in Table I. Based on the 2001 Blackstone Valley Buildout Study, there are 3,828 or 32% of total buildable land with 27% of this land (3,307) being buildable with no constraints and the remaining land (521 acres) being buildable with partial constraints.

Table J
Adjusted Distribution of Vacant and Buildable Acres in 1992

| Area | Total | Vacant | Buildable |
|------------------------------|-------|--------|-----------|
| | Acres | Acres | Acres |
| Albion and Albion North | 1899 | 494 | 250 |
| Manville | 459 | 111 | 91 |
| Industrial Corridor and Park | 1434 | 486 | 371 |
| Limerock | 5515 | 2900 | 1500 |
| Lonsdale | 1145 | 257 | 250 |
| Fairlawn | 239 | 94 | 78 |
| Saylesville | 1150 | 181 | 155 |
| Town Totals | 11841 | 4523 | 2695 |

Source: LandUse, Incorporated. 1992 Town of Lincoln Comprehensive Plan.

As the Buildout Summary indicated, an additional 2,678 students could be added to the Lincoln school system with .57 students on average per household.

The majority of the vacant land lies in the Limerock planning area. The Moshassuck River Valley creates a very high water table through most of the large vacant parcels that lie just east and west of Route 146 along Jenckes Hill Road. The largest swath of buildable vacant land is located along the Old River Road corridor in East Limerick where sloping land results in very few wetlands.

Future Trends

What type of growth can Lincoln expect in the next twenty years? Several assumptions are presented below to guide the growth projections.

1. The Buildout Study indicates that 11,604 residents can be expected and 4698 more housing units can be added. Population projections made by the US Census and Rhode Island Statewide Planning Program was based on past trends and has not been updated to reflect projections based on current trends. The town should evaluate new projections when available.
2. The 1992 Plan indicated that the 1990's would show moderate growth with only 30 to 50 units per year anticipated. However, this projection proved false with

the past decade having the highest numerical residential population increase in the past 100 years. Proximity to Boston and Providence and high quality of life issues make the town attractive while market trends and credit opportunities increase home building.

3. Although the Buildout Study did not indicate the rate of new growth, based on the trends of the past decade housing units could increase by 1,250 units by 2010 based on a 125 unit per year average.
4. High land prices will encourage some developers to continue to build upscale housing. The rising housing and rental costs will force some residents to relocate and downsize, especially seniors of whom many are on a fixed income. The need for appropriate type, location and cost of housing will be an immediate town concern.
5. Average household sizes will remain at the 2.5 level from now to the year 2010 due to two overlapping trends: the baby boom and longer life spans of elders. Following that, household sizes may drop even more.

The Character of the Future Population

Given the growth rates presumed above, what will be the nature of the future population: old, young, blue-collar, white collar? The major demographic factors that will influence Lincoln's growth will be age and income. Another potentially important factor could be race. Occupation and other demographic variables appear less likely to influence the town.

The median age of residents have increased by three years in the past decade, from 36 to 39 years of age, while the 5 to 19 and 35 to 49 age groups have maintained the majority. Lincoln's median age of 39 is significantly higher than any other town or for the state as a whole. Residents age 65 and older have increased as seen in the Municipal Services Element. This demographic trend is affecting not only Lincoln, but also the entire country. As the baby boomers age populations of these older groups will increase dramatically.

The major implication of an aging population will be a greater demand for elderly housing or other types of housing that meet the needs of the town's elders. Life care facilities, house sharing and small apartments will all be in greater demand in the future. It should be noted that as older residents move out of their single family homes this will free up additional housing stock for families.

Table K, Median Household Income Data on Lincoln and Surrounding Towns presents important information. Although Lincoln is generally regarded as one of the wealthier towns in the state, the data from 1990 and 2000 indicate that Lincoln's median income is

only somewhat above several of its neighbors and well below other neighbors. Although there are certainly many households within the town of Lincoln with median income well above the state median average, these median numbers demonstrate the range of different income levels within the town of Lincoln. This theme is demonstrated by the range of housing types that are found within the town as exemplified by the mill village apartments to the very expensive estates in the Limerock planning area.

How will income levels change in the future? Much depends on the housing developers. If they respond to the demand from middle-income families for less costly housing, Lincoln's median will remain steady. If higher income housing is the theme for the 2000's then the median will climb. If gentrification of mill village housing occurs, the median will rise. If town or state programs encourage lower cost housing, the median will remain steady. It seems unlikely that the median will drop due to Lincoln's good school systems and enviable proximity to job centers.

Race could potentially become a greater issue for Lincoln and similar suburban towns in the future. If Central Falls households begin sending their children to Lincoln due to some type of redistricting, the racial and demographic composition of the Lincoln schools will change. In general, the formerly "minority" populations of the United States are reaching "majority" status. This will occur in Lincoln as well during the next century. Educational programs that acknowledge this next phase of demographic changes will be important.

**Table K
Median Household Income Data on Lincoln and Surrounding Towns**

| Town | 1990 | | 2000 | |
|-----------------------------------------------------------------------------------------------|---------------|----------------------|---------------|----------------------|
| | Median Income | Local ratio to State | Median Income | Local ratio to State |
| Lincoln | 37,080 | 1.15 | 47,815 | 1.11 |
| Central Falls | 18,617 | 0.58 | 22,628 | 0.53 |
| Cumberland | 40,683 | 1.26 | 54,656 | 1.27 |
| N. Providence | 32,321 | 1.00 | 39,721 | 0.92 |
| N. Smithfield | 41,449 | 1.29 | 58,602 | 1.36 |
| Pawtucket | 26,541 | 0.82 | 31,775 | 0.74 |
| Smithfield | 42,523 | 1.32 | 55,621 | 1.29 |
| State of RI | 32,181 | 1.00 | 42,990 | 1.00 |
| Source: Rhode Island Economic Development Corporation, 1989. Census Summary by City and Town. | | | | |
| 2000 Census. Table DP-2. Profile of Selected Economic Characteristics: 1999 | | | | |

V. Zoning Review

The Town of Lincoln has created several primary zones for the town.

