



Town of South Kingstown Planning Board

Regular Session Meeting Minutes
Tuesday, January 27, 2026 at 6:30 PM
South Kingstown Town Hall, Town Council Chambers
180 High Street, Wakefield, RI 02879
www.southkingstownri.gov

Maria H. Mack, Chair
Susan Axelrod, Vice Chair
Elizabeth Karp, Secretary
Joseph Murphy
Robyn Pothier
Kaiper Wilson
Armand Monaco

A. Call to Order & Roll Call:

PRESENT: Planning Board A. Kaiper Wilson
Planning Board Elizabeth Karp
Planning Board Joseph Murphy
Planning Board Maria Mack
Planning Board Robyn Pothier
Planning Board Susan Axelrod
Planning Board Armand Monaco

ABSENT: None

EXCUSED: None

Roll Call is taken and 7 are present. None are absent.

Also, present were James Rabbitt, Director of Planning; Brian Wagner, Deputy Director of Planning; Tracy Owens, Principal Planner; Lynn Smith, Planning Associate; Mark Conboy, Town Engineer; and Peter Skwriz, Special Legal Counsel.

Ms. Mack suggested a 10:30 p.m. cut-off time for tonight's meeting, and all planning board members agreed.

B. Approval of Minutes:

Ms. Mack requested a correction to the November 25, 2025, minutes, page 2, PH Lofts at Fairgrounds, 2nd paragraph. The following motion, made by Ms. Wilson, duly seconded by Ms. Karp, passed by unanimous vote.

Motion: The South Kingstown Planning Board hereby approves the minutes, with the correction to the November 25, 2025, minutes as discussed.

1. November 20, 2025 PBWS
2. November 25, 2025 PBRS
3. December 16, 2025 PBRS & WS

C. Subdivisions and Land Development Projects:

1. PUBLIC HEARING: Major Land Development, Combined Conceptual Master Plan & Preliminary Plan-[23 Rockland Drive](#)
Proposed redevelopment of a parcel of land located at 23 Rockland Drive, Wakefield, RI, AP 56-2, Lot 7, 5A Builders, LLC, *applicant*; Kathleen A. Salisbury, Stephanie L. Hannan, and Clinton E. Salisbury, Jr., *owners*.

Eric Prive, DiPrete Engineering, appeared to present the application, which was before the Board in August 2025 for pre-app. Mr. Prive presented the Combined Conceptual Master Plan & Preliminary Plan before the board tonight. Mr. Prive also reviewed the Flexible Frontage provisions in the regulations and the resolution of issues identified at TRC.

Discussion ensued regarding whether any original maps show a thru-road or right-of-way; shifting driveway; small hammerhead in the terminus area; keeping mature trees; backyards abutting Land Trust land; yield plan; limit of disturbance to be added to plans.

PUBLIC COMMENT:

Jennifer McCann, 15 Rockland Drive, asked about having an access point, so the people of Rockland could access the Land Trust property.

Ms. Mack referenced a letter received from Shannon Fox and read some of her concerns: concerned about the flexible frontage in terms of inconsistency with neighborhood character; potential violation of the code of ordinances with regard to environmental benefits protection zone; and immanent hazard and habitat fragmentation and impact on local wildlife.

Mr. Prive attempted to address the concerns; cross easements for driveways will need to be submitted; and benefits to having a through road vs driveways.

The following motion, made by Mr. Murphy, duly seconded by Ms Wilson, passed by unanimous vote.

Motion: "The South Kingstown Planning Board hereby closes the PUBLIC HEARING: Major Land Development, Combined Conceptual Master And Preliminary Plan - 23 Rockland Drive".

Staff recommendations to add to the draft motion presented in the Staff Memo:

5. The driveway proposed for Rockland Drive be narrowed to 12' with 4' load-bearing shoulders (total 20' travel way).
6. The hammerhead turnout proposed for Hunt Avenue to have a final layout done in consultation with DPS and the Fire Marshal.
7. The applicant shall add limits of disturbance on the proposed site development plan.

Mr. Conboy commented that the service utilities shown are different than information provided at the TRC meeting and has one issue with the sewer service for lot #2 because it crosses lot #1. Sewer service can not cross another lot, this should be a minor change.

Mr. Murphy asked if the community was losing anything by not requiring a through road; Mr. Conboy stated the only benefit of a through road would make a couple of the lots to the North servicable for sewer service if a sewer line went through. DPS looked at that but did not feel it was a big enough benefit to require a through road.

The following motion, made by Mr. Murphy, duly seconded by Ms. Axelrod, passed by majority vote (A. Monaco, recused).

Motion: "The South Kingstown Planning Board hereby approves the application for Combined Master and Preliminary Plan approval for Rockland Drive, Major Subdivision project with flexible frontage for a three-lot subdivision for residential development located at 23 Rockland Drive, Wakefield, RI. Also identified as Assessors Plat 56-2, Lot 7, 5A Builders, LLC applicant. This approval is based on a plan set entitled Combined Master Plan Preliminary Plan submission, Rockland Drive three-lot subdivision, sheets 1 to 7, dated 8/22/25 as revised through 1/19/2026, prepared by DiPrete Engineering Inc., 2 Stafford Court, Cranston, RI 02920 as well as the following materials, the Yield Plan Rockland Drive 3-lot subdivision, Stormwater System Operation & Maintenance, the Findings of Fact 1 through 3, Conditions of Approval 1 through 7, as amended this evening.

Recorded 02/13/2026 - B/P: 1926/Pgs 5-7

2. **PUBLIC HEARING:** Change to a Previously Approved Plan, Major Multi-Household Land Development Project - [571 Main Street](#)*

The applicant is requesting to change the previously approved Conceptual Master Plan to reconfigure units and site design of the proposed thirty-six (36) unit residential development and associated site improvements, originally approved on November 13, 2014 with extensions granted through June 30, 2026.

Located at 571 Main Street on Assessor's Map 56-3, Lot 137. Roland Fiore, *applicant/owner*. (*Continued from 6/11/24; 7/23/24; 7/31/24; 8/15/24; 9/12/24; 10/10/24; 10/22/24; 12/10/24; 1/28/25; 4/22/25, 6/24/25, and 08/26/25). Continued from 11/25/2025 with notice.

Ms. Karp previously filed a recusal document, as she is an abutter. Ms. Karp removed herself from the Chambers.

Matthew Landry, attorney for the applicant, explained the need for the number of extensions received. Mr. Landry gave the history of the project, beginning with the 2014 application.

Molly Titus, DiPrete Engineering, presented the engineering portion of the project to the Planning Board Members. Ms. Titus explained the DEM delay in connection with the wetland & wetland buffer edges; the wetland buffer includes plantings; the location of the driveway will remain the same, may be a little wider.

Discussion ensued regarding the updated Staff Memo; stone walls; proposed sewer on Perry Avenue; decision deadline of May 1, 2026; the applicant would like to go to TRC in February.

PUBLIC COMMENT: None

The following motion, made by Mr. Murphy, duly seconded by Ms. Axelrod, passed by majority vote (A. Monaco, recused; E. Karp, recused).

Motion: "The South Kingstown Planning Board hereby continues the PUBLIC HEARING: CHANGE TO A PREVIOUSLY APPROVED PLAN, MAJOR MULTI-HOUSEHOLD LAND DEVELOPMENT PROJECT - 571 MAIN STREET" to Tuesday, February 24, 2026".

3. **PUBLIC HEARING:** Major Land Development, Conceptual Master Plan (Comprehensive Permit) — [Lofts on Fairgrounds](#)

Proposed six (6) building multi-family development with a retail/amenity building at the entrance. Each building provides a mixture of studio, one-bedroom, and two-bedroom units for a total of 311 residential units and associated site improvements. Located at 132 Fairgrounds Road on Assessor's Plat 21-3, Lot 9. 132 Fairgrounds, LLC, applicant/owner. *(Continued from 11/25/2025).*

Kelly Morris Salvatore, Darrow Everett, LLP, attorney for the applicant, appeared to present the application and summarized the most relative standards for review. Ms. Salvatore stated the applicant is proposing that 94 units be low-moderate income (LMI) with 47 units being deed restricted for 30 years & 47 units would be deed restricted for 40 years.

Ms. Pothier read from a prepared statement, expressing her concerns in relation to the project, she also referenced letters from the Affordable Housing Collaborative Committee (AHCC) and resident Susan Marcus received by the Planning Board. Ms. Pothier's concerns include the proposed density; loss of industrial zoned land; vacant school sites now available for housing developments; the project being an extension of URI's dormitory supply; and more traffic in an already congested area. (Recording 1:18:38)

Mr. Monaco again requested the name of the Connecticut project referenced by the applicant in previous meetings. What is the projected occupancy rate needed to make the project successful?

Discussion ensued regarding the feasibility/occupancy of the project; stages; reducing the number of units from 311 to 275 (83 lmi); proposed architecture; waivers requested; vesting; turning radius for fire apparatus; and storm water runoff.

Ms. Karp does not believe the renderings submitted show the character of South Kingstown being maintained; very tall, very dense buildings are being proposed. Discussion ensued.

Ms. Mack read from a prepared list citing the waivers requested and other items to be considered:

Section 301 - re. residential use prohibited; Section 401 - re. maximum building height; Section H3 - re. Utilities; Section H6 - re. Screening; Section H7 - re. Front yard setbacks; and Section H8 - re. Density; parking lot and driveway setbacks; minimum distance between buildings; and floor area of accessory uses. Ms. Mack stated that she wanted to go through these so that the number of waivers being asked for is clear and that Town Zoning Ordinances and standards do not apply to a Comprehensive Permit application and the applicant may ask for any density. Ms. Mack added that once a Master Plan is approved, density is considered "vested" (remains the same unless there is a major change) going into the Preliminary stage, where more detailed information is submitted, ie engineering, stormwater, and landscaping. (Recording 1:36:31)

Ms. Axelrod questioned how the overall development would be revised if it was reduced to 275 units (a reduction of 36 units) and if the fire apparatus available is adequate to service the development.

PUBLIC COMMENT:

John Kelly, resident of West Kingston, questions in regard to a September memo from DiPrete Engineering to the Planning Board, 3rd page, regarding an annual cost to the Town of \$96,000; who owns these units; and why are the amenities necessary if this is affordable housing? Ms. Salvatore responded that the annual cost relates to a mathematical equation regarding students.

Josh Port - AHCC Member, stated that the committee exists because the Town has identified a problem; Mr. Port spoke in favor of the need for projects like this, and that the AHCC supports this project.

Cheryl Dyer - resident of West Kingston, expressed concern about the project in relation to the potential drain on the school system and the additional burden on the existing sewer system capacity.

Mr. Rabbitt and Mr. Skwirz responded to the issue of sewer service capacity.

Amy Crawford- AHCC Member, reminded the audience that concerns about the project will all need to be permitted after PB approval. Housing is such a critical issue, how can it not be a priority? The "character" of the town should not be the driving force; and the AHCC letter to the Planning Board was very thoughtfully created, without AI.

Bethany Curtis, who owns 141 Fairgrounds, expressed her objection to the project for many reasons, such as traffic; infrastructure; traffic safety; waivers setting a precedent; loss of industrial land; questions the proposed number of children; cost to educate; retention ponds; sewer system; aquafer; number of Norpak employees; feels the applicant should make acceptable changes to the plan.

Allan Pickering, resident of West Kingston, expressed concern about the community's character; he feels this is a gargantuan proposal; traffic, fire equipment, school buses, narrow road; mentioned a petition that was submitted at the last meeting; and stated that there is an online petition as well.

Rich Moressey, member of AHCC, urges the board to deal with facts — not speculation; look at viability aspects. He feels this is not about affordable housing, it is about housing and feels we won't have another opportunity like this for a long time. Every change in town changes the town.

Cheryl Dyer, resident of West Kingstown, does not disagree with the need for housing, but this project is massive, the impact on the town will be massive. Ms. Dyer submitted a petition of opposition (2 pgs).

Susan Gordon - West Kingston, read from the Village Comprehensive Plan, expressed concerns about the impacts on the Great Swamp management area, and its ecosystem services; water use; the environmental impact on birds, reptiles, amphibians and reptiles, turtles, frogs, salamanders, snakes, and many others; these costs to the town are hard facts.

Mike Bennett, resident of West Kingston, is a licensed engineer in the State of RI; feels the project is too large, concerned with drainage, groundwater table and sewage. Feels the intersection of Fairgrounds Road and Route 138 will have to be rebuilt and the project in the middle of West Kingston is inappropriate. The only amenity in West Kingston is the South County Bike Path, or being forced to walk on streets.

5-MINUTE BREAK

Rob DeLuise, resident of South Kingstown, Liberty Lane, questioned what is required by the town for the infrastructure support for services for this project? Traffic study and date of traffic study? What impact will the warehouse-style buildings on Liberty Lane and Fairgrounds be when open? How much industrial land is available for development in South Kingstown? What happens to the property if it is found not to be a viable business? Who is managing it? How will Town ordinances be enforced? Spoke of URI's addition of 1,100 new beds, with an additional 400 beds in 3 months and URI's sewage agreement with Narragansett, He feels the project will impact traffic, wildlife, Audobon Society property, the Great Swamp, light pollution, emergency vehicle access, and wants to know if there is a plan - to keep his family safe.

Ms. Mack sought answers to Mr. DeLuise's questions:

Paul Bannon, Crossman Engineering, the traffic engineer for the project, was in attendance and stated that the traffic study was done when URI was in session (April) and did include Liberty Lane. Discussion ensued.

Mr. Rabbitt responded on projects on Fairgrounds Road and Liberty Lane yet to come online. Mr. Rabbitt also stated that knowing the number of existing industrial properties does not reflect the owner's plans or utilization of the property in the future. Mr. Rabbitt also stated that light pollution would be addressed by regulations requiring night sky/dark sky compliant fixtures.

Ms. Mack questioned the issue of the project not being viable; Ms. Salvatore stated that a minor subdivision would be proposed at the Preliminary stage, separating the industrial use from the proposed residential property. Discussion ensued regarding the other questions asked by Mr. DeLuise.

John Kelly, West Kingston, asked if this was a private or public development. Mr. Rabbitt responded that it is private.

At Ms. Mack's request, all Planning Board members voiced their opinions on the proposed project, including Ms. Mack. (Recording 3:36:53)

Jonathan Fox, for the applicant, stated that reducing the number of units from 311 to 275 would possibly be done by (1) eliminating a building (opening up green space or adding parking); or (2) reducing the height of one or more buildings, or some combination of the two.

Mr. Rabbitt spoke regarding recommended additional conditions to the draft motion provided to the Planning Board. The following motion, made by Mr. Murphy, duly seconded by Ms. Karp, passed by unanimous vote.

Motion: "The South Kingstown Planning Board hereby closes the PUBLIC HEARING: Major Land Development, Conceptual Master Plan (Comprehensive Permit) - Lofts on Fairgrounds".

Item #4 of draft motion was discussed.

Upon **Motion** made by Ms. Axelrod, duly seconded by Ms. Karp, to continue the meeting past 10:30 p.m., passed by majority vote (5 yea, 1 abstention, 1 nay).

With the applicant's revised unit count (reduction in units from 311 to 275), Mr. Rabbitt reviewed the new proposed affordable unit breakdown: 30% of the 275 proposed units (83 units) will be deed restricted for rental households earning a maximum of 80% of the area's medium income; with 50% of these affordable units (42) shall be deed restricted for a period of 30 years, and the remaining 50% (41 units) shall be deed restricted for a period of 40 years.

Mr. Rabbitt read the conditions recommended by staff to be added to the draft motion, as a result of tonight's discussion. Discussion ensued regarding the motion; the number of buildings; proportionality; the possibility of an extension from applicant for board to review a favorable motion; the attorney for the applicant denied the request for an extension for an approval vote.

Mr. Skwirz: suggested vote to approve (stop the timeclock) with the conditions that were submitted by staff prior to the meeting and with additional conditions that have been written by Mr. Rabbitt, reserving the right to take a look at the way it is actually drafted, if that is what the board decides to do. Ms. Salvatore stated the applicant is fine with that, a Motion to approve with conditions discussed tonight, and then clean up the decision after the meeting.

Motion for approval of the amended motion from Ms. Karp, seconded by Mr. Monaco, Mr. Rabbitt read conditions #1 through #6, predicated on the fact that this is no longer a 311-unit project, now a 275-unit project, passed by majority vote 5 ayes, 2 nay (aye, Monaco, Karp, Murphy, Axelrod, Wilson; nay, Pothier, Mack).

Recorded 02/13/2026 - B/P: 1926/Pgs 11-15

D. Development Plan Review: None

E. Recommendations to Town Council: None

F. Reports and Special Items: None

G. Report of Administrative Officer:

1. Decision of the Administrative Officer in accordance with RIGL.

Administrative Subdivision - Lot Merger: South Kingstown High School Project, 215 Columbia Street & 153 School Street, Assessor's Plat 49-4, Lot 14 & Plat 57-1, Lot 200. Recorded November 3, 20125.

Minor Subdivision: Hanson - 54 Old Post Road, Assessor's Plat 63-1, Lot 33. Recorded December 7, 2025.

H. Designation of Duty Member for Next TRC Meeting: February 11, 2026

Ms. Axelrod volunteered to attend the February 11, 2026, TRC meeting at 9:00 a.m.

I. Adjournment:

Upon **Motion** made by Ms. Karp, duly seconded by Mr. Murphy, the meeting was adjourned at 11:15 p.m., by unanimous vote.



200 feet Abutters List Report

South Kingstown, RI

August 29, 2025

Subject Property:

Parcel Number: 21-3:9
CAMA Number: 21-3:9
Property Address: 132 FAIRGROUNDS ROAD

Mailing Address: 132 FAIRGROUNDS LLC
51 DEFOREST AVE
SUMMIT, NJ 07901

Abutters:

Parcel Number: 21-2:14
CAMA Number: 21-2:14
Property Address: 62 SHICKASHEEN WAY

Mailing Address: COURNOYER JOSEPH E JR MANIKAS
NANCY
62 SHICKASHEEN WAY
W KINGSTON, RI 02892

Parcel Number: 21-2:15
CAMA Number: 21-2:15
Property Address: 77 SHICKASHEEN WAY

Mailing Address: NIEVES FAMILY REVOCABLE TRUST
PO BOX 194
WEST KINGSTON, RI 02892

Parcel Number: 21-2:2
CAMA Number: 21-2:2
Property Address: 78 SHICKASHEEN WAY

Mailing Address: CIMINERO REVOCABLE TRUST
78 SHICKASHEEN WAY
WEST KINGSTON, RI 02892

Parcel Number: 21-2:3
CAMA Number: 21-2:3
Property Address: 94 SHICKASHEEN WAY

Mailing Address: VALLEE MARC JR
94 SHICKASHEEN WAY
WEST KINGSTON, RI 02892

Parcel Number: 21-2:4
CAMA Number: 21-2:4
Property Address: 87 SHICKASHEEN WAY

Mailing Address: FULLER JOSHUA & PATRICIA J
87 SHICKASHEEN WAY
WEST KINGSTON, RI 02892

Parcel Number: 21-2:5
CAMA Number: 21-2:5
Property Address: 55 SHICKASHEEN WAY

Mailing Address: ANDREWS, PATRICK L
55 SHICKASHEEN WAY
W KINGSTON, RI 02892

Parcel Number: 21-3:10
CAMA Number: 21-3:10
Property Address: 52 FAIRGROUNDS ROAD

Mailing Address: KINGSTON WATER DISTRICT
PO BOX 216
WEST KINGSTON, RI 02892

Parcel Number: 21-3:18
CAMA Number: 21-3:18
Property Address: 20 FAIRGROUNDS ROAD

Mailing Address: HARRISON REALTY, LLC
20 FAIRGROUNDS RD
WEST KINGSTON, RI 02892

Parcel Number: 21-3:19
CAMA Number: 21-3:19
Property Address: 521 LIBERTY LANE

Mailing Address: FAIRGROUNDS INVESTMENTS LLC
521 LIBERTY LANE
W KINGSTON, RI 02892

Parcel Number: 21-3:20
CAMA Number: 21-3:20
Property Address: 535 LIBERTY LANE

Mailing Address: RR REALTY ASSOCIATES LLC
535 LIBERTY LANE
WEST KINGSTON, RI 02892



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200 feet Abutters List Report

South Kingstown, RI

August 29, 2025

Parcel Number: 21-3:21
CAMA Number: 21-3:21
Property Address: 551 LIBERTY LANE

Mailing Address: OAK STREET INVESTMENTS LLC
521 LIBERTY LANE
WEST KINGSTON, RI 02892

Parcel Number: 21-3:25
CAMA Number: 21-3:25
Property Address: LIBERTY LANE

Mailing Address: STATE OF RI DEPT OF DEM
235 PROMENANDE ST
PROVIDENCE, RI 02908

Parcel Number: 21-3:26
CAMA Number: 21-3:26
Property Address: 42 SHICKASHEEN WAY

Mailing Address: PARECE NATALIE A & COOPER GLENN
G
42 SHICKASHEEN WAY
WEST KINGSTOWN, RI 02892

Parcel Number: 21-3:7
CAMA Number: 21-3:7
Property Address: 45 FAIRGROUNDS ROAD

Mailing Address: KAD REALTY, LLC
583 SOUTH ST
NEW BRITAIN, CT 06051

Parcel Number: 21-3:8
CAMA Number: 21-3:8
Property Address: 141 FAIRGROUNDS ROAD

Mailing Address: FAIRGROUNDS REALTY ASSOC LLC
86 HIGH MEADOW LANE
WAKEFIELD, RI 02879

Parcel Number: 22-1:82
CAMA Number: 22-1:82
Property Address: 43 SHICKASHEEN WAY

Mailing Address: RAVENSCROFT, ROBERT A JR ETUX
43 SHICKASHEEN WAY
WEST KINGSTON, RI 02892-1813

Parcel Number: 22-4:63
CAMA Number: 22-4:63
Property Address: 207 FAIRGROUNDS ROAD

Mailing Address: ARNOLD FAMILY LIMITED
PARTNERSHIP, THE
PO BOX 217
WEST KINGSTON, RI 02892

Parcel Number: 22-4:70
CAMA Number: 22-4:70
Property Address: 28 SHICKASHEEN WAY

Mailing Address: ELLIE & ROB REALTY
PO BOX 283
WAKEFIELD, RI 02880

Parcel Number: 22-4:71
CAMA Number: 22-4:71
Property Address: 34 SHICKASHEEN WAY

Mailing Address: HUNT, DANIEL HUNT, MICHELLE
34 SHICKASHEEN WAY
WEST KINGSTON, RI 02892

Parcel Number: 22-4:72
CAMA Number: 22-4:72
Property Address: 36 SHICKASHEEN WAY

Mailing Address: PRUNEAU, ANDRE & LINDA
36 SHICKASHEEN WAY
WEST KINGSTON, RI 02892

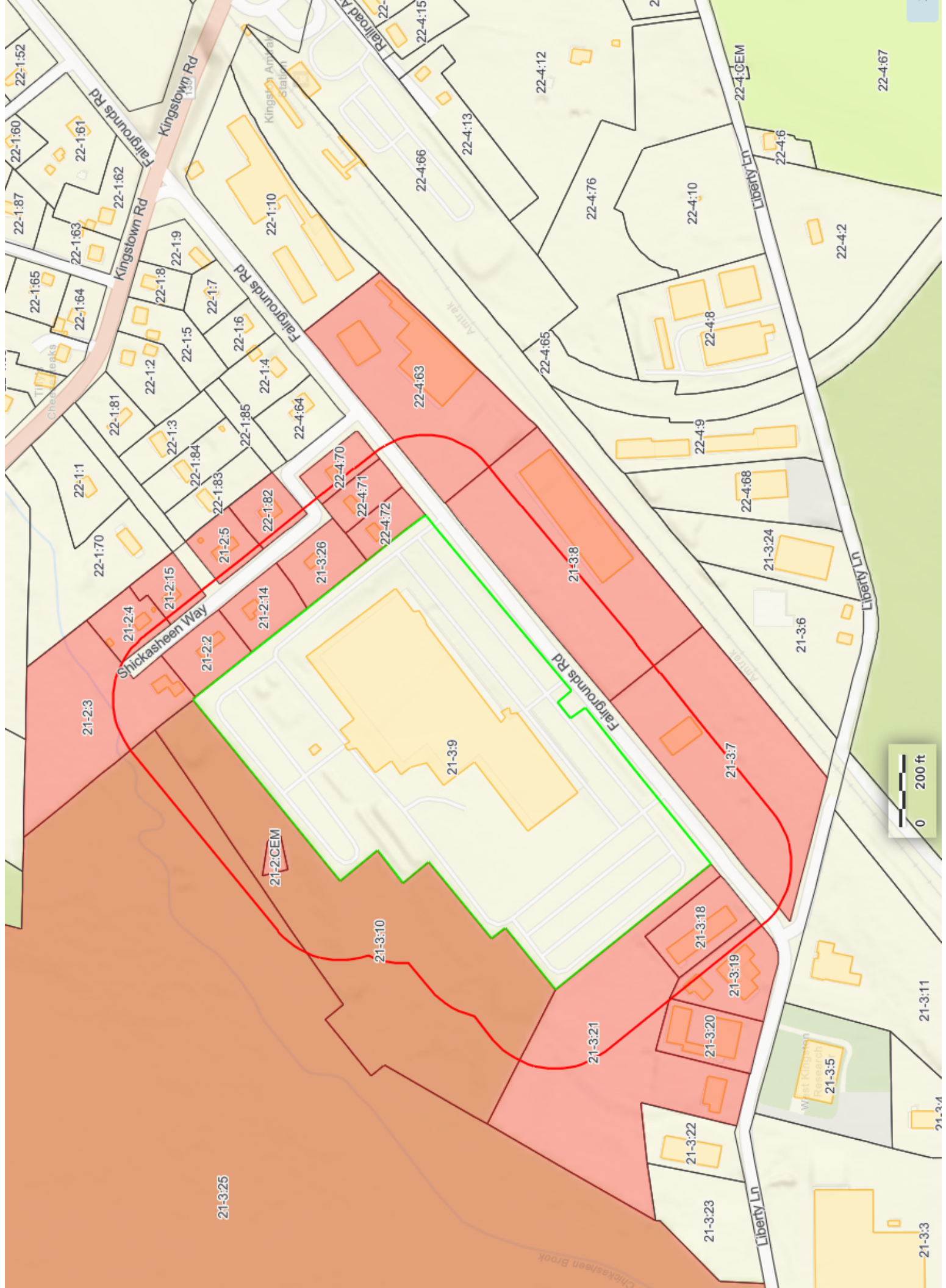
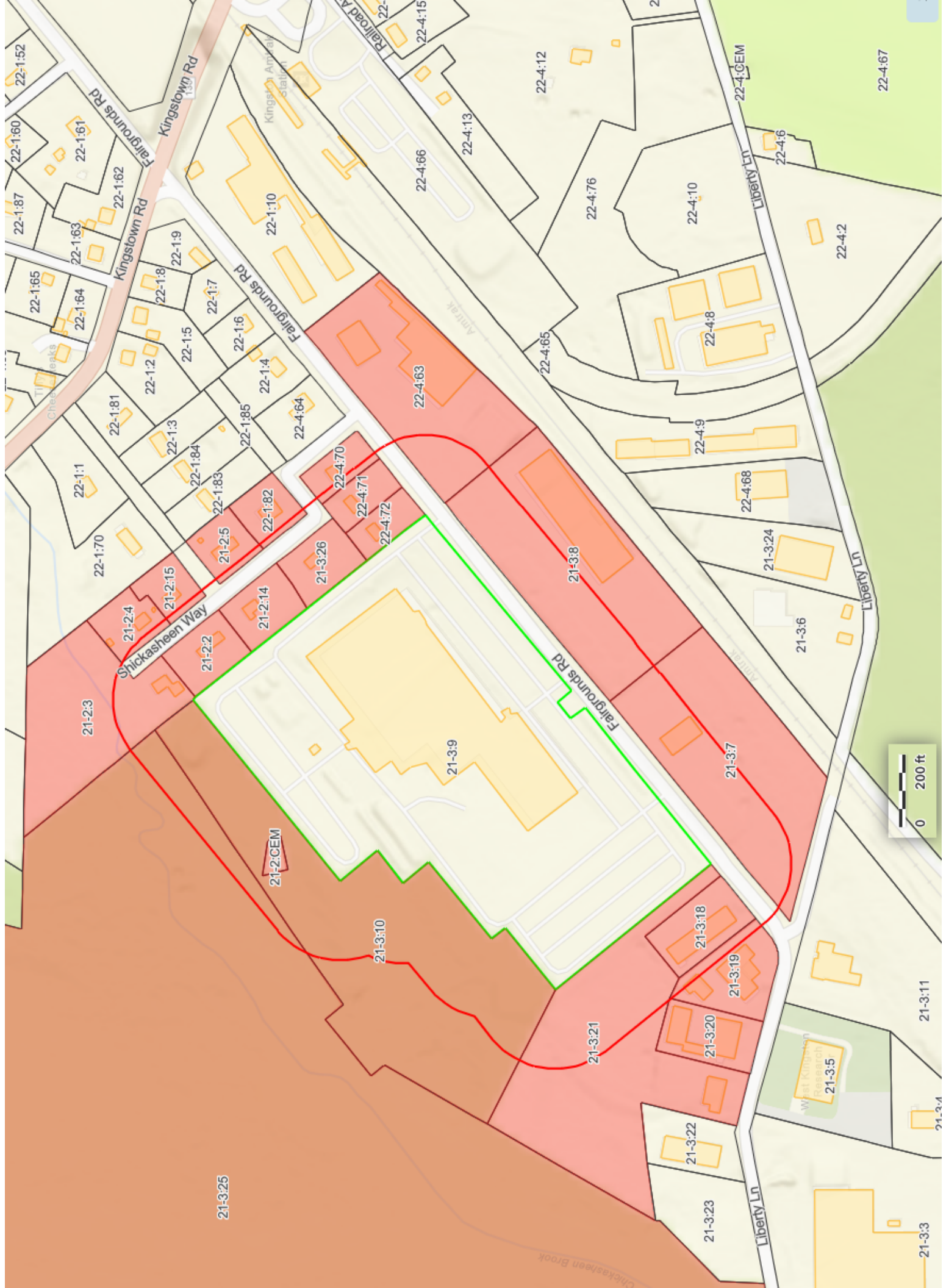


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8/29/2025

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Kelley Morris Salvatore, Esq.
ksalvatore@darroweverett.com

August 29, 2025

The Honorable South Kingstown Planning Board
c/o James D. Rabbitt, Planning Director
180 High Street
Wakefield, RI 02879

Re: The Lofts at Fairgrounds
132 Fairgrounds Road, AP 21-3, Lot 9
Comprehensive Permit – Master Plan

Dear Madam Chair and Honorable Members of the Planning Board:

This is intended to address required adjustments, proposed timetable for construction and completion of the project..

Required Adjustments. The Applicant currently seeks the following adjustments from the Zoning Ordinance. The Applicant will update the required adjustments at Preliminary Plan stage, once all engineering is completed.

- (1) Zone Change/Use Variance – Multifamily Household Land Development Project Use not permitted in Industrial-1 zoning district.
- (2) Maximum Structure Height – We are proposing 59 ft. of height on some buildings, where 40 ft. is permitted.

The following Zoning Table is provided in the submitted plans:

DIMENSIONAL REGULATIONS:

CURRENT ZONING:	I-I INDUSTRIAL REQUIRED	PROVIDED	
		PARCEL A	PARCEL B
MINIMUM LOT AREA:	40,000 SF	407,259 SF	473,629 SF
MINIMUM FRONTAGE AND LOT WIDTH:	150'	150'	481'
MINIMUM FRONT AND CORNER SIDE YARD:	40'	192'	51'
MINIMUM SIDE YARD:	30'	30'	30'
MINIMUM REAR YARD:	30'	77'	39'
MAXIMUM STRUCTURE HEIGHT:	40'	-	59'*
MAXIMUM LOT BUILDING COVERAGE:	80%	48%	23%

* ADJUSTMENT REQUESTED FOR PROPOSED BUILDING HEIGHT



Timetable for construction. The Applicant expects construction to proceed in Fall/Winter 2026 and be complete 24 – 36 months thereafter.

We look forward to discussing the Application with you during the hearing on Master Plan.

Very truly yours,

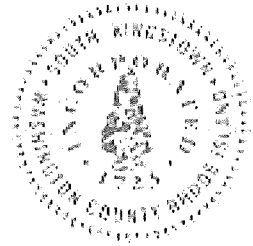
A handwritten signature in blue ink, reading 'Kelley Morris Salvatore'.

Kelley Morris Salvatore

cc: Client
DiPrete Engineering.
Newbury Design Associates, Inc.
Crossman Engineering
Doug McLean, AICP
JDL Enterprises
The Community Housing Land Trust of Rhode Island

**TOWN OF SOUTH KINGSTOWN
PLANNING BOARD
PROJECT REVIEW APPLICATION FORM**

This Application Form is to be submitted with each stage of review.



APPLICANT INFORMATION

Applicant Name: 132 Fairgrounds LLC
Name of Primary Contact (if applicant is an organization): Jonathan Fox
Applicant Address: 51 DeForest Avenue, Summit, NJ 07901
Applicant Phone: (908) 219-9868 Applicant Email: jfox@alcamocap.com

OWNER INFORMATION

Owner Name(s): 132 Fairgrounds LLC
Owner Contact Information: Jonathan Fox (jfox@alcamocap.com) - (908) 219-9868

PROJECT INFORMATION

Assessor's Plat and Lot of Parcel(s) Proposed for Subdivision/Development: A.P. 21-3 Lot 9
Physical Address or Location of Parcel(s): 132 Fairgrounds Road
Zoning District(s) of Parcel(s): IND-1 Total Size of Development Parcel: 20.22 acres
Date of Initial Meeting with Planning Department Staff (before first stage of review): 5/21, 6/12, 9/17, 12/11/24

TYPE OF PROJECT (select all that apply)

- | | |
|--|---|
| ☐ Development Plan Review | ☐ Minor Land Development Project |
| ☐ Administrative Subdivision | ☒ Major Land Development Project |
| ☐ Minor Subdivision, without street creation or extension | ☐ Multi-Household Land Development Project |
| ☐ Minor Subdivision, with street creation or extension | ☐ Flexible Design Residential Project (FDRP) |
| ☒ Major Subdivision (2 lot subdivision) | ☐ Residential Compound |
| | ☒ Comprehensive Permit |

CURRENT STAGE OF REVIEW (if applicable)

- | | |
|--|---|
| ☐ Pre-Application Concept Review | ☐ |
| ☒ Conceptual Master Plan | ☐ Release of Performance/Maintenance Guarantee |
| ☐ Preliminary Plan | ☐ Change to an Approved Plan |
| ☐ Final Plan | ☐ Reinstatement or Extension to Approved Plan |
| ☐ Recording | ☐ Request to Combine Review Stages |
| | ☐ Other |

WAIVERS AND MODIFICATIONS

Does this application request waiver of or modification to any of the requirements of the Town of South Kingstown Subdivision and Land Development Regulations? ☒ yes* ☐ no

**If yes, a statement describing the specific regulation(s) for which waiver or modification is requested must be included in the application materials.* (Preliminary list of anticipated adjustments provided separately)

CERTIFICATION OF COMPLETE APPLICATION

(1) The applicant hereby certifies that all of the materials required by the applicable checklist(s), as determined by Planning Department staff during the initial meeting, have been submitted including a review fee in the amount of \$6,420. \$200 + \$20/unit @ 311 units = \$6,420

(2) The applicant hereby certifies that the plan set and other submitted materials conform to the requirements of the current adopted version of the Town of South Kingstown Subdivision and Land Development Regulations, or, that a written statement has been provided listing all requested waivers and/or modifications of the Regulations.


Applicant Signature

8/27/2025
Date

Jonathan Fox
Printed Name

CONCEPTUAL MASTER PLAN CHECKLIST
Major Land Development Project

To initiate the application, the applicant shall submit to the Administrative Officer:

- ✓ 1. The application review fee, as established by the South Kingstown Subdivision and Land Development Regulations;
- ✓ 2. Sixteen (16) copies of the Project Review Application Form, printed double-sided;
- ✓ 3. Two (2) copies of the Project Team Form*;
- ✓ 4. One (1) notarized Owner Authorization Form for each owner of property proposed for development*;
- ✓ 5. Six (6) full size, paper copies of each required plan/sheet, as indicated in Sections (A), (C), and (D), below;
- N/A 6. Major land development projects proposed as Flexible Design Residential Projects (FDRPs) shall submit six (6) full size, paper copies of an Open Space Use Plan, as described in Section (E), below;
- ✓ 7. The number of copies of each of the required supporting materials, as indicated in Section (F), below, printed double-sided as may be appropriate; and
- ✓ 8. PDFs of all application materials (all application forms, plans, and supporting materials), which are to be uploaded to the Town's FTP site.

**Forms must be submitted with each application. If no change has occurred in the Project Team or related to the ownership of the parcel since Pre-Application Concept Review submittal, duplicate copies may be submitted with notation of current date of submittal.*

If subsequent submittal of a revised plan set is required, the Administrative Officer will indicate how many full size and/or reduced copies are required. Each revised plan set shall also be submitted as a PDF(s). **When the plan set is ready for review by the Planning Board, ten (10) reduced (11 x 17) copies of the plan set will be required.**

The Administrative Officer shall have the authority to determine if any of the requirements of this Checklist are not applicable to the proposed development and therefore not required for a Certificate of Completeness to be issued.

Sheet 1 **(A) Cover Sheet**

The Conceptual Master Plan set shall include a Cover Sheet, which includes, at a minimum, the information listed below:

- ✓ 1. Name of the proposed land development project
- ✓ 2. Plat and lot number(s) of the land being developed
- ✓ 3. Name and address of the applicant(s)

- ✓ 4. Name and address of the property owner(s)
- ✓ 5. Name, address and telephone number of the engineer and/or land surveyor who prepared the plan
- ✓ 6. Date of plan preparation, with all revision date(s), if any
- ✓ 7. List of sheets contained within the plan set

Not Applicable 8. Notation of any permits and/or agreements obtained from or made with State and Federal
At This Time agencies, including permit number if applicable Future RIDEM RIPDES Permit Will Need Provided

Sheets 1-4 **(B) Every plan sheet submitted pursuant to Sections (C), (D), and (E), below, shall contain the following information:**

- ✓ 1. Name of the proposed land development project
- ✓ 2. Plat and lot number(s) of the land being developed
- ✓ 3. Name and address of the applicant(s)
- ✓ 4. Name and address of the property owner(s)
- ✓ 5. Name, address and telephone number of the engineer and/or land surveyor who prepared the plan
- ✓ 6. Date of plan preparation, with all revision date(s), if any
- ✓ 7. Graphic scale
- ✓ 8. True north arrow
- ✓ 9. Zoning district(s) of the land being developed; if more than one district, zoning boundary lines must be shown
- ✓ 10. Perimeter boundary lines of the development, drawn so as to distinguish them from other property lines, with dimensions indicated
- ✓ 11. Location, width and names of existing public and private streets within and immediately adjacent to the development parcel

N/A 12. Perimeters of wetland areas on the development parcel(s), if any, as flagged by a certified wetlands biologist, and associated wetland buffers as defined by RIDEM

(No Wetlands on Property)

- N/A 13. Buffer areas, as defined by RIDEM, for any wetlands located on parcels adjacent to and extending into the development parcel(s)
- N/A 14. Coastal features adjacent to the subdivision parcel(s), if any, as identified or flagged by a certified wetlands biologist and verified by RI CRMC, and associated wetland buffers as defined by RI CRMC
- ✓ 15. Boundaries and notation of the FEMA Flood Zones within and immediately adjacent to the subdivision, including base flood elevation data for applicable zones

Sheet 3 **(C) Existing Conditions Plan(s)**

The applicant shall submit an Existing Conditions Plan(s), which shall accurately depict the following information, in addition to the information listed in (B), above:

- ✓ 1. Area of the development parcel(s)

Sheet 2 2. An aerial photograph of the development parcel(s)

- ✓ 3. Exact location and area of existing easements and rights-of-way within or adjacent to the development parcel(s), with notation of the South Kingstown Land Evidence Records Book and Page reference
- ✓ 4. Plat and lot numbers of all abutting property and property immediately across any adjacent public or private streets
- ✓ 5. Names of abutting property owners and property owners immediately across any adjacent public or private streets
- ✓ 6. Notation of existing ground cover with depiction of any existing wooded areas
- ✓ 7. Boundaries and notation of the soil types classifications for the entire area of the subdivision parcel(s), as identified by the most recent USDA RI Soil Survey
- ✓ 8. Location of any areas of existing, active agricultural use, or if no such use is present on the site, a notation indicating such
- ✓ 9. Identification of areas containing prime agricultural soils and farmland soils of statewide importance, or, if no such soils are present on the site, a notation indicating such
- ✓ 10. Existing contours at intervals of two (2) feet, with identification of ridge lines of existing hills
- ✓ 11. Boundaries of applicable watersheds for the subject parcel
(Chickasheen Brook Watershed)

- ✓ 12. Identification of any geologic formations on the proposed development parcel, including rock outcroppings, cliffs, coastal features, etc., based on available published information or more detailed data obtained by the applicant
- ✓ 13. Location and approximate coverage of any existing streets, driveways, farm roads, woods roads, and/or trails that have been in public use (pedestrian, equestrian, bicycle, etc.)
- ✓ 14. Accurate location, size, and use/type of existing buildings or significant above-ground structures on the development parcel(s)
- ✓ 15. Approximate location and size of existing buildings or significant above-ground structures on parcels immediately adjacent to the development parcel(s)
- ✓ 16. Approximate location and type of all existing above and below ground utilities, including sewer, water, gas, electric, stormwater drainage and communications or telecommunications infrastructure, as may be present on the site or within the right of way along the property frontage
- ✓ 17. Location and assumed perimeter of historic cemeteries on or immediately adjacent to the development parcel(s), or, if no historic cemeteries are present on the site, a notation indicating such
- ✓ 18. Accurate location of any unique historic features present on the site, including but not limited to stone walls, or if none, a notation indicating such
- ✓ 19. Accurate location of any unique natural features present on the site, or if none, a notation indicating such
- N/A 20. Location and size of trees with a caliper of fifteen inches or greater that are within the area proposed for disturbance or alteration
- ✓ 21. Notation indicating that the development parcel(s) are located or not located within the following areas of special concern:
 - ✓ a. Natural Heritage Areas, as defined by RIDEM
 - ✓ b. The area(s) under the jurisdiction of any Special Area Management Plan (SAMP) of RI CRMC, including but not limited to the Narrow River SAMP, and the Salt Ponds Region SAMP
 - ✓ c. The Town of South Kingstown Groundwater Protection Overlay District
 - ✓ d. Areas within a TMDL watershed, as identified by RIDEM and the Town of South Kingstown

- ✓ e. An OWTS Critical Resource Area, as defined by RIDEM
- ✓ f. A Drinking Water Supply Watershed, as defined by RIDEM
- ✓ 22. Notation indicating that the development parcel(s) or any building(s) within the parcel is or is not listed on the National Register of Historic Places
- ✓ 23. Certification by a RI Registered Land Surveyor that a perimeter survey of the land being developed has been performed and meets a Class I standard for property lines and a Class III standard for topographic and existing conditions information

Sheet 4 **(D) Proposed Conditions Plan(s)**

The applicant shall submit a Proposed Conditions Plan(s). Any utility, monumentation, or other physical improvement details shown within the Plan(s) shall conform to the standards found within the Subdivision and Land Development Regulations. The Proposed Conditions Plan(s) shall accurately depict the following information, in addition to the information listed in (B), above:

- ✓ 1. Boundaries and total area of any land classified as “unsuitable for development,” as defined by the Subdivision and Land Development Regulations
- ✓ 2. Location, size, and use/type of proposed buildings and structures, including proposed number of residential units per building, if applicable
- ✓ 3. Any proposed on- and/or off-site improvements, including streets, access drives, loading areas, parking areas, sidewalks, and bicycle paths
- ✓ 4. Proposed easements and rights-of-way within the development parcel(s), or those to be acquired adjacent to the development parcel(s) as may be necessary
- N/A 5. If proposed, notation as to whether the proposed street extension or creation is to be private or public
- N/A 6. Location, dimension, and proposed use of any area(s) proposed to be set aside as open space, if any
- ✓ 7. Proposed approximate location, size, and type of all above ground and underground utilities servicing the property, including wastewater, water, gas, electric, stormwater drainage and communications or telecommunications infrastructure, as may be required for site development
- ✓ 8. Proposals, if any, for connection with existing sanitary sewer systems, or a notation that OWTS is proposed

- N/A 9. If future development is to be serviced by an On-Site Wastewater Treatment System(s), soil evaluations in the relative location where each system is proposed, which have been performed by a licensed RI soil evaluator and witnessed by RIDEM
- ✓ 10. Proposals, if any, for connection with existing water supply systems, or if future development is to be serviced by on-site wells, notation of such
- ✓ 11. Conceptual designs of proposed stormwater management infrastructure, including type, location, and configuration (underground drainage structures with pre-treatment for water quality)
- ✓ 12. General depiction of proposed phasing, if any, indicating which proposed structures are to be installed in which phase (additional details to be provided at Preliminary Plan stage)

N/A **(E) Open Space Use Plan (FDRPs only)**

The Conceptual Master Plan submittal for any major land development project proposed as a Flexible Design Residential Projects (FDRP) shall include an Open Space Use Plan, which depicts the following:

1. The general location and area of all proposed open space
2. The general proposed use(s) of each open space area
3. Existing topography of the open space areas
4. Existing ground cover of the open space areas
5. The location and nature of any buildings, structures, stone walls, or other unique natural and/or historic features within the open space areas
6. Indication of areas of open space from which existing vegetation will be removed or altered and areas which are proposed to be disturbed or otherwise graded, excavated, or altered from their existing natural state
7. Generalized proposals for re-grading, re-vegetating, and/or landscaping of proposed disturbed areas
8. Areas proposed to be left in their existing natural states without any disturbance

(F) Supporting Materials

The following supporting materials must be submitted at the time of application:

1. **16 copies** of either:
 - ✓ • A written, signed statement indicating the specific sections of the Regulations from which waiver and/or modification is requested; or

- N/A • A written, signed statement indicating that no waivers and/or modifications are being requested

2. **16 copies** of a narrative report or written statement including:

- ✓ • A general description of the existing physical environment and existing use(s) of the property;
- ✓ • A general description of the use(s) and type(s) of development proposed;
- ✓ • A statement and supporting maps and/or graphics that illustrates the approach utilized in designing the proposed development, including consideration of existing conditions and significant site features;

- Joe Lombardo Report • An estimate of the number of school-aged children to be housed in the proposed development, if residential uses are proposed;

- ✓ • A general analysis of soil types and suitability for the development proposed;
- ✓ • A general viewshed analysis, showing the location and extent of significant views both from and within the proposed development parcel, as well as anticipated views into the property from adjacent public or private streets and properties;

- Joe Lombardo Report • An estimate of the approximate population of the proposed development, if residential uses are proposed;

- Joe Lombardo Report • A statement of the potential fiscal impacts of the development on Town expenses and revenues; and

- ✓ • A description of proposed phasing, if any.