The residential districts are the single family zones ranging from minimal lot sizes of 12,000 square feet to 40,000 square feet (RS 12, RS 20, and RA 40), limited residential districts of 9,000 square feet (RL9) and general residential districts of 7,000 square feet (RG7). In general, the smaller lot districts are located near the villages and the larger lot sizes become more prevalent as one moves westward across the town.

The three business districts are limited business (BL-0.5), limited manufacturing (ML-0.5) and general manufacturing (MG-0.5). In each case, no minimum lot size is required for the business districts although a maximum lot coverage of 50 percent is allowed in each case. In addition, two commercial recreation (CR I and CR II) designations have been created since the 1992 plan in an attempt to reconcile nonconforming uses. Lincoln Park, for example, is zoned CR II. (See Figure E, Zoning Changes for Consideration, for a graphic display of the zoning districts.)

Overall, the building coverage for residential areas consistently ranges from 15 percent to 25 percent. This puts in place a fairly consistent relationship between size of homes and overall lot size. Two family dwellings are allowed in the limited residential district (RL9) by special exception only. They are also allowed by right in the general residential district (RG7). Multifamily dwellings are only allowed by special exception within the general residential district (RG7).

In 1992, Lincoln's zoning ordinance was a relatively simple document with only a flood plain overlay district. By 2002, a more comprehensive ordinance with multiple overlay districts has evolved. There are no environmental or specific performance standards within the document. Special exceptions are the primary control over projects that the town believes require review.

Lincoln's subdivision regulations contain no formal environmental review process or other impact assessment requirement.

Overlay Zones

Overlay zones are specific areas designated by the town in which an additional layer of development review is required. Although several overlay zones have been created and generally outlined in the Zoning Ordinance, further zoning clarification and detailed mapping on the parcel basis is required to avoid ambiguity. This will assist the planning department and town boards in implementing the intent of the ordinance based on clear and legally defensible descriptions and mapping.

The Airport Hazard Overlay is written in compliance with the RI General Laws, does not contain strong and clear language as to which areas of the town are affected and what the procedural requirements are to ensure compliance. The Town of Lincoln has been working with the Rhode Island Airport Corporation to define the Airport Hazard Zone based on FAA Part 77 Surface requirements and to determine these procedural requirements. As indicated by Title 1 Aeronautics of the Rhode Island General Laws pursuant to Chapter 1-2 Airports and Landing Fields, Chapter 1-3 Airport Zoning, Chapter 1-4 Uniform Aeronautical Regulatory Act and Chapter 1-5 Permanent Noise Monitoring Act, land use compatibility shall be enforced within Airport Hazard Zones. The Town of Lincoln should formerly adopt procedural requirements to determine the level and type of development review needed within these zones.

Current Zoning Conditions

Under current zoning conditions, the town can expect up to 83% developed land and 17% undeveloped land. Table L indicated acreage by zone and percentage. This figure is not a good indication of actual land use, however, since certain properties contain uses other than what zoning indicates. The Future Land Use Map intends to correct this discrepancy. Environmental constraints and deeded development rights also affect this figure. Revising current zoning restrictions can promote the proper amount, location and type of developed land.

**Table L
Current (2001) Zoning Breakdown by Acreage and Percent of Total**

| ZONING | ACREAGE | PERCENTAGE OF TOTAL AREA |
|---------------------------------------------------------------------|-----------|--------------------------|
| BL-5 | 389.02 | 3.2% |
| MG-5 | 527.17 | 4.3% |
| ML-5 | 1009.35 | 8.3% |
| RA-40 | 5111.8 | 42.1% |
| RS-30 | 43.92 | 0.4% |
| RS-20 | 2704.72 | 22.3% |
| RS-12 | 1061.55 | 8.7% |
| RL-9 | 718.79 | 5.9% |
| RG-7 | 418.18 | 3.4% |
| CR-2 | 153.07 | 1.3% |
| Subtotal Residential | 10058.96 | 82.9% |
| Subtotal Business | 542.09 | 4.5% |
| Subtotal Industrial | 1536.52 | 12.7% |
| | 12,137.57 | 100.0% |
| Source: 2001 Blackstone Valley Buildout Study. Town of Lincoln, RI. | | |

VI. Future Land Use Map

Introduction

Based on the above analysis, several findings shape Lincoln's future Land Use Pattern.

First, the presence of sewer and water service to almost all geographic areas of the town means that the typical constraints of soil conditions and well suitability will have little impact on land use. From a water and wastewater perspective, Lincoln could choose a dramatically different land use pattern, but it does not make that choice. Instead, Lincoln will pursue a future land use pattern that is a well-managed extension of its current pattern.

The second issue shaping the plan will be the maintenance of the residential density distribution in the community. A balance of one-third multi-family to two-thirds single family housing units should remain.

Lincoln will also continue to move toward its goal of 30% open space with the protection/acquisition of at least 1053 acres of land. The total public open land inventory to meet the 30% goal should be 3,630 acres based on a total area of 12,101.

The town will also work with its current base of 1495 acres of commercial and industrial land. With the exception of small re-zonings to business land, this base will be maintained and not decreased. The Plan's critical issues are to maintain a ratio of the amount of residential to business land of 3.6 to 1.