- Sheet 2 3. **10 copies** of a vicinity map drawn to a measurable scale as necessary to show the area within one-half mile of the development parcel, identifying the locations of all streets, zoning district boundaries, schools, parks, fire stations, and other significant public facilities

- ✓ 4. If no freshwater wetlands and/or wetland buffers are depicted within the plan set, **2 copies** of an affidavit signed by a qualified professional stating that there are no freshwater wetlands and/or buffer areas within the development parcel(s)

5. Either, **2 copies** of:

- ✓ • An affidavit signed by a qualified professional stating that there are no coastal features and/or buffer areas adjacent to or within the development parcel(s); or

- N/A • A Preliminary Determination, including coastal feature verification, from the Coastal Resources Management Council.

Submitted to Kingston Water 6. For developments proposing service by public water, **2 copies** of a written statement from the appropriate water company or district confirming that water service is available

Submitted to South Kingstown Sewer Dept. 7. For developments proposing service by public sewer, **2 copies** of a written statement from the Town of South Kingstown Department of Public Services confirming that sewer service is available

**TOWN OF SOUTH KINGSTOWN
PLANNING BOARD
TOWN HALL**

Application for Comprehensive Permit

**Pursuant to the Zoning Ordinance, Subdivision Regulations (copies attached)
and Title 45, Chapter 53 of the R. I. Gen. Laws;
the R.I. Low & Moderate Income Housing Act**

To the Planning Board
c/o South Kingstown Town Hall
180 High Street, South Kingstown, RI 02879

DATE: 08/29/2025

Ladies and Gentlemen:

The undersigned hereby applies to the Planning Board for a comprehensive permit for development under the Low & Moderate Income Housing Act at the following described premises, in the manner and on the grounds hereinafter set forth.

NAMES AND ADDRESSES

(Type or Print)

Applicant: 132 Fairgrounds LLC Address: 51 DeForest Avenue
City/Town: Summit State: NJ Zip: 07901
If a corporation: business or non-profit; *(applicant must provide proof of incorporation and non-profit status)*

Owner: 132 Fairgrounds LLC Address: 51 DeForest Avenue
City/Town: Summit State: NJ Zip: 07901
How long have you owned the premises? 2 years 0 months.

Lessee: N/A Address:
City/Town: State: Zip:

FILING INSTRUCTIONS

- A. The original application and ten (10) copies, either typed or legibly printed, together with all supporting documents must be filed with the Administrative Officer in accordance with Section 509 of the Zoning Ordinance.
- B. A filing fee, as determined by the Administrative Officer, shall accompany an application to the Planning Board to cover the costs of processing (check made payable to the Town of South Kingstown). Said fee shall equal the cumulative fees which would be associated with approval of the project if it did not qualify for review under Section 509, as set forth in the Town's fee schedule.
- C. All required checklist items (Page 5-6) must accompany the application before the application can be certified as complete by the Administrative Officer.
- D. Four (4) copies of a separate plan and listing indicating all property owners within 200 feet of the subject property and/or all those property owners and entities which require notice under Section 45-24-53 R.I.G.L., also depicting any zoning district boundary.

Is the applicant requesting that the Planning Board grant conditional approval?

yes G or **no** G

If yes, from what State or Federal Agency is/are approval(s) pending? _____

Period of time requested? _____

ELIGIBILITY

- (a) Is the applicant a public agency, nonprofit organization or limited equity housing cooperative? yes G or **no** G; or

Is the applicant a private developer who will commit to a thirty (30) year covenant restricting the housing to tenants of low & moderate income? **yes** G or no G; and

- (b) Will the project be subsidized by the municipal, state or federal government, and have at minimum 25% of the units reserved for low & moderate income housing in accordance with R.I. Gen. Laws § 45-53-1 et seq? **yes** G or no G.

Describe the form of subsidy: Multi-family use, density bonus, and other dimensional adjustments

THE PREMISES

(Type or Print)

1. Location of Premises: 132 Fairgrounds Road
(Street Number and Address)
2. (a) Tax Assessor's Map No. 21-3 (b) Lot(s): 9
(c) Zoning District(s) IND-1
3. (a) Lot Frontage 152.9' ft. (b) Lot Depth _____ ft. (c) Lot Area 407,259 sq. ft.
4. (a) How many buildings or structures are on the premises at present?
(per plot plan presented) 2
(b) Give size of all existing buildings or structures. _____ sq. ft.;
_____ sq. ft.; _____ sq. ft.
5. Give size of proposed building(s) / addition(s). _____ ft. x _____ ft. = _____ sq. ft.;
_____ ft. x _____ ft. = _____ sq. ft.; _____ ft. x _____ ft. = _____ sq. ft.;
6. Use of Premises: Present INDUSTRL M-96 Use Code 4000
Proposed Multifamily Household Land Development Use Code _____

7. Describe extent of proposed development. *(use additional page if necessary)*

See attached.

8. Total number of dwelling units for which building(s) is/are to be arranged See attached.

9. Total number of dwelling units which will be restricted to low and moderate income housing See attached.

RELIEF SOUGHT

10. Title of site development plan submitted pursuant to the Zoning Ordinance.

See attached.

11. State from which particular provisions of the Zoning Ordinance and/or Subdivision Regulations relief is sought for this project. Include all exceptions, variances and waivers. *(use additional page if necessary)*
YOUR APPLICATION WILL NOT BE COMPLETE UNTIL THIS LIST IS VERIFIED BY THE TOWN STAFF.

See adjustment list attached.

(a) If relief of a density requirement is sought, state allowed and proposed density.

(b) If dimensional relief is sought, state number of feet from yard line you are requesting (where applicable) otherwise explain relief sought.

Front yard _____ ft. Corner side yard _____ ft.
Side yard #1 _____ ft. Side yard #2 _____ ft.
Rear yard _____ ft. Frontage _____ ft.

Height 59 ft. Other _____ ft

(explain)

(c) Other relief sought: *(use additional page if necessary)*

See adjustment list attached.

The undersigned declares that the information given herein is a true statement to the best of his or her knowledge and belief.

Respectfully submitted,

Signatures

Applicant Tel.# 908-219-9868

Land Owner Tel.# 908-219-9868

(if different from Applicant, signature must be provided)


Jonathan Fox

Attorney / other Tel. # 401-453-1200 - Kelley Morris Salvatore, Esq.

Address: 1 Turks Head Place, Suite 1200, Providence, RI 02903

CERTIFICATION

This application has been classified as _____ and submission requirements shall be completed in accordance with said classification based upon the attached checklist.

(initial of AO)

This application was certified as complete on this _____ day of _____ in the year _____.

A public hearing before the Planning Board has been scheduled for _____ day of _____ in the year _____. In accordance with State and local law a decision of the Planning Board shall be rendered on or before the _____ day of _____ in the year _____, or within such further time as is agreed to by the applicant and local review board.

Administrative Officer

AMENDMENT OF APPLICATION

An amendment to this application was submitted on this _____ day of _____ in the year _____.

On this _____ day of _____ in the year _____ this application, as amended, was again certified as complete.

Administrative Officer

APPENDIX APPLICATION CHECKLIST

Every application to the Planning Board must be accompanied by the following:

General Submission Requirements

- G (i) a letter of eligibility issued by the Rhode Island Housing Mortgage Finance Corporation in accordance with 42-55-5.3(a), or, in the case of projects primarily funded by the U.S. Department of Housing and Urban Development or other state or federal agency, an award letter indicating the subsidy, or, an application in such form as may be prescribed for a municipal government subsidy; and,
- G (ii) a written request to the local review board to submit a single application to build or rehabilitate low or moderate income housing in lieu of separate applications to the applicable local boards on the application form provided. The written request shall identify the specific sections and provisions of applicable local ordinances and regulations from which the applicant is seeking relief; and,
- G (iii) a proposed timetable for the commencement of construction and completion of the project; and,
- G (iv) a sample land lease or deed restriction with affordability liens that will restrict use as low and moderate income housing in conformance with the guidelines of the agency providing the subsidy for the low and moderate income housing, but for a period of not less than thirty (30) years; and,
- G (v) identification of an approved entity that will monitor the long-term affordability of the low and moderate income units; and,
- G (vi) a financial *pro-forma* for the proposed development.

Submission Requirements Specific To Applications Based Upon Their Classification.

In addition to the items above, submission requirements shall include the following items based on the classification of the application as determined by the Administrative Officer.

(i) For applications seeking relief from specific provisions of the zoning ordinance or other ordinances and regulations and not involving a subdivision, those items ordinarily required by those ordinances or regulations, including but not limited to, those items on a checklist for Development Plan Review, with the exception of evidence of state or federal permits. The applicant shall provide proof of application for all required state and federal permits at the time of submission. All required state and federal permits must be obtained prior to recording of the approved plan and/or the issuance of a building permit.

(ii) For applications which include an Administrative Subdivision, those items on the checklist for an Administrative Subdivision, with the exception of evidence of state or federal permits. The applicant shall provide proof of application for all required state and federal permits at the time of submission. All required

state and federal permits must be obtained prior to recording of the approved plan.

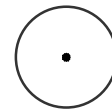
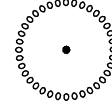
(iii) For applications which include a Minor Land Development or Minor Subdivision, those items on the Preliminary Plan checklist, with the exception of evidence of state or federal permits. Subsequent to Preliminary Plan approval, the applicant must submit, as part of an application, those items included in the checklist for a Final Plan, with the exception of evidence of state or federal permits. The applicant shall provide proof of application for all required state and federal permits at the time of each application submission. All required state and federal permits must be obtained prior to the Final Plan approval.

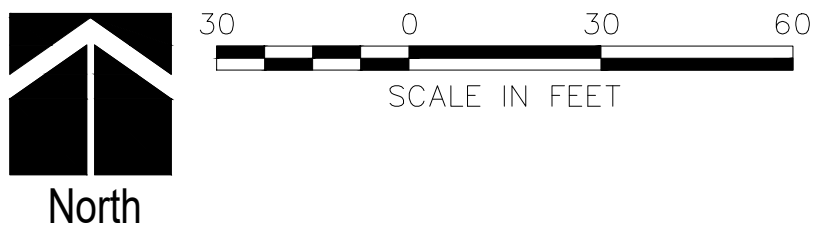
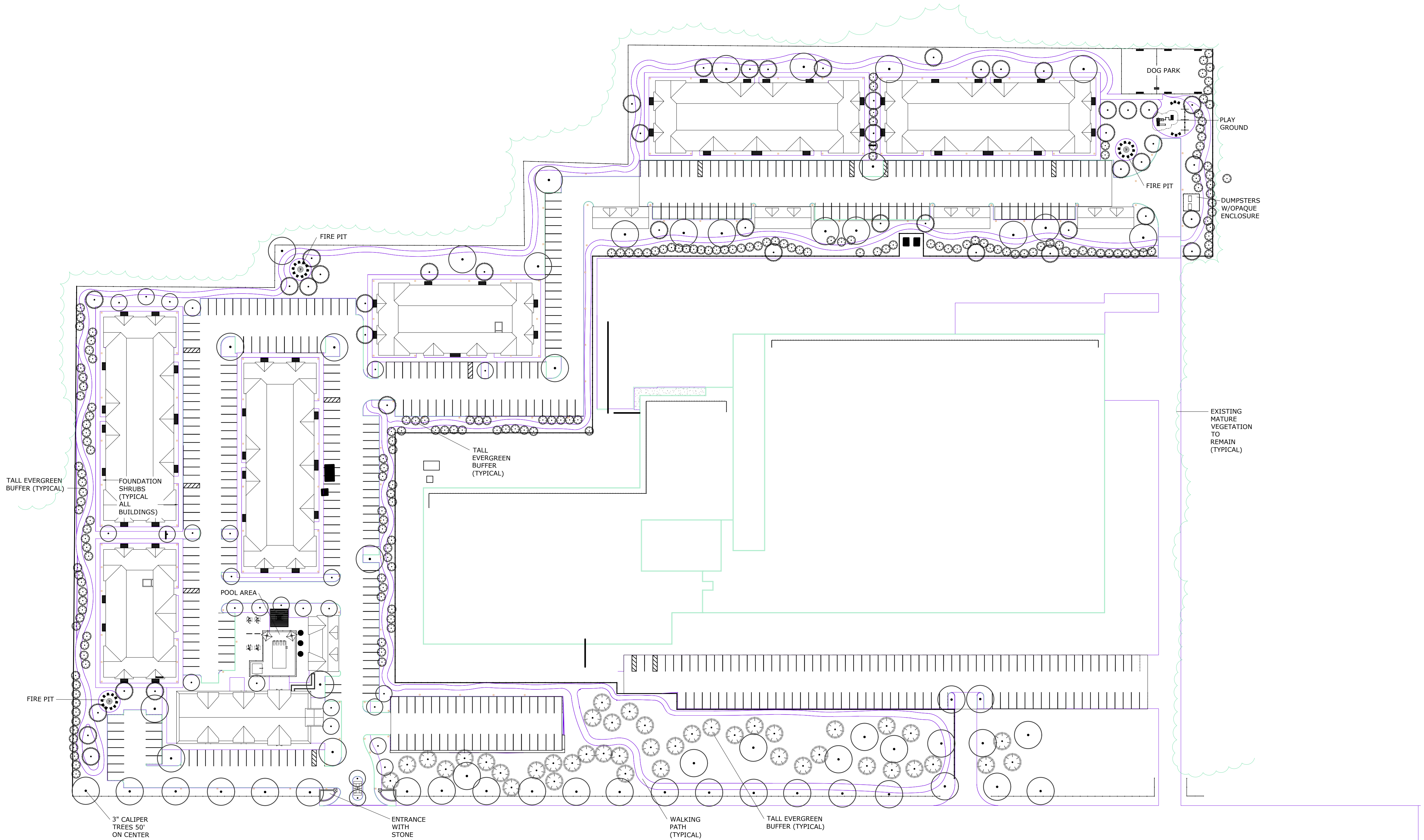
(iv) An application involving a Major Land Development or Major Subdivision, shall include those items on the checklist for a Master Plan submission. Subsequent to Master Plan approval, the applicant must submit, as part of an application, those items included in the checklist for a Preliminary Plan, with the exception of evidence of state or federal permits. The applicant shall provide proof of application for all required state and federal permits at the time of each application submission. All required state and federal permits must be obtained prior to the Final Plan approval.

(v) Notwithstanding the submission requirements set forth above, the local review board may request additional, reasonable documentation throughout the public hearing, including, but not limited to, opinions of experts, credible evidence of application for necessary federal and/or state permits, statements and advice from other local boards and officials.

E:\So.Kingstown\Planning\Legal Docs\Low-Mod Application.doc

CONCEPT PLANT SCHEDULE

	DECIDUOUS TREES 2" caliper	87
	EVERGREEN TREES	233
	FLOWERING TREES	44



STAMP:

The Lofts at Fairgrounds
South Kingstown, RI

PROJECT STATUS:
MASTER PLAN
SUBMISSION

Date: August 28, 2025
Designed by: DCS
Checked by: DCS
Project #: 0325-12

THESE DOCUMENTS HAVE BEEN
PREPARED SPECIFICALLY FOR THE
PROJECT LISTED ABOVE. THEY ARE NOT
SUITABLE FOR USE ON OTHER PROJECTS
OR IN OTHER LOCATIONS WITHOUT
APPROVAL AND PARTICIPATION OF
DIANE SOULE & ASSOCIATES.
REPRODUCTION IS
PROHIBITED.

REVISIONS:

DRAWING TITLE:

LANDSCAPE
PLAN

DRAWING NO.:

L1.0

DOUGLAS R. MCLEAN, AICP

Planning Consultant ♦ 401-474-9514 ♦ dougmclean303@gmail.com

Land Use and Planning Report

Review of Major Land Development – Master Plan Comprehensive Permit Application



“The Lofts at Fairgrounds” 311-Unit Affordable Housing Development in West Kingston, RI

August 28, 2025

On Behalf of 132 Fairgrounds LLC

Review of Properties at 132 Fairgrounds Road, West Kingston, RI 02892; AP 21-3, Lot 9

INTRODUCTION

This Land Use and Planning Report is submitted in support of a Comprehensive Permit / Major Land Development - Master Plan Application entitled “The Lofts at Fairgrounds” at AP 21-3, Lot 9 on behalf of 132 Fairgrounds LLC. The application is seeking a 311-unit housing development under the Rhode Island Low- and Moderate-Income Housing Act, RIGL 45-53-1. This report provides my professional opinions on the immediate application with a focus on its consistency with the South Kingstown Comprehensive Community Plan. Through the course of this report I will provide evidence to support my conclusions as it relates to the standards for a Comprehensive Permit at the Master Plan stage of review.

Scope of Review

The professional opinions contained in this report are based on a site walk of the subject property and a review of: 1) all submitted application materials, 2) applicable sections of the South Kingstown Comprehensive Community Plan, 3) applicable sections of the South Kingstown Zoning Ordinance, 4) mapping data from South Kingstown Geographic Information System (GIS) Data Portal, 5) and other mapping data from available web-based resources. Although they make up the primary source materials, the documents referenced above do not encompass the entirety of information that I have drawn upon to make my opinions, such as additional background information on this property and my overall education, experience, and training as a planner.

PROJECT OVERVIEW

The proposal is to construct six (6) multi-family residential buildings with a total of 311 rental units and a separate retail/amenity building. Of the 311 residential units, 233 units (75%) will be market rate, and 78 units (25%) will be deed restricted as affordable in accordance with Rhode Island General Law 45-53-4. The affordable units will be evenly distributed across all building types and unit sizes—studio, one-bedroom, and two-bedroom—and integrated throughout the development.

The project will redevelop an underutilized industrial parking area at 132 Fairgrounds Road in South Kingstown. The site is currently zoned IND-1 (Industrial One), and a Comprehensive Permit is being sought to allow residential development in this zone. The development will benefit from proximity to the University of Rhode Island, South County Hospital, and Kingston Station.

In addition to housing, the proposal includes a mix of high-quality residential amenities such as small retail store/coffee shop (under 5,000 SF), fitness center, community meeting space, in-ground swimming pool, walking paths, bike racks, firepit seating areas, and detached covered garages. The development will offer both active and passive recreational spaces for residents. The site will offer a total of 413 parking spaces, and will be served by public water and sewer.

FINDINGS AND CONCLUSIONS

Neighborhood Compatibility Analysis

The combined site and subject properties contain over 20 acres of land, designated as zoning district *IND-1* (Industrial One) which traditionally supports light manufacturing and distribution uses. This surrounding neighborhood encompasses an established industrial area with environmental sensitivities, where only clean, non-water-intensive operations are permitted. The immediate surrounding area includes industrial operations, parking areas, and institutional uses, with a limited number of residential abutters to the north. This land use context reduces potential conflicts and supports the introduction of a higher-density residential use that is compatible with existing development patterns in the West Kingston village area.

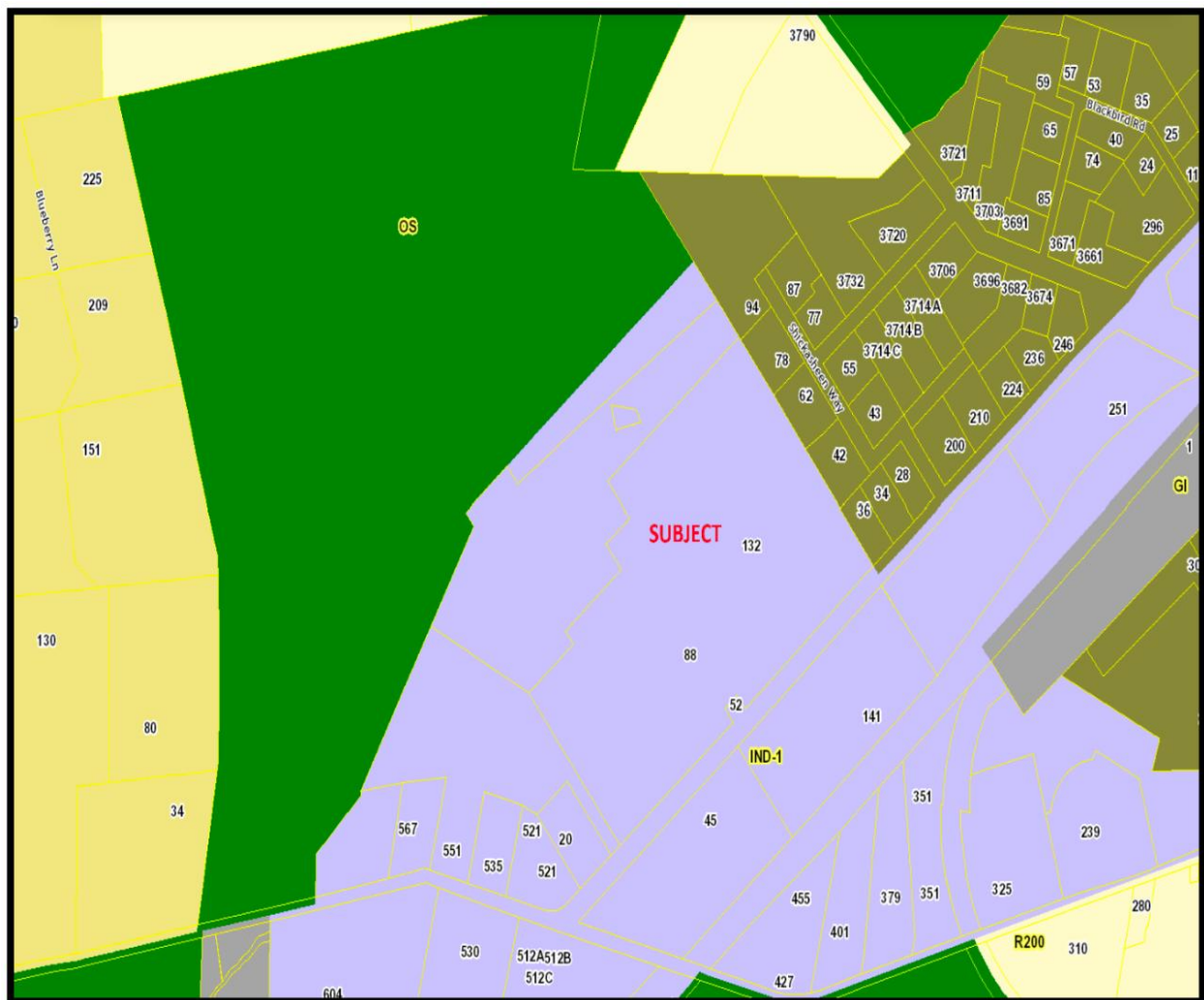


Figure 1 - Zoning Map

Context-Sensitive Design

The proposed site layout (see *Figure 2* on following page) has been designed with sensitivity to the immediate surrounding context. The development seeks to integrate new housing units along the side and rear of the existing industrial building on the property in a manner that creates separation between the 2 uses, while maintaining a harmonious layout for interior site circulation. The design emphasizes integration of outdoor recreational features and pedestrian connectivity, including walking paths, firepit gathering spaces, and landscaped amenity zones. Additionally, internal drive aisles are designed for safe, efficient traffic flow and parking access. The 2-story amenity building (see cover page image) provides a smaller sense of building scale from the public's view on Fairgrounds Road, with the larger 3-4 story buildings located toward the rear of the site. The site's entry point is located off Fairgrounds Road in an area immediately surrounded by industrial uses, thereby reducing the nuisance factor of the traffic turning movements from the nearest abutting single-family houses.

The proposed new housing units are oriented to avoid unnecessary visual or physical disturbance to any nearby homes. By retaining existing vegetative buffers on the property where feasible, and the addition of new landscaping features throughout the property, the plan seeks to minimize potential conflicts with adjacent uses. The site plan incorporates generous setbacks from the nearest single-family homes to the north of approximately 150 feet. To the east, the site is separated from the closest single-family dwellings by the Chickasheen Brook and natural screening of approximately 2,000 feet.

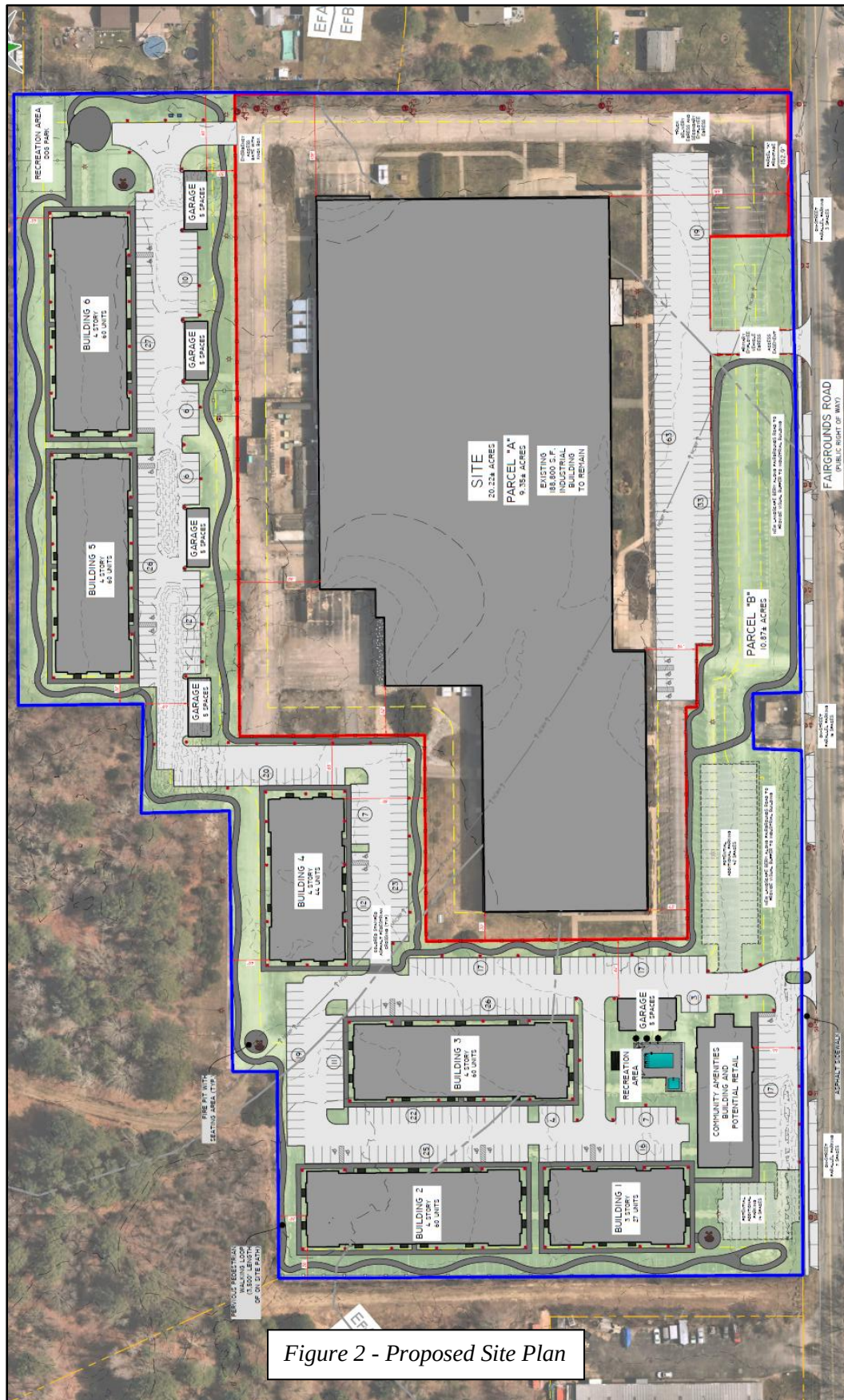
Greyfield Redevelopment

The proposal is for the redevelopment of an underutilized "greyfield" site, currently occupied by surplus paved parking for the former Schneider Electric/American Power Conversion facility. This infill approach aligns with the Town's Comprehensive Plan goals of reducing pressure on greenfields, focusing new development within already disturbed or developed areas, and utilizing existing infrastructure.

The proposed development avoids new encroachment into open space or environmentally sensitive land. The retention of the existing industrial building for re-use in more moderate, light-industrial manner supports the community's goals of fostering job opportunities and economic activity near multi-modal transportation at Kingston Station, while preserving South Kingstown's rural character and protecting natural and cultural resources.

Village Compatibility

The new housing units reflect a level of residential density appropriate for the Village of West Kingston. As outlined in the Town document *West Kingston: Village Plan Final Report (2015)*, the community supports growth that enhances the local economy, environment, and quality of life while preserving village character. The Village Plan highlights mixed-use development—with the most common recurring idea was the possibility of mixing residential units within



commercial development. This is outlined as a specific avenue for measured growth in West Kingston, and is aligned with the subject application's vision of bringing new residential uses onto a light-industrial site.

The site is in close proximity to the University of Rhode Island, South County Hospital, Kingston Station, and other key institutions, aligning with community goals to locate new housing near job centers, transit, and village-scale amenities. The design seeks to add compact, mixed-unit housing types while respecting the Village's overall character and scale. The height of the proposed buildings does not impose a visual impact to the West Kingston core village area based on the subject property being located farther away from the major corridors in and through the Village. This is an ideal location to site a denser housing development to provide the Town with much needed affordable housing that is in close proximity to village amenities.

Transit-Oriented Development Alignment

The subject site is less than half of a mile from the Kingston Amtrak Station, a key regional transportation asset. This proximity directly supports the Town's objective of encouraging transit-oriented development (TOD) to reduce car dependency, promote walkability, and connect housing to employment centers. See *Figure 3* on the following page for a graphic illustration.

- The Kingston Train Station, a stop for Amtrak trains and various rail service, is within easy walking/biking distance of the subject.
- Additional public transit is also available near the subject property. RIPTA Bus Routes 64 and 66 have stops near the subject property along Ministerial Road (Plains Road). URI also provides shuttle service around the campus.

The TOD Report for Kingston Station (*Ref. Evaluating the Potential for Transit-Oriented Development in Rhode Island; 4.3 – Kingston Station, South Kingstown, RI, 2018*) emphasizes the station's potential as a multimodal hub, citing its integration with RIPTA bus routes, regional rail access, and nearby bike infrastructure such as the William C. O'Neill Bike Path. Planned improvements—including upgraded sidewalks, bike lanes, and enhanced bus service—are specifically recommended to strengthen TOD viability. Moreover, the station area is identified as an Opportunity Zone and Growth Center, with substantial underutilized land and building space, further supporting redevelopment that aligns with compact, transit-connected land use patterns (*Ref. Evaluating the Potential for Transit-Oriented Development in Rhode Island; 4.3 – Kingston Station, South Kingstown, RI, 2018*, p. 143). Planned upgrades to the surrounding area, including the subject proposal, will further enhance its role as a catalyst for sustainable, mixed-use development in South Kingstown.

It is important to note the applicant is exploring avenues for a shuttle service from the subject property to the train station to meet the expressed needs of the future residents. The project will also incorporate bike racks and is well positioned for allowing a multi-modal lifestyle for residents.

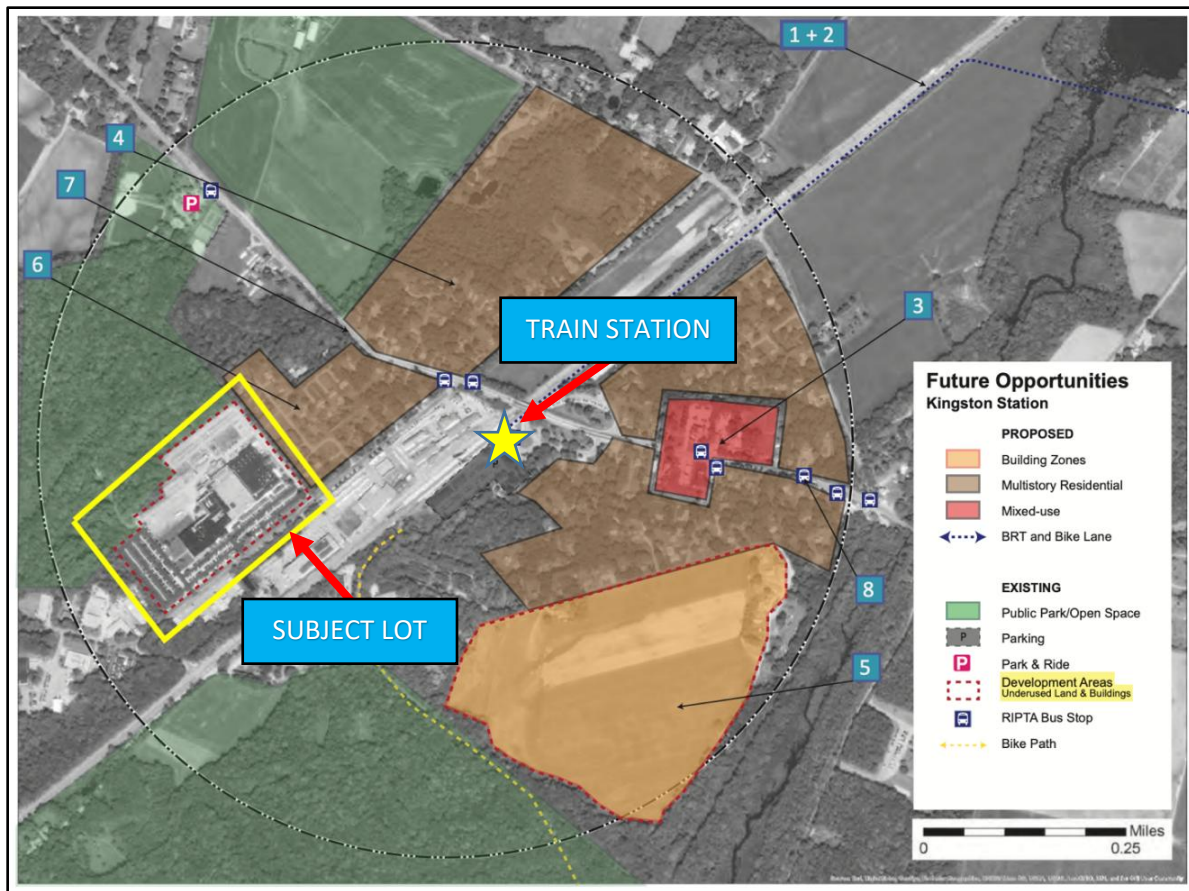


Figure 3 - Map of proposed opportunities for TOD in study area
Evaluating the Potential for Transit-Oriented Development in Rhode Island; 4.3 – Kingston Station

CONCLUSIONS ON NEIGHBORHOOD COMPATIBILITY ANALYSIS:

The preceding findings provide clear evidence that the applicant's proposal is compatible with the surrounding neighborhood and is consistent with the character of the West Kingston village area. The proposed residential development avoids any disturbance of open space and incorporates generous setbacks, internal circulation, and vegetative buffers to minimize potential impacts on nearby homes. The applicant proposes the redevelopment of an underutilized greyfield property within the *IND-1* (Industrial-1) zoning district, an area defined by a mix of light industrial, institutional, and transportation-related uses with minimal direct residential abutters. The proposed design aligns with the Town's vision for context-sensitive, village-oriented growth, while supporting reinvestment in pre-disturbed areas, consistent with the goals of the Comprehensive Plan and aforementioned community plans. Located less than half of a mile from the Kingston Amtrak Station, and within reach of multiple RIPTA routes and URI shuttle service, the site is ideally suited for transit-oriented housing. In my professional opinion, this proposal represents a positive outcome for the Town by addressing critical housing needs in a location that reinforces sustainable land use, supports economic development, and respects the character of the surrounding neighborhood.

Comprehensive Plan Assessment

The most critical consideration in evaluating a Comprehensive Permit Application is its consistency with “local needs as identified in the local comprehensive community plan,” particularly as it relates to affordable housing.

The Town’s current percentage of Town-wide affordable housing is 5.72% inclusive of recent data from RI Housing that incorporates Section 8 Vouchers. As of the last data reported by HousingWorks RI, the Town would need 557 more affordable units to meet the 10% required threshold. There is a significant gap between what is affordable and what is attainable in South Kingstown’s housing market. The median household income in South Kingstown is \$108,474. However, to afford the average costs associated with a median-priced single-family home, a household would need an income of \$180,666—highlighting a substantial disparity between income levels and housing costs (p. 15). Thus, there exists a critical need for rental units that are affordable to moderate- and low-income households in the Town of South Kingstown.

The Town of South Kingstown’s Comprehensive Community Plan (2021) is the document of record as it relates to a finding of consistency. The Plan provides sufficient language and policies on the issue of affordable housing to provide evidence of the Plan’s intended direction in this regard. Throughout the following section of this report, I will cite the applicable language from the Plan and how it relates to the immediate Comprehensive Permit application.

Comprehensive Plan Citation – A Vision for South Kingstown (emphasis added)

(prior to p. i) “South Kingstown will fight sprawl, choosing to focus development in the defined village areas, where the infrastructure, transportation, and social networks are best suited to support new growth.”

The above Comprehensive Plan language indicates support for redevelopment, as opposed to sprawl, as a means to achieve smart growth in village areas such as West Kingston. This is evidenced by the fact that it is listed as a top priority for the Plan’s overall vision. This is a significant statement about the Town’s commitment to housing growth within these designated village areas. This language relates directly to the immediate Application because it is the applicant’s desire to increase residential density and supply as the basis for site development.

It is my professional opinion that the immediate Comprehensive Permit Application is consistent with this “Vision” that makes appropriately placed, thoughtful residential development a priority of the Plan. The proposed development further advances the type of development sought by the Vision by pursuing a pre-disturbed location for housing within the village of West Kingston.

Comprehensive Plan Citation – Cross Cutting Themes: Village-Centered Development

(p. 3) “Land use in Town is focused on walkable communities, protection of rural areas, access to goods and services, more mixed-use, better transit connections, and infill development.”

Several cross-cutting themes emerged during the development of the South Kingstown Comprehensive Plan, most notably the concept of “Village-Centered Development.” This approach promotes expanded access to goods and services, a broader mix of land uses—including mixed-use development—enhanced transit connectivity, and a strong emphasis on infill development. This guiding framework directly supports the current Application, as the proposed project advances these goals by concentrating growth within an existing village area, reducing sprawl, and utilizing established infrastructure to create a more walkable, connected, and vibrant community.

Comprehensive Plan Citation – Land Use; Land Use Goals

(p. 28) “Goal 2: A sustainable rate of development will be maintained, which is consistent with the ability of the Town to provide essential services, to achieve a stable tax rate, to protect environmental, historic, and cultural resources, and to provide a healthy environment.”

The proposal supports a sustainable pace of growth by prioritizing redevelopment within existing neighborhoods rather than expanding into greenfield areas. This approach not only protects valuable open space and natural resources but also aligns with development strategies that emphasize compact design. By directing reinvestment to areas already served by infrastructure—such as roads, utilities, and transit—the Town can deliver essential services more efficiently, reduce long-term fiscal burdens, and help maintain a stable tax base. Altogether, these strategies promote a resource-conscious, cost-effective, and environmentally responsible pattern of development that directly advances Land Use Goal 2 noted above.

“Goal 4: The integrity of the Town’s villages will be intact, and the village-centric approach to development, which recognizes each village’s unique objectives, will be strengthened.”

The approach for this development respects the distinct character of the West Kingston village area by promoting context-sensitive housing strategies and appropriately sited building locations and height to not overwhelm the public views from Fairground Road. The proposal supports growth that complements the unique fabric of the area and existing infrastructure. In doing so, it reinforces the Town’s village-centered vision and advances a planning approach that reflects local values related to appropriate siting of new housing developments.

Comprehensive Plan Citation – Land Use; Guiding Principles

(p. 28) “The existing village areas are unique, each with its own identity and sense of place. The distinct characteristics must be protected and enhanced when planning for appropriate growth.”

(p. 28) “Residential development is appropriate within the existing village areas. Additional density in the villages will support the Town’s long-term economic sustainability.”

By adding moderate residential density within the village footprint, the proposal aligns with the Town's goal of concentrating growth where infrastructure exists, helping to support local businesses and ensure long-term economic resilience through redevelopment of existing greyfields. As explicitly defined in the 'Western/Rural Villages' section of the Land Use chapter, the West Kingston village area has experienced "increasing numbers of residential neighborhoods", with existing commercial activities mainly "*located within residentially zoned areas along Route 138*" (p. 35) – a characterization that this proposal seeks to mimic.

"The village areas have high connectivity, and a development form that encourages walking and biking."

The subject proposal leverages the village area's proximity to transit by incorporating a pedestrian and bicycle amenities within the site design, and connections that advance transit-oriented development principles and multi-modal lifestyles.

"Neo-traditional planning techniques, intended to enhance and improve sense of place, support of multi-modal transportation, and incorporate village-appropriate green spaces, are appropriate for the village areas."

The even distribution of affordable units across all buildings and unit sizes reflects a socially inclusive design approach typical of neo-traditional planning, which emphasizes community cohesion. The proposal supports the above stated planning goal by promoting a human-scaled, walkable, mixed-use environment that respects and strengthens village identity.

"The villages are faced with economic, service, and housing affordability challenges that stand as obstacles to achieving the Town's vision for supporting village-scaled growth."

The existing industrial building on-site was previously occupied by Schneider Electric/American Power Conversion (APC) facility since the mid 1990's. The industrial uses' workforce and associated parking demand created the site layout and asphalt landscape that exists on the property today. APC was purchased by Schneider Electric in 2012, who occupied the building until they subsequently moved in 2020. After many years on the market, the property was purchased in 2023 by the present owner (132 Fairgrounds LLC). The industrial building is currently occupied by Norpak LLC as a food packaging product manufacturer having streamlined manufacturing efficiency, reducing workforce need, thus creating excess parking on the property.

With the industrial/commercial market demand now lacking in the specified area — this is a strategic mixed-use repositioning. This proposal directly addresses these challenges by introducing new, mixed-use housing types that are more affordable by design, while reinvesting in the village core to help stabilize the economic and service base.

"Appropriate development in the village areas is of a scale and mass, with architectural design and site planning, that creates visual interest, activates the streetscape, and encourages walking, biking, and transit use."

The integrated affordable housing and small retail/coffee shop amenities in the 2-story building that fronts on Fairgrounds Road helps to contribute to an engaging streetscape that supports an active streetscape. The thoughtful site planning and visually appealing design of the immediate application supports the Town’s vision for vibrant, walkable village areas.

Comprehensive Plan Citation – Table 7 Comparison of Zoning Districts & Future Land Use Map (FLUM) Descriptions
(p. 44)

INDUSTRIAL	DESCRIPTION
Zone: IND-1 FLUM: Industrial Mixed-Use	Purpose: To permit manufacturing, wholesale storage and distribution activities within existing manufacturing areas in West Kingston and existing mills in Wakefield and Peace Dale. Characteristics: <i>Wakefield/Peace Dale</i> - This district contains existing historic mill structures in the central core of South Kingstown. Public water and sewer are required. Industry or processes that create environmental hazards or generate hazardous waste or pollutants are prohibited. <i>West Kingston:</i> -This district contains existing manufacturing uses in the village of West Kingston. The area has environmental limitations but was previously developed as a significant area of light manufacturing, wholesale operations, and storage facilities. This area is located within the Groundwater Protection Overlay District, as such, any activity which constitutes a threat to either groundwater, surface waters, or adjacent wetlands should not be allowed. Public water and sewer may be provided. Allowed Uses: Industrial land uses including light manufacturing, wholesale operations, storage and distribution facilities are allowed. This district may also allow Use Code 21, Higher Educational Institution, Privately Owned and Operated, and Use Code 21.1 Higher Educational Institution, State Owned or Operated as an accessory use to permitted primary uses.

The subject site is a formerly larger industrial property that has experienced long-term underutilization due to limited market demand for full-scale industrial or commercial re-use. In response, the applicant is proposing a balanced, mixed-use approach. This proposal does not displace viable industrial activity, but rather acknowledges the lack of sustained demand and strategically repositions the site to accommodate both targeted industrial uses and critically needed housing. This dual-use strategy aligns with the Town’s goals for both economic development and housing supply through a mixed-use approach.

Comprehensive Plan Citation – Needs & Opportunities, Commercial & Mixed Use in Existing Villages

(p. 56) *“West Kingston: West Kingston contains several commercial enterprises located around the village and existing industrial areas and the Kingston Station (Amtrak), which are surrounded by and integrated with existing agricultural operations. Opportunities to grow this village exist in allowing for more limited size and scale commercial operations in keeping with the character of the village. Areas along Route 138, which include*

existing commercial operations may be rezoned to bring existing uses into compliance and grow the village.”

The Plan explicitly encourages growth in village areas through development that reflects existing scale and character. The applicant proposes to repurpose underutilized on-site parking for context-sensitive residential housing, addressing the demand for affordable, attainable residences. This rare redevelopment opportunity allows productive re-use of paved land—without disturbing natural resources—while supporting transit-oriented development and modest commercial expansion within the village.



Figure 4 – On-site, existing conditions – underutilized, impervious parking area to note

Comprehensive Plan Citation – Land Use Action Plan Summary

(p. 59) “Action 2-3 Amend regulations to incorporate design standards for infrastructure improvements containing pedestrian and bicycle circulation for on-site facilities and connection to adjoining multi-modal networks, neighborhoods and villages.”

“The Lofts at Fairgrounds” project demonstrates clear consistency with Action 2-3 of the South Kingstown Comprehensive Community Plan. The proposal includes internal pedestrian paths, bike amenities, and strategic proximity to multi-modal transit networks, all of which support improved mobility and walkability. These elements are thoughtfully integrated with the surrounding community, reinforcing the Town’s long-term planning goals for connected, village-centered, and multi-modal development.

(p. 60) “Policy 2.5 Support public investment in infrastructure expansions and improvements in order to catalyze private investment in land development and increase development density.”

The proposal increases residential density on a previously developed parcel with existing infrastructure, aligning with the Town's intent to leverage prior public investments to support smart, private-sector reinvestment. The project represents a responsible re-use of land that catalyzes compact housing growth without placing additional demand on new infrastructure systems.

The proposed 311-unit development introduces multi-family housing on a site that:

- Is within walking/biking distance of the Kingston Amtrak Station and URI, and is also not far from South County Hospital and other major employment/institutional anchors.
- Has been underutilized since the departure of its former industrial occupant.
- By creating housing in proximity to these existing assets, the project supports the densification of an already serviced and accessible area, reinforcing the Town's goal to concentrate growth where infrastructure exists.

"Policy 3.2 Require landowners, builders, and developers to address the local impacts of development or redevelopment on the community. Such local impacts include but are not limited to: adequacy of transportation infrastructure including multi-modal transportation opportunities; pedestrian connectivity; integration with the natural and built environment, including historic, cultural and recreational resources; and the provision of essential services to the site."

The applicant has proactively addressed the local impacts of redevelopment by re-using previously developed land with existing infrastructure, providing pedestrian paths and multi-modal amenities, and designing buildings that integrate with the surrounding built environment.

- The project is located less than a half of a mile from the Kingston Amtrak Station, a major multi-modal transportation hub that offers rail access to regional employment centers.
- The site already has access to public utilities, roads, and emergency services.
- The redevelopment leverages these existing services and does not require major public capital investment to support the proposed density.

(p. 63) "Policy 4.1 Support control of urban sprawl and dispersion by concentrating population density and infill development within the villages, as appropriate, and by providing these areas with mixed-uses, services, and facilities including public transportation, pedestrian and bicycle amenities, civic buildings, recreational resources, infrastructure improvements, and housing opportunities."

The proposed development strategy limits outward expansion into undeveloped areas, directly supporting anti-sprawl goals. By creating 311 new residential units—including 25% low- and moderate-income—the project introduces meaningful population density in a contextually appropriate location. Proposed design features and re-use of the existing property reflect the Comprehensive Plan's intent to ensure walkable, service-rich, village-scale neighborhoods that accommodate growth without sprawl.

(p. 64) “Policy 4.4 *Provide a diversity of housing within villages that can support a mix of businesses through localized residents that have diverse shopping and employment needs.*”

“The Lofts at Fairgrounds” is consistent with Policy 4.4 of the Plan by introducing a diverse mix of housing options within the West Kingston village area. The inclusion of affordable units and multiple unit sizes supports a broad demographic range, while proximity to regional employers and services fosters walkable, self-supporting village life. The proposal contributes to a residential base that can sustain nearby businesses and services over time.

Comprehensive Plan Citation – Housing, Vision

(p. 67) “*The Town of South Kingstown will include a range of housing options for its diverse population, including families, young adults, seniors, and single-person households. The Town will strive to retain the diversity of its residents. Town programs and regulatory efforts will seek to provide appropriate housing opportunities in the community with a focus on infill development and redevelopment in the village areas.*”

The proposal directly supports the Housing Vision of the South Kingstown Comprehensive Community Plan by offering a diverse mix of housing types, income levels, and unit sizes.

- The project includes studio, one-bedroom, and two-bedroom units, meeting the needs of:
 - Single-person households
 - Young adults and graduate students
 - Small families and couples
 - Seniors looking to downsize

With 25% of units reserved for low- and moderate-income households, the project addresses economic diversity, helping to retain a broad cross-section of South Kingstown residents.

Comprehensive Plan Citation – Housing, Goals

(p. 68) “*Goal 2: Low and Moderate - Income Housing (LMI Housing) development will occur throughout the community in a manner that is reflective of South Kingstown residents’ physical, social, and financial limitations and resources, with the goal of achieving 10% of the year-round housing stock as deed-restricted for low- and moderate-income households.*”

In light of the Town’s significant shortfall in affordable housing—current levels at only 5.20% against a needed 10%, and the evident gap between resident incomes and housing costs—“The Lofts at Fairgrounds” project plays a critical role. By ensuring that 25% of its units are allocated to low- and moderate-income households, it directly supports Goal 2. This development not only contributes much-needed rental housing but does so in a manner that is attuned to the social and financial realities of South Kingstown’s residents, aiding in the Town’s efforts to retain housing diversity and promote sensible growth.

Comprehensive Plan Citation – Housing, Guiding Principles

(p. 68) “Appropriately scaled housing, in a variety of types and sizes and serving households with a variety of income levels, is critical to the long-term sustainability of South Kingstown.”

“Low and moderate-income housing development proposals provide benefits to the community.”

“The Lofts at Fairgrounds” exemplifies the type of housing development South Kingstown’s Comprehensive Plan envisions for model housing development in village areas. By providing a variety of unit types and pricing levels, and by dedicating a substantial share of units to LMI households, the project directly benefits the community and supports the Town’s broader housing and land use goals. Its scale, location, and affordability commitments make it a highly responsive proposal.

Comprehensive Plan Citation – Housing, Review of Strategies, Comprehensive Permits

(p. 91) “Comprehensive permits have been the dominant strategy to develop affordable units in South Kingstown and the Town will continue to pursue this strategy to meet the demand.”

The immediate application directly supports the Town’s stated housing strategy by utilizing the Comprehensive Permit process—recognized in the Plan as the dominant and most effective approach for producing affordable units in South Kingstown. By delivering a significant number of deed-restricted LMI units, this project demonstrates a model use of the process to meet state housing requirements and local community needs.

Comprehensive Plan Citation – Housing, Reaching the 10% Goal; Map 10: Village-Centered Development Framework

The proposal is consistent with the Town’s preferred spatial growth strategy, as outlined in the Plan (see *Figure 5*). Located within both the sewer service area and Urban Services Boundary, and within the designated growth village of West Kingston, the project exemplifies South Kingstown’s commitment to the “Village Model” of modest, place-based development. It supports the Town’s goal of concentrating infill and redevelopment in appropriate areas while meeting the community’s pressing housing needs.

As shown in Table 15 of the South Kingstown Comprehensive Plan (see *Figure 6*), Comprehensive Permits are the Town’s most productive and relied-upon strategy for creating low- and moderate-income housing. “The Lofts at Fairgrounds” contributes approximately 78 LMI units under this approach, representing a significant share of the Town’s projected production from 2020–2030. Given the limited success of other strategies, this project is both timely and essential in helping the Town meet its long-term affordability targets and the state’s 10% threshold.

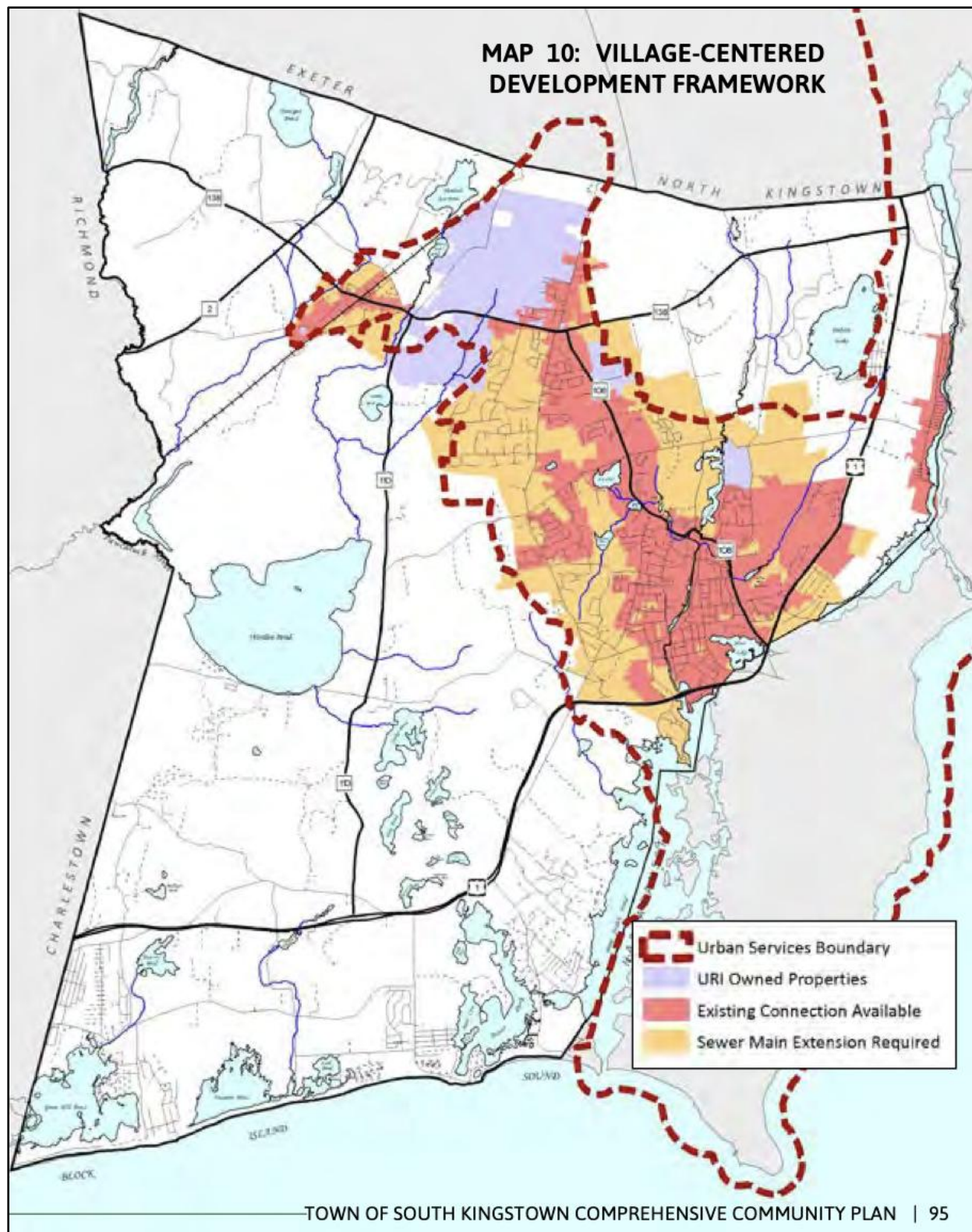


Figure 5 – Map 10: Village-Centered Development Framework
South Kingstown Comprehensive Community Plan (2021), p. 95

TABLE 15: PROJECTED LMI HOUSING PRODUCTION THROUGH 2030

STRATEGY	PROJECTED BY 2010	ACTUAL BY 2010	2010-2015	2015-2020	2020-2025	2025-2030	TOTAL NEW UNITS
Inclusionary Zoning	112	0	42	99	99	98	338
Duplexes in Core Area	12	0	0	0	0	0	0
Accessory Dwelling Units	15	0	3	8	10	15	36
Scattered Rehabilitation	12	0	8	9	10	10	37
Comprehensive Permits	150	88	79	85	93	85	342
PROJECTED TOTAL UNITS	301	88	132	201	212	208	753

Figure 6 – Table 15: Projected LMI Housing Production Through 2030
 South Kingstown Comprehensive Community Plan (2021), p. 97

Comprehensive Plan Citation – Housing, Housing Plan Action Summary

Goals, Policies (pgs. 99 – 101)

“Goal 1: The valued sense of place and community represented in South Kingstown’s existing housing stock and traditional village development patterns will be enhanced.”

- “Policy 1.2 Discourage future residential growth which contributes to monotonous suburban-style subdivisions and encourages a high quality of design in the creation of new neighborhoods. The process of growth must be directed towards the creation of communities and directed away from urban sprawl.”
- “Policy 1.3 Encourage subdivision design and redevelopment projects that support active healthy lifestyles through providing pedestrian-oriented environments, connectivity to nearby recreation resources, bicycle amenities, access to public transit, and home-based food production when appropriate.”
- “Policy 1.6 Support appropriately scaled housing, in a variety of types and sizes and serving households with a variety of income levels.”

The project avoids conventional suburban sprawl by redeveloping a previously paved, underutilized industrial site located within the Town’s Urban Services Boundary and West Kingston village center. The development’s layout, scale, and amenity mix reflect a community-oriented design, not a disconnected or auto-centric subdivision pattern. With a mix of housing types, shared outdoor spaces, and thoughtful architecture, the proposal contributes to the creation of a vibrant neighborhood rather than a homogenous tract development. The project includes new pedestrian paths, bike racks, and walkable site circulation, promoting non-vehicular

mobility and active lifestyles, and includes studio, one-bedroom, and two-bedroom apartments, meeting the needs of single individuals, couples, families, seniors, and students.

“Goal 2: LMI Housing development will occur throughout the community in a manner that is reflective of South Kingstown residents’ physical, social, and financial limitations and resources, with the goal of achieving 10% of the year-round housing stock as deed-restricted for low- and moderate-income households.”

- *“Policy 2.2 Develop a range of LMI home ownership and rental opportunities throughout the Town of South Kingstown.”*

With 25% of its 311 units set aside as affordable—and evenly distributed among different unit sizes—the project addresses the Town’s need for diverse, well-located, and income-accessible rental housing. It meaningfully advances the Town’s goal of expanding affordable housing opportunities across all neighborhoods, helping to meet both local and state housing objectives.

Comprehensive Plan Citation – Economic Development, Vision

(p. 107) “Future development should take advantage of multi-modal transportation opportunities at Kingston Station while providing diverse job opportunities for local residents.”

The project site is located less than half of a mile from Kingston Station, which provides Amtrak regional rail service connecting South Kingstown to employment and education centers throughout Rhode Island and the Northeast Corridor.

Comprehensive Plan Citation – Economic Development, Goals

(p. 108) “Goal 3: Economic development within our existing villages that contributes to a high quality of life and a resilient future will be actively supported.”

The proposal seeks to support local businesses, institutions, and future commercial activity. By addressing workforce housing needs, enhancing transit access, and re-using existing infrastructure (minimizing new public costs), the project promotes long-term economic resilience and livability. It exemplifies the kind of village-scale development that creates shared economic value while supporting the Town’s sustainability goals.

Comprehensive Plan Citation – Economic Development, Guiding Principles

(p. 109) “South County Hospital is a significant asset to South Kingstown’s long-term economic sustainability.”

By reinforcing housing supply in the hospital’s service area, the project supports the economic and operational health of one of South Kingstown’s most important anchor institutions.

“A comprehensive system of bikeways, walkways, linear parks, and related pedestrian and biking infrastructure is an economic development asset to the Town.”

The project integrates internal pedestrian walking paths and bike racks, encouraging non-vehicular mobility and promoting active lifestyles.

“A diversity and abundance of housing options in the village areas is essential to the Town’s long-term economic viability. Housing creates a customer base for local businesses and provides places for local employees to live.”

A balanced, diverse population base, as exemplified in the proposal at 132 Fairgrounds Road, will contribute to the Town’s long-term economic and social resilience.

Comprehensive Plan Citation – Economic Development, Building Housing Diversity to Develop a Local Workforce & Support Local Business

(p. 118) “Offering a diverse array of housing options near major employment hubs in town can help ensure that the people who work here and serve our residents can be residents themselves.” Small scale “cottage” housing and multi-family housing, whether market rate or Low-Moderate Income (LMI), are needed to attract and support our workers. Further, concentrating such homes in our village centers will provide the lower-maintenance, walkable housing opportunities desired by many seniors and young adults alike.”

“The Lofts at Fairgrounds” directly advances the Plan’s vision of creating diverse, walkable, and affordable housing options in village centers near employment hubs. With a mix of unit types, LMI affordability, and a location adjacent to major institutions and transit, the project offers the kind of housing that allows those who serve the community to also live in it. This approach supports economic sustainability, intergenerational inclusion, and the Town’s goal of balanced, village-based growth.

Comprehensive Plan Citation – Economic Development Action Plan Summary

Policies of Note (p. 120)

- *Policy 2.2 Promote a well-connected pedestrian network to increase access to businesses in village areas, provide an equitable transportation system for all shoppers and workers, and support active modes of transportation.*
- *Policy 2.3 Support the installation of a connected, comprehensive system of bikeways, walkways, linear parks, and related pedestrian and biking infrastructure.*

Comprehensive Plan Citation – Natural Hazards & Climate Change Action Plan Summary

(p. 155) “Policy 1.5 Ensure that new development occurring within the municipality utilizes current best management practices and low impact development strategies to reduce stormwater runoff and associated flooding.”

By redeveloping an already paved industrial site, the project minimizes new land disturbance and offers a unique opportunity for environmental enhancement through site redesign. This approach aligns with the goals of the Groundwater Protection Overlay District (GPOD) by emphasizing

infill development, upgrading outdated infrastructure, and safeguarding critical groundwater resources through a proposed use that is less intense than zoning currently permits in the *IND-1* zone.

(p. 157) “Policy 2.2 *Promote infill development within existing village areas to reduce sprawl and promote compact development accessible by alternative modes of transportation in close proximity to existing services and amenities.*”

Located less than half of a mile from the Kingston Amtrak Station—a key regional transportation hub—the site offers direct access to rail service that connects residents to employment centers throughout the region. In addition, nearby RIPTA bus routes (64 and 66) and URI campus shuttle service further expand mobility options, reducing reliance on personal vehicles.

Comprehensive Plan Citation – Natural Resources & Open Space, Current Practice

(p. 162) “The Town’s Groundwater Protection Overlay District (GPOD) includes groundwater reservoirs and recharge areas delineated by the Rhode Island Department of Environmental Management. The purpose of the GPOD is to protect, preserve, and maintain the quality and supply of groundwater in South Kingstown.”

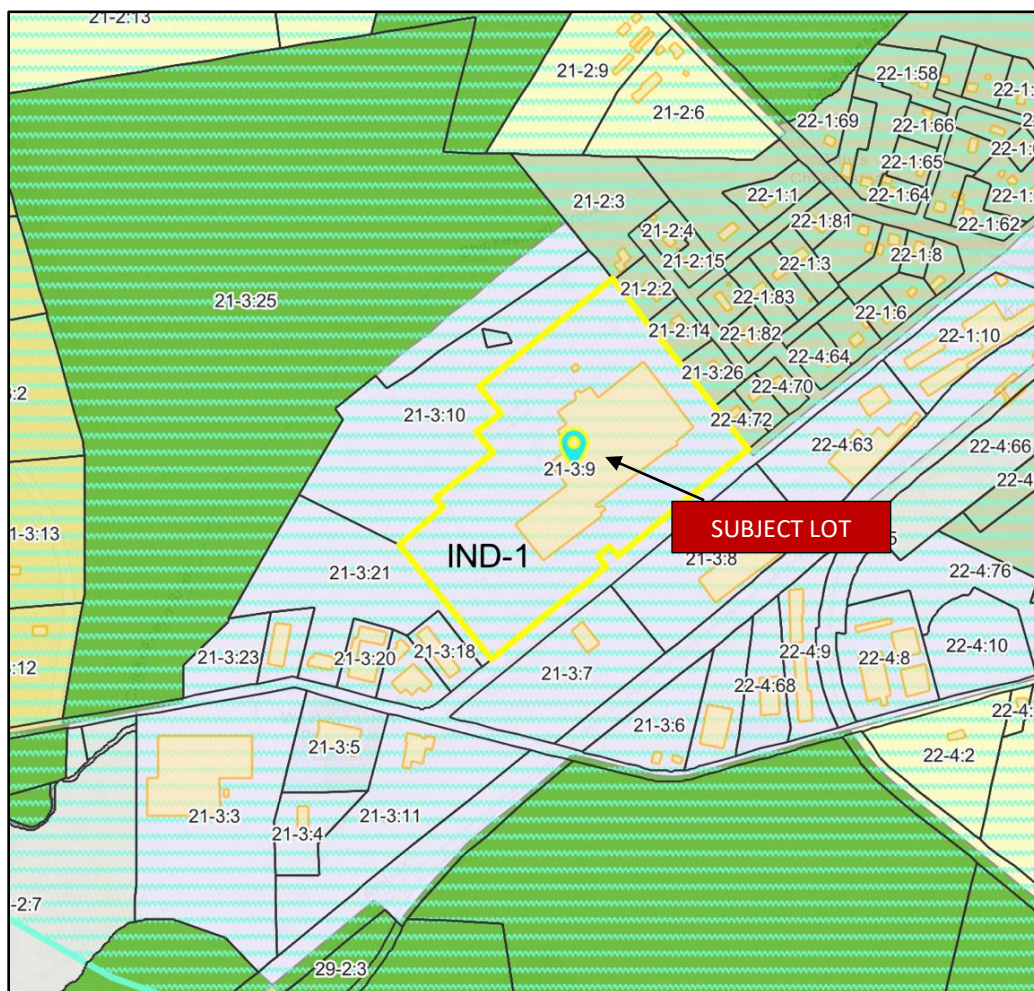


Figure 7 – Subject parcel (Groundwater Protection, Zoning overlay)

“The Lofts at Fairgrounds” is designed to meet all applicable drainage, erosion control, and stormwater management standards required by both the Town and RIDEM. Its location on an already paved industrial parcel limits new land disturbance and presents an opportunity for environmental improvement through site redesign. The project is consistent with the purpose of the GPOD by prioritizing infill development, modernizing infrastructure, and preserving the integrity of South Kingstown’s groundwater resources.

Comprehensive Plan Citation – Circulation, Goals

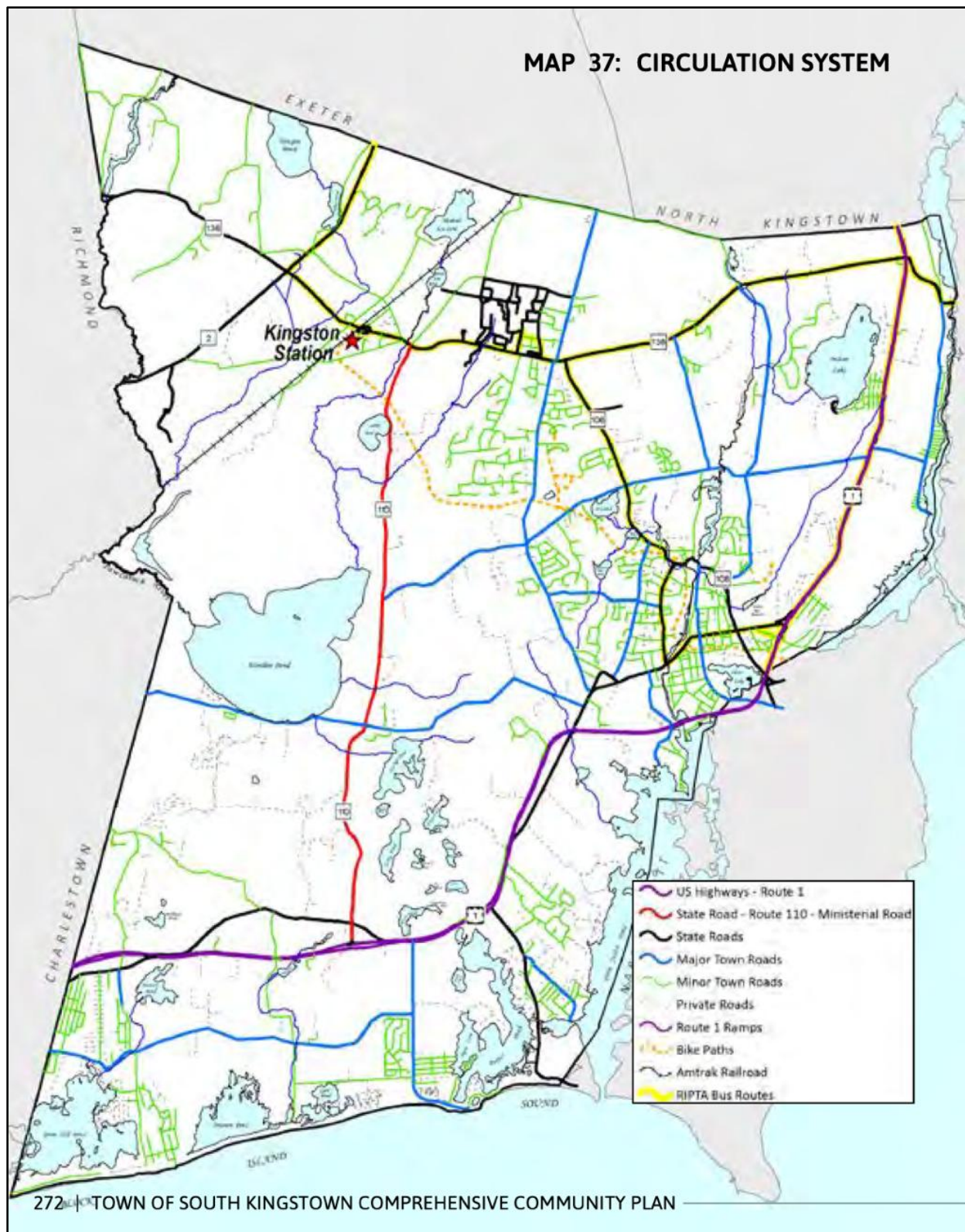
(p. 271) “Goal 1: Multi-modal transportation opportunities for people and goods will exist throughout town to support a healthy, equitable transportation system for all residents including seniors, youth and low-income populations who may not have equal access to personal car transport.”

By placing housing near public transit assets, as the proposal seeks to accomplish, the proposed residential development helps reduce car dependency, expand access to transportation options, and improve connectivity for seniors, youth, and low-income households—populations who may otherwise face transportation barriers.

Comprehensive Plan Citation – Circulation Action Plan Summary

(p. 280) “Policy 1.1 The Town shall make every effort to encourage the viability of public transit use as an alternative to the single-occupant vehicle as a means of transportation.”

The subject site is located less in close proximity to the Kingston Amtrak Station and is served by RIPTA routes 64 and 66, Flex Service, and URI’s UPASS program—offering a layered, accessible transit network that supports reduced car dependency and expands mobility for seniors, students, and low-income residents. See *Figure 8* on following page.



*Figure 8 – Map 37: Circulation System
Town of South Kingstown Comprehensive Community Plan (2021)*

CONCLUSIONS ON COMPREHENSIVE PLAN ASSESSMENT:

It is my professional opinion that the immediate Comprehensive Permit application is consistent with “local needs as identified in the local comprehensive community plan,” particularly with respect to the provision and type of affordable units. This opinion is informed by a thorough review of the project materials alongside the relevant policies, goals, and supporting data included in the Town’s Comprehensive Community Plan.

The Comprehensive Plan clearly identifies affordable housing as a top community priority, grounded in a Vision that calls for a range of housing options to serve diverse household types and income levels, particularly within designated village centers like West Kingston. The Plan also recognizes that the Town remains well below the 10% affordable housing threshold and is not currently on track to meet that target.

This application responds directly to that need. By proposing 311 new residential units—25% of which will be deed-restricted for low- and moderate-income households—the project will meaningfully contribute toward closing the affordability gap. It also reflects the village-scale, context-sensitive infill development model promoted by the Plan. Located on a previously developed site within the Urban Services Boundary, the proposal efficiently leverages existing infrastructure while introducing pedestrian amenities and multimodal connectivity that align with stated Town policies.

In summary, “The Lofts at Fairgrounds” is not only consistent with but directly advances the Comprehensive Plan’s strategies for housing equity, economic resilience, and smart growth. The Comprehensive Permit process remains a necessary and appropriate tool to help South Kingstown meet its urgent and long-standing housing goals, and this proposal exemplifies such.

Required Findings

This application is subject to the standards of review identified in local code and state law. Throughout the following section of this report, I will cite the applicable findings for a Comprehensive Permit Application, and how the immediate proposal addresses each one.

- ***REQUIRED FINDING 1: The proposed development is consistent with local needs as identified in the Comprehensive Plan, with particular emphasis on the affordable housing plan, or the proposed development has satisfactorily addressed the issues where there may be inconsistencies.***

The immediate proposal is found to be consistent with local needs as identified in the Comprehensive Plan. Detailed planning analysis to support this finding is provided within the preceding section entitled “Comprehensive Plan Assessment.”

- ***REQUIRED FINDING 2: The proposed development is in compliance with the standards and provisions of the Zoning Ordinance and Land Development and Subdivision Regulations, or where those standards and provisions have been waived or varied, local concerns that have been affected by the relief granted do not outweigh the state and local need for low- and moderate-income housing.***

The proposal is utilizing waivers to zoning and land development standards to achieve an overall project design that includes 311 units of affordable housing to address state and local need.

- ***REQUIRED FINDING 3: All low- and moderate-income housing units proposed are integrated throughout the development, are compatible in scale and architectural style to the market rate units in the development, and will be built and occupied prior to, or simultaneously with, the construction and occupancy of the market rate units.***

The affordable units will be designed in compliance with this required finding.

- ***REQUIRED FINDING 4: There will be no significant negative environmental impacts from the proposed development as shown on the final plan, with all required conditions for approval.***

“The Lofts at Fairgrounds” is designed to meet all applicable drainage, erosion control, and stormwater management standards required by both the Town and RIDEM.

- ***REQUIRED FINDING 5: There will be no significant negative impacts on the health and safety of current or future residents of the community, in areas including, but not limited to, safe circulation of pedestrian and vehicular traffic, provision of emergency services, sewage disposal, availability of potable water, adequate surface water runoff, and the preservation of natural, historical or cultural features that contribute to the attractiveness of the community.***

The immediate application includes materials that demonstrate compliance with applicable standards for environmental review, wetlands (RIDEM), circulation impacts, emergency response, sewage, water, stormwater, etc.

- ***REQUIRED FINDING 6: All of the proposed land development, or all lots in a subdivision, will have adequate and permanent access to a public street in accordance with the requirements of RIGL 45-23-60(a)(5).***
- ***REQUIRED FINDING 7: The proposed development will not result in the creation of individual lots with such physical constraints to development that building on those lots according to the applicable regulations and building standards would be impracticable, unless the lots are created solely as permanent open space or are permanently reserved for a public purpose on the approved and recorded plat.***

The proposed project is in compliance with the requirements that all lots have access to a public street, and no lots can be created that are physically constrained.

CONCLUSIONS ON REQUIRED FINDINGS:

The proposal at 132 Fairground Road delivers much-needed housing in a context-sensitive form that respects village character, leverages existing infrastructure, and enhances access to multi-modal transportation. The project aligns with the Town's Comprehensive Plan by supporting sustainability, walkability, and inclusive growth—advancing key community goals while thoughtfully re-using an underutilized site. It is my professional opinion that the project has successfully demonstrated it has met the required findings for approval of a Comprehensive Permit at the Master Plan stage, as articulated in local code and state law.

FINAL STATEMENT

In my professional opinion, “The Lofts at Fairgrounds” represents a thoughtful and context-sensitive redevelopment that fully satisfies the required findings for approval of a Comprehensive Permit at the Master Plan stage. The proposal addresses South Kingstown’s critical housing shortage by providing 311 new residential units, including 78 deed-restricted affordable units, in a location that leverages existing infrastructure and services, including a TOD approach based on proximity to Kingston Station. By re-using a previously developed greyfield site, the project avoids unnecessary encroachment into open space or environmentally sensitive areas, while enhancing walkability, multi-modal connectivity, and overall community vitality. Its mix of housing types, amenities, and small-scale commercial uses will create a vibrant neighborhood environment that is compatible with its surroundings and beneficial to the wider village.

The project is also fully consistent with the policies and priorities of the South Kingstown Comprehensive Community Plan. The Plan calls for expansion of affordable housing, redevelopment within village centers, protection of rural areas, and promotion of compact, walkable development forms. This proposal advances each of those objectives. It respects the character of the West Kingston village area by situating larger buildings toward the rear of the site, maintaining streetscape appeal, and integrating landscaping and buffers to minimize impacts on nearby homes. At the same time, it strengthens the Town’s economic and social fabric by providing diverse housing options near key institutional anchors, including the University of Rhode Island, South County Hospital, which rely on a stable and accessible local housing supply.

Taken together, “The Lofts at Fairgrounds” demonstrates the type of balanced, forward-looking development that South Kingstown’s policies are designed to encourage. The project achieves multiple community goals simultaneously—expanding affordable housing opportunities, supporting transit-oriented development, reusing underutilized industrial land, and fostering inclusive, village-centered growth. It does so in a way that respects both the physical context and the long-term needs of the Town. Based on the evidence presented throughout this report, it is my professional conclusion that this proposal represents responsible land use planning and merits approval under the Comprehensive Permit process.

Respectfully,

Doug McLean, AICP

PROFESSIONAL BACKGROUND

I, Doug McLean, have 20 years of experience working as a professional planner in the State of Rhode Island. I received a Master's Degree in Planning from the University of Massachusetts in 2007. I tested for and successfully passed the American Institute of Certified Planners (AICP) exam in 2009, and I have maintained my certification to date. I currently serve as the Director of Planning and Development for the Town of Coventry. My professional background includes a mix of private consulting work and public-sector positions with the communities of North Kingstown, South Kingstown, Cranston, and Coventry. I have been accepted as a planning expert in front of dozens of boards in the State of Rhode Island. For further details on my professional background I have enclosed my CV at the end of this report.



THE COMMUNITY HOUSING LAND TRUST OF RHODE ISLAND

July 24, 2025

Mr. James Rabbit, Planning Director
South Kingstown Town Hall
180 High Street
Wakefield, RI 02879

Dear Mr. Rabbit,

Please accept this letter as confirmation that Mr. Jonathan Fox, of Alcamo Capital and the Lofts at Fairground LLC, has been in contact with the Community Housing Land Trust of Rhode Island with regards to the monitoring of the affordable units that would be included within the residential development that is proposed for 132 Fairgrounds Road in West Kingston.

Should this development be approved by the Town of South Kingstown Planning Board, the Community Housing Land Trust of Rhode Island will execute a formalized Monitoring Agreement with the Lofts at Fairgrounds LLC to serve as the monitoring agent for the seventy-eight affordable rental units created in conjunction with this development. Our role will be to ensure the development's initial and ongoing compliance with Rhode Island's Low and Moderate Income Housing Act, enabling the Town of South Kingstown to receive the appropriate credit towards its achievement of the state's 10% affordability requirement.

As Monitoring Agent, the CHLT-RI will prepare the deed restriction for the property that will ultimately encumber the development and will work with the Town and developer to successfully bring the affordable units online. As the developer is proposing that the LMIH units be developed as rental units, the monitoring scope of work provides for the following: setting of the maximum monthly rental rate based on the Town approved AMI targets, screening prospective tenants to determine initial eligibility and ongoing annual eligibility of in place tenants. The CHLT-RI will monitor the development for compliance for the duration of the deed-restricted period, including any resales of the development, in addition to the submittal of any required annual reports to the appropriate State entity. Lastly, the CHLT-RI will coordinate with RIHousing staff to provide the appropriate information and documentation to ensure that the affordable units created as part of this development are included in the LMIH inventory chart.

Should you have any questions or require any additional information, please feel free to contact me at 401-721-5680 ext. 104.

Sincerely,

Melina Lodge
Executive Director



DiPrete Engineering

August 28, 2025

James D. Rabbitt, AICP, Planning Director
South Kingstown Planning Department
180 High Street
Wakefield, RI 02879

RE: The Lofts at Fairgrounds – Comprehensive Permit (Master Plan)
132 Fairgrounds Road
Assessor's Plat 21-3 Lot 9
South Kingstown, Rhode Island
DE Project #: 3373-001

Dear Mr. Rabbitt:

DiPrete Engineering (DE) has prepared the following Master Plan narrative to supplement the submission materials and provide additional details for the proposed residential development. “The Lofts at Fairgrounds” is presented as a Comprehensive Permit application, in accordance with the State of Rhode General Law 45-53-4. As required by the Comprehensive Permit, 25% of the proposed units will be set aside as low- and moderate-income (LMI) units. The goal for this site is to create a residential development that not only meets the state law but also offers new housing options for those who want more affordable and other alternatives. The submitted plans have been slightly modified from the Pre-Application Conference to address some of the comments discussed at the Planning Board meeting.

The proposed residential buildings have been designed to create new housing opportunities on the under-utilized, excess parking area of the existing industrial building located on the property. The existing industrial building was previously occupied by American Power Conversion (APC) since the mid 1990's. The APC workforce and associated parking demand created the site layout and asphalt landscape that exists on the property today. APC was purchased by Schneider Electric in 2012, who occupied the building until they subsequently moved in 2020.

After many years on the market, the property was purchased in 2023 by the present owner (132 Fairgrounds LLC). The industrial building is currently occupied by Norpak LLC as a food packaging product manufacturer. The Norpak technological advances and automation of operations have created efficiency improvements that have reduced the workforce demand, creating excess parking on the property. The under-utilized parking areas are proposed to re-purposed as residential housing to support the growing demand in the Town.

The planning process has been ongoing for over a year and has involved much thought and preparation to create new buildings and associated amenities that will offer a high-quality residential development to support the surrounding uses including the University of Rhode Island (URI), the Kingston train station, and South County Hospital. It is intended to meet the needs of many current South Kingstown residents with alternatives for pricing and feasible housing options. The concept of additional residential uses in the West Kingston area near URI has been studied and the current plan has been developed over the past several months by a team of experts in the fields of architecture, engineering, surveying, financial viability, construction, and land planning.

This narrative explains the design development and provides extra information that is not shown on the plans. It also emphasizes the features and amenities of the plan that the designers and applicant believe are important and beneficial to the town and future residents. The applicant recognizes that this is the initial stage of the process and that there will be significant additional time and resources needed to advance the design and obtain the required state and local regulatory approvals, and address any possible Planning Board concerns about traffic, drainage, landscaping, site design, etc.

Comprehensive Permit Process

The Lofts at Fairgrounds are presented as a Comprehensive Permit application in accordance with the State of Rhode Island General Law 45-53-4. This law, effective January 1, 2024, allows an applicant proposing to build low- or moderate-income housing to submit to the local review board a single application for a comprehensive permit to build housing in lieu of separate applications to the applicable local boards. This procedure is only available for proposals in which at least twenty-five percent (25%) of the housing is low- or moderate-income housing.

Municipal government subsidies, including adjustments and zoning incentives, are to be made available to applications under this law to offset the differential costs of the low- or moderate-income housing units in a development. At a minimum, a municipality shall provide an applicant with more dwelling units than allowed by-right under its zoning ordinance in the form of a density bonus to allow an increase in the allowed dwelling units per acre, as well as other incentives and municipal government subsidies.

Recent amendments to the state law related to Low- and Moderate-Income Housing and the Comprehensive Permit process allow an applicant to apply for an optional Master Plan stage:

Optional Master Plan. An applicant may elect to apply for and be heard on Master Plan review prior to preliminary plan submission. If a Master Plan review is elected by the applicant the following shall apply:

Submission requirements. Submission requirements for Master Plan review shall be limited to the following:

- (A) An application form and fee;*
- (B) A short description of the project in writing including the number of units, type of housing, density analysis, list of adjustments needed, as well as a location map, and preliminary determinations as to site constraints;*
- (C) Conceptual site plans showing infrastructure locations for roadways, preliminary locations and design of conceptual stormwater facilities, location of sewer and water lines and/or wells and on-site wastewater treatment systems, locations of housing units, estimated locations of site constraints and wetlands;*
- (D) A preliminary traffic opinion for projects of over thirty (30) dwelling units;*
- (E) A letter of eligibility issued by the Rhode Island housing and mortgage finance corporation, or in the case of projects primarily funded by the U.S. Department of Housing and Urban Development or other state or federal agencies, an award letter indicating the subsidy, or application in such form as may be prescribed for a municipal government subsidy;*
- (F) If the applicant submits any requests for adjustments at master plan, a public hearing shall be held in the same manner as during preliminary plan review as set forth in this section and the applicant shall be responsible for providing the list of abutters and all advertising costs.*

Project Overview

The project consists of 6 new multi-family buildings and a retail/amenity building at the entrance. Each building provides a mixture of studio, one-bedroom, and two-bedroom units for a total of 311 units.

The design team has looked to provide key amenities to the future residents including an in-house fitness center, in-ground swimming pool with hot tub, outdoor passive/active recreation areas, new pedestrian walking paths, outdoor firepit/seating areas, detached covered garage spaces, and an outdoor pet area. The buildings will be professionally managed with onsite staff to serve the future residents.

Outdoor recreational areas are a key focus for the development and have been incorporated into the design. The applicant recognizes the importance of providing common areas (both indoor and outdoor) for the future residents to use. Potential outdoor recreation areas include:

- New walking path connections to create an integrated pedestrian circulation system
- Outdoor pet area
- Outdoor firepit with seating/meeting area
- In-ground swimming pool and hot tub
- Bike racks for multi-modal alternatives

The architecture of the buildings at The Lofts at Fairgrounds has been an important aspect of the design from the beginning. It was identified in early stages that integrating a residential community adjacent to the existing industrial building would be important to get right. In this case, Newbury Design Associates have created a site layout and residential community with building facades that the owners believe will be a great addition to the property. The architects will be prepared at the appropriate time to discuss with the board and staff what their design inspirations were, and goals in creating the new buildings.

The design team is excited to present the project to you at an upcoming Planning Board meeting and provide additional details into the project specifics. If you have any further questions on this matter, please feel free to contact me at your earliest convenience.

Sincerely,
DiPrete Engineering Associates, Inc.



Eric Prive, PE
Senior Project Manager
eprive@diprete-eng.com

OWNER AUTHORIZATION FORMSubmittal Date: 2/12/2025 8/29/25

Owner Authorization Forms for each owner of the property being considered for subdivision/development is to be submitted with each stage of review. If no changes to the ownership have occurred since the last stage of review, a copy of the previously submitted Form may be submitted with an updated Submittal Date.

Matthew Cucolo on behalf of
I, 132 Fairgrounds LLC hereby certify that I am an/the owner of property designated as
Plat 21-3, Lot 9, as shown on the Town of South Kingstown Tax Assessor Maps.
I further certify that I am the owner of the development rights for this property.

I hereby authorize and am in agreement with the application, signed by Jonathan Fox (132 Fairgrounds LLC)
(applicant), for subdivision or development for the subject property. Said application is to be submitted to the
Planning Department of the Town of South Kingstown for review and decision by the Planning Board.

WITNESS its name this 11th day of February, 2025.

BY: [Signature]

Signature of Owner

New Jersey
STATE OF ~~RHODE ISLAND~~
County of Union

In person on the 12th day of February, before me
personally appeared Matthew Cucolo (name) to me known and known by me
to the party executing the foregoing instrument and acknowledged said instrument, by him/her executed, to be
his/her free act and deed, as Authorized Signatory (individual, corporation, trustee, partnership,
non-profit, etc.).