As indicated in Table M, a future land use ratio of 4.2 to 1 is projected. This is due to the imbalance of residentially zoned properties to business-zoned properties. As indicated in the land use action strategies, the town needs to evaluate this imbalance, adjust the zoning ordinance, and utilize other regulatory techniques such as open space protection to minimize this potential outcome.

Table M
Current and Future Land Use Acreage by Residential and Business Land Categories

| LAND CATEGORY | CURRENT (1995) LAND USE ACREAGE | FUTURE LAND USE ACREAGE | DIFFERENCE | PERCENT CHANGE |
|---------------------------------------|------------------------------------|----------------------------|------------|-------------------|
| Business | 919* | 1727* | 808 | 88% |
| Residential | 3298 | 7200 | 3902 | 118% |
| Total | 4217 | 8927 | 4710 | 112% |
| Residential to Business Land Ratio | 3.6 | 4.2 | | |

Source: RIGIS, 1992 Comprehensive Plan, 2001 Buildout Study future land use calculations.

* Lincoln Park is included as Business Land in both current and future land use scenarios. Institutional land is not included as either business or residential.

Future Land Use Map

The Future Land Use Map visually depicts potential land use changes based on current trends. The map is included in the back of the plan as Figure C. The type of growth that can be expected in coming years is in large part determined by the Future Land Use Plan. The plan, as unrevised since 1992, had indicated the following acreage by land use type (see Table N). Since land use categories are based on current zoning, changes in zoning would affect future development and cause the shift in acreage between these categories.

Table N
Future Land Use Acreage by Land Category

| | FUTURE LAND USE |
|---------------------------------|-----------------|
| Land Category | Acreage |
| Commercial Recreation | 366 |
| General Manufacturing | 310 |
| High Density Residential | 471 |
| Institutional | 260 |
| Limited Manufacturing | 720 |
| Medium Density Residential | 2628 |
| Medium High Density Residential | 525 |
| Medium Low Density Residential | 3576 |
| Public Facilities | 191 |
| Public Land and Open Space | 1963 |
| Regional Business Area | 233 |
| Transportation | 362 |
| Village Business | 98 |
| Water | 438 |

Source: Town of Lincoln, RI. Future Land Use Map. Adopted 1992.

In summary, the future land use plan intends to maximize the town's business values, protect natural resources, and maintain a roughly 2:1 ratio of single family homes to multi-family structures. The plan however needs to be continually reevaluated based on new trends affecting the community.

Land Use Element Strategy Summary

Status of Land Use Planning in Lincoln

Lincoln has held closely to the general policies laid out in the previous comprehensive plan. The focus of this plan should be on identifying clear management policies for the remaining areas of Lincoln that are likely to change. Areas of Planning Concern are designated to ensure that special attention is paid to these critical areas.

Goals

To manage land use in a manner that supports, or resolves conflicts between each element of the comprehensive plan.

Policies

- Maintain consistency between the comprehensive plan and the town's zoning.
- Maintain the land use distinctions that define and distinguish the villages and rural/suburban areas.
- To the degree feasible, work to align local planning efforts with the goals, policies and plans of federal, state and public/private agencies and departments as their work relates to Lincoln's land use policies.
- Follow the Comprehensive Plan Update.
- Seek regionally oriented land uses for the corridor formed by the state highways and Blackstone Corridor and to seek local uses for other areas of town.

Village Policies

LONSDALE

Vision Statement

The village of Lonsdale offers an unusually diverse environment for its residents. Within Lonsdale one can be within walking distance of the protected farm landscape of the Chase Farm, the old houses of the Great Road historic area, the 500 acre Lincoln Woods State Park, neighborhood commercial services, the Blackstone River and the exceptional marshes that lie to the south of Lonsdale. The homes of Lonsdale offer both renters and prospective purchasers a wide choice ranging from multi-family developments and small single family

homes located in the historic mill village, to single family homes on lot sizes ranging from 7,000 sq. ft. up to an acre. The vision of the village of Lonsdale is that this exceptional natural and cultural environment should be protected and that access for residents to the natural and historic resources should be enhanced through an improved sidewalk and trail system and increased riverfront access. In addition, the tradition of industrial uses within the industrial park should be encouraged while zoning flexibility should be provided to allow mill-building owners options for other uses.

Policy Statements on Land Use in Lonsdale

The village of Lonsdale will seek to maintain its current land use pattern. The emphasis for future land use policy will be on upgrading and reinvigorating certain areas while protecting the natural and historic features of other parts of the village. Key challenges are noted below.

- The village of Lonsdale should more clearly define its identity, boundaries and the components that make it a village.
- The Front Street commercial area should be upgraded through streetscape improvements.
- Rural protective zoning should be considered for the remaining vacant parcels in the outskirts of Lonsdale.
- Lincoln must determine whether its current lack of local historic zoning is in the best interest of both property owners and the town.
- **Zoning:** The current zoning in place in the village of Lonsdale will be maintained in all residential areas. The current borders of the Front Street commercial area should be maintained and not expanded. The residential areas on Front Street lying between the Front Street commercial area and the Gateway to Great Road Park development should be maintained. Commercial creep should not be allowed.
- **Growth Management:** The village of Lonsdale will not see dramatic increases in the number of houses or in the number of businesses over the next decade. Growth management policies should be focused on protecting the historic and natural resources of the village in order to stabilize the unusual mixture of urban village with natural and historic resources available to the residents of this village.

SAYLESVILLE

Vision Statement

Saylesville consists of two parts. The first is the residential area; the second is the industrial area in the Saylesville industrial park. Saylesville will continue to be a village where the residential neighborhoods are protected and remain stable into the future and where the industrial properties are encouraged to grow and work toward becoming even stronger

centers for jobs and tax base. The key challenge for Saylesville will be protecting the residential areas along Smithfield Avenue and those abutting the industrial areas.