[Signature]

Notary Public

My Commission Expires: June 9, 2026

Lofts at Fairgrounds
Preliminary Construction Budget

	Total Units
Development Units	311
Affordable	78
Market	233

	Total Project Cost	Cost/Unit
Development Cost		
Site Acquisition	\$1,000,000	\$3,215

Hard Cost:			
Sitework	\$4,893,615		\$15,735
Landscaping	Incl. in Sitework		
Residential Const.	\$95,023,420		\$305,542
Hard Cost Contingency	\$6,994,192		\$22,489
Total Hard Cost	\$106,911,227		\$343,766

Soft Cost:			
Permits/Surveys	\$100,000		\$322
Architectural	\$745,000		\$2,395
Engineering	\$300,000		\$965
Legal	\$76,749		\$247
Insurance	\$275,372		\$885
Security	\$75,000		\$241
Construction Manager	\$150,000		\$482
Property Taxes			
Construction Loan Interest	\$5,699,732		\$18,327
Application/Financing Fees	\$299,236		\$962
Appraisal	\$10,000		\$32
Utilities	\$50,000		\$161
Accounting			
Marketing & Commissions	\$100,000		\$322
Consultants	\$45,000		\$145
Soft Cost Contingency	\$140,175		\$451
Developer Fee	\$2,672,781		\$8,594
Total Soft Cost	\$10,739,043		\$34,531

Total Dev. Cost wo/Aqu.:	\$117,650,271		\$378,297
Total Dev. Cost w/Aqu.:	\$118,650,271		\$381,512

Sources			
Equity	\$50,879,948		\$163,601
Construction Financing	\$67,770,323		\$217,911

Sources Total:	\$118,650,271		\$381,512
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PROJECT TEAM FORM

Submittal Date: 8/29/2025

The Project Team Form is to be submitted with each stage of review. If no changes to the Project Team have occurred since the last stage of review, a copy of the previously submitted Form may be submitted with an updated Submittal Date.

ATTORNEY *This entity should be copied on all project correspondence* ☒ **YES** ☐ **NO**

Name: Darrow Everett LLP

Name of Primary Contact (if attorney is an organization): Kelley Morris Salvatore, Esq.

Address: One Turks Head Place, Suite 1200, Providence, RI 02903

Phone: (401) 453-1200 Email: ksalvatore@darroverett.com

ENGINEER *This entity should be copied on all project correspondence* ☒ **YES** ☐ **NO**

Name: DiPrete Engineering

Name of Primary Contact (if engineer is an organization): Eric Prive, PE

Address: Two Stafford Court, Cranston, RI 02920

Phone: (401) 943-1000 Email: eprive@diprete-eng.com

SURVEYOR *This entity should be copied on all project correspondence* ☐ **YES** ☒ **NO**

Name: DiPrete Engineering

Name of Primary Contact (if surveyor is an organization): Matthew Insana, PLS

Address: Two Stafford Court, Cranston, RI 02920

Phone: (401) 943-1000 Email: minsana@diprete-eng.com

LANDSCAPE ARCHITECT *This entity should be copied on all project correspondence* ☐ **YES** ☒ **NO**

Name: Diane C. Soule & Associates

Name of Primary Contact (if landscape architect is an organization): Diane C. Soule, RLA

Address: 422 Farnum Pike, Smithfield, RI 02917

Phone: (401) 231-0736 Email: diane@dcsa.ws

ARCHITECT *This entity should be copied on all project correspondence* ☒ **YES** ☐ **NO**

Name: Newbury Design Associates, Inc.

Name of Primary Contact (if architect is an organization): David M. Berryman, AIA, NCARB

Address: 100 Foxborough Boulevard, Suite 160

Phone: (508) 620-9705 x209 Email: dberryman@nda-arch.com

OTHER *This entity should be copied on all project correspondence* ☐ **YES** ☒ **NO**

Name: Crossman Engineering

Role on Project: Traffic Engineer

Name of Primary Contact (if entity is an organization): Paul J. Bannon, Senior Project Director

Address: 100 Jefferson Boulevard, Suite 200, Warwick, RI 02888

Phone: (401) 738-5660 Email: paul.bannon@crossmaneng.com

OTHER | This entity should be copied on all project correspondence YES NO

Name: Doug McLean, AICP

Role on Project: Land Use Consultant

Address: 1670 Flat River Road, Coventry, RI 02816

Phone: 401-822-6246 Email: dougmclean303@gmail.com

OTHER | This entity should be copied on all project correspondence YES NO

Name: Joseph D. Lombardo, AICP

Role on Project: Fiscal Consultant

Address: 7 Clam Shell Drive, Westerly, RI 02891

Phone: 401-539-2232 Email: lombardo33@outlook.com

OTHER | This entity should be copied on all project correspondence YES NO

Name: The Community Housing Land Trust of Rhode Island; contact Executive Director Melina Lodge

Role on Project: Monitoring agent

Address: 2181 Post Road, Warwick, RI 02886

Phone: 401-721-5680 Email: mlodge@housingnetworkri.org

Upon recording return to:

[Name]

[Address]

[City, State, Zip Code]

DEED RESTRICTION

(Rental)

This DEED RESTRICTION (this "Deed Restriction") is granted as of _____, 20__ by [NAME OF DEVELOPER/OWNER] having a mailing address of [ADDRESS OF DEVELOPER/OWNER] ("Grantor"), for the benefit of [NAME OF MUNICIPALITY] having a mailing address of [ADDRESS OF MUNICIPALITY] (the "Municipality"), as such Deed Restriction may be amended from time to time.

WITNESSETH:

A. Grantor holds or will acquire legal title to that certain real property located at [ADDRESS OF PROPERTY], and further identified as Plat __ and Lot __ in the Tax Assessor's Records of [NAME OF MUNICIPALITY] (the "Property"), and intends to construct a [___]-unit rental housing development, consisting of [___] residential buildings, at the Property.

B. The Property is part of a project known as [NAME OF DEVELOPMENT (IF APPLICABLE)] (the "Development"). The Property was developed with a municipal government subsidy (as defined in R.I.G.L. Chapter 45-53-2.23) used to ensure the development of affordable, accessible, safe and sanitary housing (the "Program") in accordance with the terms of the Rhode Island Low and Moderate Income Housing Act, R.I.G.L. Chapter 45-53-1 et seq. and the regulations promulgated thereunder (collectively, the "Act"), and subject to terms and conditions imposed by the Municipality).

C. As a condition to the municipal government subsidy, the Grantor has agreed that this Deed Restriction be imposed upon the Property as a covenant running with the land and binding upon any successors to the Grantor, as owner thereof.

D. [MONITORING AGENT] (the "Monitoring Agent") is obligated by the Program or has been retained to monitor compliance with and to enforce the terms of this Deed Restriction in accordance with a monitoring services agreement.

E. The rights and restrictions granted herein to the Monitoring Agent and the Municipality serve the public's interest in the creation and retention of affordable housing for persons and households of low and moderate income and in the restricting of the resale price of property in order to assure its affordability by future low and moderate income purchasers.

(form rev. 5/2018)

NOW THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Grantor hereby agrees that the Property shall be subject to the following rights and restrictions:

1. **Recitals Incorporated by Reference.** The foregoing recitals are incorporated by reference herein and made a part hereof.

2. **Affordability and Occupancy Requirement.**

(a) This Deed Restriction shall remain in effect from the date this Deed Restriction is recorded in the land evidence records of the Municipality and continuing for a period of [_____] (____) years thereafter (the "Affordability Period") unless earlier terminated in accordance with Section 3 or Section 5 hereof (the "Termination Date"). On and after the Termination Date, this Deed Restriction shall be of no further force or effect.

(b) During the Affordability Period, the rents charged by the Grantor for each rental unit shall remain affordable and shall be rented to an individual or household whose gross annual household income does not exceed [____ percent (____%)] of area median income (adjusted for household size) in the [_____] Metropolitan/Non-Metropolitan Statistical Area as established from time to time by the U.S. Department of Housing and Urban Development ("HUD").

(c) During the Affordability Period, the Property, or any portion thereof, shall be available for purchase at the maximum resale price only to an individual or household whose gross annual household income does not exceed [____ percent (____%)] of area median income (adjusted for household size) in the [_____] Metropolitan/Non-Metropolitan Statistical Area as established from time to time by HUD (an "Eligible Purchaser"). For purposes of this Deed Restriction, the "Maximum Resale Price" is determined to be the monthly housing costs (including principal, interest, taxes, insurance, and condominium fees, if any) that does not exceed thirty percent (30%) of the gross income of an individual or household earning [_____] percent (____%) of area median income (adjusted for household size).

(d) To be considered an Eligible Purchaser, the individual or household must intend to occupy and thereafter must occupy the Property as his, her or their principal residence and must provide to the Monitoring Agent such certifications as to income, assets and residency as the Monitoring Agent may require to determine eligibility as an Eligible Purchaser. Any use of the Property or any activity thereon which is inconsistent with the purpose of this Deed Restriction is expressly prohibited.

(e) Except as provided in Section 3(a) hereof, the Property shall remain affordable during the Affordability Period without regard to the term of any mortgage on the Property or to any transfer of ownership thereof.

(f) This Deed Restriction's compliance with the affordability requirements shall be monitored and enforced by the Monitoring Agent.

3. Rights of Mortgagees.

(a) Notwithstanding anything herein to the contrary, but subject to Section 3(b) hereof, if the holder of any mortgage on the Property (each, a "Mortgagee") shall acquire the Property by reason of foreclosure or similar remedial action under the provisions of such mortgage or upon conveyance of the Property in lieu of foreclosure, provided, that such Mortgagee has given the Monitoring Agent not less than sixty (60) days prior written notice of its intention to foreclose upon its mortgage or to accept a conveyance of the Property in lieu of foreclosure, and the Monitoring Agent does not exercise its right of first refusal to purchase the Property as provided in Sections 3(b) and (c) hereof, and provided, further that the principal amount secured by such mortgage does not exceed one hundred percent (100%) of the Maximum Resale Price calculated at the time of the granting of the mortgage (the "Permitted Indebtedness"), then the rights and restrictions contained herein shall terminate and not apply to such Mortgagee upon acquisition of the Property, or to any purchaser of the Property at a foreclosure sale conducted by such Mortgagee, or any purchaser of the Property from such Mortgagee, and the Property shall then be free from all such rights and restrictions. A Mortgagee of Permitted Indebtedness is referred to herein as a "Permitted Mortgagee."

(b) A Permitted Mortgagee shall notify the Monitoring Agent in the event of any default for which the Permitted Mortgagee intends to commence foreclosure proceedings, which notice shall be sent to the Monitoring Agent as set forth in this Deed Restriction (the "Foreclosure Notice"). Failure to notify the Monitoring Agent pursuant to the previous sentence shall not impair the validity of the foreclosure.

(c) Grantor grants to the Monitoring Agent or designee the right and option to purchase the Property upon receipt of the Foreclosure Notice. In the event the Monitoring Agent intends to exercise its option to purchase, the Monitoring Agent shall purchase the Property at a price equal to the greater of the Maximum Resale Price or the Mortgage Satisfaction Amount (as defined below) within sixty (60) days of receipt of the Foreclosure Notice. Any excess received by the Permitted Mortgagee over the greater of the Maximum Resale Price or the Mortgage Satisfaction Amount shall be paid to Grantor (provided, that in the event that such excess shall be paid to Grantor, Grantor shall thereafter indemnify such Permitted Mortgagee against loss or damage to such Permitted Mortgagee resulting from any claim made by any other party to the extent that such claim is based upon payment of such excess by such Permitted Mortgagee to Grantor in accordance herewith; provided, that such Permitted Mortgagee shall give Grantor prompt notice of any such claim and shall not object to intervention by Grantor in any proceeding relating thereto).

For purposes of this Section 3, "Mortgage Satisfaction Amount" shall mean the sum of the outstanding principal balance of the note evidencing the Permitted Indebtedness and secured by the mortgage securing such note, plus accrued interest and

all reasonable costs and expenses which the Permitted Mortgagee is entitled to recover pursuant to the terms of such mortgage.

4 Restrictions Against Leasing, Refinancing and Junior Encumbrances. The Property shall not be leased, rented, refinanced, encumbered (voluntarily or otherwise) or mortgaged without the prior written consent of the Monitoring Agent; provided that this provision shall not apply to a first mortgage granted in connection with the conveyance of the Property.

5. Purchase and Resale Options.

(a) If Grantor or any successor in title to Grantor shall desire to sell, dispose of or otherwise convey the Property, or any portion thereof, Grantor shall notify the Monitoring Agent in writing of Grantor's intention to convey the Property (the "Conveyance Notice"). Upon receipt of the Conveyance Notice, the Monitoring Agent shall (i) calculate the Maximum Resale Price, which Grantor may receive on the sale of the Property and (ii) promptly begin marketing efforts. Pursuant to a purchase and sale agreement, sale to an Eligible Purchaser or the Monitoring Agent at the Maximum Resale Price shall occur within ninety (90) days after the Monitoring Agent receives the Conveyance Notice, or such further time as reasonably requested to arrange for details of closing. If Grantor fails to cooperate in such resale efforts, including a failure to agree to reasonable terms in a purchase and sale agreement, the Monitoring Agent may extend the 90-day period for a period commensurate with the time the lack of cooperation continues, as determined by the Monitoring Agent in its reasonable discretion. In such event, the Monitoring Agent shall give Grantor written notice of the lack of cooperation and the length of the extension added to the 90-day period.

(b) Grantor shall ensure that diligent marketing efforts are made to locate an Eligible Purchaser ready, willing, and able to purchase the Property, or any portion thereof, at the Maximum Resale Price within the time provided for in Section 5(a) above and to enter into the requisite purchase and sale agreement.

(c) In lieu of sale to an Eligible Purchaser, the Monitoring Agent or designee shall also have the right to purchase the Property at the Maximum Resale Price within the time and conditions provided for in Section 5(a) above, and to enter into the requisite purchase and sale agreement. In the event of such a sale to the Monitoring Agent or designee, the Property shall remain subject to this Deed Restriction.

(d) Grantor understands and acknowledges that this Deed Restriction is not a promise or guarantee by the Monitoring Agent that Grantor shall receive the Maximum Resale Price for the Property or any other price for the Property.

(e) If an Eligible Purchaser is selected to purchase the Property, or if the Monitoring Agent elects to purchase the Property, the Property shall be conveyed by Grantor to such Eligible Purchaser or to the Monitoring Agent, by a good and sufficient warranty deed conveying a good and clear record and marketable title to the Property free

(form rev. 5/2018)

from all encumbrances except (i) such taxes for the then current year as are not due and payable on the date of delivery of the deed, (ii) any lien for municipal betterments assessed after the date of the Conveyance Notice, (iii) provisions of local building and zoning laws, (iv) all easements, restrictions, covenants and agreements of record, and (v), except as otherwise provided in a certificate of compliance, a Deed Restriction identical in form and substance to this Deed Restriction.

6. Resale and Transfer Restrictions.

(a) Except as otherwise provided herein, the Property or any interest therein shall not at any time be sold by Grantor, Grantor's successors and assigns, and no attempted sale shall be valid, unless (i) the aggregate value of all consideration and payments of every kind given or paid by the Eligible Purchaser or the Monitoring Agent as the case may be, to the then owner of the Property for and in connection with the transfer of such Property, is equal to or less than the Maximum Resale Price for the Property, and (ii) a Certificate of Compliance (the "Certificate") is obtained and recorded, signed and acknowledged by the Monitoring Agent, which Certificate refers to the Property, Grantor, the Eligible Purchaser, and the Maximum Resale Price, and states that the proposed conveyance, sale or transfer of the Property to the Eligible Purchaser is in compliance with this Deed Restriction, and (iii) a new deed restriction is recorded and executed by the Eligible Purchaser, which new deed restriction is identical in form and substance as this Deed Restriction.

(f) Grantor, any good faith purchaser of the Property, any lender or other party taking a security interest in such Property and any other third party may rely upon a Certificate as conclusive evidence that the proposed conveyance, sale or transfer of the Property to the Eligible Purchaser is in compliance with this Deed Restriction, and may record such Certificate in connection with conveyance of the Property; provided, that the consideration recited in the deed or other instrument conveying the Property upon such resale shall not be greater than the consideration stated in and authorized by the Certificate.

(g) Within ten (10) days of the closing of the conveyance of the Property, Grantor or Grantor's successors or assigns shall deliver to the Monitoring Agent a copy of the deed to the Property with the recording information affixed. Failure of Grantor or Grantor's successors or assigns to comply with the preceding sentence shall not affect the validity of such conveyance or the enforceability of the restrictions herein.

7. Enforcement.

(a) The rights hereby granted shall include the right of the Monitoring Agent to enforce this Deed Restriction independently by appropriate legal proceedings and to obtain injunctive and other appropriate relief against any violations including without limitation relief requiring restoration of the Property to its condition prior to any such violation (it being agreed that there shall be no adequate remedy at law for such violation), and shall be in addition to, and not in limitation of, any other rights and remedies available to the Monitoring Agent. Notwithstanding the foregoing, the Monitoring Agent may not

enforce this Deed Restriction by: (i) voiding a conveyance by Grantor; (ii) terminating Grantor's interest in the Property; (iii) accelerating Grantor's mortgage; (iv) increasing the interest rate of Grantor's mortgage or (v) subjecting Grantor to contractual liability such as damages, specific performance or injunctive relief.

(b) Without limitation of any other rights or remedies of the Monitoring Agent or its successors and assigns, in the event of any sale, conveyance or other transfer or occupancy of the Property in violation of the provisions of this Deed Restriction, the Monitoring Agent shall be entitled to the following remedies, which shall be cumulative and not mutually exclusive:

(i) reimbursement for all sums received by Grantor in excess of the Maximum Resale Price, if applicable; and

(ii) if the violation is a sale or an attempted sale of the Property at a price greater than the Maximum Resale Price as provided herein, the Monitoring Agent shall have the option to locate an Eligible Purchaser to purchase or itself purchase the Property on the terms and conditions provided herein; the purchase price shall be a price which complies with the provisions of this Deed Restriction.

(c) In addition to the foregoing, in the event of a violation of the provisions of this Deed Restriction, the Monitoring Agent may take appropriate enforcement action against Grantor or Grantor's successors in title or assigns, including, without limitation, legal action to compel Grantor to comply with the requirements of this Deed Restriction, unless otherwise prohibited by this Deed Restriction.

(d) Grantor for itself and Grantor's successors and assigns, hereby grants to the Monitoring Agent the right to enter upon the Property for the purpose of enforcing the restrictions herein contained, or of taking all actions with respect to the Property, which the Monitoring Agent may determine to be necessary or appropriate pursuant to court order, or with the consent of Grantor to prevent, remedy or abate any violation of this Deed Restriction.

8. Covenants to Run With the Property.

(a) A copy of this Deed Restriction, as recorded, shall be provided to the Monitoring Agent and the appropriate official of the Municipality.

(b) This Deed Restriction shall be deemed to be a low or moderate income housing deed restriction as that term is defined in Chapter 53 of Title 45 of the Rhode Island General Laws, and is enforceable as such.

(c) Grantor acknowledges, declares and covenants on behalf of Grantor and Grantor's successors and assigns (i) that this Deed Restriction shall be and are covenants running with the land, encumbering the Property for the Affordability Period, and are binding upon Grantor's successors in title and assigns, (ii) are not merely personal

covenants of Grantor, and (iii) shall bind Grantor, and Grantor's successors and assigns, and inure to the benefit of and be enforceable by the Monitoring Agent, the Municipality and its successors and assigns, for the Affordability Period.

9. Miscellaneous Provisions.

(a) Amendments. This Deed Restriction may not be rescinded, modified or amended, in whole or in part, without the written consent of the current owner of the Property, the Monitoring Agent and the Municipality.

(b) Notice. Any notices, demands or requests that may be given under this Deed Restriction shall be sufficiently served if given in writing and delivered by hand or mailed by certified or registered mail, return receipt requested, or via reputable overnight courier, in each case postage prepaid and addressed to the parties at their respective addresses set forth below, or such other addresses as may be specified by any party (or its successor) by such notice. All such notices, demands or requests shall be deemed to have been given on the day it is hand delivered or mailed:

Grantor:

[Name of Grantor]
[Address]
[City, State, Zip Code]
Attn:

Monitoring Agent:

[Name of Monitoring Agent]
[Address]
[City, State, Zip Code]
Attn:

Municipality:

[Name of Municipality]
[Address]
[City, State, Zip Code]
Attn:

(c) Further Assurances. Grantor agrees from time to time, as may be reasonably required by the Monitoring Agent, to furnish the Monitoring Agent, upon its request, with a written statement, signed and, if requested, acknowledged, setting forth the condition and occupancy of the Property, information concerning the resale of the Property and all other material information pertaining to the Property or Grantor's conformance with the terms of this Deed Restriction.

(d) Monitoring Agent Services. The Monitoring Agent shall monitor compliance of the Property, and enforce the ongoing requirements of this Deed Restriction, including the requirement that the Property be sold and resold to an Eligible Purchaser (or to the Monitoring Agent) in accordance with the terms of this Deed Restriction.

(e) Severability. If any provisions hereof or the application thereof to any person or circumstance shall come, to any extent, to be invalid or unenforceable, the remainder hereof, or the application of such provision to the persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each provision hereof shall be valid and enforced to the fullest extent permitted by law.

(f) Waiver by Monitoring Agent: No waiver by the Monitoring Agent of any breach of this Deed Restriction shall be deemed to be a waiver of any other or subsequent breach.

(g) Third Party Beneficiary. The Monitoring Agent and the Municipality shall be entitled to enforce this Deed Restriction and may rely upon the benefits hereof.

(h) Gender; Captions. The use of the plural in this Deed Restriction shall include the singular, the singular, the plural and the use of any gender shall be deemed to include all genders. The captions used in this Deed Restriction are inserted only as a matter of convenience and for reference and in no way define, limit or describe the scope of the intent of this Deed Restriction.

(i) Binding Successors. This Deed Restriction shall bind, and the benefits shall inure to, the respective parties hereto, their legal representatives, executors, administrators, successors, and assigns; provided, that Grantor may not assign this Deed Restriction or any of its obligations hereunder without the prior written approval of the Monitoring Agent and the Municipality pursuant to the terms of this Deed Restriction.

(j) Governing Law. This Deed Restriction is being executed and delivered in the State of Rhode Island and shall in all respects be governed by, construed and enforced in accordance with the laws of said State without giving effect to any conflict of law provision or rule.

(k) Independent Counsel. GRANTOR ACKNOWLEDGES THAT HE, SHE, OR THEY HAVE READ THIS DOCUMENT IN ITS ENTIRETY AND HAS HAD THE OPPORTUNITY TO CONSULT LEGAL AND FINANCIAL ADVISORS OF HIS, HER OR THEIR CHOOSING REGARDING THE EXECUTION, DELIVERY AND PERFORMANCE OF THE OBLIGATIONS HEREUNDER.

(l) Counterparts. This Deed Restriction may be executed in several counterparts, each of which shall be deemed to be an original copy of all of which together

shall constitute one agreement binding on all parties hereto, notwithstanding that all parties shall not have signed the same counterpart.

[signatures appear on next page]

IN WITNESS WHEREOF, the parties hereto each caused this Deed Restriction to be duly executed and delivered by themselves or their respective duly authorized representatives as of the day and year set forth above.

GRANTOR(S):

[NAME OF GRANTOR – IF
INDIVIDUAL]

[NAME OF GRANTOR – IF
CORPORATION]

By: _____
Name: _____
Title: _____

[INDIVIDUAL NOTARY CLAUSE]

STATE OF RHODE ISLAND
COUNTY OF PROVIDENCE

In _____ on this _____ day of _____, 20____,
before me personally appeared _____, to me known, and known by
me to be the party executing the foregoing instrument and he/she acknowledged said
instrument, by him/her executed to be his/her free act and deed.

Notary Public
Printed Name: _____
My Commission Expires: _____

[CORPORATE NOTARY CLAUSE]

STATE OF RHODE ISLAND
COUNTY OF PROVIDENCE

In _____ on this ____ day of _____, 20____, before me personally appeared _____, the _____ of _____, to me known, and known by me to be the party executing the foregoing instrument and he/she acknowledged said instrument, by him/her executed to be his/her free act and deed, in said capacity, and the free act and deed of _____.

Notary Public
Printed Name: _____
My Commission Expires: _____

The terms of this Deed Restriction are acknowledged by:

MUNICIPALITY:

[NAME OF MUNICIPALITY]

By: _____

Name: _____

Title: _____

STATE OF RHODE ISLAND
COUNTY OF PROVIDENCE

In _____ on this _____ day of _____, 20____,
before me personally appeared _____, the _____ of the
[NAME OF MUNICIPALITY], to me known, and known by me to be the party executing
the foregoing instrument, and he/she acknowledged said instrument, by him/her executed
to be his/her free act and deed, in said capacity, and the free act and deed of the [NAME
OF MUNICIPALITY].

Notary Public

Printed Name: _____

My Commission Expires: _____

MONITORING AGENT:

[NAME OF MONITORING AGENT]

By: _____

Name: _____

Title: _____

STATE OF RHODE ISLAND
COUNTY OF PROVIDENCE

In _____ on this _____ day of _____, 20____,
before me personally appeared _____, the _____ of
[NAME OF MONITORING AGENT], to me known, and known by me to be the party
executing the foregoing instrument, and he/she acknowledged said instrument, by
him/her executed to be his/her free act and deed, in said capacity, and the free act and
deed of [NAME OF MONITORING AGENT].

Notary Public

Printed Name: _____

My Commission Expires: _____

Exhibit A

Copy of Deed



DiPrete Engineering

July 31, 2025

Ms. Kathy Perez, Wastewater Superintendent
Town of South Kingstown
275 Westmoreland Street
Narragansett, RI 02882

RE: The Lofts at Fairgrounds
132 Fairgrounds Road
Assessor's Plat 21-3 Lot 9
South Kingstown, Rhode Island
DE Project #: 3373-001

Dear Ms. Perez,

The above-mentioned project is proposed at 132 Fairgrounds Road in South Kingstown, Rhode Island. The site is located on Assessor's Plot 21-3 Lot 9. The development will consist of the subdivision of an existing industrial lot and new construction of six (6) apartment buildings and associated amenities. The existing industrial building (Norpak) will remain an industrial use and the new apartment buildings will provide 311 units. The units will be a mixture of studio, 1-bedroom, and 2-bedroom units for a total of 403 bedrooms.

Sewer demand flow calculations for the proposed development are provided below. These flows are based on the Rhode Island Department of Environmental Management (RIDEM) Rules Establishing Minimum Standards Relating to Location, Design, Construction and Maintenance of Onsite Wastewater Treatment Systems:

- Industrial Building
 - o Factory/Industrial plant: 15 GPD per person x 40 employees = 600 GPD total
- Apartment Buildings
 - o Multi-Family Residence: 311 units (89 Studio + 130 1-bed + 92 2-bed) = 403 bedrooms
 - 115 GPD per bedroom x 403 bedrooms = 46,345 GPD total

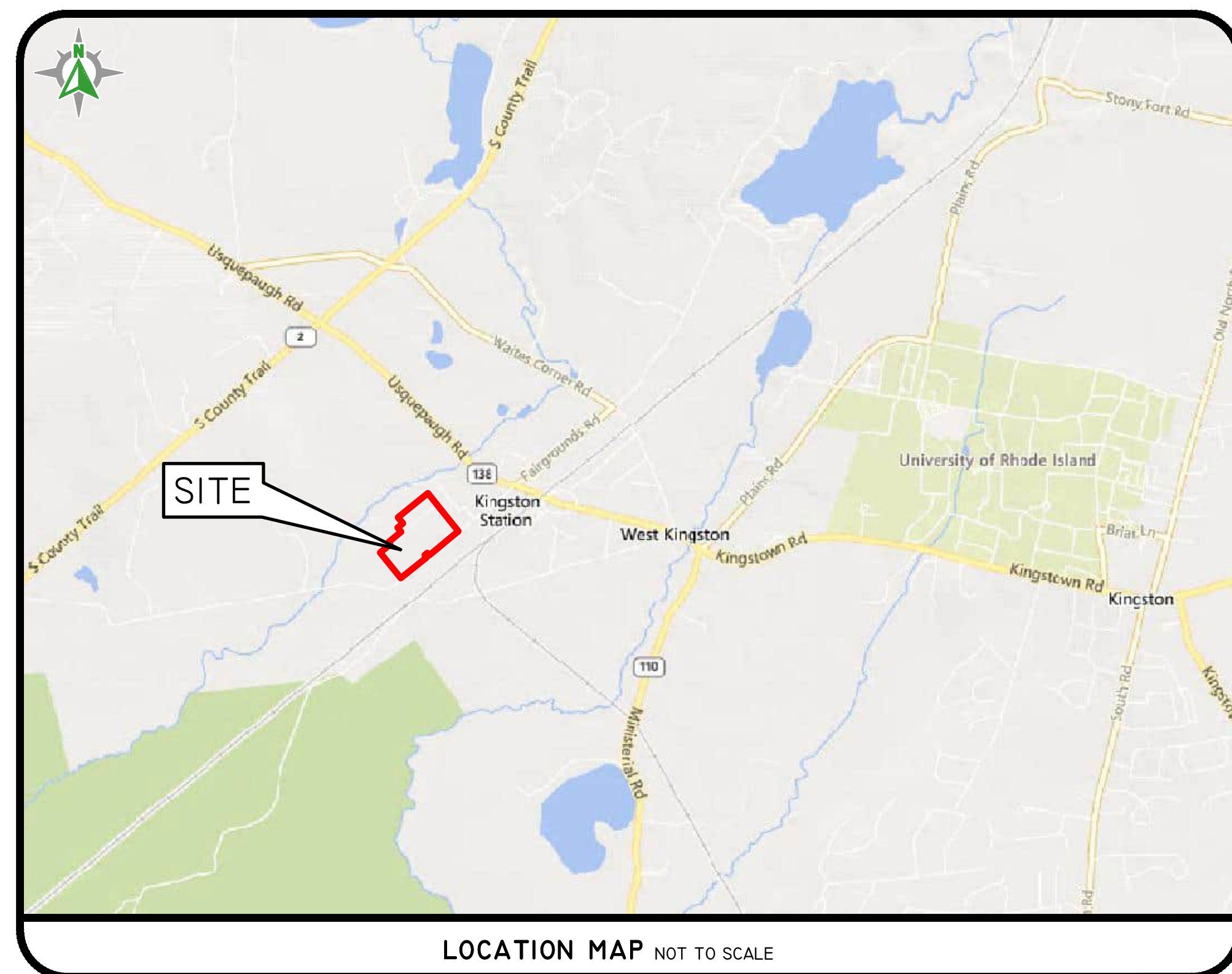
It's our understanding that the industrial property was previously used by American Power Conversion /Schneider Electric with a larger sanitary sewer flow and associated supporting infrastructure. We are seeking confirmation of sewer service availability for this project. The project is currently in the planning process and has not yet received any regulatory approvals. Construction will commence once all regulatory approvals have been received. If you have any further questions on this matter, please feel free to contact me at your earliest convenience.

Sincerely,
DiPrete Engineering Associates, Inc.

Eric Prive, PE
Senior Project Manager
eprive@diprete-eng.com

THE LOFTS AT FAIRGROUNDS

132 FAIRGROUNDS ROAD
SOUTH KINGSTOWN, RHODE ISLAND
ASSESSOR'S PLAT 21-3 LOT 9



Sheet Index

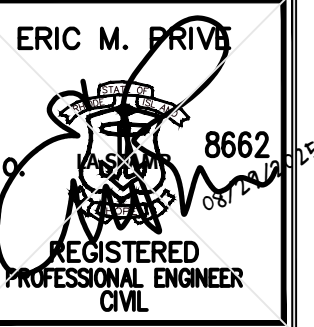
- 1 Cover Sheet
- 2 Aerial Half Mile
- 3 Existing Conditions Plan
- 4 Site Plan



RENDERING PROVIDED BY NDA ARCHITECTS



Two Stanford Court, Cranston, RI 02926 • Tel 401-943-1000



ENGINEERING. THE CONTRACTOR IS RESPONSIBLE FOR ALL OF THE MEANS, METHODS, SAFETY, PRECAUTIONS AND REQUIREMENTS, AND DESIGN CONFORMANCE IN THE IMPLEMENTATION OF THIS PLAN AND EXISTING UTILITIES SHOWN ON THIS PLAN ARE APPROXIMATE ONLY. THE CONTRACTOR ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE LOCATIONS OF EXISTING UTILITIES. SEE UTILITY NOTE ON SHEET 3.

0	02/07/2025	PRE APPLICATION CONFERENCE SUBMISSION	S.E.H.
NO.	DATE	DESCRIPTION	BY:
DRAWN BY: S.E.H.		DESIGN BY: E.M.P.	

THE LOFTS AT

OWNER/APPLICANT: ASSESSOR'S PLAT 21-3 LOT 9 SOUTH KINGSTOWN, RHODE ISLAND

132 FAIRGROUNDS LLC
51 DEFOREST AVENUE,
SUMMIT, NJ 07901

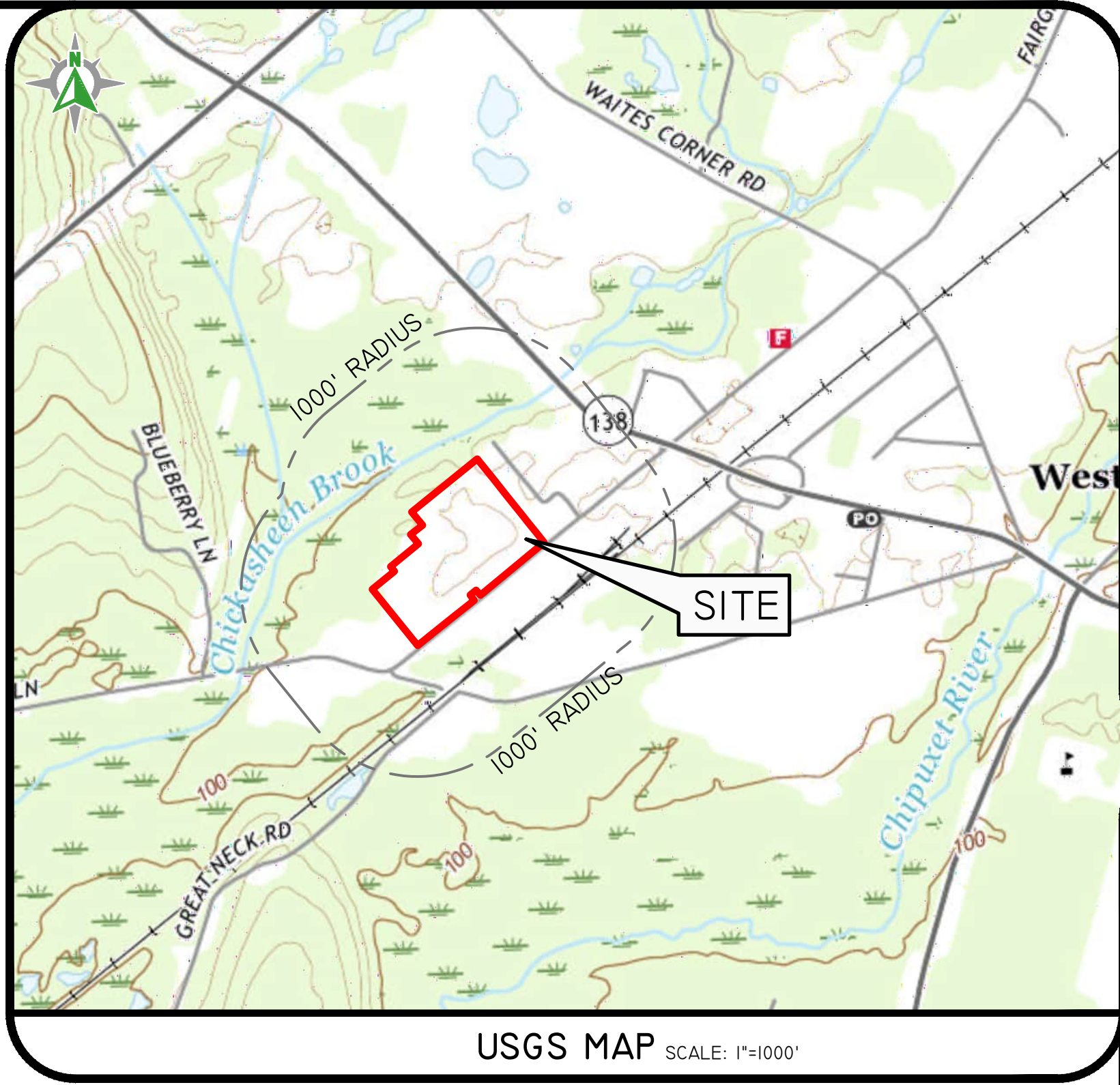
DE JOB NO: 3373-001 COPYRIGHT 2025 BY DIPRETE ENGINEERING ASSOCIATES, INC.

Z:\DEVELOPMENT\PROJECTS\1372-001 FAIRGROUNDS ROAD 132 AUTOCAD DRAWING\1372-001-HEIR-COMPREHENSIVE.DWG PLOTTED: 8/22/2025



PHOTO OBTAINED FROM NEARMAP.
DATE OF PHOTOGRAPHY 09/12/2024.

SCALE: 1"=400'
0 200' 400' 800'



USGS MAP SCALE: 1"=1000'

DiPrete Engineering
Engineers • Planners • Surveyors
www.diprete-eng.com



ERIC M. PRIVE
No. 8662
REGISTERED
PROFESSIONAL ENGINEER
CIVIL

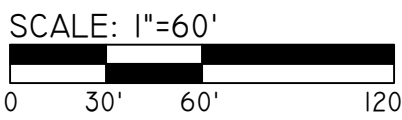


THIS PLAN SET MUST NOT BE USED FOR CONSTRUCTION PURPOSES
UNLESS IT IS ACCOMPANIED BY THE SIGNATURE AND SEAL OF
A REGISTERED PROFESSIONAL ENGINEER OF DIPRETE
ENGINEERING.
DIPRETE ENGINEERING ONLY WARRANTS PLANS ON A DIPRETE
PROFESSIONAL ENGINEER OF DIPRETE ENGINEERING. DIPRETE
ENGINEERING DOES NOT WARRANT PLANS OF ANY OTHER PARTY.
THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE
EXISTING UTILITIES SHOWN ON THIS PLAN ARE APPROPRIATE
AND ACCURATE. DIPRETE ENGINEERING ASSUMES NO RESPONSIBILITY FOR
ANY UTILITIES NOT SHOWN ON THIS PLAN. SEE UTILITY NOTES ON SHEET 3.

NO.	DATE	DESCRIPTION	DESIGN BY	DATE
1	08/29/2025	MASTER PLAN SUBMISSION	S.E.H.	
2	02/07/2025	PRE-APPLICATION CONFERENCE SUBMISSION	S.E.H.	
3	02/07/2025	DESIGN	B.T.	
4	02/07/2025	DESIGN	E.M.P.	

AERIAL HALF MILE
THE LOFTS AT FAIRGROUNDS
ASSESSOR'S PLAT 21-3 LOT 9
SOUTH KINGSTOWN, RHODE ISLAND
OWNER/APPPLICANT
132 FAIRGROUNDS LLC
51 DEFOREST AVENUE,
SUMMIT, NJ 07901

SHEET 2 OF 4



1. THE SITE IS PROPOSED TO BE BUILT IN MULTIPLE PHASES. EACH BUILDING WILL PROVIDE STUDIO, ONE BEDROOM AND TWO BEDROOM UNITS.
2. THE SITE IS TO BE SERVICED BY PUBLIC WATER AND PUBLIC SEWER.
3. PROPOSED DRIVE AISLES ARE TO BE 24' WIDE. PARKING SPACES TO BE 9'X18'
4. THE DRAINAGE SYSTEM WILL MEET THE TOWN OF SOUTH KINGSTOWN SUBDIVISION AND LAND DEVELOPMENT REGULATIONS WITH THE USE OF CATCH BASINS, CULVERTS, AND UNDERGROUND DRAINAGE MAINS. THE STORMWATER MANAGEMENT SYSTEM WILL MEET THE RIDEN BEST MANAGEMENT PRACTICE. ADDITIONAL DETAILS AND CALCULATIONS WILL BE PROVIDED AT THE PRELIMINARY PLAN STAGE.
5. DETAILED SOIL EROSION AND SEDIMENT CONTROL MEASURES TO BE INCORPORATED AT THE PRELIMINARY DESIGN STAGE AND WILL CONFORM TO THE RIDEN BEST MANAGEMENT PRACTICES.

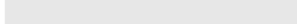
CURRENT ZONING:	I-1 INDUSTRIAL REQUIRED	PROVIDED	
	MINIMUM LOT AREA:	40,000 SF	PARCEL A 407,259 SF
MINIMUM FRONTAGE AND LOT WIDTH:	150'	150'	481'
MINIMUM FRONT AND CORNER SIDE YARD:	40'	192'	51'
MINIMUM SIDE YARD:	30'	30'	30'
MINIMUM REAR YARD:	30'	77'	39'
MAXIMUM STRUCTURE HEIGHT:	40'	-	59'*
MAXIMUM LOT BUILDING COVERAGE:	80%	48%	23%

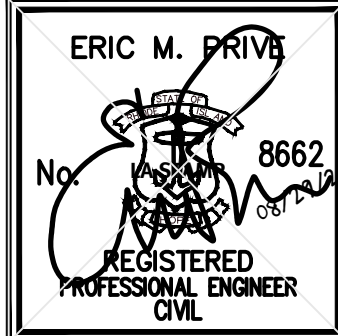
* ADJUSTMENT REQUESTED FOR PROPOSED BUILDING HEIGHT

TOTAL LOT AREA:	20.22 ACRES
PARCEL "A":	9.35 ACRES - EXISTING INDUSTRIAL BUILDING LOT
PARCEL "B":	10.87 ACRES - RESIDENTIAL COMMUNITY LOT
TOTAL NUMBER OF BUILDINGS:	6 RESIDENTIAL BUILDINGS + 1 RETAIL/AMENITY BUILDING
TOTAL NUMBER OF UNITS:	311 UNITS
UNITS PER ACRE:	28.6 UNITS / ACRE
<u>BUILDING BREAKDOWN:</u>	
BUILDING 1	3 STORY (27 UNITS)
• 9 STUDIO UNITS	
• 6 ONE BEDROOM UNITS	
• 12 TWO BEDROOM UNITS	
BUILDING 2-3 (2 BUILDINGS)	4 STORY (60 UNITS)
• 16 STUDIO UNITS	
• 28 ONE BEDROOM UNITS	
• 16 TWO BEDROOM UNITS	
BUILDING 4	4 STORY (44 UNITS)
• 16 STUDIO UNITS	
• 12 ONE BEDROOM UNITS	
• 16 TWO BEDROOM UNITS	
BUILDING 5-6 (2 BUILDINGS)	4 STORY (60 UNITS)
• 16 STUDIO UNITS	
• 28 ONE BEDROOM UNITS	
• 16 TWO BEDROOM UNITS	
TOTAL	6 RESIDENTIAL BUILDINGS 311 TOTAL UNITS 403 BEDROOMS

PARCEL A:	MANUFACTURING
PARKING REQUIREMENT:	1 SPACES PER 2 EMPLOYEES + 1 PER MOTOR VEHICLE (MIN 4)
EMPLOYEES:	90
MOTOR VEHICLES:	6
REQUIRED PARKING CALCULATIONS:	$90 / 2 = 45 + 6 = 51$ SPACES
<u>TOTAL PARKING SPACES PROVIDED:</u>	<u>144 SPACES</u>
PARCEL B:	COMMERCIAL - RETAIL
PARKING USE:	1 SPACES PER 350 SF
PARKING REQUIREMENT:	
COMMERCIAL SPACE PROVIDED:	5,000 SF
REQUIRED PARKING CALCULATIONS:	$5,000 / 350 = 14.3 = 14$ <u>SPACES</u>
<u>TOTAL COMMERCIAL SPACES PROVIDED:</u>	<u>14 SPACES</u>
PARKING USE:	RESIDENTIAL
PARKING REQUIREMENT:	1 SPACE PER UNIT - PER RIGL 45-53-4.(B)(2)
PROPOSED UNITS:	311
REQUIRED PARKING CALCULATIONS:	$311 \times 1 = 311$ <u>SPACES</u>
RESIDENTIAL SURFACE PARKING SPACES PROVIDED:	318 SPACES
PARKING GARAGE:	25 SPACES (5 SPACES PER GARAGE @ 5 GARAGES)
POTENTIAL ADDITIONAL SURFACE SPACES:	56 SPACES
TOTAL RESIDENTIAL PARKING SPACES:	<u>399 SPACES</u> (1.28 SPACES/UNIT)
ADDITIONAL ON-STREET PARKING SPACES:	26 SPACES (NOT INCLUDED IN CALCULATION)
PARKING AREA:	140,000 SF
REQUIRED INTERNAL LANDSCAPE:	14,000 SF
REQUIRED INTERNAL LANDSCAPE:	22,500 SF

NOT ALL ITEMS SHOWN WILL APPEAR ON PLANS

- | | |
|---|-------------------------|
|  | PROPERTY LINE |
|  | BUILDING FOOTPRINT |
|  | ASPHALT PAVEMENT |
|  | CONCRETE SIDEWALK |
|  | PERVIOUS PAVING |
|  | POOL |
|  | POOL PATIO |
|  | DUMPSTER |
| | TREE/SHRUB |
|  | PICNIC TABLE & UMBRELLA |



THIS PLAN SET MUST NOT BE USED FOR CONSTRUCTION PURPOSES UNLESS IT WAS SPECIFICALLY ISSUED FOR CONSTRUCTION AND STAMPED BY A LICENSED PROFESSIONAL ENGINEER OF DIPRETE ENGINEERING.