Policy Statement for Land Use in Saylesville

The town will work to maintain Saylesville's current land use pattern. Saylesville does not contain large parcels of undeveloped land and, therefore, the primary land use consideration in the future will be the reuse of the industrial properties, a land use analysis along Smithfield Avenue and the protection of natural resources along the Moshasshuck River and its ponds. The town will therefore seek to limit roadway widening or other changes that would cause deterioration in the residential areas abutting arterial streets. Key challenges are stated below.

- Saylesville should work to maintain the character of Smithfield Avenue as traffic volumes increase in the future.
- **Zoning:** Current zoning requirements in Saylesville should be augmented with a site plan review provision to manage single lot commercial and industrial development.
- **Growth Management:** Although Saylesville will not see significant new development because of a lack of vacant land, there will be growth through the reuse of existing industrial structures. Growth management should focus on encouraging the upgrading of these sites while also guaranteeing environmental protection.

FAIRLAWN

Vision Statement

Fairlawn is and will continue to be a neighborhood of single and two family homes on smaller lots along with a healthy commercial area on Smithfield Avenue. As with the other villages, the policy of Lincoln is that the Fairlawn area should develop its own identity. The village of Fairlawn will be enhanced through increased open space and recreation areas and through a village identity campaign that defines the borders of the village and emphasizes the elements of Fairlawn that make it a distinct village.

Policy Statement for Land Use in Fairlawn

The majority of land in the Fairlawn section of Lincoln has been developed. Further development of any remaining areas of open land will be carefully monitored to ensure that it complements existing residential neighborhoods. Key challenges are noted below:

- Zoning density provisions are needed in Fairlawn to discourage three or four family units on very small pre-existing lots.
- There may be increasing pressure on Smithfield Avenue to convert to more commercial uses. Consider performing a land use and zoning analysis of the

Smithfield Avenue area from Parker Street to the Pawtucket line to determine whether existing zoning is adequate to protect the residential character of the area and to manage likely traffic and land use problems.

- **Zoning:** Current boundaries of all residential districts should be maintained to strengthen the consistency of land uses within these districts. Zoning should be tightened to ensure that only single and two family unit structures are allowed on the already very small lots of Fairlawn's residential areas.
- **Growth Management:** Fairlawn has no vacant undeveloped land in parcels larger than two acres. The primary growth management policy for this area, therefore, should be to encourage stability and discourage disruptive larger commercial land uses that might encroach from the south.

QUINNVILLE

Vision Statement

Quinnville will continue as a small, quiet, residential village separated from other neighborhoods of Lincoln. Historic structures should be protected and new housing developments should gradually blend in with the historic sections of Quinnville as landscaping matures. Although commercial development pressure may be expected along Lower River Road as tourism increases to the canal, bikepath, and to the Kelly House, this development should not be allowed.

Policy Statement for Land Use in Quinnville

The land use pattern of Quinnville today should be the land use pattern of the future. Key challenges are noted below.

- **Zoning:** The current zoning should be maintained.
- **Growth and Management:** The central growth management policy for Quinnville will be to control the negative impacts from tourism visitors. Secondly, the village should be prepared for the future housing development of the gravel pit behind Avenue A.

LIMEROCK

Vision Statement

The village of Limerock contains the majority of developable land in Lincoln and as such, it will see the most changes from growth in the coming decades. Limerock shall continue to be a single-family residential sector of Lincoln. Of importance is the maintenance of tree-lined country roads, varying setbacks of single-family homes, views of farmland and easy access to public open spaces. The natural views from Old River Road and Great Road and the

historic qualities of Great Road and the Lincoln Lime Quarry should all be protected. The Moshassuck River runs through this area and should be protected from surface runoff and other pollution.

Limerock will see office or light industrial development along Route 116 east of Old River Road. This non-residential development should not encroach upon Quinnville or upon the expected residential development that may occur on the lands across from town hall. Efforts must continually be made to buffer the residential neighborhoods from expanded or changed institutional and commercial uses. Regulations on the Lincoln Park site should contain sufficient flexibility to allow commercial uses that will not increase, and shall perhaps decrease, traffic, light and noise impacts on the nearby neighborhoods. Further roadside commercial development should not be allowed.

Policy Statement for Land Use in Limerock

The Blackstone and Moshassuck Rivers should be protected from pollution resulting from existing and future residential and non-residential development. Natural areas should be enhanced. The existing large lot single family development pattern should be expanded to include residential development options that allow for the grouping of single family homes and the protection of remaining open spaces. No increase in overall density above today's levels should be allowed. In addition, current land use patterns should be maintained with an emphasis on buffering CCRI and Lincoln Park from residential areas and limiting further commercial development on the Old Louisquisset Turnpike. Key challenges are noted below.

- Future residential development should seek ways to use less land in the development process and protect more open space. This will decrease runoff pollution in the watersheds and help preserve the rural character of the planning area.
- Potential future use of the Lime Quarry and land south of the Quarry along Route 146 should be explored.
- The potential for carefully managed light manufacturing or office uses along the south side of Route 116 should be examined for development over time.
- Sufficient buffers should be maintained between residential areas and the institutional and commercial uses of CCRI, Davies Vocational/Technical School and Lincoln Park.
- Zoning density in some areas should be lowered to ensure that future development is compatible with already built density levels.
- **Zoning:** The current single-family residential zoning should be maintained. Consideration should be given to zoning mechanisms to ensure the protection of the Blackstone River Valley. Flexibility should be built into the zoning to allow the grouping of homes and the associated protection of open space. There should

be no increase in density over that allowed today. Zoning along Route 116 should encourage well-planned industrial or office developments.