DIPRETE ENGINEERING ONLY WARRANTS PLANS ON A DIPRETE ENGINEERING ONLY WARRANT PLANS. DIPRETE ENGINEERING, DIPRETE PROFESSIONAL ENGINEER OF DIPRETE ENGINEERING, DIPRETE PROFESSIONAL ENGINEER OF DIPRETE ENGINEERING, DIPRETE PROFESSIONAL ENGINEER OF DIPRETE ENGINEERING DOES NOT WARRANT PLANS BY ANY OTHER PARTY.

THE CONTRACTOR IS RESPONSIBLE FOR ALL OF THE MEANS, METHODS, SEQUENCE, SAFETY, PRECAUTIONS AND REQUIREMENTS, AND OSHA COMPLIANCE IN THE IMPLEMENTATION OF THIS PLAN AND DESIGN.

EXISTING UTILITIES SHOWN ON THIS PLAN ARE APPROXIMATE ONLY. DIPRETE ENGINEERING ASSUMES NO RESPONSIBILITY FOR DAMAGES INCURRED DUE TO LOCATIONS OF EXISTING UTILITIES.

1	08/29/2025	MASTER PLAN SUBMISSION	S.E.H.
0	02/07/2025	PRE APPLICATION CONFERENCE SUBMISSION	S.E.H.
NO.	DATE	DESCRIPTION	BY:
DRAWN BY: S E H		DESIGN BY: F M P	

SITE PLAN

THE LOFTS AT FAIRGROUNDS
ASSESSOR'S PLAT 21-3 LOT 9
SOUTH KINGSTOWN, RHODE ISLAND

OWNER/APPLICANT:
132 FAIRGROUNDS LLC
51 DEFOREST AVENUE,
SUMMIT, NJ 07901

Proposed Residential Development South Kingstown, Rhode Island

The Lofts at Fairgrounds

TRAFFIC IMPACT STUDY



Proposed Residential Development

The Lofts at Fairgrounds

South Kingstown, Rhode Island

TRAFFIC IMPACT STUDY

Prepared for:

132 Fairgrounds, LLC
51 Deforest Avenue
Summit, NJ 07901

Prepared by:

CROSSMAN ENGINEERING

August 2025

August 27, 2025

Mr. Matthew J. Cucolo
132 Fairgrounds, LLC
51 Deforest Avenue
Summit, NJ 07901

Re: Proposed Residential Development
The Lofts at Fairgrounds
Fairgrounds Road
South Kingstown, Rhode Island

Dear Mr. Cucolo:

Crossman Engineering (Crossman), in accordance with our scope of services, has completed a planning level traffic study for a proposed residential development project, *The Lofts at Fairgrounds*, in the Town of South Kingstown, Rhode Island. The site is located along the westerly side of Fairgrounds Road between Kingstown Road (Route 138) and Liberty Lane. The property is fully developed with a single, large corporate office building with warehouse/manufacturing space that was formerly occupied by the *Schneider Electric* company. The building is presently being renovated to accommodate a smaller scale manufacturing business, *Norpak*.

Based upon our discussions and review of the site plans prepared by *DiPrete Engineering*, it is our understanding that the large commercial property will be subdivided into two lots to create a separate residential apartment complex. The residential use will occupy land formerly utilized for parking lots that were constructed to accommodate the hundreds of employees of the former *Schneider Electric Company*. These available impervious areas of the site are proposed to be redeveloped to include six apartment buildings containing a total of 327 units and a separate, community amenities building with recreational facilities and a pool. Access and egress to the property will be from a relocated driveway on Fairgrounds Road.

The study included herein, was conducted to determine the adequacy of the existing servicing roadways to accommodate anticipated traffic to be generated by the residential development project. An analysis of potential impacts to the roadway capacity and safety has been completed and is discussed in the following report.

Very truly yours,
Crossman Engineering



Paul J. Bannon
Senior Project Director

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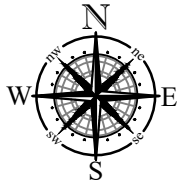
1.0 INTRODUCTION

The objective of the following study is to assess the potential traffic impacts associated with a proposed residential development project, *The Lofts at Fairgrounds*, in the Town of South Kingstown, Rhode Island. The project is located on a property along the westerly side of Fairgrounds Road approximately 1,200 feet to the southwest of Kingstown Road (Route 138). The fully developed 20-acre property will be subdivided into two lots, one containing the *Norpak* manufacturing business and the second, a new residential apartment complex. Access/egress to the new apartments will be provided from an existing access driveway that will be shifted approximately 75 feet to the north to accommodate the layout of the apartment complex. Refer to the Figure 1, Project Vicinity Map, on the following page for the project location within the community.

The study summarized herein focused on both safety and traffic flow efficiency along the routes providing access to the site, including Kingstown Road (Route 138) in the immediate area, and Fairgrounds Road. The analysis also included a review of the Fairgrounds Road intersections with the proposed site driveway, and the signalized junction with Kingstown Road (Route 138). The impacts associated with the site-related traffic have been defined and evaluated in accordance with standard traffic engineering guidelines and procedures.

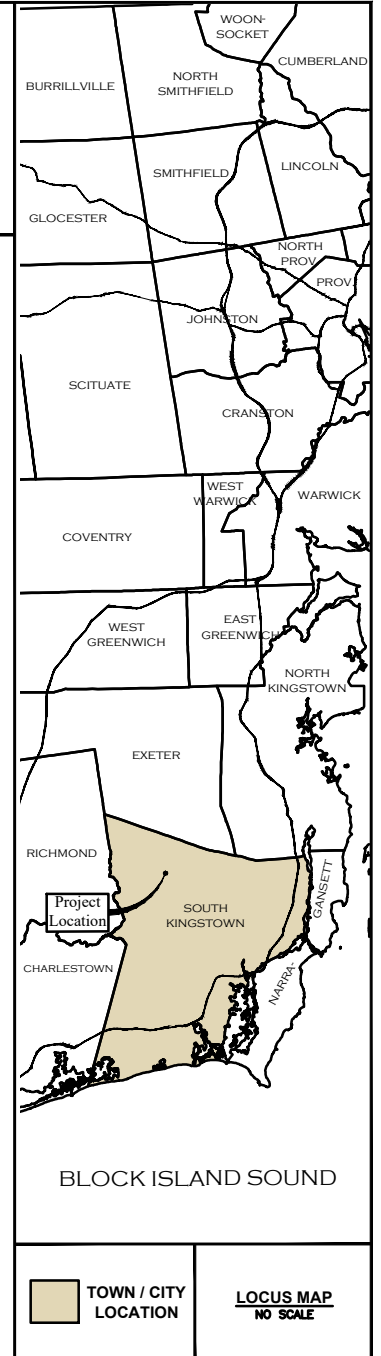
The traffic engineering study completed for this project included the following:

- A traffic counting program to define the existing traffic patterns and operational characteristics along the roadways servicing the subject property. The data collection included Automatic Traffic Recorder (ATR) counts on Kingstown Road and Fairgrounds Road, and a Manual Turning Movement Count (TMC) at the intersection of Kingstown Road with Fairgrounds Road. A review of historical counts from previous studies conducted in the general vicinity of the subject property and from the Rhode Island Department of Transportation (RIDOT), was also completed.
- An inventory of the physical roadway characteristics of Kingstown Road and Fairgrounds Road in the immediate site vicinity to determine the adequacy of the existing roadway geometric features in reference to safety and operations.
- An analysis of crash records obtained from the South Kingstown Police Department to determine if there are any safety concerns relative to the frequency, severity, or pattern of crashes in the project area.
- An estimate of future traffic volumes for the proposed residential development was calculated using data from the *Trip Generation Manual*, an informational report published by the Institute of Transportation Engineers (ITE).
- Evaluation and analysis of the traffic safety and operations for existing and future build traffic conditions and development of recommendations where necessary, that would be required to maintain safe and efficient traffic flow in the project area.



The Lofts at Fairgrounds

SOUTH KINGSTOWN, RHODE ISLAND



2.0 PROJECT AREA

As noted in the previous section, the subject property is situated along the section of Fairgrounds Road between Kingstown Road (Route 138) and Liberty Lane. The property is fully developed with a single, large corporate office building with warehouse/manufacturing space that was formerly occupied by the *Schneider Electric* company, an electrical device manufacturer. Other than the building, much of the remaining portion of the property contains large, bituminous and gravel parking lots that were required to accommodate over 900 employees of the former business. The building is presently being renovated and outfitted to accommodate *Norpak*, a much smaller scale, food service paper manufacturing company with less than 100 employees. It is anticipated that the new business should be in full operation by the second half of 2026. Figure 2 on the following page depicts the general project area, and the boundary lines of the subject property.

Land use in the immediate area can be defined as a mixture of residential, industrial, and commercial properties immediately surrounding the subject lot and along Fairgrounds Road. Along the southeasterly side of Fairgrounds Road is *Arnold Lumber*, *Ocean Sate Transit*, a school bus transportation business, the *Fairgrounds Business Development Center* that contains multiple companies including the *Shaidzon Beer Company*, *Kenyon Consumer Products*, *RI Mushroom* and *Arnold's Backyard*. Several other industrial lots and businesses are situated further to the south along Liberty Lane. To the north and west is the Shickasheen Brook and the *Shickasheen Farm*. Abutting the property to the northeast is a small neighborhood situated off Shickasheen Way. The Amtrak rail corridor and the Kingston Rail Station are further to the east abutting the commercial properties along the southeasterly side of Fairgrounds Road.

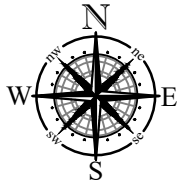
Kingstown Road (Route 138) will serve as the primary regional access route to the site, with Fairgrounds Road providing immediate local access. Based upon the good operating characteristics along the servicing roadways, and the estimated hourly volume and type of traffic associated with the new residential apartments, a study impact area was defined for the project. The limits of the study area for analysis focused on Kingstown Road in the immediate area and Fairgrounds Road between Liberty Lane and Kingstown Road including their intersection.

3.0 EXISTING CONDITIONS

3.1 ROADWAYS

Kingstown Road (Route 138)

Route 138 through the southern part of the state is classified as a principal arterial extending from the Connecticut State Line and Route 95 to the west, to Aquidneck Island and the Massachusetts State Line to the east. It varies in name and typical section along its length from a two-lane to a four-lane divided roadway. For much of its length in South Kingstown, it is a two-lane arterial known as Kingstown Road. It should be noted that Route 138, within the immediate area between Route 2 and Route 108, is presently scheduled for roadway and bridge improvements by the RIDOT that will begin in 2026. The roadway will



The Lofts at Fairgrounds

SOUTH KINGSTOWN, RHODE ISLAND



CROSSMAN ENGINEERING

100 Jefferson Blvd., Suite 200 | Warwick, RI 02888
1 George Leven Drive, Suite 200 | N. Attleboro, MA 02760

Project Area Map

Figure 2

be reconstructed with new curbing, sidewalks, pavement structure, traffic signals and bridges. Other public infrastructure construction in the immediate area includes the expansion of the Kingston Train Station parking facility adjacent to the station. This work is planned by the RIDOT and is currently being advertised for construction to begin later this year.

In the project area, Kingstown Road which is posted at 25 mph, is variable in width, but generally 40 feet wide consisting of an 11-foot travel lane and a variable width shoulder in each direction. The roadway is delineated with a double yellow centerline and white shoulder markings. The pavement surface can be classified as being in fair to poor condition with areas of cracking and heavy deterioration. Concrete curbing and sidewalks are present in the project area. Within the project limits, cobra-head light fixtures on utility poles are provided for nighttime illumination of the roadway and intersecting side streets. These features can be seen in the adjacent photograph looking to the west at the Fairgrounds Road intersection.



Fairgrounds Road

Fairgrounds Road in the project area is a local road extending generally in a northeast/southwest direction between Kingstown Road to the northeast and Liberty Lane to the southwest, spanning approximately a half a mile in length. The roadway is posted with a speed limit of 25 mph. Fairgrounds Road is largely used by patrons and employees of the various businesses and commercial properties along its length. In the immediate site vicinity, Fairgrounds Road is approximately 26 feet wide consisting of a 13-foot-wide travel in each direction separated by a double yellow lane marking. There is no curbing or sidewalk provided along the roadway. These features can be seen in the adjacent photograph looking north along the property frontage.



The pavement surface can be classified as being in fair condition along the property frontage, with areas of edge cracking and crack sealing treatments completed as part of the town's pavement maintenance program. On-street parking is permitted along the frontage of *Arnold Lumber* for employees. Formal paved areas and informal gravel areas with undelineated perpendicular parking was observed extending approximately 1,000 feet south of Kingstown Road along the easterly edge of pavement.

3.2 INTERSECTIONS

Kingstown Road (Route 138) at Fairgrounds Road

Fairgrounds Road intersects Kingstown Road to form a signalized, four-way junction. The Kingstown Road eastbound approach contains a single all-purpose lane with a channelized right turn onto Fairgrounds Road. The westbound approach provides a single thru/right turn lane and a separate 300-foot exclusive left turn lane. Fairgrounds Road accommodates single all-purpose lanes on both the northbound and southbound approaches.

The traffic signal system is in poor condition as it is over 30 years old. The most recent upgrade was in 2011 and was limited to several heads and new controller system. The layout of the signal equipment consists of a simple span configuration with span poles on the northwest and southeast quadrants. The controller is mounted on the span pole and in-road loops provide vehicle detection. No pedestrian control accommodations are available at the junction, though marked crosswalks are provided across the Fairgrounds Road approaches and the westbound Kingstown Road approach. The crosswalks link to non-ADA compliant wheelchair ramps.

The traffic signal was determined to operate in a fully actuated, three phase manner including an advanced westbound protected left movement for Kingstown Road. The minor approaches are serviced concurrently in phase 3. As previously noted, the RIDOT is currently proposing to upgrade the traffic signal system as part of the Kingstown Road Reconstruction project scheduled to begin in 2026. The upgrade will include all new equipment including mast arm mounted signal heads, controller, and pedestrian signal heads/detection for each crossing, with ADA compliant wheelchair ramps. The new controller and permitted left turn phasing with a flashing yellow indication should enhance intersection efficiency and safety with dedicated time-of-day phasing and timing plans and movement control.

Fairgrounds Road at Norpak Property Site Driveways

Existing site access driveways to the property intersect Fairgrounds Road at three locations, one each to the north and south of the existing building, and a main entrance directly in front of the building. The northern driveway provides truck access to the rear of the building and loading docks and will not be altered. The southern employee driveway provides access to a large parking lot situated on the southerly and westerly sides of the building where office space was located. This driveway will be converted to the primary residential apartment access driveway and shifted approximately 75 feet to the north.

The central driveway provides access to the main front entrance of the building and the parking lot along the property frontage of Fairgrounds Road. This central driveway will also be shifted to the north, approximately 300 feet. The *Norpak* business will maintain the two northern driveways as historically used with employees accessing at the front of the building and the primary truck access provided at the northern driveway.

Each driveway intersection is a two-way stop-controlled T-type junction consisting of three, single lane approach legs. The eastbound driveway approach at each intersection operates under stop control with no control for the Fairgrounds Road north/south movements. These features and control will continue under future conditions.

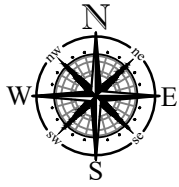
3.3 TRAFFIC DATA

Existing traffic flow characteristics for this area were developed from a traffic counting program conducted by Crossman in April 2025 and review of record data available from the Rhode Island Department of Transportation. The data collection included seven-day Automatic Traffic Recorder (ATR) counts on Kingstown Road (Route 138) and Fairgrounds Road, and a peak hour, manual Turning Movement Count (TMC) at the signalized intersection of Kingstown Road (Route 138) with Fairgrounds Road.

Based upon the ATR data, Kingstown Road was found to service approximately 13,000 vehicles per day (VPD) during the weekday period, and an average of 9,500 vehicles per day on the weekend. Kingstown Road to the west of Fairgrounds, services approximately 860 vehicles during the weekday morning peak hour between 8:00 and 9:00 AM with 600 vehicles eastbound and 260 vehicles westbound. During the weekday afternoon peak hour between 4:00 and 5:00 PM, Fairgrounds Road was found to service approximately 1,200 vehicles with 430 vehicles eastbound and 770 vehicles westbound.

Fairgrounds Road was found to service approximately 1,600 vehicles per day (VPD) during the weekday period and an average of 450 vehicles per day on the weekend. Fairgrounds Road along the property frontage services approximately 110 vehicles during the weekday morning peak hour between 8:00 and 9:00 AM with 70 vehicles northbound and 40 vehicles southbound. During the weekday afternoon peak hour between 3:00 and 4:00 PM, Fairgrounds Road was found to service approximately 150 vehicles with 90 vehicles northbound and 60 vehicles southbound.

In addition to the ATR counts as noted, Crossman completed a manual turning movement count at the study intersection of Kingstown Road with Fairgrounds Road. Data was collected during the peak weekday periods between 7:00-9:00 AM and 3:00-6:00 PM when the proposed site and surrounding roadway would service the highest combined peak volume of traffic. Figure 3 on the following page depicts the daily peak hour turning movement volumes for the morning and afternoon peak periods at the study intersection. The ATR and manual traffic count data obtained for this study corroborated the record information along the Route 138 corridor, where peak hour volumes have remained relatively constant in the project area over the last 20 years. Complete count information can be found in the Appendix.

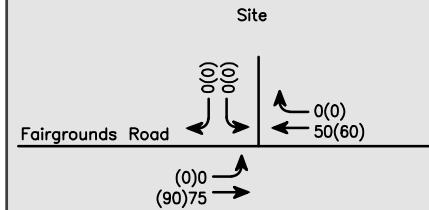


The Lofts at Fairgrounds

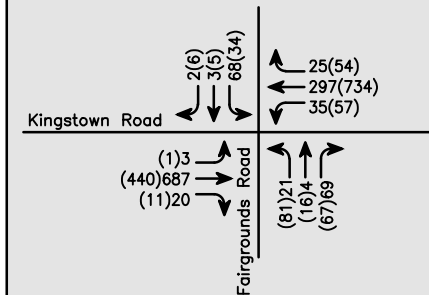
SOUTH KINGSTOWN, RHODE ISLAND



1 Fairgrounds Road at Site



2 Fairgrounds Road at Kingstown Road (Rte. 138)



LEGEND:

- TURN LANE
- XXX AM PEAK VOLUMES (7:00 TO 8:00)
- (XXX) PM PEAK VOLUMES (4:15 TO 5:15)
- STUDY INTERSECTION

4.0 SAFETY ANALYSIS

In order to determine if there are any limiting factors affecting safety relating to access to the proposed residential project, the physical characteristics of study area roadways were investigated. These limiting factors would potentially include horizontal or vertical roadway geometric changes or roadside obstructions that limit sight distances for vehicles traveling along the road or entering the road from a side street or driveway location. In this instance, the *Stopping Sight Distance* requirement is a design standard necessary to permit turning vehicles to safely enter and exit the development at the proposed site access driveway intersection with Fairgrounds Road. In addition to the review of physical roadway features, a review of record crash data from the South Kingstown Police Department was also completed to determine if there was a frequency, severity, or pattern of crashes in the project area that requires mitigation.

STOPPING SIGHT DISTANCE

Stopping Sight Distance (SSD) is the minimum distance that a driver travelling along a roadway at or near the design speed, requires in order to adequately perceive, react and safely come to a stop prior to reaching an object in its travel path and avoid a collision. The *available* and *required* SSD are a function of the roadway geometry and design speed respectively, and are factored in when determining the appropriate and safe location of a site driveway or roadway intersection.

The horizontal and vertical curvature of Fairgrounds Road in the vicinity of the site driveway can be described as relatively straight and level. Based upon the roadway geometry as described, and the available sight distances determined through field measurements in the vicinity of the study intersection, a review of the *required* stopping sight distance was undertaken to ensure safe operations.

The required SSD is based upon the speed of traffic travelling along the roadway and this value is compared to the available or *measured* SSD to determine if this safety measure is satisfied. In determining the required SSD, the design speed of the roadway must be established. The most recent edition of the American Association of State Highway and Transportation Officials' (AASHTO's) publication *A Policy on Geometric Design of Highways and Streets*, Table 3-1 is referenced in determining the required stopping sight distances, which is based on the design speeds for each roadway.

One method of determining the design speed of a roadway is referenced in the *RIDOT Highway Design Manual*. On roadways with a posted speed limit less than 40 mph, the design speed is estimated to be the posted speed limit, plus 5 mph in urban areas, and plus 10 mph in rural areas. To determine if the minimum requirements for safe SSD's were met at the proposed study intersection, a conservative design speed of 35 mph was utilized for Fairgrounds Road which is posted at 25 mph in evaluating the stopping sight distances.

In addition to evaluating the SSD based upon the posted *speed limit* and resultant *design speed*, to be conservative, actual speed data was also obtained to determine the 85th percentile speed for drivers travelling along Fairgrounds Road in the project area. The 85th percentile speed represents the speed at which 85 percent of drivers are travelling at or slower and is utilized when available in the analysis of required sight distances. Based on speed data obtained as part of the data collection program, the 85th percentile speed for Fairgrounds Road with a posted speed limit of 25 mph was determined to be 41 mph for northbound and 38 mph for southbound traffic.

Based upon the roadway geometry as defined for Fairgrounds Road, the stopping sight distances available at the proposed site access driveway intersection were determined to be in excess of 500 feet in both directions, which are greater than the required safe stopping sight distance of 155 feet based on the posted speed limit of 25 mph, 250 feet for the AASHTO requirements for a 35 mph design speed established per RIDOT policy, and the 316 feet for the actual or 85th percentile travel speeds between 38 and 41 mph recorded along this section of road.

Also, as part of our analysis, a review of crash statistics was completed. Data was reviewed from the initial *Norpak* study prepared in 2023 by BETA Group, where records were obtained from the Town of South Kingstown Police Department to determine if any location in the immediate vicinity of the development experienced a high frequency or pattern of crashes. Based upon a review of the data, A total of 15 crashes occurred in the project area over the three-year study period, with no reported injuries and no fatalities.

Summarizing the data, a majority of crashes (67%) within the study area occurred at the signalized intersection of Fairgrounds Road with Kingstown Road and were rear end collisions. In general, most of the rear end collisions were caused by a driver's inattentiveness or error during the vehicle change intervals. With an average of three crashes per year and no fatalities occurring, the intersection operates generally in a safe manner as these types of crashes are common at signal-controlled junctions due to the numerous starting and stopping requirements associated with the change intervals. As previously noted, this intersection will be upgraded by the RIDOT within the next few years and will incorporate safety enhancements including adjusted change intervals and new signal heads with visors for improved visibility to help reduce rear-end collisions.

The remaining roadways and intersections that were reviewed, found one or fewer collisions per year, resulting in no trends that would warrant the need for safety improvements or mitigation. Based upon the low incidence of crashes from historical crash data obtained from the local police as part of the original study, and understanding of safety enhancements being proposed in the near future by RIDOT, a review of more current data was not determined necessary as part of this study. Also, a review of existing roadway geometry and operations, roadway or traffic related safety enhancements are not warranted to improve traffic operations or safety within the immediate project area. A summary of the accident data from the original study depicting the number, type, and severity is provided in the Appendix for reference.

5.0 IMPACT ANALYSIS

5.1 TRIP GENERATION

To determine the traffic impact of a proposed development, estimates of anticipated traffic to be generated by a particular land use must be calculated. As previously discussed, the development proposal includes the subdivision of the 22-acre lot to create a separate residential lot containing 11.2 acres. The residential parcel will include construction of six new apartment buildings with a total of 327 residential units located to the south and west of the existing manufacturing building within the existing paved and gravel surface parking lots that are no longer needed for the manufacturing business. There will also be small detached garage structures distributed throughout the site within the parking areas that are situated adjacent to the buildings.

A separate, amenities building containing space for resident gatherings/entertainment, exercise room, complex office and small space for a potential retail use catering to apartment complex residents is proposed along the frontage of Fairgrounds Road. This area will also have an inground pool to provide an active common space for residents at the entrance to the complex. Figure 4 on the following page depicts the site layout and access plan for the development provided by *DiPrete Engineering*.

For this site, projected traffic volumes for the residential project were based on use of trip generation factors. These factors are taken from the “Trip Generation” manual, an informational report published by the Institute of Transportation Engineers (ITE), a national professional organization for traffic and transportation engineers. For the proposed residential project, Land Use Code 221 Multifamily Housing (Mid-Rise) was utilized. Table 1 provides a summary of peak hour trips estimated for the residential development project.

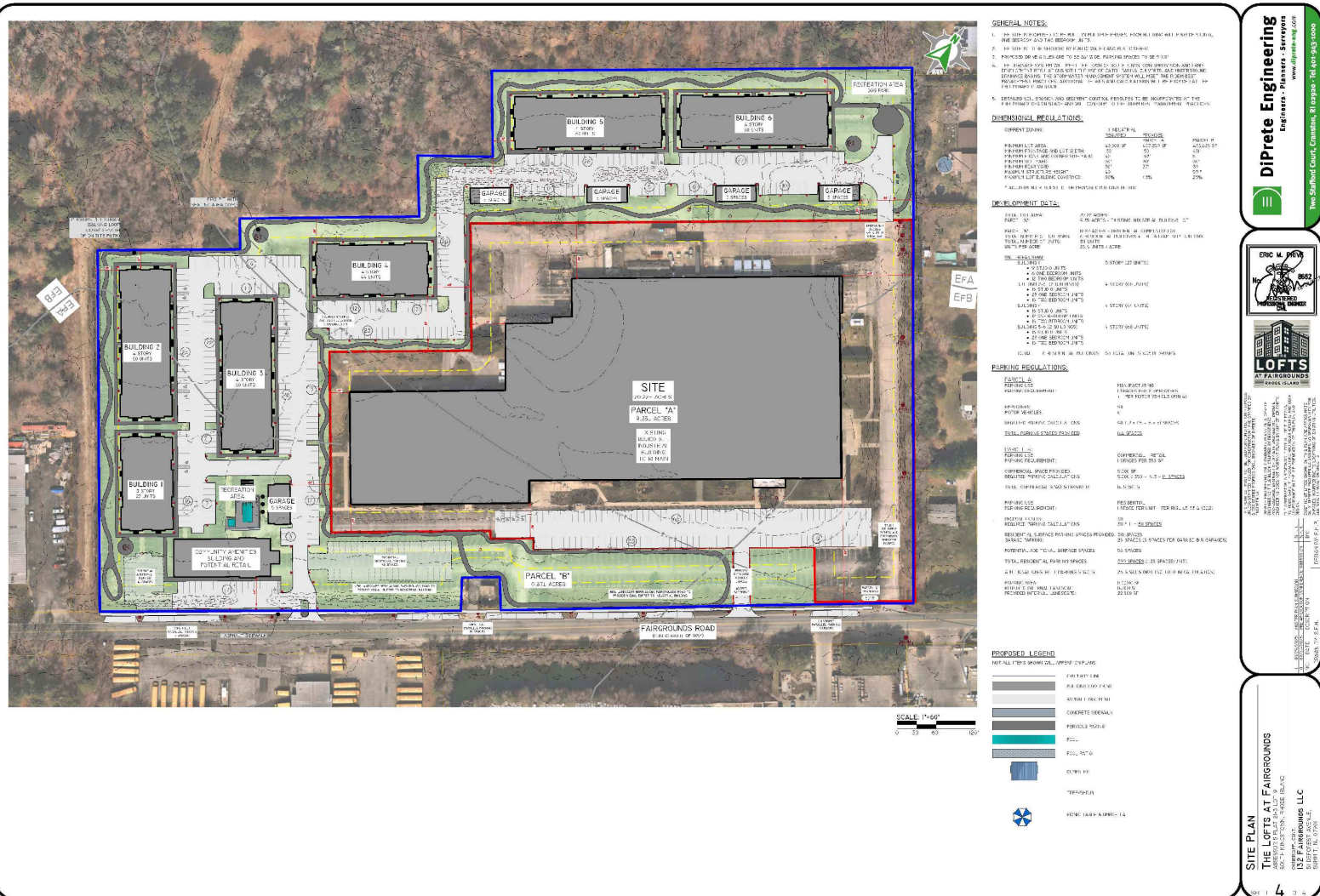
TABLE 1 – Trip Generation Estimate

	<u>Description</u>	<u>Enter</u>	<u>Exit</u>	<u>Total</u>
<u>AM PEAK HOUR</u>				
ITE Land Use Code 221	Multifamily Housing (Mid-Rise)	31	102	133
<u>PM PEAK HOUR</u>				
ITE Land Use Code 221	Multifamily Housing (Mid-Rise)	78	50	128



The Lofts at Fairgrounds

SOUTH KINGSTOWN, RHODE ISLAND



Project Site Map

Figure 4

5.2 FUTURE TRAFFIC CONDITIONS

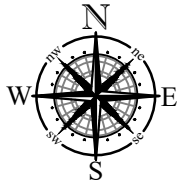
In order to properly assess the impacts of a development, future traffic conditions of area roadways should be estimated for the period when the development is constructed and fully occupied. Typically, the expansion of base traffic is calculated when a project is to be constructed over an extended period (+3 to 5 years). In all instances, area growth that may affect capacity results should be considered. It is anticipated that the new apartments will be constructed and occupied within a five-year period, therefore a future 2030 build condition was reviewed for this study.

Potential traffic growth which may affect capacity results during the defined study period that were considered in our analysis included historic annual community and traffic growth, and potential other site-specific developments approved or under construction in the immediate project area. A review of this information determined that the local area communities have experienced an average growth rate of less than 0.5 percent per year. In addition to population trends, a comparison of the record and current 2025 traffic count data was completed as noted, where it was found that traffic volumes along the servicing routes have remained relatively constant along this section of Kingstown Road for the last 20 years. Based upon these low growth trends over the last two decades, the 2025 existing peak hour traffic volumes obtained for this project were expanded using a conservative one (1) percent annual growth rate over the 5-year study horizon to establish a future year, 2030 base traffic condition.

In addition to the base background growth, as noted, site specific developments were also considered in establishing the future study period traffic conditions. A review of developments within the community in the immediate site vicinity was completed based upon information available through the town planning department, where other known developments that are approved or under construction in the immediate area that may impact traffic conditions were added to existing traffic volumes. The only project in the immediate area that would directly impact traffic conditions on Fairgrounds Road would be the opening of the *Norpak* business which is scheduled for the middle of 2026. This site-specific traffic was added to the base growth to establish the future 2030 No-Build traffic condition.

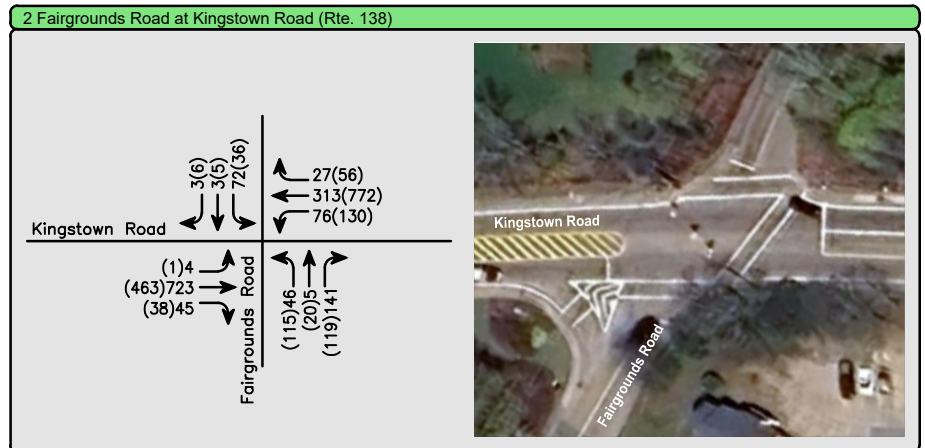
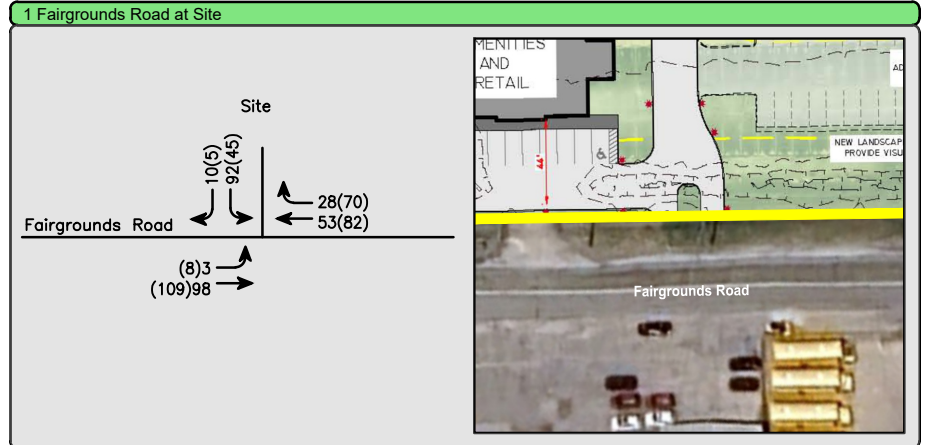
The Future 2030 Build condition includes the volumes estimated in this No-Build condition, plus the addition of the site generated traffic from the proposed residential development. Other, smaller potential projects in the area which may be under consideration, that may contribute additional traffic to the servicing roadways, would be included in the conservative one percent base growth rate that was utilized in our study.

In developing the intersection volumes to be analyzed under build conditions, a directional distribution of the site traffic was estimated. The distribution was based on current traffic patterns established through the traffic counting program where 90% of site related traffic will travel to and from the north, of which 70% would travel to and from the east on Route 138. Figure 5 on the following page depicts the estimated future traffic volumes at the study intersections.



The Lofts at Fairgrounds

SOUTH KINGSTOWN, RHODE ISLAND



LEGEND:

- TURN LANE
- XXX AM PEAK VOLUMES (7:00 TO 8:00)
- (XXX) PM PEAK VOLUMES (4:15 TO 5:15)
- STUDY INTERSECTION

5.3 OPERATIONAL ANALYSIS

The key to any traffic impact analysis is the evaluation of roadway operations during peak traffic periods on the servicing roadway system. This condition would occur when the site-generated traffic, combined with the traffic volumes on the main roadway, result in the highest one-hour volume serviced along a roadway segment, or through an intersection. Review of the traffic data obtained for this project found that the weekday morning and afternoon peak hours would represent this worst-case combination of site-generated traffic, with the servicing roadway peak traffic periods.

The Highway Capacity Manual methodology provides the most accurate means of evaluating traffic capacity and delays for roadways and intersections. The results of this procedure are expressed in terms of Level of Service (LOS). Level of Service is a qualitative measure of traffic flow efficiency based on anticipated vehicle delays. For example, LOS "A" represents the best condition with little or no delay, while LOS "F" indicates that the roadway/intersection/movement is at full capacity, resulting in extended vehicle delays and potential queuing. Table 2 outlines the Level of Service delay criteria presented in the Highway Capacity Manual for signalized and unsignalized intersections.

TABLE 2 – Highway Capacity Criteria

Level of Service	Unsignalized Delay Per Vehicle (sec)	Signalized Delay Per Vehicle (sec)
A	<10	<10
B	>10 and <15	>10 and <20
C	>15 and <25	>20 and <35
D	>25 and <35	>35 and <55
E	>35 and <50	>55 and <80
F	>50	>80

The Fairgrounds Road intersections with Kingstown Road and the proposed Site Access Driveway were analyzed for the weekday morning and afternoon peak hours. The capacity analysis worksheets are included in the Appendix and Tables 3 and 4 summarize the results of the analyses for existing and future build conditions.

Table 3 depicts the current operating conditions at the study intersection. As can be seen in the table at the signalized intersection of Kingstown Road with Fairgrounds Road, all critical movements currently operate at LOS D or better with the greatest delays limited to the westbound protected left turn and minor side street approaches as the Route 138 corridor through volume is serviced with greater priority. The study intersection overall operates in an efficient manner at LOS B during both peak periods with acceptable delays and no congestion. The existing driveway was not reviewed for operations under existing conditions as the *Norpak* business has not begun operations and no volumes are presently serviced on the driveway.

TABLE 3 – Level of Service Summary (Existing Conditions)

Location / Movement	2025 EXISTING CONDITIONS							
	AM				PM			
	LOS	Delay	95 th % Queue Length (veh.)	v/c	LOS	Delay	95 th % Queue Length (veh.)	v/c
Kingstown Road at Fairgrounds Road (S)								
Kingstown Road WB Left	D	35.6	2	0.23	C	33.0	3	0.31
Kingstown Road WB Thru/Right	A	4.8	4	0.26	B	14.0	16	0.74
Kingstown Road EB	B	18.0	21	0.66	B	17.9	12	0.55
Fairgrounds Road NB	B	16.5	3	0.38	C	28.1	6	0.57
Fairgrounds Road SB	C	34.7	3	0.38	C	23.6	2	0.19
OVERALL	B	15.9			B	17.7		
Fairgrounds Road at Site Access Driveway (U)								
Fairgrounds Road NB Left	-	-	-	-	-	-	-	-
Site Driveway EB Left/Right	-	-	-	-	-	-	-	-

(U) – Unsignalized Intersection

(S) – Signalized Intersection

TABLE 4 – Level of Service Summary (Future Conditions)

Location / Movement	2030 FUTURE BUILD CONDITIONS							
	AM				PM			
	LOS	Delay	95 th % Queue Length (veh.)	v/c	LOS	Delay	95 th % Queue Length (veh.)	v/c
Kingstown Road at Fairgrounds Road (S)								
Kingstown Road WB Left	A	5.9	2	0.20	A	8.5	2	0.31
Kingstown Road WB Thru/Right	A	5.9	5	0.30	B	18.5	18	0.82
Kingstown Road EB	C	26.1	27	0.83	C	23.8	13	0.71
Fairgrounds Road NB	B	19.5	4	0.60	C	33.3	8	0.73
Fairgrounds Road SB	D	49.6	4	0.61	C	22.6	2	0.18
OVERALL	C	20.7			C	21.5		
Fairgrounds Road at Site Access Driveway (U)								
Fairgrounds Road NB Left	A	7.4	0	0.01	A	7.6	0	0.01
Site Driveway EB Left/Right	B	10.1	1	0.14	B	10.2	1	0.07

Table 4 presents the future design period taking into consideration the base traffic growth noted, including background and site-specific development growth along the servicing roadways, while also adding in the new trips generated by the proposed residential development. The results of the operational analysis of the future conditions, found that the main study intersections will operate in an acceptable manner at an overall LOS C or better during the daily peak hours of traffic. All critical movements currently operate at LOS D or better with the greatest delays limited to the minor side street approaches as the Route 138 corridor through volume is serviced with greater priority. As noted, the RIDOT will be upgrading the traffic signal system that will result in improved efficiency for the westbound left turn movement with protected/permitted phasing and flashing yellow arrow control for enhanced safety of the movement.

6.0 CONCLUSIONS AND RECOMMENDATIONS

In summary, the study has shown that the proposed residential development project access and circulation plan has been designed to provide a level of traffic safety and efficiency on the servicing roadway system. The safety of the proposed driveway intersection on Fairgrounds Road was reviewed for geometry and sight distances. The study intersection was determined to provide sufficient sight distances in accordance with AASHTO criteria for visibility and decision making of drivers attempting to enter/exit the proposed site access driveway.

The results of the operational analysis determined that the estimated increase in traffic during the peak periods resulting from the proposed residential development project will have a negligible impact on overall traffic operations along Kingstown Road and Fairgrounds Road specifically during the weekday peak periods when the site and adjacent servicing roadways would service their greatest daily traffic volumes. The Kingstown Road signalized intersection as noted, will be upgraded for improved efficiency and safety and will operate in an acceptable manner during peak traffic periods under future build conditions. The delays as demonstrated in the analysis for the site driveway are estimated to be limited to the minor approach providing access to the new apartments, but do not result in excessive delays or congestion at the study intersection, where typically one vehicle would be queued on the minor approach waiting to access the main roadway during the busiest traffic periods.

Therefore, based upon the data collected on the servicing roadways, the analysis completed as part of this study, along with the access design, the proposed residential development project was determined to have adequate and safe access to a public street, and will not have an adverse impact on public safety and welfare in the study area.

APPENDIX

-
- A. Traffic Volume Data
 - B. Traffic Crash Data
 - C. Trip Generation
 - D. Operational Analysis

APPENDIX A – Traffic Volume Data

Automatic Traffic Recorder Count

Kingstown Road (Route 138)

Fairgrounds Road

Intersection Turning Movement Count

Kingstown Road at Fairgrounds Road

A

Automatic Traffic Recorder Count

Kingstown Road (Route 138)

Fairgrounds Road

Kingstown Road (Route 138)

Transportation Data Corporation

Mario Perone, mperone1@verizon.net

tel (781)587-0086 cell (781)439-4999

Page 1

Kingstown Road (Route 138)
west of Fairgrounds Road
City, State: S. Kingstown, RI
Client: Crossman/Paul Bannon

05983Bvolume
Site Code: 2973

Start Time	4/7/2025 Mon	4/8/2025 Tue	4/9/2025 Wed	4/10/2025 Thu	4/11/2025 Fri	Weekday Average	4/12/2025 Sat	4/13/2025 Sun
12:00 AM	*	58	69	63	74	66	76	70
01:00	*	24	31	25	37	29	46	44
02:00	*	16	13	19	17	16	38	25
03:00	*	29	23	25	31	27	20	30
04:00	*	81	75	96	90	86	52	22
05:00	*	285	272	278	267	276	87	46
06:00	*	418	509	499	549	494	150	91
07:00	*	774	871	805	805	814	322	184
08:00	*	814	856	882	871	856	739	321
09:00	*	774	721	785	733	753	727	546
10:00	*	667	747	762	750	732	740	601
11:00	*	614	729	635	767	686	780	689
12:00 PM	*	767	757	877	846	812	865	839
01:00	*	806	859	825	880	842	918	703
02:00	*	811	929	937	1083	940	913	740
03:00	*	1028	1033	1113	1226	1100	870	692
04:00	*	1262	1185	1186	1173	1202	681	629
05:00	*	920	1020	974	967	970	663	615
06:00	*	724	726	756	743	737	494	459
07:00	*	503	526	523	481	508	400	407
08:00	*	335	388	341	426	372	283	331
09:00	*	229	246	257	338	268	231	240
10:00	*	154	174	172	384	221	231	160
11:00	*	110	91	102	161	116	142	86
Total	0	12203	12850	12937	13699		10468	8570
Percentage	0.0%	94.4%	99.4%	100.1%	106.0%		81.0%	66.3%
AM Peak	-	08:00	07:00	08:00	08:00	-	11:00	11:00
Vol.	-	814	871	882	871	-	780	689
PM Peak	-	16:00	16:00	16:00	15:00	-	13:00	12:00
Vol.	-	1262	1185	1186	1226	-	918	839

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Page 2

Kingstown Road (Route 138)
west of Fairgrounds Road
City, State: S. Kingstown, RI
Client: Crossman/Paul Bannon

05983Bvolume
Site Code: 2973

Start Time	4/14/2025 Mon	4/15/2025 Tue	4/16/2025 Wed	4/17/2025 Thu	4/18/2025 Fri	Weekday Average	4/19/2025 Sat	4/20/2025 Sun
12:00 AM	55	*	*	*	*	55	*	*
01:00	35	*	*	*	*	35	*	*
02:00	13	*	*	*	*	13	*	*
03:00	22	*	*	*	*	22	*	*
04:00	71	*	*	*	*	71	*	*
05:00	262	*	*	*	*	262	*	*
06:00	416	*	*	*	*	416	*	*
07:00	763	*	*	*	*	763	*	*
08:00	885	*	*	*	*	885	*	*
09:00	762	*	*	*	*	762	*	*
10:00	769	*	*	*	*	769	*	*
11:00	803	*	*	*	*	803	*	*
12:00 PM	941	*	*	*	*	941	*	*
01:00	846	*	*	*	*	846	*	*
02:00	1007	*	*	*	*	1007	*	*
03:00	1092	*	*	*	*	1092	*	*
04:00	1226	*	*	*	*	1226	*	*
05:00	902	*	*	*	*	902	*	*
06:00	682	*	*	*	*	682	*	*
07:00	484	*	*	*	*	484	*	*
08:00	334	*	*	*	*	334	*	*
09:00	232	*	*	*	*	232	*	*
10:00	168	*	*	*	*	168	*	*
11:00	100	*	*	*	*	100	*	*
Total	12870	0	0	0	0		0	0
Percentage	100.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%
AM Peak	08:00	-	-	-	-	-	-	-
Vol.	885	-	-	-	-	-	-	-
PM Peak	16:00	-	-	-	-	-	-	-
Vol.	1226	-	-	-	-	-	-	-
Total		12203	12850					

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Kingstown Road (Route 138)
west of Fairgrounds Road
City, State: S. Kingstown, RI
Client: Crossman/Paul Bannon

05983Bvolume
Site Code: 2973

Start Time	4/7/2025		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	21	37	30	39	25	38	22	52	24	42	33	43	41	29
01:00	*	*	12	12	11	20	11	14	9	28	11	18	22	24	25	19
02:00	*	*	7	9	6	7	8	11	10	7	8	8	17	21	12	13
03:00	*	*	15	14	17	6	14	11	14	17	15	12	7	13	11	19
04:00	*	*	60	21	54	21	62	34	65	25	60	25	38	14	12	10
05:00	*	*	216	69	219	53	211	67	210	57	214	62	50	37	35	11
06:00	*	*	312	106	363	146	348	151	370	179	348	146	84	66	53	38
07:00	*	*	583	191	627	244	596	209	560	245	592	222	209	113	95	89
08:00	*	*	573	241	600	256	618	264	576	295	592	264	578	161	195	126
09:00	*	*	468	306	453	268	482	303	443	290	462	292	427	300	273	273
10:00	*	*	377	290	431	316	427	335	389	361	406	326	377	363	234	367
11:00	*	*	297	317	354	375	303	332	372	395	332	355	366	414	310	379
12:00 PM	*	*	360	407	333	424	358	519	363	483	354	458	340	525	429	410
01:00	*	*	381	425	388	471	379	446	362	518	378	465	368	550	334	369
02:00	*	*	321	490	398	531	381	556	400	683	375	565	349	564	354	386
03:00	*	*	392	636	388	645	401	712	424	802	401	699	323	547	336	356
04:00	*	*	427	835	413	772	422	764	471	702	433	768	336	345	312	317
05:00	*	*	371	549	405	615	380	594	459	508	404	566	292	371	298	317
06:00	*	*	275	449	326	400	324	432	390	353	329	408	241	253	236	223
07:00	*	*	171	332	188	338	211	312	253	228	206	302	218	182	199	208
08:00	*	*	133	202	166	222	160	181	207	219	166	206	132	151	182	149
09:00	*	*	102	127	88	158	114	143	132	206	109	158	90	141	113	127
10:00	*	*	81	73	83	91	80	92	141	243	96	125	100	131	80	80
11:00	*	*	45	65	28	63	33	69	63	98	42	74	60	82	37	49
Total	0	0	6000	6203	6369	6481	6348	6589	6705	6994	6357	6566	5057	5411	4206	4364
Day	0		12203		12850		12937		13699		12923		10468		8570	
AM Peak	-	-	07:00	11:00	07:00	11:00	08:00	10:00	08:00	11:00	07:00	11:00	08:00	11:00	11:00	11:00
Vol.	-	-	583	317	627	375	618	335	576	395	592	355	578	414	310	379
PM Peak	-	-	16:00	16:00	16:00	16:00	16:00	16:00	16:00	15:00	16:00	16:00	13:00	14:00	12:00	12:00
Vol.	-	-	427	835	413	772	422	764	471	802	433	768	368	564	429	410

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Kingstown Road (Route 138)
west of Fairgrounds Road
City, State: S. Kingstown, RI
Client: Crossman/Paul Bannon

05983Bvolume
Site Code: 2973

Start Time	4/14/2025		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	23	32	*	*	*	*	*	*	*	*	23	32	*	*	*	*
01:00	16	19	*	*	*	*	*	*	*	*	16	19	*	*	*	*
02:00	2	11	*	*	*	*	*	*	*	*	2	11	*	*	*	*
03:00	12	10	*	*	*	*	*	*	*	*	12	10	*	*	*	*
04:00	49	22	*	*	*	*	*	*	*	*	49	22	*	*	*	*
05:00	194	68	*	*	*	*	*	*	*	*	194	68	*	*	*	*
06:00	324	92	*	*	*	*	*	*	*	*	324	92	*	*	*	*
07:00	555	208	*	*	*	*	*	*	*	*	555	208	*	*	*	*
08:00	634	251	*	*	*	*	*	*	*	*	634	251	*	*	*	*
09:00	472	290	*	*	*	*	*	*	*	*	472	290	*	*	*	*
10:00	422	347	*	*	*	*	*	*	*	*	422	347	*	*	*	*
11:00	421	382	*	*	*	*	*	*	*	*	421	382	*	*	*	*
12:00 PM	461	480	*	*	*	*	*	*	*	*	461	480	*	*	*	*
01:00	370	476	*	*	*	*	*	*	*	*	370	476	*	*	*	*
02:00	404	603	*	*	*	*	*	*	*	*	404	603	*	*	*	*
03:00	383	709	*	*	*	*	*	*	*	*	383	709	*	*	*	*
04:00	395	831	*	*	*	*	*	*	*	*	395	831	*	*	*	*
05:00	359	543	*	*	*	*	*	*	*	*	359	543	*	*	*	*
06:00	337	345	*	*	*	*	*	*	*	*	337	345	*	*	*	*
07:00	225	259	*	*	*	*	*	*	*	*	225	259	*	*	*	*
08:00	144	190	*	*	*	*	*	*	*	*	144	190	*	*	*	*
09:00	88	144	*	*	*	*	*	*	*	*	88	144	*	*	*	*
10:00	78	90	*	*	*	*	*	*	*	*	78	90	*	*	*	*
11:00	39	61	*	*	*	*	*	*	*	*	39	61	*	*	*	*
Total	6407	6463	0	0	0	0	0	0	0	0	6407	6463	0	0	0	0
Day	12870		0		0		0		0		12870		0		0	
AM Peak	08:00	11:00	-	-	-	-	-	-	-	-	08:00	11:00	-	-	-	-
Vol.	634	382	-	-	-	-	-	-	-	-	634	382	-	-	-	-
PM Peak	12:00	16:00	-	-	-	-	-	-	-	-	12:00	16:00	-	-	-	-
Vol.	461	831	-	-	-	-	-	-	-	-	461	831	-	-	-	-

Comb. Total	12870	12203	12850	12937	13699	25793	10468	8570
ADT	ADT 11,942	AADT 11,942						

Fairgrounds Road

Traffic Volumes

Transportation Data Corporation

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Fairgrounds Road just south of
#141 Beer/Mushroom Co. Driveway

City, State: S. Kingstown, RI

Client: Crossman/Paul Bannon

05983Avolume
Site Code: 2973

Start Time	4/7/2025 Mon	4/8/2025 Tue	4/9/2025 Wed	4/10/2025 Thu	4/11/2025 Fri	Weekday Average	4/12/2025 Sat	4/13/2025 Sun
12:00 AM	*	19	18	19	19	19	12	5
01:00	*	2	5	1	3	3	2	3
02:00	*	0	0	0	0	0	3	1
03:00	*	1	0	0	0	0	1	0
04:00	*	8	9	7	5	7	2	3
05:00	*	81	97	93	91	90	3	1
06:00	*	54	99	126	107	96	12	5
07:00	*	83	102	96	98	95	29	10
08:00	*	86	106	123	107	106	30	23
09:00	*	67	104	99	119	97	43	34
10:00	*	74	73	79	73	75	44	49
11:00	*	69	76	83	89	79	45	33
12:00 PM	*	96	102	113	125	109	43	51
01:00	*	129	111	122	106	117	41	31
02:00	*	119	128	121	123	123	40	29
03:00	*	144	153	148	146	148	36	33
04:00	*	159	134	145	138	144	35	38
05:00	*	73	85	64	62	71	26	28
06:00	*	44	51	43	41	45	15	15
07:00	*	34	32	25	35	32	23	13
08:00	*	21	46	29	36	33	9	11
09:00	*	9	13	14	11	12	10	11
10:00	*	15	17	15	16	16	7	8
11:00	*	10	17	9	18	14	3	3
Total	0	1397	1578	1574	1568		514	438
Percentage	0.0%	91.2%	103.1%	102.8%	102.4%		33.6%	28.6%
AM Peak	-	08:00	08:00	06:00	09:00	-	11:00	10:00
Vol.	-	86	106	126	119	-	45	49
PM Peak	-	16:00	15:00	15:00	15:00	-	12:00	12:00
Vol.	-	159	153	148	146	-	43	51

Transportation Data Corporation

Page 2

Mario Perone, mperone1@verizon.net

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Fairgrounds Road just south of
#141 Beer/Mushroom Co. Driveway

City, State: S. Kingstown, RI

Client: Crossman/Paul Bannon

05983Avolume

Site Code: 2973

Start Time	4/14/2025 Mon	4/15/2025 Tue	4/16/2025 Wed	4/17/2025 Thu	4/18/2025 Fri	Weekday Average	4/19/2025 Sat	4/20/2025 Sun
12:00 AM	1	*	*	*	*	1	*	*
01:00	0	*	*	*	*	0	*	*
02:00	0	*	*	*	*	0	*	*
03:00	2	*	*	*	*	2	*	*
04:00	7	*	*	*	*	7	*	*
05:00	71	*	*	*	*	71	*	*
06:00	63	*	*	*	*	63	*	*
07:00	82	*	*	*	*	82	*	*
08:00	83	*	*	*	*	83	*	*
09:00	73	*	*	*	*	73	*	*
10:00	57	*	*	*	*	57	*	*
11:00	85	*	*	*	*	85	*	*
12:00 PM	100	*	*	*	*	100	*	*
01:00	79	*	*	*	*	79	*	*
02:00	113	*	*	*	*	113	*	*
03:00	136	*	*	*	*	136	*	*
04:00	93	*	*	*	*	93	*	*
05:00	51	*	*	*	*	51	*	*
06:00	28	*	*	*	*	28	*	*
07:00	23	*	*	*	*	23	*	*
08:00	22	*	*	*	*	22	*	*
09:00	17	*	*	*	*	17	*	*
10:00	14	*	*	*	*	14	*	*
11:00	7	*	*	*	*	7	*	*
Total	1207	0	0	0	0		0	0
Percentage	100.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%
AM Peak	11:00	-	-	-	-	-	-	-
Vol.	85	-	-	-	-	-	-	-
PM Peak	15:00	-	-	-	-	-	-	-
Vol.	136	-	-	-	-	-	-	-
Total		1397	1578					

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Page 1

Fairgrounds Road just south of
#141 Beer/Mushroom Co. Driveway
City, State: S. Kingstown, RI
Client: Crossman/Paul Bannon

05983Avolume
Site Code: 2973

Start Time	4/7/2025		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	17	2	17	1	19	0	18	1	18	1	12	0	2	3
01:00	*	*	1	1	4	1	1	0	2	1	2	1	0	2	1	2
02:00	*	*	0	0	0	0	0	0	0	0	0	0	0	3	0	1
03:00	*	*	0	1	0	0	0	0	0	0	0	0	1	0	0	0
04:00	*	*	4	4	6	3	5	2	2	3	4	3	2	0	2	1
05:00	*	*	8	73	14	83	11	82	12	79	11	79	1	2	1	0
06:00	*	*	20	34	48	51	63	63	49	58	45	52	7	5	4	1
07:00	*	*	54	29	67	35	59	37	58	40	60	35	19	10	9	1
08:00	*	*	55	31	67	39	74	49	69	38	66	39	27	3	16	7
09:00	*	*	35	32	53	51	56	43	71	48	54	44	27	16	22	12
10:00	*	*	41	33	39	34	48	31	44	29	43	32	25	19	26	23
11:00	*	*	44	25	42	34	45	38	45	44	44	35	25	20	20	13
12:00 PM	*	*	39	57	46	56	58	55	60	65	51	58	23	20	21	30
01:00	*	*	68	61	58	53	65	57	52	54	61	56	21	20	18	13
02:00	*	*	62	57	58	70	62	59	70	53	63	60	21	19	17	12
03:00	*	*	86	58	91	62	89	59	84	62	88	60	14	22	14	19
04:00	*	*	77	82	73	61	74	71	74	64	74	70	18	17	14	24
05:00	*	*	39	34	41	44	31	33	32	30	36	35	13	13	11	17
06:00	*	*	11	33	26	25	22	21	24	17	21	24	6	9	10	5
07:00	*	*	16	18	10	22	5	20	17	18	12	20	9	14	7	6
08:00	*	*	8	13	20	26	14	15	13	23	14	19	3	6	3	8
09:00	*	*	4	5	5	8	7	7	5	6	5	6	4	6	3	8
10:00	*	*	4	11	3	14	3	12	5	11	4	12	2	5	3	5
11:00	*	*	9	1	13	4	9	0	16	2	12	2	1	2	2	1
Total	0	0	702	695	801	777	820	754	822	746	788	743	281	233	226	212
Day	0		1397		1578		1574		1568		1531		514		438	
AM Peak	-	-	08:00	05:00	07:00	05:00	08:00	05:00	09:00	05:00	08:00	05:00	08:00	11:00	10:00	10:00
Vol.	-	-	55	73	67	83	74	82	71	79	66	79	27	20	26	23
PM Peak	-	-	15:00	16:00	15:00	14:00	15:00	16:00	15:00	12:00	15:00	16:00	12:00	15:00	12:00	12:00
Vol.	-	-	86	82	91	70	89	71	84	65	88	70	23	22	21	30

Transportation Data Corporation

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Fairgrounds Road just south of
#141 Beer/Mushroom Co. Driveway
City, State: S. Kingstown, RI
Client: Crossman/Paul Bannon

05983Avolume
Site Code: 2973

Start Time	4/14/2025		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	0	1	*	*	*	*	*	*	*	*	0	1	*	*	*	*
01:00	0	0	*	*	*	*	*	*	*	*	0	0	*	*	*	*
02:00	0	0	*	*	*	*	*	*	*	*	0	0	*	*	*	*
03:00	1	1	*	*	*	*	*	*	*	*	1	1	*	*	*	*
04:00	3	4	*	*	*	*	*	*	*	*	3	4	*	*	*	*
05:00	8	63	*	*	*	*	*	*	*	*	8	63	*	*	*	*
06:00	28	35	*	*	*	*	*	*	*	*	28	35	*	*	*	*
07:00	47	35	*	*	*	*	*	*	*	*	47	35	*	*	*	*
08:00	56	27	*	*	*	*	*	*	*	*	56	27	*	*	*	*
09:00	44	29	*	*	*	*	*	*	*	*	44	29	*	*	*	*
10:00	33	24	*	*	*	*	*	*	*	*	33	24	*	*	*	*
11:00	48	37	*	*	*	*	*	*	*	*	48	37	*	*	*	*
12:00 PM	43	57	*	*	*	*	*	*	*	*	43	57	*	*	*	*
01:00	43	36	*	*	*	*	*	*	*	*	43	36	*	*	*	*
02:00	59	54	*	*	*	*	*	*	*	*	59	54	*	*	*	*
03:00	83	53	*	*	*	*	*	*	*	*	83	53	*	*	*	*
04:00	49	44	*	*	*	*	*	*	*	*	49	44	*	*	*	*
05:00	17	34	*	*	*	*	*	*	*	*	17	34	*	*	*	*
06:00	15	13	*	*	*	*	*	*	*	*	15	13	*	*	*	*
07:00	10	13	*	*	*	*	*	*	*	*	10	13	*	*	*	*
08:00	11	11	*	*	*	*	*	*	*	*	11	11	*	*	*	*
09:00	9	8	*	*	*	*	*	*	*	*	9	8	*	*	*	*
10:00	3	11	*	*	*	*	*	*	*	*	3	11	*	*	*	*
11:00	5	2	*	*	*	*	*	*	*	*	5	2	*	*	*	*
Total Day	615	592	0	0	0	0	0	0	0	0	615	592	0	0	0	0
AM Peak	08:00	05:00	-	-	-	-	-	-	-	-	08:00	05:00	-	-	-	-
Vol.	56	63	-	-	-	-	-	-	-	-	56	63	-	-	-	-
PM Peak	15:00	12:00	-	-	-	-	-	-	-	-	15:00	12:00	-	-	-	-
Vol.	83	57	-	-	-	-	-	-	-	-	83	57	-	-	-	-

Comb. Total	1207	1397	1578	1574	1568	2738	514	438
ADT	ADT 1,182	AADT 1,182						

Vehicle Speeds

Transportation Data Corporation*Mario Perone, mperone1@verizon.net**tel (781)587-0086 cell (781)439-4999*

Page 1

Fairgrounds Road just south of
#141 Beer/Mushroom Co. Driveway

City, State: S. Kingstown, RI

Client: Crossman/Paul Bannon

05983Aspeed
Site Code: 2973

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
04/08/25	0	0	1	1	1	7	4	1	1	1	0	0	0	17
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	1	2	0	0	1	0	0	0	4
05:00	0	0	0	0	2	3	1	1	0	1	0	0	0	8
06:00	0	0	5	3	6	5	1	0	0	0	0	0	0	20
07:00	0	0	0	3	14	21	10	4	2	0	0	0	0	54
08:00	0	1	2	2	14	19	12	3	2	0	0	0	0	55
09:00	0	1	6	5	6	11	6	0	0	0	0	0	0	35
10:00	2	0	3	11	10	13	2	0	0	0	0	0	0	41
11:00	0	2	6	8	12	13	2	1	0	0	0	0	0	44
12 PM	0	0	3	6	12	10	5	2	1	0	0	0	0	39
13:00	0	2	8	19	16	17	3	1	1	1	0	0	0	68
14:00	0	1	4	5	20	20	9	1	1	1	0	0	0	62
15:00	0	1	4	4	24	36	13	4	0	0	0	0	0	86
16:00	0	0	3	8	34	25	7	0	0	0	0	0	0	77
17:00	0	0	0	4	10	14	7	3	0	1	0	0	0	39
18:00	0	0	2	0	3	2	4	0	0	0	0	0	0	11
19:00	0	0	0	0	5	9	2	0	0	0	0	0	0	16
20:00	0	0	0	0	2	1	1	3	1	0	0	0	0	8
21:00	0	0	0	0	1	2	0	1	0	0	0	0	0	4
22:00	0	0	0	1	0	2	0	1	0	0	0	0	0	4
23:00	0	0	0	0	4	4	0	1	0	0	0	0	0	9
Total	2	8	47	81	196	235	91	27	9	6	0	0	0	702

Transportation Data Corporation*Mario Perone, mperone1@verizon.net**tel (781)587-0086 cell (781)439-4999*

Page 2

Fairgrounds Road just south of
#141 Beer/Mushroom Co. Driveway

City, State: S. Kingstown, RI

Client: Crossman/Paul Bannon

05983Aspeed
Site Code: 2973

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
04/09/25	0	0	0	0	1	8	5	1	2	0	0	0	0	17
01:00	0	0	0	0	2	1	1	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	2	0	3	0	0	0	0	0	1	0	6
05:00	0	0	0	1	2	9	2	0	0	0	0	0	0	14
06:00	2	0	7	14	12	9	4	0	0	0	0	0	0	48
07:00	0	0	3	9	14	20	18	2	0	1	0	0	0	67
08:00	0	1	1	14	12	28	10	0	1	0	0	0	0	67
09:00	0	0	2	12	16	16	7	0	0	0	0	0	0	53
10:00	0	0	3	2	12	16	6	0	0	0	0	0	0	39
11:00	0	2	5	9	14	7	5	0	0	0	0	0	0	42
12 PM	0	0	3	10	16	9	7	1	0	0	0	0	0	46
13:00	0	1	5	18	16	9	5	3	1	0	0	0	0	58
14:00	0	1	7	6	14	20	8	2	0	0	0	0	0	58
15:00	1	0	0	13	28	32	10	7	0	0	0	0	0	91
16:00	1	0	3	14	19	26	9	1	0	0	0	0	0	73
17:00	0	1	1	3	10	13	9	4	0	0	0	0	0	41
18:00	0	0	3	0	3	5	8	5	2	0	0	0	0	26
19:00	0	0	0	2	4	1	3	0	0	0	0	0	0	10
20:00	0	0	1	5	3	9	1	1	0	0	0	0	0	20
21:00	0	0	0	0	3	1	1	0	0	0	0	0	0	5
22:00	0	0	0	0	2	1	0	0	0	0	0	0	0	3
23:00	0	0	0	1	2	6	2	2	0	0	0	0	0	13
Total	4	6	44	135	205	249	121	29	6	1	0	1	0	801

Transportation Data Corporation*Mario Perone, mperone1@verizon.net**tel (781)587-0086 cell (781)439-4999*

Fairgrounds Road just south of
#141 Beer/Mushroom Co. Driveway

City, State: S. Kingstown, RI

Client: Crossman/Paul Bannon

05983Aspeed
Site Code: 2973

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
04/10/25	0	0	0	1	1	4	5	4	3	1	0	0	0	19
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	1	1	1	2	0	0	0	0	0	0	5
05:00	0	0	0	1	5	3	1	0	0	1	0	0	0	11
06:00	1	2	11	16	14	12	5	1	1	0	0	0	0	63
07:00	0	0	7	3	12	19	11	6	1	0	0	0	0	59
08:00	1	0	3	6	21	30	12	1	0	0	0	0	0	74
09:00	1	0	4	10	17	20	3	1	0	0	0	0	0	56
10:00	1	2	3	8	9	16	9	0	0	0	0	0	0	48
11:00	0	1	4	6	11	13	7	3	0	0	0	0	0	45
12 PM	1	0	2	5	26	15	6	2	1	0	0	0	0	58
13:00	0	0	7	17	20	14	4	2	1	0	0	0	0	65
14:00	0	0	4	12	15	18	8	2	3	0	0	0	0	62
15:00	5	3	6	12	26	21	14	2	0	0	0	0	0	89
16:00	0	0	0	7	30	28	8	0	1	0	0	0	0	74
17:00	0	2	3	3	9	6	5	3	0	0	0	0	0	31
18:00	0	0	1	4	4	10	1	1	0	1	0	0	0	22
19:00	0	0	1	0	2	1	1	0	0	0	0	0	0	5
20:00	0	0	0	1	6	3	3	1	0	0	0	0	0	14
21:00	0	0	0	1	1	2	2	1	0	0	0	0	0	7
22:00	0	0	0	1	0	1	1	0	0	0	0	0	0	3
23:00	0	0	0	2	2	3	1	1	0	0	0	0	0	9
Total	10	10	56	118	232	240	109	31	11	3	0	0	0	820

Transportation Data Corporation

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Page 4

Fairgrounds Road just south of
#141 Beer/Mushroom Co. Driveway

City, State: S. Kingstown, RI

Client: Crossman/Paul Bannon

05983Aspeed
Site Code: 2973**Northbound**

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
04/11/25	0	0	0	1	1	4	9	2	1	0	0	0	0	18
01:00	0	0	0	1	0	0	1	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	1	0	0	1	0	0	0	0	2
05:00	0	0	1	5	2	3	1	0	0	0	0	0	0	12
06:00	1	1	9	16	17	5	0	0	0	0	0	0	0	49
07:00	0	1	2	9	9	22	10	4	1	0	0	0	0	58
08:00	0	0	5	7	19	22	14	1	1	0	0	0	0	69
09:00	1	0	4	10	27	25	4	0	0	0	0	0	0	71
10:00	0	0	5	7	15	14	2	1	0	0	0	0	0	44
11:00	0	1	2	8	10	19	5	0	0	0	0	0	0	45
12 PM	1	1	8	15	25	6	2	2	0	0	0	0	0	60
13:00	1	0	4	16	13	13	3	1	1	0	0	0	0	52
14:00	1	0	3	14	24	13	13	1	0	1	0	0	0	70
15:00	0	0	3	8	32	28	8	5	0	0	0	0	0	84
16:00	2	0	2	21	28	14	5	1	1	0	0	0	0	74
17:00	0	0	1	1	5	14	9	1	1	0	0	0	0	32
18:00	0	0	0	1	7	9	6	1	0	0	0	0	0	24
19:00	0	0	0	1	6	10	0	0	0	0	0	0	0	17
20:00	1	1	0	2	2	4	3	0	0	0	0	0	0	13
21:00	0	0	0	1	4	0	0	0	0	0	0	0	0	5
22:00	0	0	0	1	2	1	0	1	0	0	0	0	0	5
23:00	0	0	1	0	5	3	5	2	0	0	0	0	0	16
Total	8	5	50	145	253	230	100	23	7	1	0	0	0	822

Transportation Data Corporation

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Fairgrounds Road just south of
#141 Beer/Mushroom Co. Driveway

City, State: S. Kingstown, RI

Client: Crossman/Paul Bannon

05983Aspeed
Site Code: 2973**Northbound**

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
04/12/25	0	0	0	0	1	4	3	1	2	1	0	0	0	12
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	1	0	1	0	0	0	0	0	2
05:00	0	0	0	0	0	0	0	1	0	0	0	0	0	1
06:00	0	0	0	1	2	2	1	1	0	0	0	0	0	7
07:00	0	0	1	3	4	10	0	1	0	0	0	0	0	19
08:00	0	0	1	1	5	7	9	2	2	0	0	0	0	27
09:00	0	0	0	2	4	12	7	1	1	0	0	0	0	27
10:00	0	1	2	3	8	9	2	0	0	0	0	0	0	25
11:00	0	0	1	0	12	6	6	0	0	0	0	0	0	25
12 PM	0	1	0	3	5	9	2	3	0	0	0	0	0	23
13:00	0	0	2	3	3	6	5	2	0	0	0	0	0	21
14:00	0	0	0	0	6	6	8	1	0	0	0	0	0	21
15:00	0	1	0	2	4	5	2	0	0	0	0	0	0	14
16:00	0	0	0	3	5	7	3	0	0	0	0	0	0	18
17:00	0	0	0	4	3	3	2	1	0	0	0	0	0	13
18:00	0	0	0	0	1	3	1	1	0	0	0	0	0	6
19:00	0	0	0	1	1	3	4	0	0	0	0	0	0	9
20:00	0	0	0	1	2	0	0	0	0	0	0	0	0	3
21:00	0	0	0	0	1	3	0	0	0	0	0	0	0	4
22:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2
23:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	3	8	27	69	97	55	16	5	1	0	0	0	281

Transportation Data Corporation

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Page 6

Fairgrounds Road just south of
#141 Beer/Mushroom Co. Driveway

City, State: S. Kingstown, RI

Client: Crossman/Paul Bannon

05983Aspeed
Site Code: 2973**Northbound**

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
04/13/25	0	0	0	1	1	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	2	0	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	0	1	0	0	0	0	0	1
06:00	0	0	0	1	1	1	0	1	0	0	0	0	0	4
07:00	0	0	0	2	2	4	1	0	0	0	0	0	0	9
08:00	0	0	1	0	5	6	3	0	1	0	0	0	0	16
09:00	0	0	1	1	6	8	5	0	0	1	0	0	0	22
10:00	0	0	1	1	4	17	3	0	0	0	0	0	0	26
11:00	0	0	0	0	2	8	7	3	0	0	0	0	0	20
12 PM	0	0	0	4	3	7	5	2	0	0	0	0	0	21
13:00	0	0	0	0	2	11	5	0	0	0	0	0	0	18
14:00	0	0	0	3	3	7	4	0	0	0	0	0	0	17
15:00	0	0	2	3	4	5	0	0	0	0	0	0	0	14
16:00	1	0	0	2	4	4	1	2	0	0	0	0	0	14
17:00	0	0	0	0	5	3	3	0	0	0	0	0	0	11
18:00	0	1	0	1	1	6	1	0	0	0	0	0	0	10
19:00	0	0	1	1	4	0	1	0	0	0	0	0	0	7
20:00	0	0	0	1	2	0	0	0	0	0	0	0	0	3
21:00	0	1	0	1	0	1	0	0	0	0	0	0	0	3
22:00	0	0	0	1	2	0	0	0	0	0	0	0	0	3
23:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2
Total	1	2	6	23	53	91	39	9	1	1	0	0	0	226

Transportation Data Corporation

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Page 7

Fairgrounds Road just south of
#141 Beer/Mushroom Co. Driveway

City, State: S. Kingstown, RI

Client: Crossman/Paul Bannon

05983Aspeed
Site Code: 2973

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
04/14/25	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	0	0	1	1	1	0	0	0	0	0	0	0	3
05:00	0	0	0	0	2	3	1	1	0	1	0	0	0	8
06:00	1	0	0	3	9	13	2	0	0	0	0	0	0	28
07:00	0	0	0	3	9	22	8	4	1	0	0	0	0	47
08:00	0	1	2	7	15	21	9	1	0	0	0	0	0	56
09:00	0	1	6	5	12	15	3	2	0	0	0	0	0	44
10:00	0	0	1	4	15	11	2	0	0	0	0	0	0	33
11:00	0	0	5	1	17	20	5	0	0	0	0	0	0	48
12 PM	0	1	1	5	16	14	5	1	0	0	0	0	0	43
13:00	0	0	5	2	11	18	2	4	1	0	0	0	0	43
14:00	1	0	1	7	19	18	8	3	2	0	0	0	0	59
15:00	1	0	1	5	24	34	13	3	1	1	0	0	0	83
16:00	0	0	1	3	18	16	9	2	0	0	0	0	0	49
17:00	0	0	0	2	4	8	2	1	0	0	0	0	0	17
18:00	0	0	0	0	4	5	5	1	0	0	0	0	0	15
19:00	0	0	0	1	0	4	3	2	0	0	0	0	0	10
20:00	0	0	0	1	0	5	3	0	1	1	0	0	0	11
21:00	0	1	0	0	4	3	0	1	0	0	0	0	0	9
22:00	0	0	0	2	0	1	0	0	0	0	0	0	0	3
23:00	0	0	0	0	2	1	1	0	1	0	0	0	0	5
Total	3	4	23	52	183	233	81	26	7	3	0	0	0	615
Grand Total	28	38	234	581	1191	1375	596	161	46	16	0	1	0	4267

15th Percentile : 27 MPH
50th Percentile : 35 MPH
85th Percentile : 41 MPH
95th Percentile : 45 MPH

Statistics Mean Speed(Average) : 35 MPH
10 MPH Pace Speed : 31-40 MPH
Number in Pace : 2566
Percent in Pace : 60.1%
Number of Vehicles > 30 MPH : 3386
Percent of Vehicles > 30 MPH : 79.4%

Transportation Data Corporation

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Fairgrounds Road just south of
#141 Beer/Mushroom Co. Driveway

City, State: S. Kingstown, RI

Client: Crossman/Paul Bannon

05983Aspeed
Site Code: 2973**Southbound**

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
04/08/25	0	0	1	0	0	0	0	1	0	0	0	0	0	2
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	0	0	1	2	0	0	1	0	0	0	0	0	4
05:00	2	0	9	29	17	10	4	2	0	0	0	0	0	73
06:00	3	1	2	12	10	6	0	0	0	0	0	0	0	34
07:00	0	0	0	1	15	9	2	2	0	0	0	0	0	29
08:00	0	1	2	7	9	8	3	1	0	0	0	0	0	31
09:00	0	0	3	6	16	6	1	0	0	0	0	0	0	32
10:00	0	1	4	7	14	6	1	0	0	0	0	0	0	33
11:00	0	1	3	3	9	7	2	0	0	0	0	0	0	25
12 PM	0	2	5	9	26	15	0	0	0	0	0	0	0	57
13:00	0	1	8	15	18	17	1	1	0	0	0	0	0	61
14:00	0	0	0	12	21	17	5	0	1	1	0	0	0	57
15:00	0	0	2	16	21	16	2	1	0	0	0	0	0	58
16:00	1	0	10	20	25	17	7	2	0	0	0	0	0	82
17:00	0	0	0	3	13	12	5	1	0	0	0	0	0	34
18:00	0	0	1	3	10	12	6	1	0	0	0	0	0	33
19:00	0	0	0	5	3	6	4	0	0	0	0	0	0	18
20:00	0	0	1	4	4	3	1	0	0	0	0	0	0	13
21:00	0	0	0	1	0	2	1	0	0	0	0	1	0	5
22:00	0	0	0	1	7	1	1	1	0	0	0	0	0	11
23:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	6	7	51	155	241	172	46	14	1	1	0	1	0	695

Transportation Data Corporation

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Page 9

Fairgrounds Road just south of
#141 Beer/Mushroom Co. Driveway

City, State: S. Kingstown, RI

Client: Crossman/Paul Bannon

05983Aspeed
Site Code: 2973**Southbound**

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
04/09/25	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	3	0	0	0	0	0	0	0	0	3
05:00	0	0	1	25	31	18	5	0	1	2	0	0	0	83
06:00	0	1	1	17	20	12	0	0	0	0	0	0	0	51
07:00	1	0	1	8	10	9	6	0	0	0	0	0	0	35
08:00	1	0	0	12	18	4	3	1	0	0	0	0	0	39
09:00	2	1	3	19	15	9	1	1	0	0	0	0	0	51
10:00	0	0	2	8	14	10	0	0	0	0	0	0	0	34
11:00	0	2	4	9	13	6	0	0	0	0	0	0	0	34
12 PM	1	4	8	9	18	12	4	0	0	0	0	0	0	56
13:00	0	0	0	6	29	14	4	0	0	0	0	0	0	53
14:00	0	1	4	13	25	18	4	3	2	0	0	0	0	70
15:00	0	0	1	15	17	23	6	0	0	0	0	0	0	62
16:00	0	1	7	16	28	8	1	0	0	0	0	0	0	61
17:00	1	1	4	6	13	13	3	3	0	0	0	0	0	44
18:00	0	0	0	0	9	13	1	1	1	0	0	0	0	25
19:00	0	0	2	5	8	6	1	0	0	0	0	0	0	22
20:00	0	1	0	7	9	7	2	0	0	0	0	0	0	26
21:00	0	0	2	1	3	2	0	0	0	0	0	0	0	8
22:00	0	0	0	1	4	7	2	0	0	0	0	0	0	14
23:00	0	0	0	0	1	2	1	0	0	0	0	0	0	4
Total	6	12	40	177	289	194	44	9	4	2	0	0	0	777

Transportation Data Corporation

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Page 10

Fairgrounds Road just south of
#141 Beer/Mushroom Co. Driveway

City, State: S. Kingstown, RI

Client: Crossman/Paul Bannon

05983Aspeed
Site Code: 2973**Southbound**

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
04/10/25	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	2	0	0	0	0	0	0	0	0	2
05:00	0	0	5	21	30	14	8	3	0	1	0	0	0	82
06:00	0	0	2	17	25	15	3	1	0	0	0	0	0	63
07:00	1	0	7	6	9	13	1	0	0	0	0	0	0	37
08:00	1	0	2	9	27	4	5	1	0	0	0	0	0	49
09:00	1	0	9	15	11	7	0	0	0	0	0	0	0	43
10:00	1	3	1	6	13	6	1	0	0	0	0	0	0	31
11:00	0	1	6	7	8	11	5	0	0	0	0	0	0	38
12 PM	0	0	2	21	17	13	2	0	0	0	0	0	0	55
13:00	0	0	3	18	21	14	1	0	0	0	0	0	0	57
14:00	0	0	2	9	20	19	7	1	0	1	0	0	0	59
15:00	1	0	2	16	24	15	0	1	0	0	0	0	0	59
16:00	0	4	8	9	26	17	7	0	0	0	0	0	0	71
17:00	0	0	2	4	14	10	3	0	0	0	0	0	0	33
18:00	0	1	0	0	12	6	1	0	1	0	0	0	0	21
19:00	0	0	1	4	10	5	0	0	0	0	0	0	0	20
20:00	0	0	1	6	5	1	1	1	0	0	0	0	0	15
21:00	0	0	0	1	1	4	0	0	0	0	1	0	0	7
22:00	0	0	2	1	2	3	3	1	0	0	0	0	0	12
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	9	55	170	277	177	48	9	1	2	1	0	0	754

Transportation Data Corporation

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Fairgrounds Road just south of
#141 Beer/Mushroom Co. Driveway

City, State: S. Kingstown, RI

Client: Crossman/Paul Bannon

05983Aspeed
Site Code: 2973**Southbound**

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
04/11/25	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	1	1	0	1	0	0	0	0	0	0	3
05:00	1	0	2	28	29	13	4	1	1	0	0	0	0	79
06:00	0	0	1	21	24	9	3	0	0	0	0	0	0	58
07:00	1	1	5	6	15	8	3	1	0	0	0	0	0	40
08:00	0	0	1	12	18	3	3	1	0	0	0	0	0	38
09:00	0	1	6	18	14	8	1	0	0	0	0	0	0	48
10:00	1	0	4	5	10	6	3	0	0	0	0	0	0	29
11:00	0	0	6	16	13	6	3	0	0	0	0	0	0	44
12 PM	1	0	8	16	23	16	1	0	0	0	0	0	0	65
13:00	0	0	1	12	28	8	3	2	0	0	0	0	0	54
14:00	1	0	6	9	17	12	5	1	1	0	1	0	0	53
15:00	4	1	4	19	15	15	3	0	1	0	0	0	0	62
16:00	0	3	9	14	18	17	3	0	0	0	0	0	0	64
17:00	0	0	2	4	9	13	1	0	1	0	0	0	0	30
18:00	0	0	1	3	6	4	2	0	1	0	0	0	0	17
19:00	0	0	1	0	8	7	1	1	0	0	0	0	0	18
20:00	0	1	3	4	9	6	0	0	0	0	0	0	0	23
21:00	0	0	0	2	2	1	1	0	0	0	0	0	0	6
22:00	1	0	1	3	3	2	1	0	0	0	0	0	0	11
23:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	10	7	62	193	263	156	42	7	5	0	1	0	0	746

Transportation Data Corporation

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Fairgrounds Road just south of
#141 Beer/Mushroom Co. Driveway

City, State: S. Kingstown, RI

Client: Crossman/Paul Bannon

05983Aspeed
Site Code: 2973**Southbound**

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
04/12/25	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2
02:00	0	0	1	0	2	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2
06:00	0	0	0	0	2	3	0	0	0	0	0	0	0	5
07:00	0	0	0	1	5	4	0	0	0	0	0	0	0	10
08:00	0	0	0	0	2	0	1	0	0	0	0	0	0	3
09:00	0	0	0	0	7	6	2	0	1	0	0	0	0	16
10:00	0	0	0	5	5	7	2	0	0	0	0	0	0	19
11:00	0	0	0	3	7	7	3	0	0	0	0	0	0	20
12 PM	0	0	0	3	11	4	2	0	0	0	0	0	0	20
13:00	0	1	1	4	7	4	2	1	0	0	0	0	0	20
14:00	0	1	1	3	6	7	1	0	0	0	0	0	0	19
15:00	0	1	0	3	10	5	2	1	0	0	0	0	0	22
16:00	0	0	0	2	3	9	3	0	0	0	0	0	0	17
17:00	0	0	0	2	7	3	1	0	0	0	0	0	0	13
18:00	0	0	0	0	5	3	1	0	0	0	0	0	0	9
19:00	0	0	0	2	5	4	3	0	0	0	0	0	0	14
20:00	0	0	0	1	4	1	0	0	0	0	0	0	0	6
21:00	0	0	1	1	2	1	0	1	0	0	0	0	0	6
22:00	0	0	0	1	2	1	0	0	1	0	0	0	0	5
23:00	0	0	0	1	0	1	0	0	0	0	0	0	0	2
Total	0	3	4	34	94	70	23	3	2	0	0	0	0	233

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Page 13

Fairgrounds Road just south of
#141 Beer/Mushroom Co. Driveway

City, State: S. Kingstown, RI

Client: Crossman/Paul Bannon

05983Aspeed
Site Code: 2973**Southbound**

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
04/13/25	0	0	0	1	1	1	0	0	0	0	0	0	0	3
01:00	0	0	0	0	2	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	2	2	2	1	0	0	0	0	0	7
09:00	0	0	0	3	4	4	1	0	0	0	0	0	0	12
10:00	0	0	1	3	6	13	0	0	0	0	0	0	0	23
11:00	0	0	0	1	7	4	1	0	0	0	0	0	0	13
12 PM	0	0	0	0	15	10	4	1	0	0	0	0	0	30
13:00	0	0	1	0	5	4	2	0	0	0	1	0	0	13
14:00	0	0	0	2	6	4	0	0	0	0	0	0	0	12
15:00	0	0	0	2	10	4	1	1	0	1	0	0	0	19
16:00	0	1	0	4	9	7	1	2	0	0	0	0	0	24
17:00	0	0	1	1	9	5	0	1	0	0	0	0	0	17
18:00	0	0	0	0	3	1	0	1	0	0	0	0	0	5
19:00	0	0	0	1	3	1	1	0	0	0	0	0	0	6
20:00	0	0	2	1	3	1	0	1	0	0	0	0	0	8
21:00	0	0	1	1	2	4	0	0	0	0	0	0	0	8
22:00	0	0	0	1	0	4	0	0	0	0	0	0	0	5
23:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	1	7	21	88	71	13	8	0	1	1	0	0	212

Transportation Data Corporation

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Page 14

Fairgrounds Road just south of
#141 Beer/Mushroom Co. Driveway

City, State: S. Kingstown, RI

Client: Crossman/Paul Bannon

05983Aspeed
Site Code: 2973

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total
04/14/25	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:00	0	0	0	3	1	0	0	0	0	0	0	0	0	4
05:00	1	0	3	11	33	9	5	1	0	0	0	0	0	63
06:00	0	0	1	6	11	11	5	1	0	0	0	0	0	35
07:00	0	0	4	3	15	11	1	0	1	0	0	0	0	35
08:00	0	0	2	3	10	9	2	1	0	0	0	0	0	27
09:00	0	0	2	7	11	8	1	0	0	0	0	0	0	29
10:00	0	0	4	3	5	12	0	0	0	0	0	0	0	24
11:00	0	1	5	4	14	11	1	1	0	0	0	0	0	37
12 PM	0	3	3	8	21	16	5	1	0	0	0	0	0	57
13:00	0	4	0	9	15	7	1	0	0	0	0	0	0	36
14:00	1	1	4	8	25	11	4	0	0	0	0	0	0	54
15:00	1	3	4	5	23	12	5	0	0	0	0	0	0	53
16:00	0	1	0	2	15	20	4	2	0	0	0	0	0	44
17:00	0	1	0	4	14	9	6	0	0	0	0	0	0	34
18:00	0	0	0	1	2	7	3	0	0	0	0	0	0	13
19:00	0	0	0	2	4	6	0	1	0	0	0	0	0	13
20:00	0	0	0	3	4	1	2	0	1	0	0	0	0	11
21:00	0	4	0	3	0	1	0	0	0	0	0	0	0	8
22:00	0	0	1	2	5	2	1	0	0	0	0	0	0	11
23:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	3	18	35	87	229	163	47	8	2	0	0	0	0	592
Grand Total	31	57	254	837	1481	1003	263	58	15	6	3	1	0	4009

15th Percentile : 26 MPH

50th Percentile : 32 MPH

85th Percentile : 38 MPH

95th Percentile : 42 MPH

Statistics Mean Speed(Average) : 33 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 2484
 Percent in Pace : 62.0%
 Number of Vehicles > 30 MPH : 2830
 Percent of Vehicles > 30 MPH : 70.6%

A

Intersection Turning Movement Counts

Kingstown Road at Fairgrounds Road

Kingstown Road at Fairgrounds Road

tel (781)587-0086 cell (781)439-4999

File Name : 05983A
Site Code : 2973
Start Date : 4/9/2025
Page No : 1

[illegible]

Transportation Data Corporation

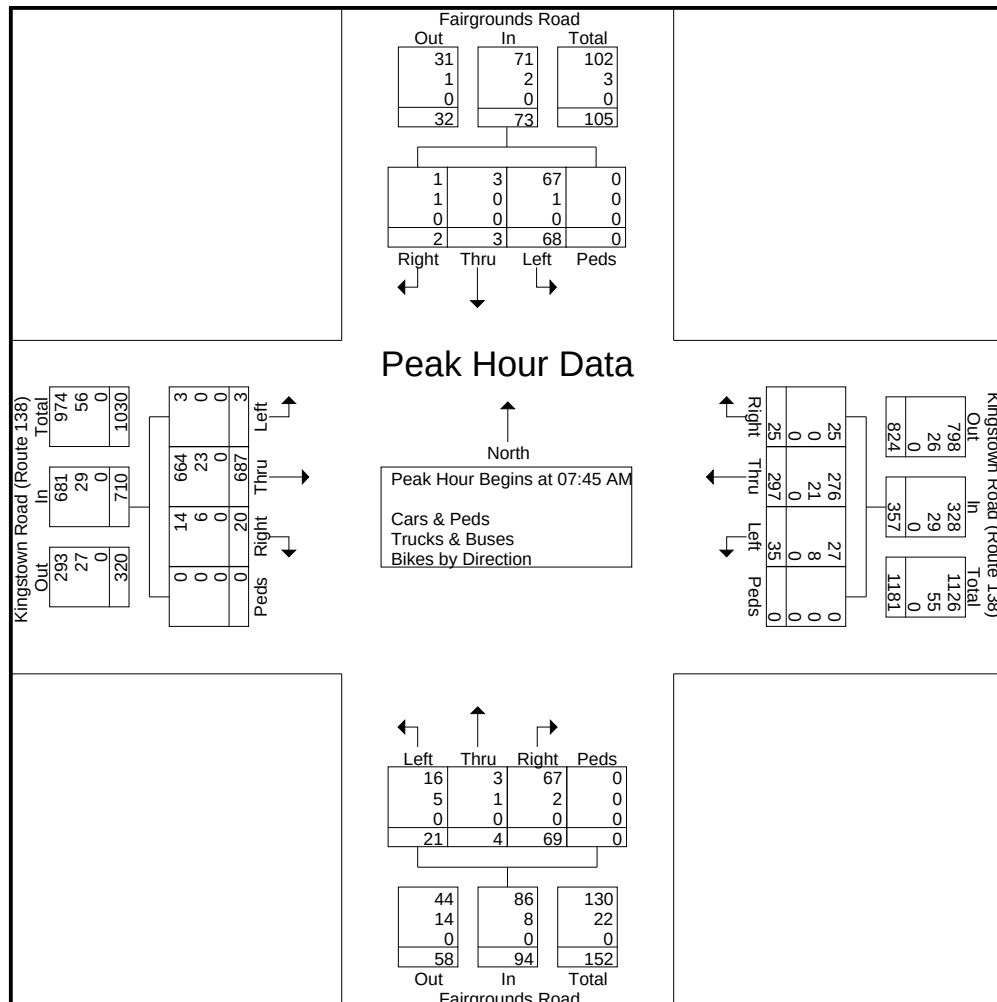
Mario Perone, mperone1@verizon.net

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N/S: Fairgrounds Road
E/W: Kingstown Road (Route 138)
City, State: S. Kingstown, RI
Client: Crossman/P. Bannon