- **Growth Management:** This planning area does contain several large parcels of undeveloped land that will be developed in the future. Growth management should focus on creating a clear set of development guidelines for all parcels to ensure that complete consideration is given to all community needs prior to project planning for proposed development. Additionally, managing increased traffic flows on the existing road system will pose improvement costs to the town.

ALBION

Vision Statement

Albion will continue to offer the advantages of a range of housing choices in a setting that offers easy access to commercial services in Albion Village, Cumberland and the Lincoln Mall. In addition, residents are close to natural resources such as the open spaces of the golf course and the Blackstone River Valley Heritage Corridor. Albion also lies in closest proximity to all the villages, the town library, schools, town hall and interstate access ramps. In the future, Albion Village should have more small businesses to serve the needs of village residents and residents of the nearby Albion Mill Condominiums. The result will be a livelier village center to act as the anchor for these two planning areas.

Policy Statement for Land Use in Albion

The land use pattern should be maintained into the future. No changes are foreseen in this plan. In particular, the golf course should be encouraged to remain in that use. Use of the land for housing, in the future, should be at densities similar to surrounding single-family areas. Key challenges are noted below.

- **Zoning:** The current mixture of residential zones and one BL-0.5 zone should be maintained.
- **Growth and Management:** The central growth policy for this area should be to discourage the conversion of the golf course to residential uses and to carefully control increased small business activity in the village.

MANVILLE

Vision Statement

Manville has a personality unlike any other village in Lincoln, and it is the vision of the Town to maintain that character into the future. The essence of protecting Manville's character will be to ensure that the homes of Manville do not gradually deteriorate due to absentee ownership and that the environment surrounding Manville does not make the village an unattractive place to live. Manville will not return to the days of having an active

commercial economy as it once had, but creative reuse of first floor commercial spaces should be encouraged through zoning and public policy.

Policy Statement for Land Use in Manville

It is the policy of Manville to maintain the mixed commercial and residential character of the village through zoning flexibly that allows property owners to maximize the use of their properties.

- **Zoning:** The current zoning should essentially be maintained, but careful thought should be given to providing sufficient flexibility to encourage reuse of existing buildings. The MG-0.5 zoning along the river should be reevaluated. Recreation uses should be encouraged.
- **Growth and Management:** Manville continues to have some undeveloped areas surrounding the village, and therefore plans should be made for how these parcels should be used. It is the policy of Manville to encourage the development of remaining open lands within the context of the existing village character. It is also the policy of Lincoln to work with nearby communities to ensure that projects abutting Manville do not adversely affect the quality of life of Manville residents.

THE INDUSTRIAL CORRIDOR AND INDUSTRIAL PARK

Vision Statement

This part of Lincoln is and will continue to be the heart of commercial and industrial activity in the town. Given Lincoln's central location within Northern Rhode Island, this planning area has the potential to be a suburban business center for the entire region. Lincoln will work to encourage and provide the types of services and amenities that will make this corridor a center for business and cultural activity and the site of the most valuable real estate in Northern Rhode Island.

Policy Statement for Land Use in the Industrial Corridor and Park

Lincoln will maintain business and industrial land uses within these planning areas. Proposals for commercial, mixed use or transit projects near the Lincoln Mall will also be considered. Key challenges are noted below.

- Develop zoning that will make the properties in these areas more valuable to the needs of current and future office, manufacturing and retailing operations.
- Ensure compatibility of land uses surrounding the Rhode Island Airport Corporation (RIAC) - North Central Airport area of influence. See Zoning Changes for Consideration under the Land Use Element.
- **Zoning:** Zoning will be maintained as business and/or industrial. New provisions to allow more marketable office and commercial facilities should be considered. Mixed-use zoning should be considered for areas near the Lincoln Mall.

- **Growth Management:** The central growth management policy is to contain land uses within existing boundaries and to manage traffic so that it does not detract from the quality of life in surrounding residential neighborhoods.

THE FUTURE LAND USE PLAN

The Future Land Use Plan (Figure C) is appended to this report. The key aspects of this plan are discussed below.

Overall Land Use Pattern

Lincoln's overall land use pattern will be maintained under this future land use plan. Village boundaries will be held as will the boundaries of major commercial and industrial areas. Although some slight modifications of these boundaries (as defined by zoning districts) may occur over time, the general spatial distribution of land uses will remain the same: 1) regional business and industry will remain between and along Routes 295 and Route 116 and within the Industrial Park planning area, 2) high density housing will be allowed only within the existing villages, 3) lower density housing will be allowed in a pattern of decreasing density as the distance from the villages increases, and 4) Lincoln will continue to acquire more open space to reach its 30% goal.

Areas of Planning Concern

Figure D., entitled, "Areas of Planning Concern", indicates the location of nine types of Areas of Local Planning Concern (APC's). These areas are highlighted in the future land use plan as they represent areas of Lincoln with either the potential for a great amount of change (e.g. large vacant parcels) or they are areas where any change must be managed in a sensitive manner (e.g. historic resource areas and the Moshassuck River Valley). Actions within the Plan provide guidance for decision makers on how to manage change in the APC's. The nine APC's are as follows:

1. Gisele's Kitchen: Commercial development must be managed for its impacts on the historic Great Road area and on nearby residential areas. (As of 2002, the Town of Lincoln with assistance from the State of Rhode Island has purchased and developed this property into a passive recreation park. This property will remain in its existing state for all residents to enjoy. The Town of Lincoln shall amend its Zoning Ordinance, specifically the Area of Planning Concern section, to reflect the Town's protection of this parcel)
2. Lonsdale Drive-In: This site offers great opportunities for the Blackstone River Valley Heritage Corridor, and a use complementary to the Corridor could be