File Name : 05983A
Site Code : 2973
Start Date : 4/9/2025
Page No : 1

	Fairgrounds Road From North					Kingstown Road (Route 138) From East					Fairgrounds Road From South					Kingstown Road (Route 138) From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	12	0	12	9	98	9	0	116	19	2	6	0	27	4	174	2	0	180	335
08:00 AM	1	1	20	0	22	3	70	9	0	82	14	0	5	0	19	4	164	0	0	168	291
08:15 AM	1	1	20	0	22	9	67	8	0	84	12	1	1	0	14	5	151	0	0	156	276
08:30 AM	0	1	16	0	17	4	62	9	0	75	24	1	9	0	34	7	198	1	0	206	332
Total Volume	2	3	68	0	73	25	297	35	0	357	69	4	21	0	94	20	687	3	0	710	1234
% App. Total	2.7	4.1	93.2	0		7	83.2	9.8	0		73.4	4.3	22.3	0		2.8	96.8	0.4	0		
PHF	.500	.750	.850	.000	.830	.694	.758	.972	.000	.769	.719	.500	.583	.000	.691	.714	.867	.375	.000	.862	.921
Cars & Peds	1	3	67	0	71	25	276	27	0	328	67	3	16	0	86	14	664	3	0	681	1166
% Cars & Peds	50.0	100	98.5	0	97.3	100	92.9	77.1	0	91.9	97.1	75.0	76.2	0	91.5	70.0	96.7	100	0	95.9	94.5
Trucks & Buses	1	0	1	0	2	0	21	8	0	29	2	1	5	0	8	6	23	0	0	29	68
% Trucks & Buses	50.0	0	1.5	0	2.7	0	7.1	22.9	0	8.1	2.9	25.0	23.8	0	8.5	30.0	3.3	0	0	4.1	5.5
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



tel (781)587-0086 cell (781)439-4999

File Name : 05983AA
Site Code : 2973
Start Date : 4/9/2025
Page No : 1

[illegible]

Transportation Data Corporation

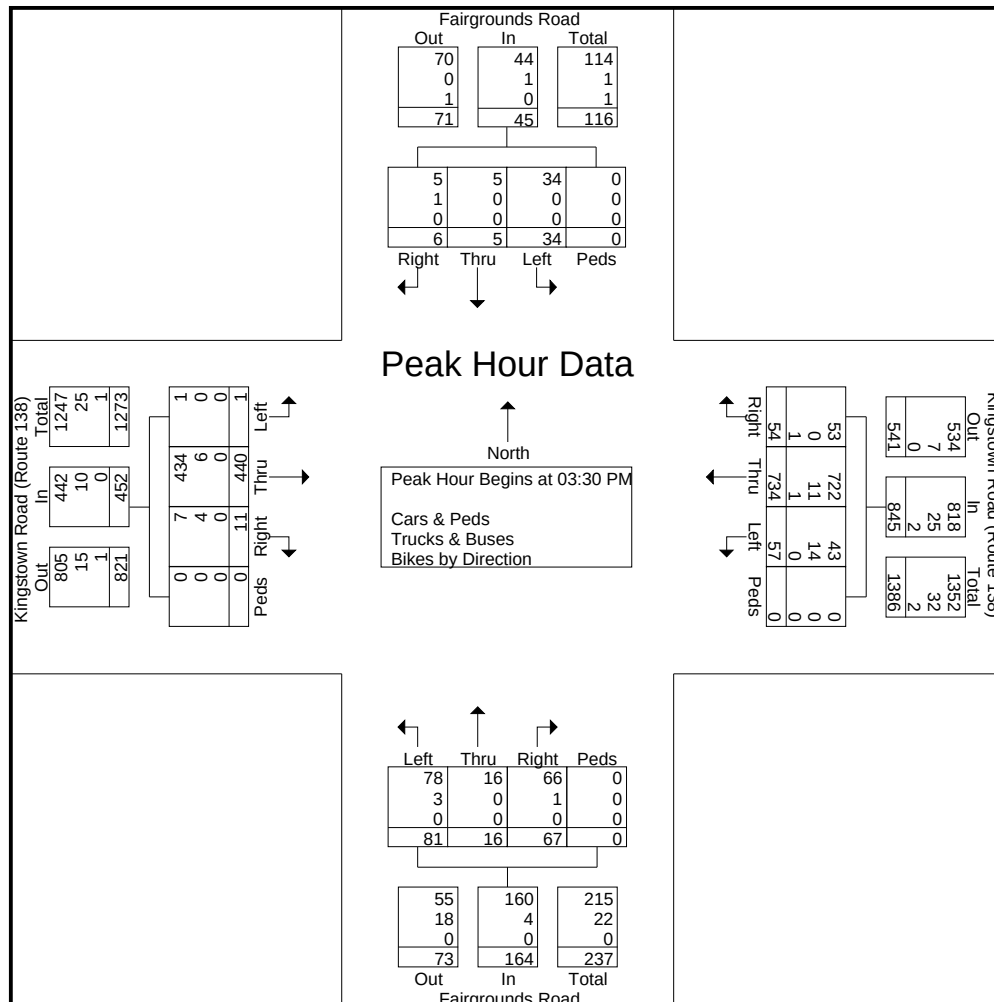
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N/S: Fairgrounds Road
E/W: Kingstown Road (Route 138)
City, State: S. Kingstown, RI
Client: Crossman/P. Bannon

File Name : 05983AA
Site Code : 2973
Start Date : 4/9/2025
Page No : 1

	Fairgrounds Road From North					Kingstown Road (Route 138) From East					Fairgrounds Road From South					Kingstown Road (Route 138) From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	2	6	0	8	11	172	8	0	191	19	8	40	0	67	4	124	0	0	128	394
03:45 PM	3	2	5	0	10	14	174	14	0	202	12	5	9	0	26	5	111	0	0	116	354
04:00 PM	1	0	6	0	7	14	171	23	0	208	19	2	21	0	42	2	110	1	0	113	370
04:15 PM	2	1	17	0	20	15	217	12	0	244	17	1	11	0	29	0	95	0	0	95	388
Total Volume	6	5	34	0	45	54	734	57	0	845	67	16	81	0	164	11	440	1	0	452	1506
% App. Total	13.3	11.1	75.6	0		6.4	86.9	6.7	0		40.9	9.8	49.4	0		2.4	97.3	0.2	0		
PHF	.500	.625	.500	.000	.563	.900	.846	.620	.000	.866	.882	.500	.506	.000	.612	.550	.887	.250	.000	.883	.956
Cars & Peds	5	5	34	0	44	53	722	43	0	818	66	16	78	0	160	7	434	1	0	442	1464
% Cars & Peds	83.3	100	100	0	97.8	98.1	98.4	75.4	0	96.8	98.5	100	96.3	0	97.6	63.6	98.6	100	0	97.8	97.2
Trucks & Buses	1	0	0	0	1	0	11	14	0	25	1	0	3	0	4	4	6	0	0	10	40
% Trucks & Buses	16.7	0	0	0	2.2	0	1.5	24.6	0	3.0	1.5	0	3.7	0	2.4	36.4	1.4	0	0	2.2	2.7
Bikes by Direction	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Bikes by Direction	0	0	0	0	0	1.9	0.1	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.1



APPENDIX B – Traffic Crash Data

January 2018 through December 2019 and January 2022 through December 2022

Kingstown Road at Fairgrounds Road

Kingstown Road at Liberty Lane

Fairgrounds Road

Kingstown Road (Route 138)

(Source: Norpak 2023 TIS prepared by BETA)

Crash Data Summary

	Year			Total	Average per Year
	2018	2019	2022		
Intersections					
Kingstown Road at Fairgrounds Road	4	4	2	10	3
Fairgrounds Road at Liberty Lane	0	0	1	1	0
Roadways					
Fairgrounds Road	3	0	0	3	1
Kingstown Road	0	1	0	1	0
Total	7	5	3	15	5

Kingstown Road at Fairgrounds Road

	2018	2019	2022	Total	Percent
Collision Type					
Rear End	4	3	1	8	80%
Angle	0	1	0	1	10%
Head-On	0	0	0	0	0%
Pedestrian	0	0	0	0	0%
Sideswipe, Same Direction	0	0	0	0	0%
Sideswipe, Opposite Direction	0	0	0	0	0%
Rear-to-Side	0	0	0	0	0%
Rear-to-Rear	0	0	0	0	0%
Collision with Object	0	0	1	1	10%
Collision with Deer	0	0	0	0	0%
Other	0	0	0	0	0%
Unknown	0	0	0	0	0%
Crash Severity					
Property	0	0	0	0	0%
Injury	0	0	0	0	0%
Fatal	0	0	0	0	0%
Light Condition					
Daylight	3	4	2	9	90%
Dawn	0	0	0	0	0%
Dusk	0	0	0	0	0%
Dark - Lighted	1	0	0	1	10%
Dark - Not Lighted	0	0	0	0	0%
Dark - Unknown Lighting	0	0	0	0	0%
Other	0	0	0	0	0%
Unknown	0	0	0	0	0%
Road Condition					
Dry	2	2	2	6	60%
Wet	2	2	0	4	40%
Snow	0	0	0	0	0%
Slush	0	0	0	0	0%
Ice/Frost	0	0	0	0	0%
Water	0	0	0	0	0%
Sand	0	0	0	0	0%
Mud, Dirt, Gravel	0	0	0	0	0%
Oil	0	0	0	0	0%
Other	0	0	0	0	0%
Unknown	0	0	0	0	0%
Hour of Day					
6:00 AM - 9:00 AM	1	2	0	3	30%
9:00 AM - 3:00 PM	2	2	1	5	50%
3:00 PM - 6:00 PM	1	0	0	1	10%
6:00 PM - 6:00 AM	0	0	1	1	10%
Total Crashes:	4	4	2	10	

Fairgrounds Road at Liberty Lane

	2018	2019	2022	Total	Percent
Collision Type					
Rear End	0	0	0	0	0%
Angle	0	0	0	0	0%
Head-On	0	0	0	0	0%
Pedestrian	0	0	0	0	0%
Sideswipe, Same Direction	0	0	0	0	0%
Sideswipe, Opposite Direction	0	0	0	0	0%
Rear-to-Side	0	0	0	0	0%
Rear-to-Rear	0	0	0	0	0%
Collision with Object	0	0	1	1	100%
Collision with Deer	0	0	0	0	0%
Other	0	0	0	0	0%
Unknown	0	0	0	0	0%
Crash Severity					
Property	0	0	0	0	0%
Injury	0	0	0	0	0%
Fatal	0	0	0	0	0%
Light Condition					
Daylight	0	0	1	1	100%
Dawn	0	0	0	0	0%
Dusk	0	0	0	0	0%
Dark - Lighted	0	0	0	0	0%
Dark - Not Lighted	0	0	0	0	0%
Dark - Unknown Lighting	0	0	0	0	0%
Other	0	0	0	0	0%
Unknown	0	0	0	0	0%
Road Condition					
Dry	0	0	0	0	0%
Wet	0	0	0	0	0%
Snow	0	0	0	0	0%
Slush	0	0	0	0	0%
Ice/Frost	0	0	1	1	100%
Water	0	0	0	0	0%
Sand	0	0	0	0	0%
Mud, Dirt, Gravel	0	0	0	0	0%
Oil	0	0	0	0	0%
Other	0	0	0	0	0%
Unknown	0	0	0	0	0%
Hour of Day					
6:00 AM - 9:00 AM	0	0	0	0	0%
9:00 AM - 3:00 PM	0	0	1	1	100%
3:00 PM - 6:00 PM	0	0	0	0	0%
6:00 PM - 6:00 AM	0	0	0	0	0%
Total Crashes:	0	0	1	1	

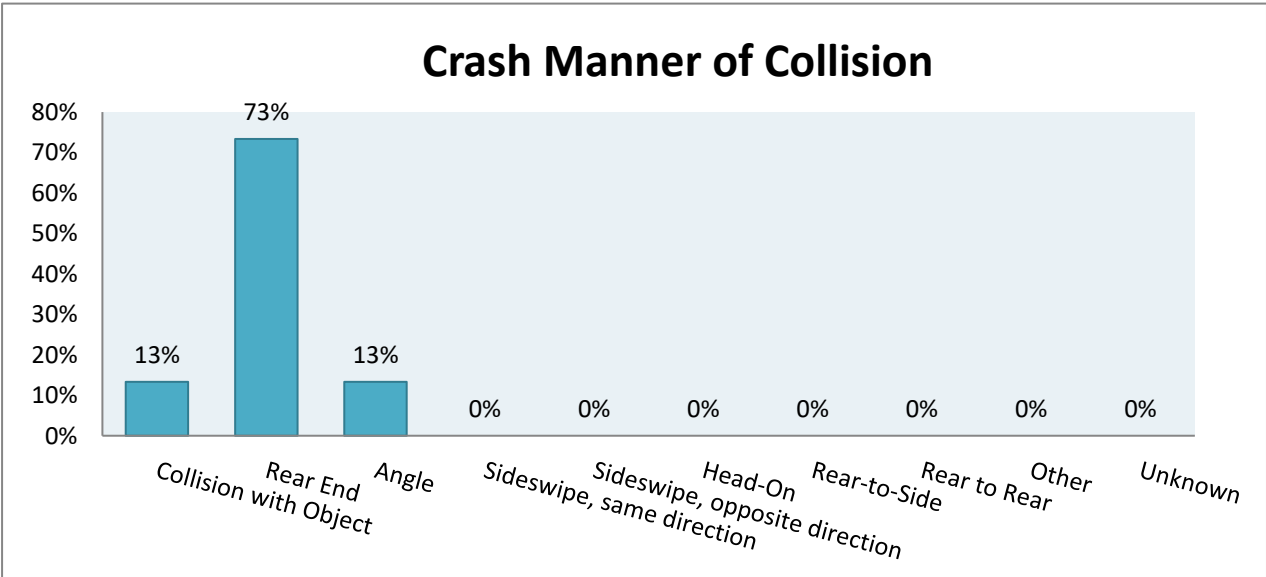
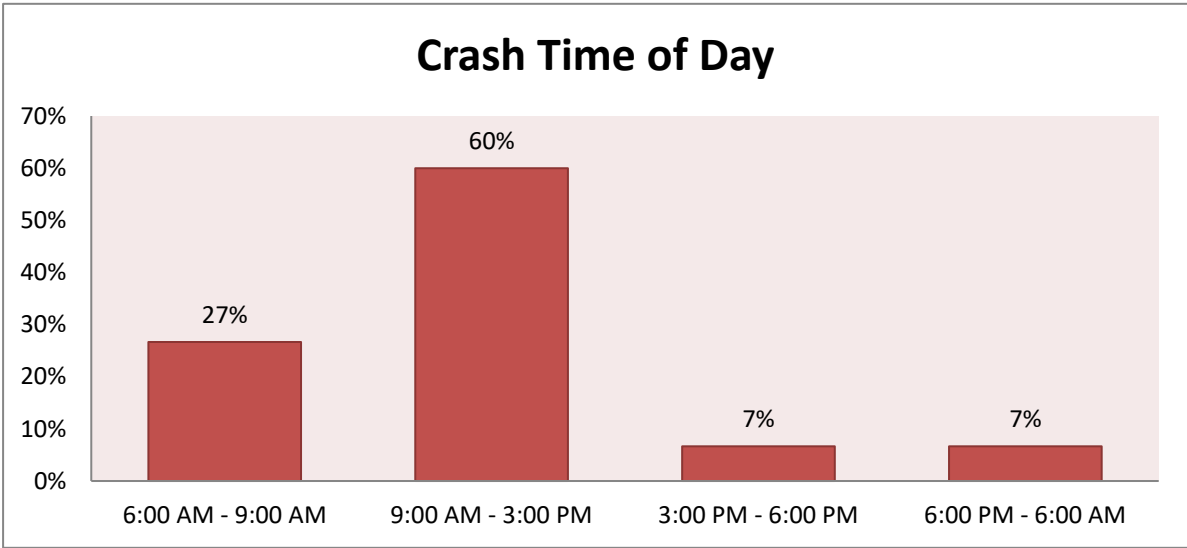
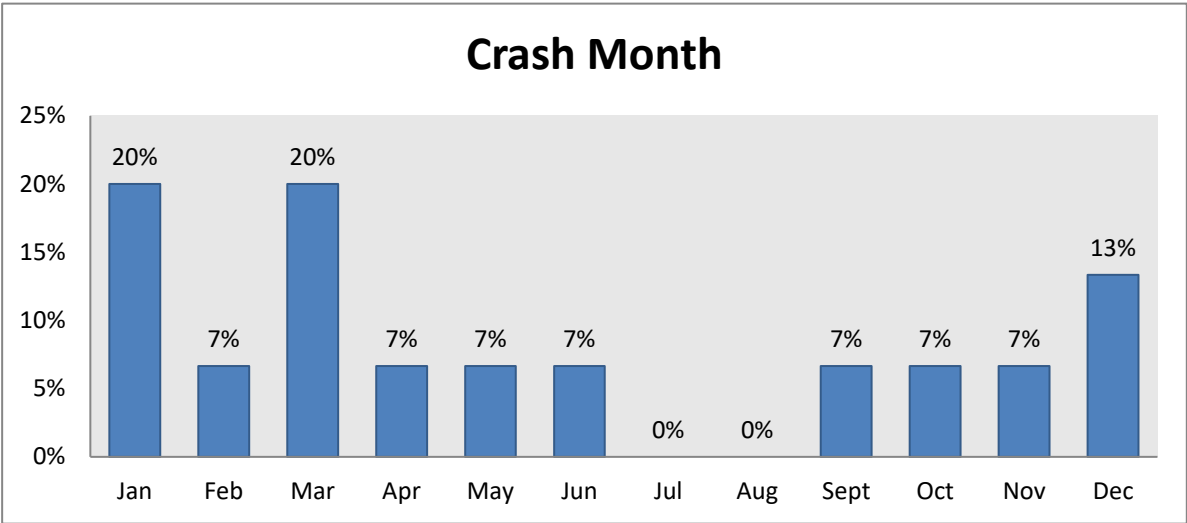
Kingstown Road

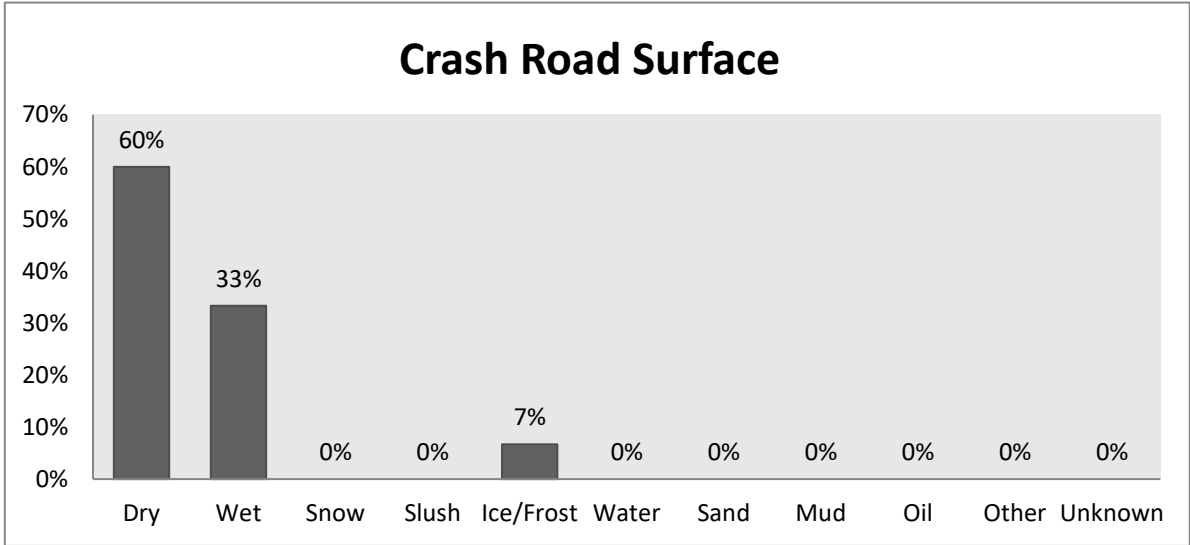
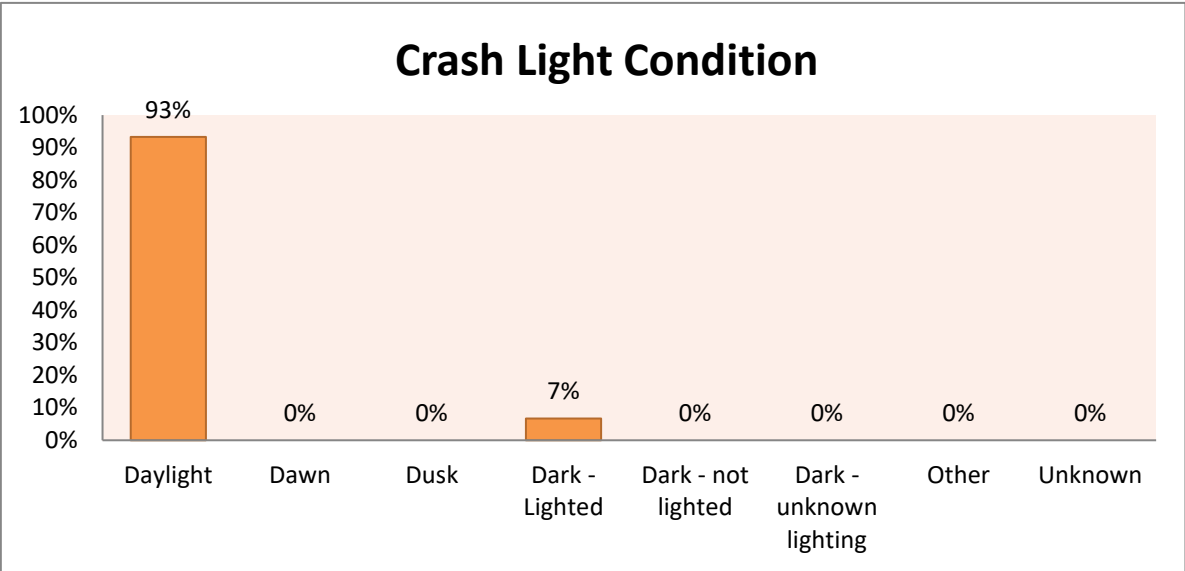
	2018	2019	2022	Total	Percent
Collision Type					
Rear End	0	1	0	1	100%
Angle	0	0	0	0	0%
Head-On	0	0	0	0	0%
Pedestrian	0	0	0	0	0%
Sideswipe, Same Direction	0	0	0	0	0%
Sideswipe, Opposite Direction	0	0	0	0	0%
Rear-to-Side	0	0	0	0	0%
Rear-to-Rear	0	0	0	0	0%
Collision with Object	0	0	0	0	0%
Collision with Deer	0	0	0	0	0%
Other	0	0	0	0	0%
Unknown	0	0	0	0	0%
Crash Severity					
Property	0	0	0	0	0%
Injury	0	0	0	0	0%
Fatal	0	0	0	0	0%
Light Condition					
Daylight	0	1	0	1	100%
Dawn	0	0	0	0	0%
Dusk	0	0	0	0	0%
Dark - Lighted	0	0	0	0	0%
Dark - Not Lighted	0	0	0	0	0%
Dark - Unknown Lighting	0	0	0	0	0%
Other	0	0	0	0	0%
Unknown	0	0	0	0	0%
Road Condition					
Dry	0	0	0	0	0%
Wet	0	1	0	1	100%
Snow	0	0	0	0	0%
Slush	0	0	0	0	0%
Ice/Frost	0	0	0	0	0%
Water	0	0	0	0	0%
Sand	0	0	0	0	0%
Mud, Dirt, Gravel	0	0	0	0	0%
Oil	0	0	0	0	0%
Other	0	0	0	0	0%
Unknown	0	0	0	0	0%
Hour of Day					
6:00 AM - 9:00 AM	0	1	0	1	100%
9:00 AM - 3:00 PM	0	0	0	0	0%
3:00 PM - 6:00 PM	0	0	0	0	0%
6:00 PM - 6:00 AM	0	0	0	0	0%
Total Crashes:	0	1	0	1	

Fairgrounds Road

	2018	2019	2022	Total	Percent
Collision Type					
Rear End	2	0	0	2	67%
Angle	1	0	0	1	33%
Head-On	0	0	0	0	0%
Pedestrian	0	0	0	0	0%
Sideswipe, Same Direction	0	0	0	0	0%
Sideswipe, Opposite Direction	0	0	0	0	0%
Rear-to-Side	0	0	0	0	0%
Rear-to-Rear	0	0	0	0	0%
Collision with Object	0	0	0	0	0%
Collision with Deer	0	0	0	0	0%
Other	0	0	0	0	0%
Unknown	0	0	0	0	0%
Crash Severity					
Property	0	0	0	0	0%
Injury	0	0	0	0	0%
Fatal	0	0	0	0	0%
Light Condition					
Daylight	3	0	0	3	100%
Dawn	0	0	0	0	0%
Dusk	0	0	0	0	0%
Dark - Lighted	0	0	0	0	0%
Dark - Not Lighted	0	0	0	0	0%
Dark - Unknown Lighting	0	0	0	0	0%
Other	0	0	0	0	0%
Unknown	0	0	0	0	0%
Road Condition					
Dry	3	0	0	3	100%
Wet	0	0	0	0	0%
Snow	0	0	0	0	0%
Slush	0	0	0	0	0%
Ice/Frost	0	0	0	0	0%
Water	0	0	0	0	0%
Sand	0	0	0	0	0%
Mud, Dirt, Gravel	0	0	0	0	0%
Oil	0	0	0	0	0%
Other	0	0	0	0	0%
Unknown	0	0	0	0	0%
Hour of Day					
6:00 AM - 9:00 AM	0	0	0	0	0%
9:00 AM - 3:00 PM	3	0	0	3	100%
3:00 PM - 6:00 PM	0	0	0	0	0%
6:00 PM - 6:00 AM	0	0	0	0	0%
Total Crashes:	3	0	0	3	

Crash Data Summary Charts





APPENDIX C – Trip Generation

ITE Trip Generation Summary

ITE Land Use Codes

ITE Land Use Code 221 – Multifamily Housing (Mid-Rise)

C

Trip Generation Summary

Trip Generation Summary

	<u>Description</u>	<u>Enter</u>	<u>Exit</u>	<u>Total</u>
<u>DAILY</u>				
ITE Land Use Code 221	Multifamily (Mid-Rise)	757	757	1,514
<u>AM PEAK HOUR</u>				
ITE Land Use Code 221	Multifamily (Mid-Rise)	31	102	133
<u>PM PEAK HOUR</u>				
ITE Land Use Code 221	Multifamily (Mid-Rise)	78	50	128

Calculations;

ITE Land Use Code 221 – Multifamily Housing (Mid-Rise)

Independent Variable (X) = Dwelling Units

X = 327

T = Average Rate (X)

Daily *Directional Distribution 50% Entering, 50% Exiting*

T = 4.54 (X)

T = 4.54 (327)

T = 1,484

Enter: 742

Exit: 742

Total 1,484

AM Peak *Directional Distribution 23% Entering, 77% Exiting*

T = 0.37 (X)

T = 0.37 (327)

T = 121

Enter: 28

Exit: 93

Total 121

PM Peak *Directional Distribution 61% Entering, 39% Exiting*

T = 0.39 (X)

T = 0.39 (327)

T = 128

Enter: 78

Exit: 50

Total 128

ITE Land Use Code 221 – Multifamily Housing (Mid-Rise)

Independent Variable (X) = Dwelling Units

X = 327

T = Fitted Curve Equation

Daily *Directional Distribution 50% Entering, 50% Exiting*

$$T = 4.77 (X) - 46.46$$

$$T = 4.77 (327) - 46.46$$

$$T = 1,514$$

Enter: 757

Exit: 757

Total 1,514

AM Peak *Directional Distribution 23% Entering, 77% Exiting*

$$T = 0.44 (X) - 11.61$$

$$T = 0.44 (327) - 11.61$$

$$T = 133$$

Enter: 31

Exit: 102

Total 133

PM Peak *Directional Distribution 61% Entering, 39% Exiting*

$$T = 0.39 (X) + 0.34$$

$$T = 0.39 (327) + 0.34$$

$$T = 128$$

Enter: 78

Exit: 50

Total 128

C

ITE Land Use Code

ITE Land Use Code 221 – Multifamily Housing (Mid-Rise)

ITE Land Use Code 221 – Multifamily Housing (Mid-Rise)

Land Use: 221

Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (mid-rise) (Land Use 226), and mid-rise residential with ground-floor commercial (Land Use 231) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.5 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, Utah, and Virginia.

Source Numbers

168, 188, 204, 305, 306, 321, 818, 857, 862, 866, 901, 904, 910, 949, 951, 959, 963, 964, 966, 967, 969, 970, 1004, 1014, 1022, 1023, 1025, 1031, 1032, 1035, 1047, 1056, 1057, 1058, 1071, 1076

Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 11

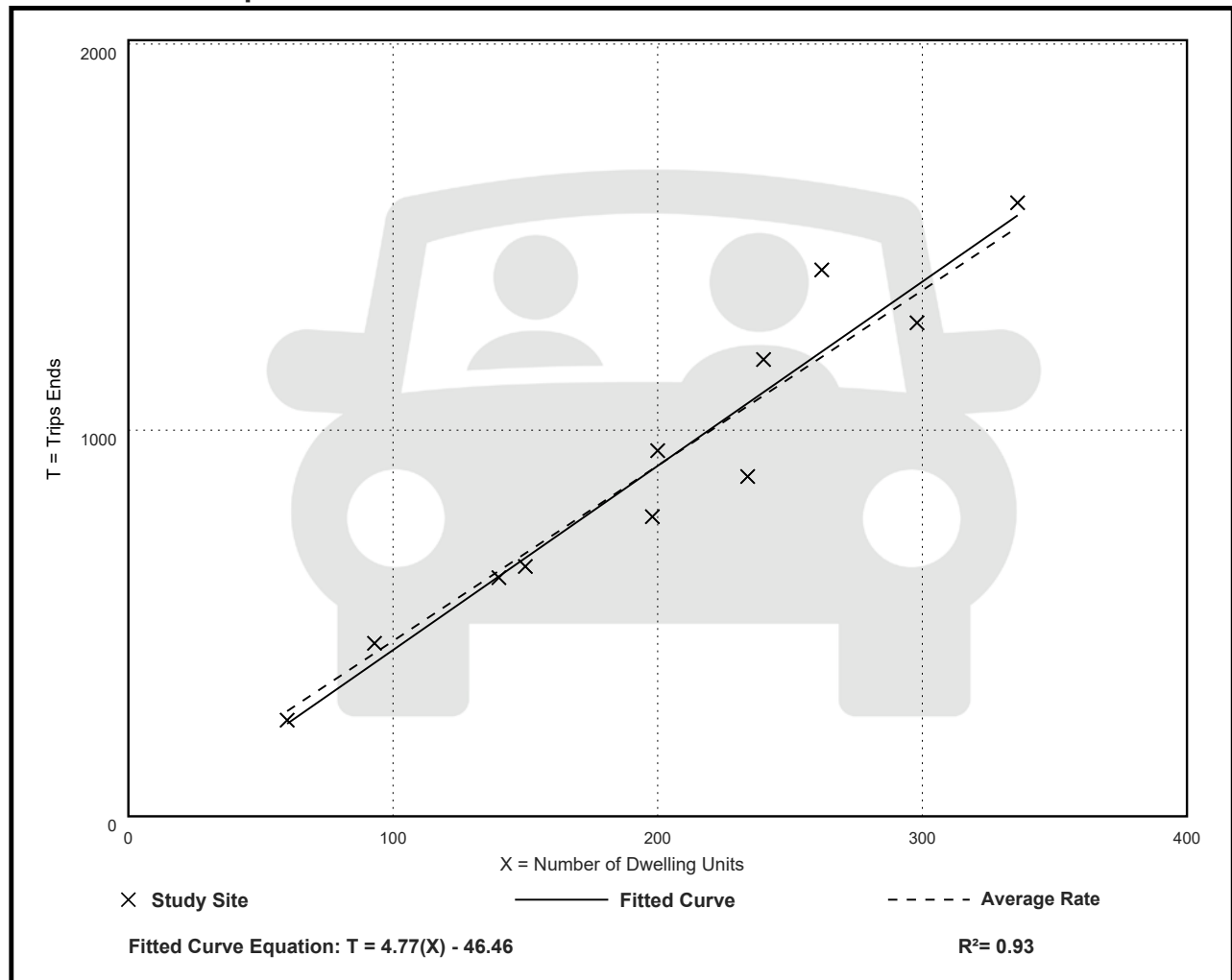
Avg. Num. of Dwelling Units: 201

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 30

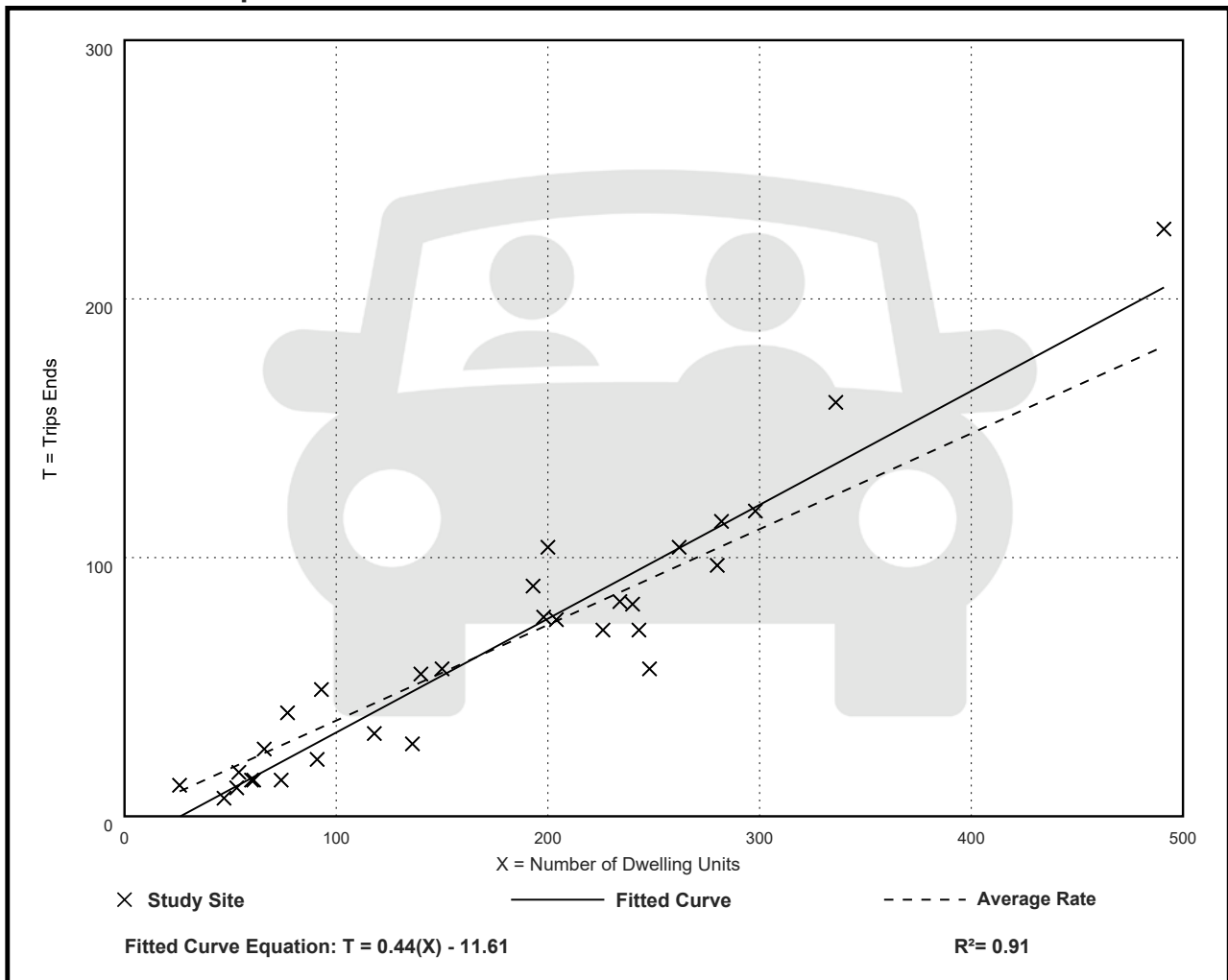
Avg. Num. of Dwelling Units: 173

Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 31

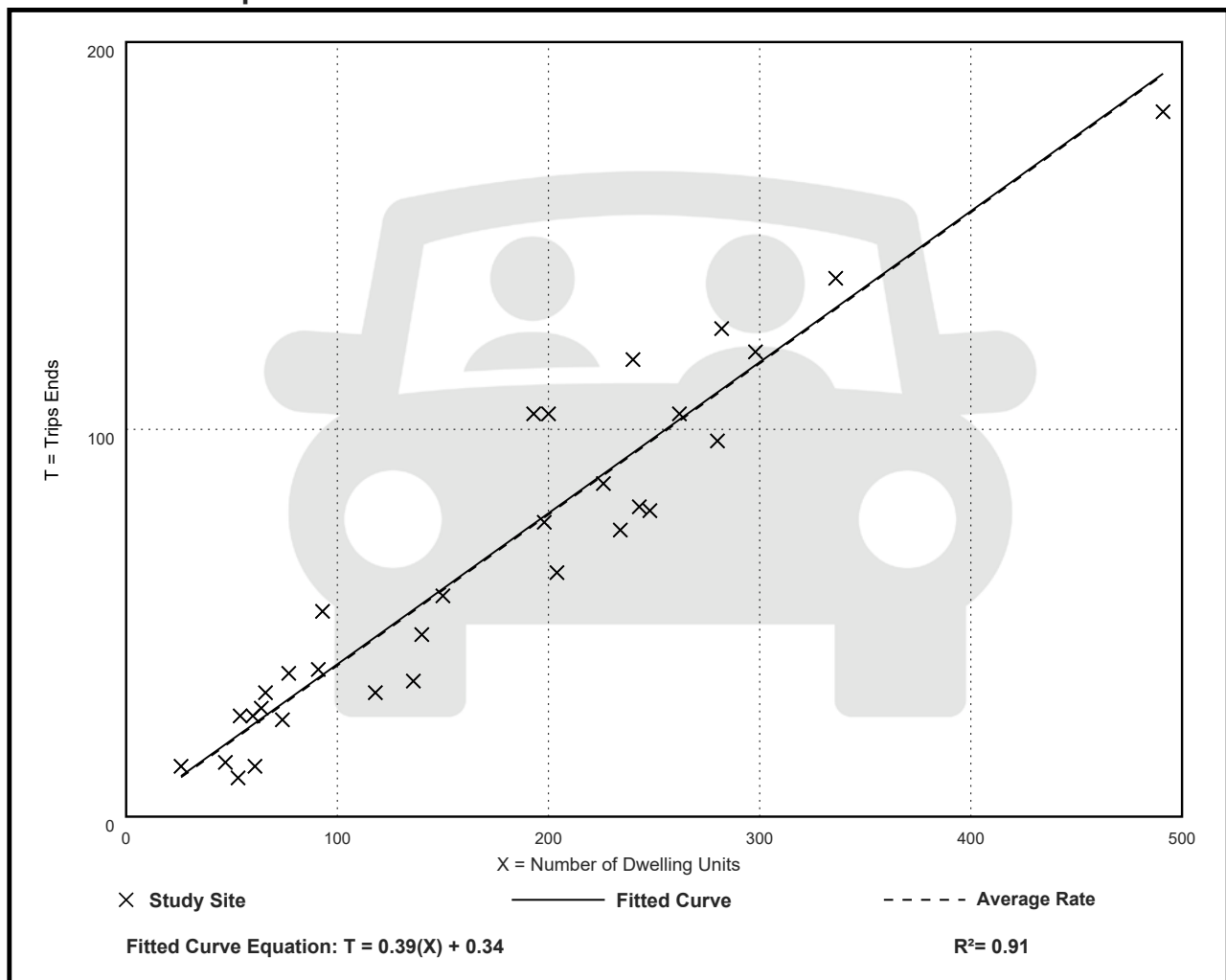
Avg. Num. of Dwelling Units: 169

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



APPENDIX D – Operational Analysis

Existing Conditions

Kingstown Road at Fairgrounds Road

Future Build Conditions

Kingstown Road at Fairgrounds Road
Fairgrounds Road at Site Access Driveway

D

Existing Weekday AM / PM

Kingstown Road at Fairgrounds Road

Kingstown Road at Fairgrounds Road



Turning Movement Diagram

Major Street: Kingstown Road (Rte 138)

Minor Street: Fairgrounds Road

City/Town: South Kingstown

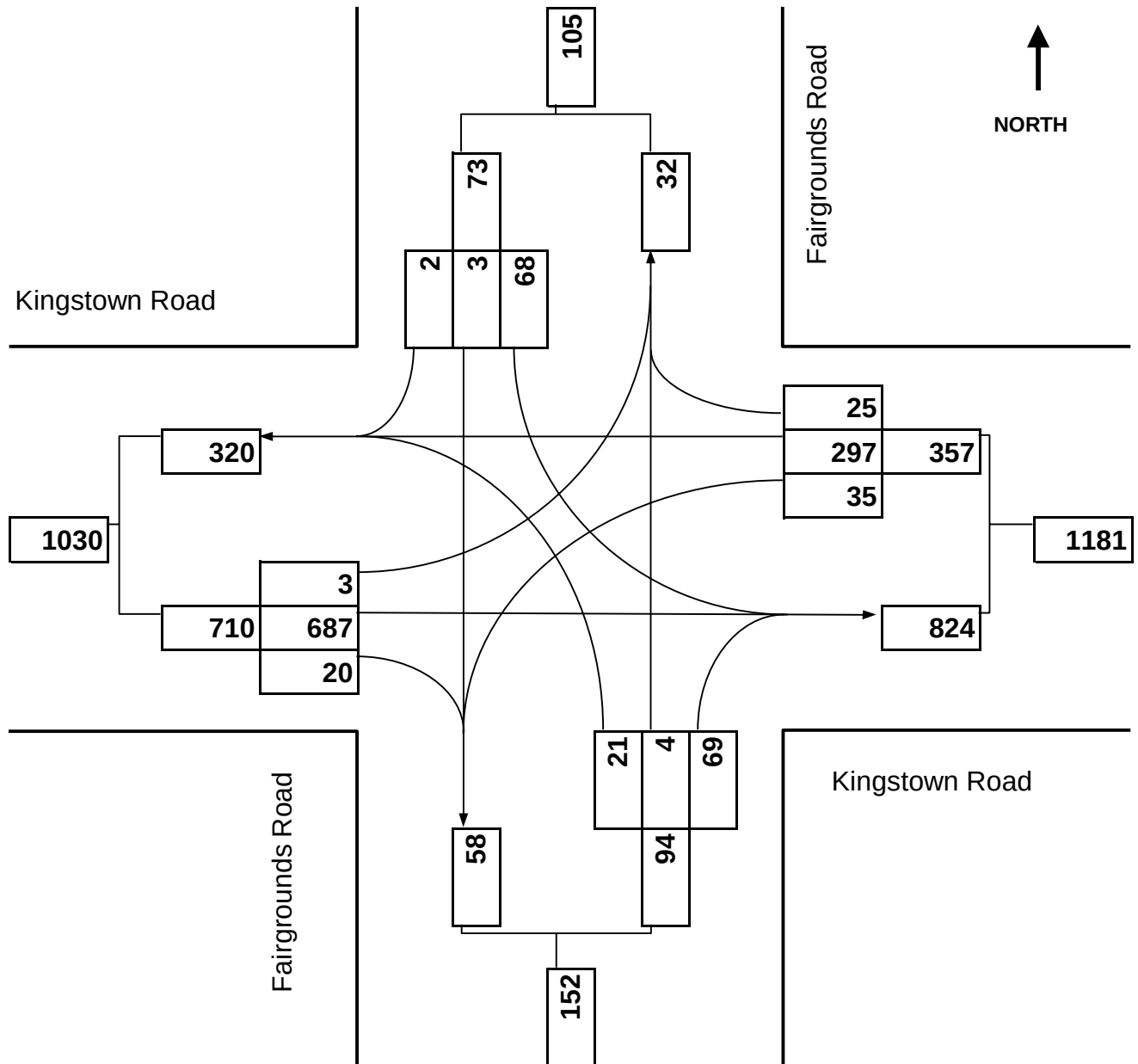
Day of Week: Weekday

Reference No.: 2973

Peak Period: 7:45 - 8:45 AM

Existing: AM Peak

Future: n/a



The Lofts

South Kingstown, RI

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	3	687	20	35	297	25	21	4	69	68	3	2
Future Volume (vph)	3	687	20	35	297	25	21	4	69	68	3	2
Satd. Flow (prot)	0	1824	0	1467	1763	0	0	1559	0	0	1765	0
Flt Permitted		0.999		0.950				0.906			0.781	
Satd. Flow (perm)	0	1822	0	1467	1763	0	0	1428	0	0	1443	0
Satd. Flow (RTOR)		2			9			75			1	
Lane Group Flow (vph)	0	772	0	38	350	0	0	102	0	0	79	0
Turn Type	Perm	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2						8			4		
Total Split (s)	46.0	46.0		21.0	67.0		26.0	26.0		26.0	26.0	
Total Lost Time (s)		6.0		6.0	6.0			6.0			6.0	
Act Effect Green (s)		43.1		7.6	50.7			9.7			9.8	
Actuated g/C Ratio		0.64		0.11	0.75			0.14			0.14	
v/c Ratio		0.66		0.23	0.26			0.38			0.38	
Control Delay (s/veh)		18.0		35.6	4.8			16.5			34.7	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)		18.0		35.6	4.8			16.5			34.7	
LOS		B		D	A			B			C	
Approach Delay (s/veh)		18.0			7.8			16.5			34.7	
Approach LOS		B			A			B			C	
Queue Length 50th (ft)		270		17	47			11			34	
Queue Length 95th (ft)		#578		47	97			54			76	
Internal Link Dist (ft)		513			766			1711			1234	
Turn Bay Length (ft)				300								
Base Capacity (vph)		1137		343	1527			497			451	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.68		0.11	0.23			0.21			0.18	