- beneficial to the owners. In all cases, the floodway must be maintained. The Plan recommends cooperative design workshops on the site to prepare development standards. (As of 2002, the State of Rhode Island has purchased and is developing this property into a passive recreation park. This property will remain as a passive recreation park for all residents to enjoy. The Town of Lincoln shall amend its Zoning Ordinance, specifically the Area of Planning Concern section, to reflect the State's protection of this parcel).
3. Moshassuck River Valley: This river runs through the heart of Lincoln and during its course flows from prime, protected upland open space to an industrial district in Fairlawn. A river protection program is recommended by the Plan to make townspeople more aware of the river, to ensure long term environmental protection of the watershed, to restore parts of the river that have suffered from poor development practices (e.g. siltation) and to encourage industrial neighbors of the river to manage their properties in ways that will enhance the health of the river (Refer to LU-10, ED-7).
 4. Lincoln Park: This is Lincoln's other large tract of land with a potential for major change. Development standards are presented in the Plan that provides boundaries for the types of activities, beyond the racetrack, that the Town would encourage (Refer to ED-11).
 5. Blackstone River Valley: All activities along the Blackstone will be important for providing additional waterfront access for Lincoln residents, protecting the quality of life of those who live near the river, enhancing the tourism economy and for protecting the health of the river. The Plan recommends a variety of actions related to the river including riverbank cleanups, tourism circulation concepts and land use strategies for riverfront properties such as the drive-in site (Refer to LU-2).
 6. Route 116 Corridor: There are two parts of this corridor with the potential to impact neighbors. The first is the Lincoln Mall area (see #7). The other is the area lying to the south of Route 116 between Old River Road and Cumberland. This Route 116 Corridor area should be slightly expanded to include an additional parcel. Development in the area must not damage the longer-term prospects for a residential development on the historic fields behind this area (Refer to ED-14).
 7. Lincoln Mall Area: This area includes both the mall and the land surrounding it to the east and west. Given its proximity to the highway, this area should attract creative proposals that will integrate the mall with adjoining land uses. Development standards for this area are described below:
 - a. The current use of the Lincoln Mall site should be continued and encouraged.

- b. The portion of Albion Road lying to the north and east of the mall should be encouraged to contain uses that will be compatible with the mall and will be advantageous for the mall to allow direct access via the mall's current easterly entrance drive. This will increase customer traffic to and around the mall while protecting the western end of Albion Road.
 - c. The portion of Albion Road north of Route 116 and west of the mall is zoned residentially and the quality of life in that area should be protected. As long as residences are located on Albion Road, traffic along that street should be minimized. Development that occurs at the northern end of Albion Road should seek access via the Lincoln Mall entrance.
 - d. Although housing is not a priority for this area, a housing project that blends with the mall, and creates a new type of community amenity, would be encouraged. For example, elderly or special needs housing might be appropriate if developed in such a way that a village character was created. The potential for a walkable community should be considered with any higher density housing.
 - e. Hotel and office development is encouraged if the Albion Road neighborhood can be protected.
 - f. Alternative uses for land fronting Route 116 should also be considered. For example, if parking standards were modified, is a landscaped common and small shops project feasible?
 - g. Determine compatibility of development since much of this land is within the North Central Airport's area of influence.
8. **Historic Resources:** The final type of APC concerns historic resources. Although Lincoln does not currently have historic district zoning, it does have many areas that are designated National Register of Historic Places districts and sites. The districts are indicated on this plan. Recommendations are made for beginning a stronger historic resource protection effort through formation of a historic resource advisory committee, through a town sponsored effort to understand the pros and cons of pursuing historic district zoning and through the integration of historic resource consideration in the site plan review process (Refer to NC element).

Zoning Changes for Consideration

The Town of Lincoln recognizes the fact that the Lincoln Zoning Ordinance must be updated and revised to address land use inconsistencies between the plan and the ordinance, incorporate the new terms and definitions, and be in compliance with the new Zoning Enabling Act of 1991.

Non-Conforming Land Uses

Over the past recent years, Lincoln has addressed some of the nonconforming uses in town by creating a Commercial Recreation I (CRI) and Commercial Recreation II (CRII) zoning designation to better define the allowable uses of specific areas. Lincoln Park, a commercial establishment, previously zoned RA-40, has been re-zoned to a Commercial Recreation District II. Currently, this is the only CRII zone in the town. The Kirkbrae Country Club and Lonsdale Drive-in have been rezoned to a CRI district. The general outline of these two Commercial Recreation Districts is presented in the plan. The smaller pockets, or single lot non-conforming land uses have not been specifically addressed. The Town's policy in the past has been that existing non-conforming uses may continue under current local and state statutes, but should their rights be extinguished they would convert to the zoning of the area. This policy will continue until such time as the detailed analysis of existing land uses is available. The land use review process should evaluate additional CRI and CRII designations.

Another non-conforming use according to the current Zoning Ordinance is North Central Airport, owned by the Rhode Island Airport Corporation (RIAC). The Town of Lincoln currently has within its corporate boundaries a very small portion of the RIAC-owned North Central Airport. Although the majority of airport land is located in Smithfield, Lincoln's portion is zoned industrial. Although the current Zoning Ordinance describes an Airport Overlay District, it fails to address specific procedural requirements for the approval of allowable uses within this district. During 2002, RIAC began an effort to update the state System Plan based on the current status and future role of each general aviation airport. As part of this process, RIAC has been coordinating with the Lincoln Planning Department to develop a plan that addresses zoning in and around airport property.

With these considerations in mind, it is recommended that several areas of town and parts of the zoning ordinance be considered for changes. These changes are indicated on Figure E., "Zoning Changes for Consideration".

- **Recommended Change:** Under Overlay Districts within the Town of Lincoln's Zoning Ordinance, address in detail the regulations, geographic location of concern, and the process required to comply with the RIAC-defined airport overlay district regulations.
- **Rationale:** Although the small clear zone and runway area is located adjacent to a developed industrial and commercial area, recent housing growth and other non-compatible land uses have demonstrated the need to regulate land uses adjacent to the airport. The strong likelihood that the airport will remain and possibly expand within existing natural and man-made limits necessitates that regulations, restrictions and development guidelines should be established to control the accessory uses that are or will be located within Lincoln's borders. In addition, guidelines to development, expansion or re-use of properties within an airport hazard zone should be established.

- **Recommended Change:** Consider rezoning MG-0.5 land along the river in Manville to CRI/CRII oriented toward tourism and riverfront uses.
- **Rationale:** Heavy industry on this narrow strip of land directly on the river may not be appropriate; however, topography and ownership (Providence to Worcester RR) may limit alternative developments. As the rezoning process begins, an evaluation of this property should be made.

- **Recommended Change:** Consider adoption of a Crookfall Brook Watershed Protection District.
- **Rationale:** Crookfall Brook provides water to the City of Woonsocket. A watershed zone or other potential protection measures should be explored with Woonsocket.

- **Recommended Change:** Consider performing a land use and zoning analysis of the Smithfield Avenue area from Parker Street to the Pawtucket line to determine whether existing zoning is adequate to protect the residential character of the area and to manage likely traffic and land use problems.
- **Rationale:** Incremental pressure is mounting to make Smithfield Avenue more commercial, as seen through variance requests and conversions of land in the existing BL-0.5 district. While there may be economic merit to this trend, such a conversion must be managed carefully to avoid strip commercial development, poor designs, traffic hazards and negative impacts on the relatively high-density (RG7) neighborhoods that surround Smithfield Avenue. A new zoning district could define appropriate changes and control inappropriate changes.

- **Recommended Change:** Consider rezoning land west of Route 99 on Sayles Hill Road from RS20 to BL-0.5
- **Rationale:** Commercial development is prevalent in North Smithfield along Route 146. Route 99 provides a good buffer for the Manville area. Compatibility with any watershed protection efforts must be considered however.

- **Recommended Change:** Consider rezoning land north of the North Providence town line and west of Route 146 up to Wilbur Road from RS-20 to RA-40
- **Rationale:** A majority of land in this area is developable. Many existing developments are designed at RA-40 requirements. Changing the zoning for this area will preserve the existing rural character of the area.

Land Use Element Actions

LU1 - Townwide. Amend Lincoln's zoning ordinance to conform to the requirements of the Rhode Island Zoning Enabling Act. Conduct this task as a priority once the Comprehensive Plan Update approval is received from the state.

Action Agent: Planning Board/ Planning Department, Zoning Board, Town Council
Cost: Part of zoning revision process.

LU2 - Townwide. Consider the adoption of a Blackstone River Valley Overlay Zoning District. This new zoning district would be designed to address several issues: riverbank protection, corridor compatible land uses, public access, density and design of structures and site. Using the Blackstone Valley National Heritage Corridor, environmental protection and economic health as the foundations of the district, the overlay would provide "blanket" coverage of the entire area under a new regulatory process that would be streamlined and effective.

Action Agent: Planning Board/ Planning Department and Town Council
Cost: Part of rezoning project.

LU3 - Industrial Corridor, Manville, Lonsdale and Fairlawn. Using the Heritage Corridor Development Standards, work with Cumberland and Central Falls to encourage industrial and commercial development patterns that support the character of the Blackstone River Valley National Heritage Corridor Park and the long-term economic development of the Northern Rhode Island region. The town of Lincoln must work with the town of Cumberland to encourage careful planning of any future industrial development of the Forte Bros. site. Standards should be developed that define development that will enhance the heritage of the river corridor and enhance the village of Manville.

Action Agent: Planning Board/ Planning Department and Town Council
Cost: No cost. Ongoing communication with adjoining towns.

LU4 - Saylesville. Review the current zoning for the Saylesville industrial park to determine if zoning is presenting un-needed regulatory barriers for successful use of any buildings.

Action Agent: Planning Board/ Planning Department
Cost: Part of zoning revision process.

LU5 - Manville. Consider adoption of a Crookfall Brook Watershed Protection District to protect Woonsocket's water supply. Coordinate such an effort with Woonsocket's plans for protecting the watercourse.

Action Agent: Planning Board/ Planning Department

Cost: Part of rezoning project.

LU6 - Industrial Corridor. Consider revising ML-0.5 and BL-0.5 zoning to allow for the most innovative commercial and office park development in Northern Rhode Island. Changes should allow on-site services such as day care and retail development to serve employees. Innovative use of corporate space for the arts and for education should be a topic for discussion during development negotiations. Public transit services should be included in future developments or expansions of existing projects. Standards should also be set for buffers, dimension, parking, landscaping and aesthetics.

Action Agent: Planning Board/ Planning Department

Cost: Part of zoning revision process

LU7 - Townwide. Identify areas appropriate for mixed-use "village type" development and rezone.

Create a mixed-use district as allowed either by Special Use within the Limited Business zones or by creating an additional zone. The intent is to encourage a compact residential village environment conducive to high pedestrian activity with light retail and office uses. The zone would allow incorporation of more than one use within a structure and would allow for multi-story buildings.

Action Agent: Planning Board/ Planning Department and Town Council

Cost: Part of zoning revision process

LU8 - Townwide. Institute a Growth Management Ordinance on number of building permits.

Growth management techniques as identified in the 2001 Growth Management Plan can help in regulating the location, timing and rate of community growth. The Plan proposes a ten-year strategy to address the current shortage of school capacity. The Plan recommends issuing a finite number of building permits on an annual basis, spread out for each quarter. The number of permits per quarter will be determined by the School District's plan to increase school capacity over a 10 year timeframe and the ratio of pupils-per-dwelling unit as determined by the Growth Management Plan.

Action Agent: Planning Board/ Department and Town Council

Cost: Part of ordinance change process

LU9 - Townwide. Utilize Blackstone Valley Buildout Study to determine areas of growth impact, especially between Route 116 and 123.

The highest concentration of developable land is located between these two roadways, in the center part of town. Other developable areas include the northwestern and southern parts of town.

Action Agent: Planning Board/ Planning Department and Town Council

Cost: Staff time.

LU10 - Townwide. Develop a Design Manual to guide the town's future visual character. The manual would be developed under the Planning Board/ Department's review and would provide development standards for specified areas. The manual would encourage visual uniformity among new and renovated development. Many Rhode Island communities are now considering this as an effective smart growth tool in guiding development to conform to the character of the community rather than to the current trend of haphazard sprawl development.

Development standards include building massing, bulk, façade requirements, signage, street furniture, lighting, use of alleyways, curbing, pedestrian space and walkways and landscaping among several other design elements. The manual would be of particular value in the commercial districts, such as Front Street. The manual would encourage maximum use of space and conformity and consistency among the visual elements of the streetscape.

Action Agent: Planning Board/ Planning Department and Town Council

Cost: Approximately \$30,000

LU11 - Townwide. Clarify language of all zoning overlay districts and include appropriate mapping. The town has issued several overlay zones as outlined in the Zoning Ordinance including an Airport Hazard Zone, Area of Planning Concern, Blackstone River Valley Overlay District, Moshassuck River Valley, Rural Protection Zone, Watershed and Wellhead Protection District and Flood Hazard Zone. Each overlay district description should contain the definition, purpose, intent, restrictions and review procedure in clear, legal language to preclude the type of development it intends to discourage. Mapping should be developed for each zone indicating the areas affected by the zone.

Action Agent: Planning Board/ Planning Department and Town Council

Cost: Staff time.

LU12 - Townwide. Develop an ongoing strategy to evaluate the residential to business ratio. The current residential to business ratio is 3.6. The town's goal is 3.6 to 1 and yet its future land use plan indicates a 4.2 to 1 ratio. This indicates that current zoning will provide for over development of residential land and underdevelopment of business land. Under current zoning, there is very little vacant business land available. An evaluation should be conducted of permitted uses to determine the specific needs of the town's growing population (i.e. retail, services, industrial, office, etc.)

Action Agent: Planning Board/ Planning Department and Town Council
Cost: Staff time.

LU13 - Townwide. Consider incorporating the following techniques for the preservation of Lincoln's rural character within the zoning ordinance and subdivision regulations.

Cluster development: Residential development can preserve open space and natural areas if designed in a compact layout with minimal roadways and lot sizes.

Lot widths and setbacks: Increasing lot widths and tree buffers along local roadsides can maintain the town's rural identity. Separating the distance between homes can allow for a more "open" feeling. This would require changing the applicable zoning requirements along certain defined roadways.

Tree preservation ordinance: A tree preservation ordinance can be implemented to reduce the number of trees removed from a new development site.

Purchase or transfer of development rights: Generally, these programs have the potential to reduce development density in selected areas, assuming that the community has areas where higher densities would be acceptable.

Action Agent: Planning Board/ Planning Department and Town Council
Cost: Staff time.

LU14 - Townwide. Analyze the town's villages/growth centers and determine the economic revitalization needed to attract a mix of uses (economic and social) to these areas. Lincoln is unique in that its settlement is a combination of hamlets, villages and neighborhood centers. As a growing and attractive Providence suburb, growth pressures will put demand on areas of single use zoning which dominate the town. Seek state and federal funding pursuant to the October 2, 2002 Executive Order, 02-05 Growth Centers.

Action Agent: Planning Board/ Planning Department and Town Council
Cost: Staff time.

LU15 - Townwide. Maintain and upgrade the town's Geographical Information System database. A GIS will benefit Lincoln by providing it with accurate geographical references with a corresponding database containing zoning, tax plats, tax assessor and land use data, etc. Eventually, it could be a user tool for the public in querying tax maps, etc and obtaining the information electronically thus streamlining staff efficiency. The importance of maintaining this database is critical in that if properly updated, it will ensure seamless continuance of information during staff turnover. Although a buildout study was conducted and GIS mapping was developed during the early 1990's, this information was not maintained and updated, with new information and current software.

Action Agent: Planning Board/ Planning Department
Cost: Staff time. Consultant time.

LU16 - Townwide. Determine if a stricter environmental review process for single lot commercial and industrial projects is needed to protect the Blackstone River, the Moshassuck River and other local wetlands, water bodies and ground water.

Action Agent: Planning Board/ Planning Department
Cost: Staff time.

LU17 - Townwide. Work on a continual basis with Cumberland to ensure that land use and planning strategies on each side of the Blackstone River are compatible.

Action Agent: Planning Board/ Planning Department
Cost: Staff time.

LU18 - Limerock. Consider rezoning land north of the North Providence town line and west of Route 146 up to Wilbur Road from RS-20 to RA-40

Action Agent: Planning Department/Town Council
Cost: Staff time.