Intersection Summary

Cycle Length: 93

Actuated Cycle Length: 67.7

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay (s/veh): 15.9

Intersection LOS: B

Intersection Capacity Utilization 60.5%

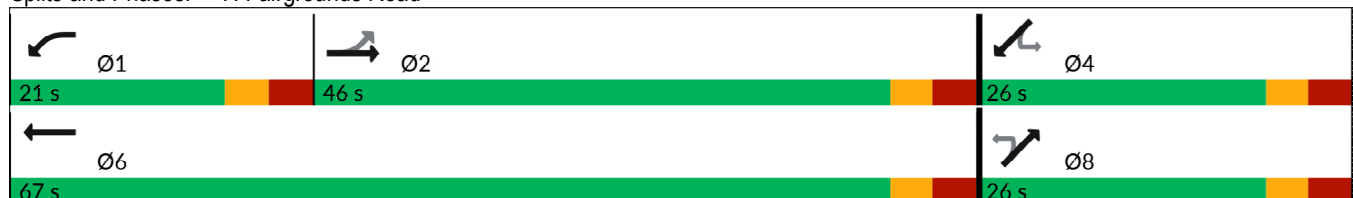
ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: Fairgrounds Road



Existing 2025 Conditions

Timing Plan: AM Peak



Turning Movement Diagram

Major Street: Kingstown Road (Rte 138)

Minor Street: Fairgrounds Road

City/Town: South Kingstown

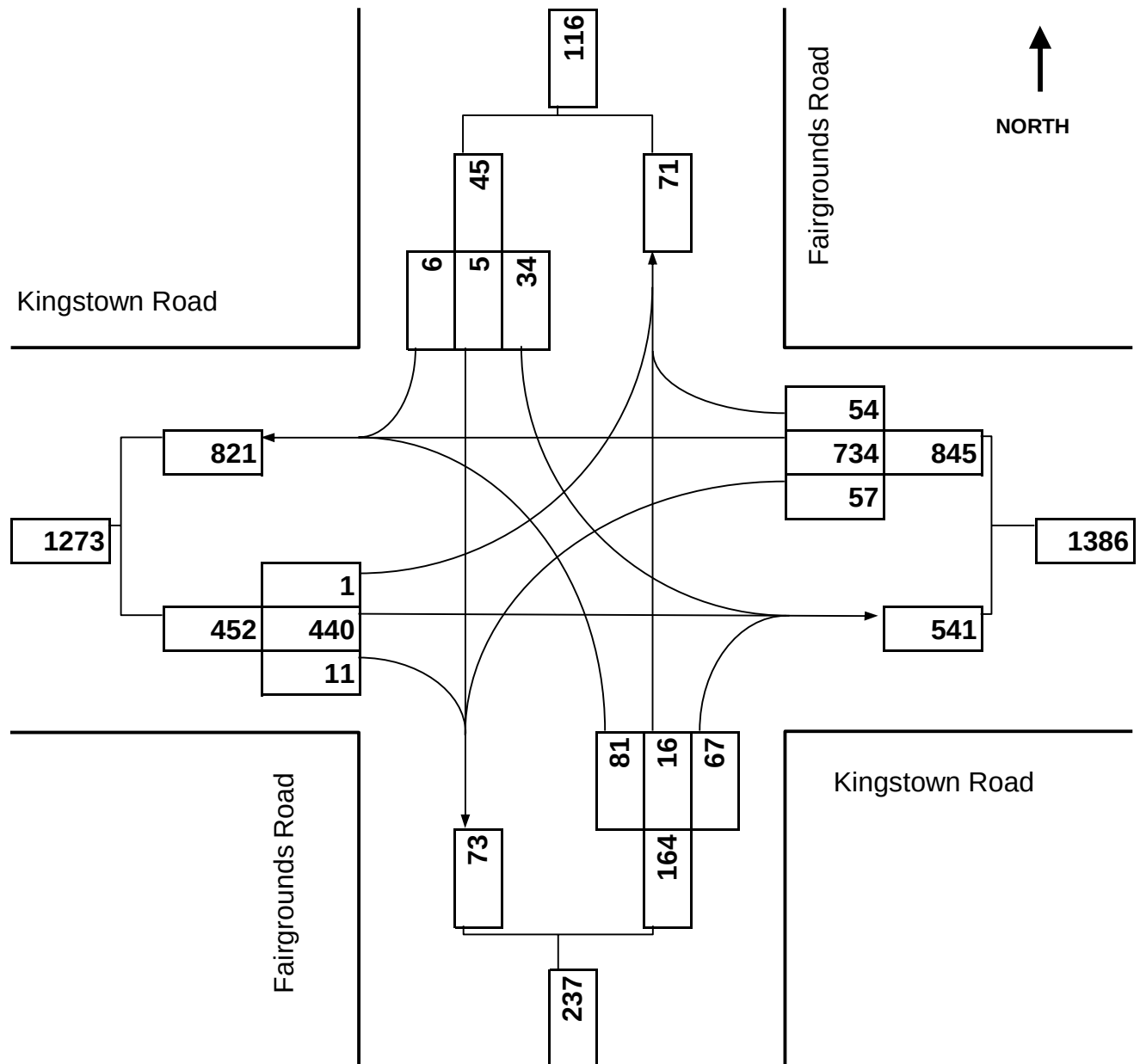
Day of Week: Weekday

Reference No.: 2973

Peak Period: 3:30 - 4:30 PM

Existing: PM Peak

Future: n/a



The Lofts

South Kingstown, RI

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	440	11	57	734	54	81	16	67	34	5	6
Future Volume (vph)	1	440	11	57	734	54	81	16	67	34	5	6
Satd. Flow (prot)	0	1859	0	1444	1847	0	0	1705	0	0	1760	0
Flt Permitted		0.999		0.950				0.820			0.707	
Satd. Flow (perm)	0	1857	0	1444	1847	0	0	1432	0	0	1292	0
Satd. Flow (RTOR)		2			8			34			6	
Lane Group Flow (vph)	0	476	0	60	830	0	0	173	0	0	47	0
Turn Type	Perm	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2						8			4		
Total Split (s)	46.0	46.0		21.0	67.0		26.0	26.0		26.0	26.0	
Total Lost Time (s)		6.0		6.0	6.0			6.0			6.0	
Act Effect Green (s)		29.4		8.5	37.9			12.0			12.0	
Actuated g/C Ratio		0.47		0.14	0.61			0.19			0.19	
v/c Ratio		0.55		0.31	0.74			0.57			0.19	
Control Delay (s/veh)		17.9		33.0	14.0			28.1			23.6	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)		17.9		33.0	14.0			28.1			23.6	
LOS		B		C	B			C			C	
Approach Delay (s/veh)		17.9			15.3			28.1			23.6	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)		139		20	181			44			12	
Queue Length 95th (ft)		299		68	408			131			48	
Internal Link Dist (ft)		467			766			1711			1234	
Turn Bay Length (ft)				300								
Base Capacity (vph)		1251		364	1693			504			439	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.38		0.16	0.49			0.34			0.11	

Intersection Summary

Cycle Length: 93

Actuated Cycle Length: 62.6

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay (s/veh): 17.7

Intersection LOS: B

Intersection Capacity Utilization 65.4%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 7: Fairgrounds Road



Existing 2025 Conditions

Timing Plan: PM Peak

D

Future Build Weekday AM / PM

Kingstown Road at Fairgrounds Road
Fairgrounds Road at Site Access Road

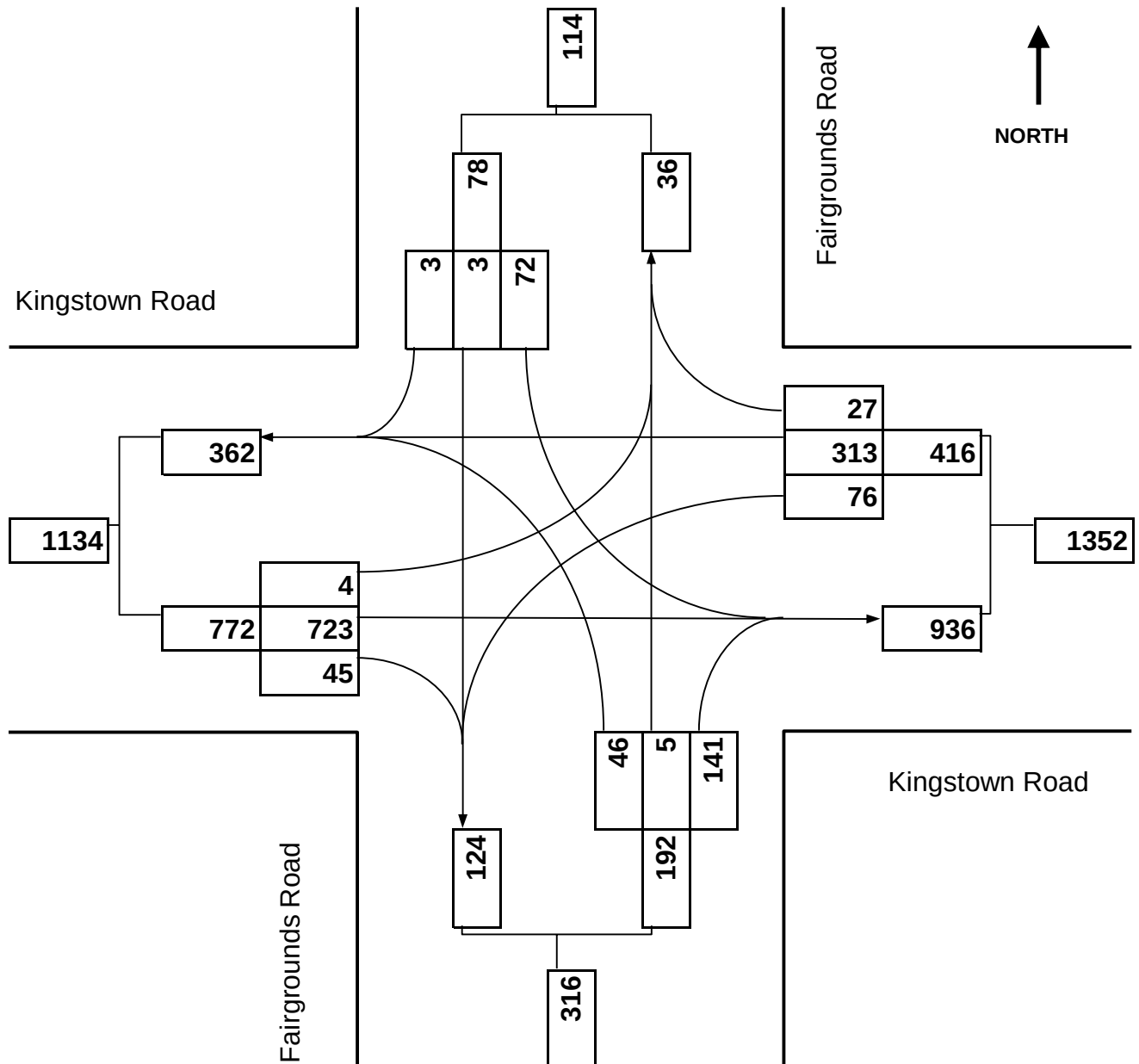
Kingstown Road at Fairgrounds Road



Turning Movement Diagram

Major Street: Kingstown Road (Rte 138)
City/Town: South Kingstown
Reference No.: 2973
Existing: n/a

Minor Street: Fairgrounds Road
Day of Week: Weekday
Peak Period: AM Peak
Future: Build



The Lofts

South Kingstown, RI

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	723	45	76	313	27	46	5	141	72	3	3
Future Volume (vph)	4	723	45	76	313	27	46	5	141	72	3	3
Satd. Flow (prot)	0	1821	0	1641	1763	0	0	1619	0	0	1744	0
Flt Permitted		0.999		0.252				0.902			0.485	
Satd. Flow (perm)	0	1819	0	435	1763	0	0	1478	0	0	885	0
Satd. Flow (RTOR)		5			10			139			2	
Lane Group Flow (vph)	0	839	0	83	369	0	0	208	0	0	84	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8			4		
Total Split (s)	48.0	48.0		18.0	66.0		24.0	24.0		24.0	24.0	
Total Lost Time (s)		6.0		6.0	6.0			6.0			6.0	
Act Effect Green (s)		42.4		52.4	52.4			11.8			11.8	
Actuated g/C Ratio		0.55		0.68	0.68			0.15			0.15	
v/c Ratio		0.83		0.20	0.30			0.60			0.61	
Control Delay (s/veh)		26.1		5.9	5.9			19.5			49.6	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)		26.1		5.9	5.9			19.5			49.6	
LOS		C		A	A			B			D	
Approach Delay (s/veh)		26.1			5.9			19.5			49.6	
Approach LOS		C			A			B			D	
Queue Length 50th (ft)		333		11	57			31			38	
Queue Length 95th (ft)		#678		30	119			96			86	
Internal Link Dist (ft)		480			850			1711			1234	
Turn Bay Length (ft)				300								
Base Capacity (vph)		1018		490	1402			459			213	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.82		0.17	0.26			0.45			0.39	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 76.5

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay (s/veh): 20.7

Intersection LOS: C

Intersection Capacity Utilization 81.9%

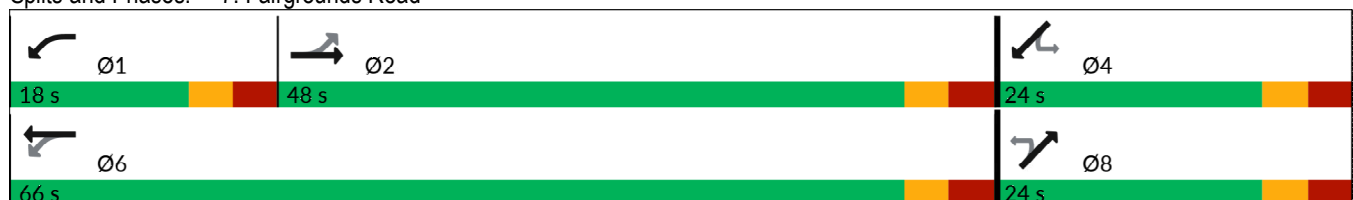
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: Fairgrounds Road



Future 2030 Build Conditions

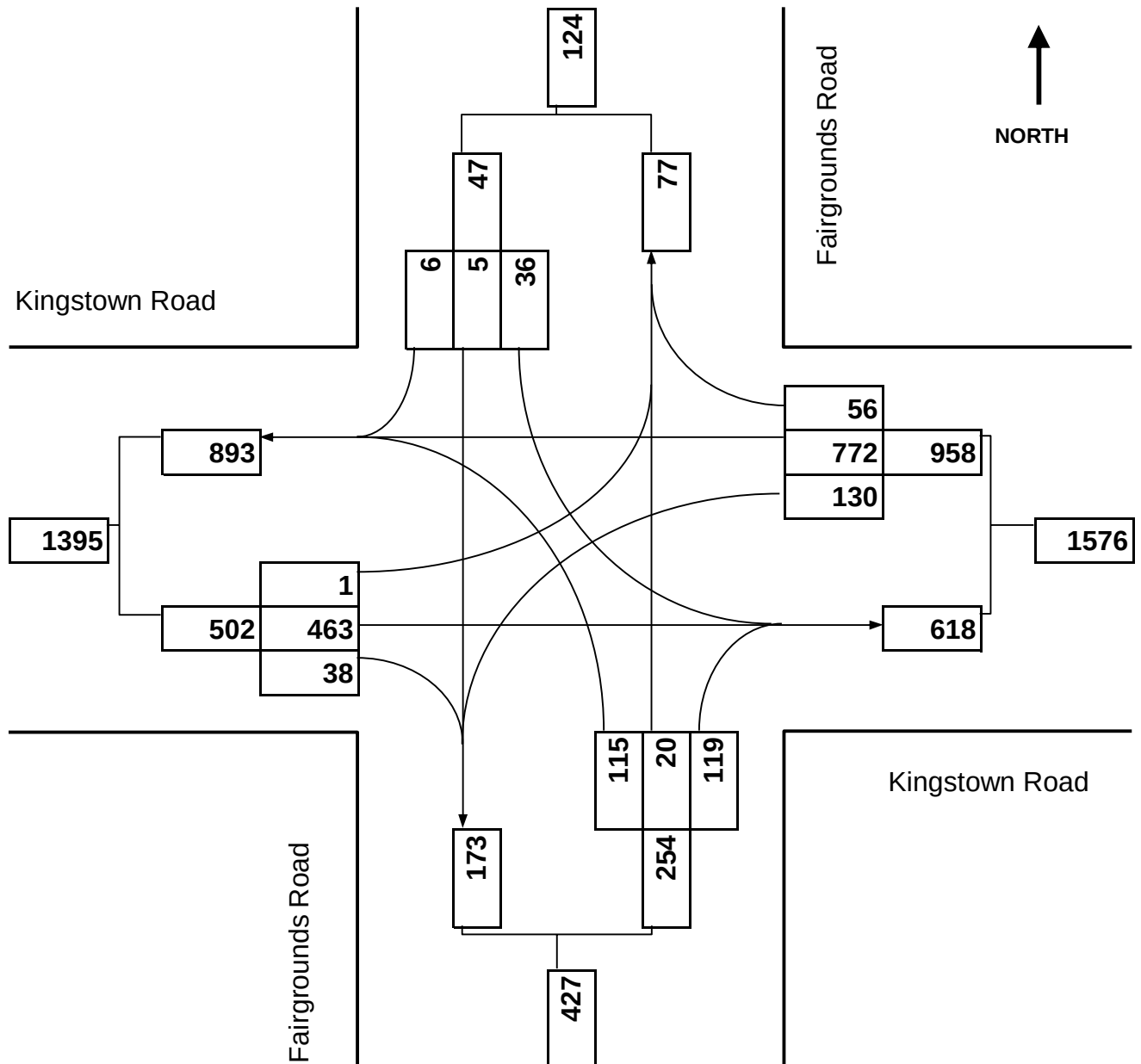
Timing Plan: AM Peak Optimized



Turning Movement Diagram

Major Street: Kingstown Road (Rte 138)
City/Town: South Kingstown
Reference No.: 2973
Existing: n/a

Minor Street: Fairgrounds Road
Day of Week: Weekday
Peak Period: PM Peak
Future: Build



The Lofts

South Kingstown, RI

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	463	38	130	772	56	115	20	119	36	5	6
Future Volume (vph)	1	463	38	130	772	56	115	20	119	36	5	6
Satd. Flow (prot)	0	1850	0	1626	1847	0	0	1702	0	0	1764	0
Flt Permitted		0.999		0.298				0.831			0.656	
Satd. Flow (perm)	0	1848	0	510	1847	0	0	1446	0	0	1202	0
Satd. Flow (RTOR)		6			8			52			6	
Lane Group Flow (vph)	0	528	0	137	872	0	0	267	0	0	49	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8			4		
Total Split (s)	37.0	37.0		18.0	55.0		25.0	25.0		25.0	25.0	
Total Lost Time (s)		6.0		6.0	6.0			6.0			6.0	
Act Effect Green (s)		26.3		37.3	37.3			14.6			14.6	
Actuated g/C Ratio		0.41		0.58	0.58			0.23			0.23	
v/c Ratio		0.70		0.31	0.82			0.73			0.18	
Control Delay (s/veh)		23.8		8.5	18.5			33.3			22.6	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)		23.8		8.5	18.5			33.3			22.6	
LOS		C		A	B			C			C	
Approach Delay (s/veh)		23.8			17.1			33.3			22.6	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		183		23	250			80			14	
Queue Length 95th (ft)		327		49	446			#201			45	
Internal Link Dist (ft)		445			766			1711			1234	
Turn Bay Length (ft)				300								
Base Capacity (vph)		948		513	1423			485			378	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.56		0.27	0.61			0.55			0.13	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 64.6

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay (s/veh): 21.5

Intersection LOS: C

Intersection Capacity Utilization 100.4%

ICU Level of Service G

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: Fairgrounds Road

	Ø1		Ø2		Ø4
18 s		37 s		25 s	
	Ø6				Ø8
55 s				25 s	

Future 2030 Build Conditions

Timing Plan: PM Peak - Optimized

Fairgrounds Road at Site Access Road



Turning Movement Diagram

Major Street: Fairgrounds Road

City/Town: South Kingstown

Reference No.: 2973

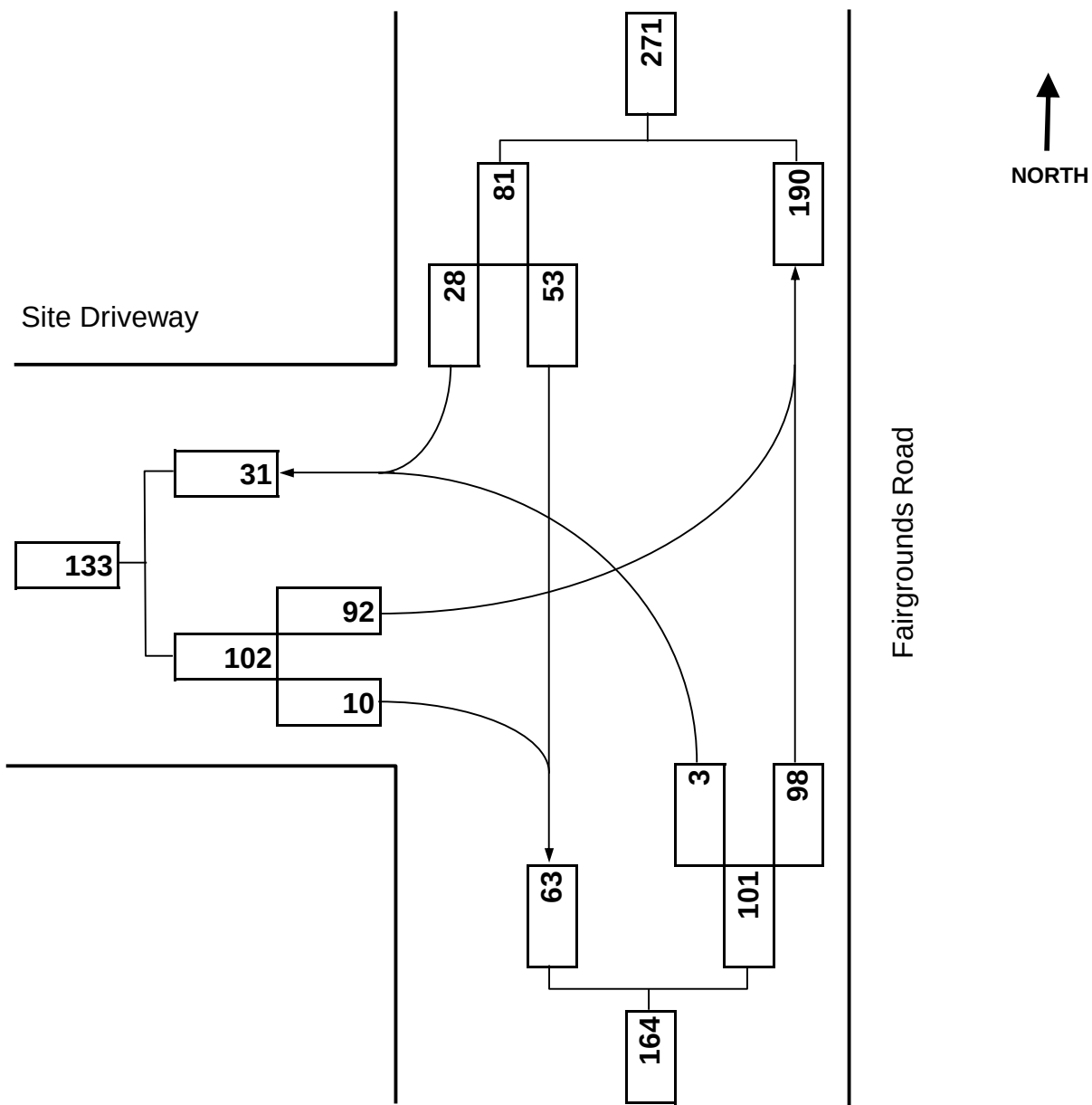
Existing: n/a

Minor Street: Site Driveway

Day of Week: Weekday

Peak Period: AM Peak

Future: Build



Intersection

Int Delay, s/veh 3.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations

Traffic Vol, veh/h 3 98 53 28 92 10

Future Vol, veh/h 3 98 53 28 92 10

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 3 107 58 30 100 11

Major/Minor	Major1	Major2	Minor2
-------------	--------	--------	--------

Conflicting Flow All 88 0 - 0 186 73

Stage 1 - - - - 73 -

Stage 2 - - - - 113 -

Critical Hdwy 4.12 - - - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy 2.218 - - - 3.518 3.318

Pot Cap-1 Maneuver 1508 - - - 803 989

Stage 1 - - - - 950 -

Stage 2 - - - - 912 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1508 - - - 801 989

Mov Cap-2 Maneuver - - - - 801 -

Stage 1 - - - - 948 -

Stage 2 - - - - 912 -

Approach	EB	WB	SB
----------	----	----	----

HCM Ctrl Dly, s/v 0.22 0 10.1

HCM LOS B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
-----------------------	-----	-----	-----	-----	-------

Capacity (veh/h) 53 - - - 817

HCM Lane V/C Ratio 0.002 - - - 0.136

HCM Ctrl Dly (s/v) 7.4 0 - - 10.1

HCM Lane LOS A A - - B

HCM 95th %tile Q(veh) 0 - - - 0.5

Future 2030 Build Conditions

Timing Plan: AM Peak



Turning Movement Diagram

Major Street: Fairgrounds Road

City/Town: South Kingstown

Reference No.: 2973

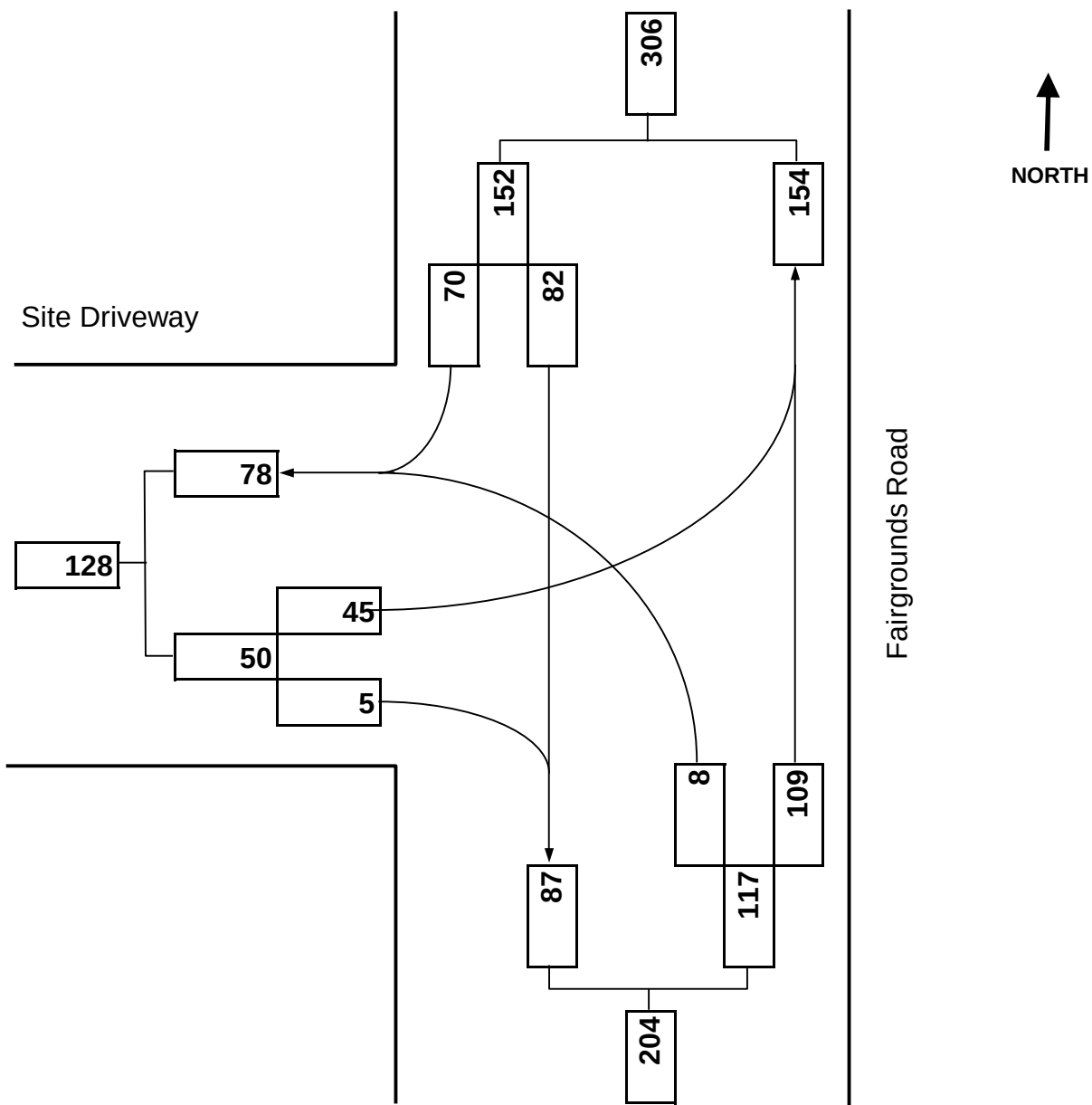
Existing: n/a

Minor Street: Site Driveway

Day of Week: Weekday

Peak Period: PM Peak

Future: Build



Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	109	82	70	45	5
Future Vol, veh/h	8	109	82	70	45	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	115	86	74	47	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	160	0	0 255 123
Stage 1	-	-	- 123 -
Stage 2	-	-	- 132 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1419	-	- 734 928
Stage 1	-	-	- 902 -
Stage 2	-	-	- 895 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1419	-	- 729 928
Mov Cap-2 Maneuver	-	-	- 729 -
Stage 1	-	-	- 897 -
Stage 2	-	-	- 895 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.52	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	123	-	-	-	745
HCM Lane V/C Ratio	0.006	-	-	-	0.071
HCM Ctrl Dly (s/v)	7.6	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Future 2030 Build Conditions
Timing Plan: PM Peak



Letter of Transmittal

To:	James D. Rabbitt, AICP, Planning Director South Kingstown Planning Department 180 High Street Wakefield, RI 02879
-----	--

Date:	8/29/2025
DE Job No:	3373-001
Re:	The Lofts at Fairgrounds Master Plan Submission

Number of Copies:	Description:
1	Application Fee of \$6,420 (\$200 + \$20/unit @ 311 units)(Check # 1509)
16	Project Review Application Form – dated 8/27/25
6	Project Team Form
1	Notarized Owner Authorization Form – dated 8/28/25
6	Comprehensive Permit Application & Checklist – dated 8/29/25
6	List of Adjustments and Timetable for Construction by Darrow Everett – dated 8/29/25
6	Sample Deed Restriction
6	Financial Pro Forma
6	Master Plan Checklist w/ Annotation – dated 8/29/25
6	Master Plan Narrative – dated 8/28/25
6	Radius Map and Abutters List
6	Monitoring Agent Letter – dated 7/24/25
6	Site Plans – Full Size (24" x 36"), Paper – dated 8/29/25
6	Architectural Renderings – Full Size (24" x 36"), Paper by Newbury Design Associates
6	Conceptual Landscape Plan – Full Size (24" x 36"), Paper – dated 8/29/25
6	Wetlands Statement Letter – dated 8/28/25
6	Kingston Water – Will Serve Request Letter (Pending)
6	South Kingstown Sewer – Will Serve Request Letter (Pending)
6	Traffic Impact Study prepared by Crossman Engineering – dated August 27, 2025
6	Land Use & Planning Report prepared by Doug McLean, AICP – dated 8/28/25

Remarks:

The attached package is submitted for Comprehensive Permit (Master Plan) review. We respectfully request to be placed on the September 10, 2025, Technical Review Committee (TRC) meeting for review and discussion. The Letter of Eligibility (LOE) from Statewide Housing will be submitted under separate cover upon receipt.

From:

Eric Prive, PE
Senior Project Manager
eprive@diprete-eng.com

Copy:

Kelley Morris Salvatore, Esq.
Jonathan Fox – Alcamo Capital, LLC



DiPrete Engineering

July 31, 2025

Christopher Champi, Superintendent
Kingston Water
P.O. Box 216
West Kingston, RI 02892

RE: The Lofts at Fairgrounds
132 Fairgrounds Road
Assessor's Plat 21-3 Lot 9
South Kingstown, Rhode Island
DE Project #: 3373-001

Dear Mr. Champi,

The above-mentioned project is proposed at 132 Fairgrounds Road in South Kingstown, Rhode Island. The site is located on Assessor's Plot 21-3 Lot 9. The development will consist of the subdivision of an existing industrial lot and new construction of six (6) apartment buildings and associated amenities. The existing industrial building (Norpak) will remain an industrial use and the new apartment buildings will provide 311 units. The units will be a mixture of studio, 1-bedroom, and 2-bedroom units for a total of 403 bedrooms.

Water demand flow calculations for the proposed development are provided below. These flows are based on the Rhode Island Department of Environmental Management (RIDEM) Rules Establishing Minimum Standards Relating to Location, Design, Construction and Maintenance of Onsite Wastewater Treatment Systems:

- Industrial Building
 - o Factory/Industrial plant: 15 GPD per person x 40 employees = 600 GPD total
- Apartment Buildings
 - o Multi-Family Residence: 311 units (89 Studio + 130 1-bed + 92 2-bed) = 403 bedrooms
 - 115 GPD per bedroom x 403 bedrooms = 46,345 GPD total

It's our understanding that the industrial property was previously used by American Power Conversion /Schneider Electric with a larger water flow and associated supporting infrastructure. We are seeking confirmation of water service availability for this project. The project is currently in the planning process and has not yet received any regulatory approvals. Construction will commence once all regulatory approvals have been received. If you have any further questions on this matter, please feel free to contact me at your earliest convenience.

Sincerely,
DiPrete Engineering Associates, Inc.

Eric Prive, PE
Senior Project Manager
eprive@diprete-eng.com



DiPrete Engineering

August 28, 2025

South Kingstown Planning Board
James D. Rabbitt, AICP, Planning Director
South Kingstown Planning Department
180 High Street
Wakefield, RI 02879

RE: The Lofts at Fairgrounds – Wetland Statement
132 Fairgrounds Road
Assessor's Plat 21-3 Lot 9
South Kingstown, Rhode Island
DE Project #: 3373-001

Dear Mr. Rabbitt:

DiPrete Engineering performed a site assessment on March 26, 2025, relative to the above-referenced parcel located at 132 Fairgrounds Road on Assessor's Plat 21-3 Lot 9. As part of the assessment, we reviewed whether there were any freshwater or coastal wetlands located on the property. As a result of our review, we have determined that there are no freshwater or coastal wetlands on the property that would fall within RIDEM/CRMC jurisdiction.

If you have any further questions on this matter, please feel free to contact me at your earliest convenience.

Sincerely,
DiPrete Engineering Associates, Inc.

Eric Prive, PE
Senior Project Manager

From: [Eric Prive](#)
To: [Brian Wagner](#)
Subject: [EXTERNAL] RE: Lofts at Fairgrounds - Notice of Incomplete Submission
Date: Tuesday, October 7, 2025 10:42:43 AM
Attachments: [image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[3373-001-MSTR-NARR-OPLN-20250912 Updated Narrative.pdf](#)
[3373-001-MSTR-RMSC-OPLN-20250925 Fiscal Lombardo.pdf](#)
[3373-001-MSTR-DRFT-INHS-20250909 -Viewshed Analysis.pdf](#)
[3373-001-MSTR-LTTR-IATY-20250925 Updated Adjustment Cover Letter.pdf](#)

Good Morning Brian,

Following up to see if you need any additional information or hard copies submitted. We believe that everything is included to be certified complete and look forward to presenting to the Planning Board at the October meeting.

Best,

Eric Prive, PE
Senior Project Manager

401-648-2106 |  **DiPrete Engineering**

From: Eric Prive eprive@diprete-eng.com
Sent: Friday, September 26, 2025 10:12 AM
To: Brian Wagner bwagner@southkingstownri.gov
Subject: Lofts at Fairgrounds - Notice of Incomplete Submission

Good Morning Brian,

Attached please find the responses to the completeness items. Included are:

- Updated narrative
- Joe Lombardo Fiscal Impact Report (with population/school age children data)
- Viewshed Analysis Exhibit
- Updated Adjustment Cover Letter

Please let me know if you'd like hard copies sent to your attention.

Best,

Eric Prive, PE
Senior Project Manager

401-648-2106 |  **DiPrete Engineering**

From: Brian Wagner <bwagner@southkingstownri.gov>

Sent: Thursday, September 18, 2025 12:57 PM

To: Eric Prive <eprive@diprete-eng.com>; Kelley Morris Salvatore <ksalvatore@darroweverett.com>; Jonathan Fox <jfox@alcamocap.com>

Cc: James Rabbitt <jrabbitt@southkingstownri.gov>; Jason Parker <jparker@southkingstownri.gov>

Subject: Lofts at Fairgrounds - Notice of Incomplete Submission

Eric: Per our discussions see the attached NoIS.



Brian Wagner

Principal Planner

Email: bwagner@southkingstownri.gov

Phone: 401-789-9331 x1241

180 High Street | Wakefield, RI 02879

<http://www.southkingstownri.com>



Kelley Morris Salvatore, Esq.
ksalvatore@darroweverett.com

September 25, 2025

The Honorable South Kingstown Planning Board
c/o James D. Rabbitt, Planning Director
180 High Street
Wakefield, RI 02879

Re: The Lofts at Fairgrounds
132 Fairgrounds Road, AP 21-3, Lot 9
Comprehensive Permit – Master Plan

Dear Madam Chair and Honorable Members of the Planning Board:

This is intended to address required adjustments, proposed timetable for construction and completion of the project..

Required Adjustments from the Zoning Ordinance. The Applicant currently seeks the following adjustments from the Zoning Ordinance. The Applicant will update the required adjustments at Preliminary Plan stage, once all engineering is completed.

- (1) Zone Change/Use Variance – Multifamily Household Land Development Project Use not permitted in Industrial-1 zoning district.
- (2) Maximum Structure Height – We are proposing 59 ft. of height on some buildings, where 40 ft. is permitted.

The following Zoning Table is provided in the submitted plans:

DIMENSIONAL REGULATIONS:

CURRENT ZONING:	I-I INDUSTRIAL REQUIRED	PROVIDED	
		PARCEL A	PARCEL B
MINIMUM LOT AREA:	40,000 SF	407,259 SF	473,629 SF
MINIMUM FRONTAGE AND LOT WIDTH:	150'	150'	481'
MINIMUM FRONT AND CORNER SIDE YARD:	40'	192'	51'
MINIMUM SIDE YARD:	30'	30'	30'
MINIMUM REAR YARD:	30'	77'	39'
MAXIMUM STRUCTURE HEIGHT:	40'	-	59'*
MAXIMUM LOT BUILDING COVERAGE:	80%	48%	23%

* ADJUSTMENT REQUESTED FOR PROPOSED BUILDING HEIGHT



Required Adjustments from the Subdivision and Land Development Regulations. The Applicant currently seeks the following adjustments from the Subdivision and Land Development Regulations (hereinafter, the “Regulation”). The applicable regulations are contained within Article IV § H of the Subdivision Regulations. The Applicant will update the required adjustments at Preliminary Plan stage, once all engineering is completed.

- (1) Section H (3) Relation to Utilities – Multifamily Household Land Development Project Use is not permitted in Industrial-1 zoning district.
- (2) Section H (6) Screening – Screening is required, by “[f]ences, walls, earthen berms or vegetative screening” around the perimeter of the development, between adjacent properties.
- (3) Section H (7) Front Yard Setbacks – A minimum front yard setback of 100 feet along public streets is required, including a 50-foot landscaped buffer.
- (4) Section H (8) Density Requirements – A maximum density of 7.71 units per developable acre is ordinarily permitted for 1-2 bedroom units. However, pursuant to R.I.G.L. § 45-53-4(b)(1), properties that are connected to, or are eligible to be connected to, public sewer and water, that also provide at least 25% low-and moderate-income housing must be granted at least five additional units per acre. This density bonus would yield a maximum permitted density of at least 12.71 units per acre. We are proposing the development of 311 units, and the parcel is comprised of 10.87 developable acres, which results in a density of 28.6 units per acre.
- (5) Section H (9) Supplementary Standards – This regulation contains several provisions that affect the development, each addressed in turn:
 - a. The regulation’s permitted use for Multifamily Household Land Developments is only residential, with customary accessory uses thereto. This project proposes the incorporation of retail operations, in addition to residential and accessory uses.
 - b. The regulation requires that parking lots not be located within fifteen feet of principal residential buildings. Some of the parking lots proposed within this development are closer.
 - c. The regulation requires a minimum distance of fifty feet between any two buildings, or rows of buildings. This minimum distance is reduced to twenty-five feet for abutting buildings if the abutting walls “contain no windows serving habitable rooms. . .” Some buildings, as proposed, are closer than fifty feet.
 - d. The regulation permits floor areas for allowable accessory uses within these developments of 2.5% of the floor area for residential use. There is also a maximum of 800 square feet of floor area, per structure, permitted for accessory uses within the development.
 - e. The regulation requires that 10% of the developable land area be reserved as open space.

Waiver for RI Housing Letter of Eligibility. The Applicant requests a waiver for submission of the Letter of Eligibility from Rhode Island Housing. The Letter of Eligibility will be provided prior to Master Plan approval.



Timetable for construction. The Applicant expects construction to proceed in Fall/Winter 2026 and be complete 24 – 36 months thereafter.

We look forward to discussing the Application with you during the hearing on the Master Plan.

Very truly yours,

A handwritten signature in dark blue ink, reading 'Kelley Morris Salvatore'. The signature is fluid and cursive, with the first name 'Kelley' being the most prominent.

Kelley Morris Salvatore

cc: Client
DiPrete Engineering.
Newbury Design Associates, Inc.
Crossman Engineering
Doug McLean, AICP
JDL Enterprises
The Community Housing Land Trust of Rhode Island



DiPrete Engineering

September 12, 2025

South Kingstown Planning Board
c/o James D. Rabbitt, AICP, Planning Director
South Kingstown Planning Department
180 High Street
Wakefield, RI 02879

RE: The Lofts at Fairgrounds – Comprehensive Permit (Master Plan)
132 Fairgrounds Road
Assessor's Plat 21-3 Lot 9
South Kingstown, Rhode Island
DE Project #: 3373-001

Dear Mr. Rabbitt:

DiPrete Engineering (DE) has prepared the following Master Plan narrative to supplement the submission materials and provide additional details for the proposed residential development.

General Description of the Existing Physical Environment and Existing Uses of the Property

The proposed residential development has been designed to create new housing opportunities on the under-utilized, excess parking area of the existing industrial building located on the property. The existing industrial building was previously occupied by American Power Conversion (APC) since the mid 1990's. The APC workforce and associated parking demand created the site layout and asphalt landscape that exists on the property today. APC was purchased by Schneider Electric in 2012, who occupied the building until they subsequently moved in 2020.

After many years on the market, the property was purchased in 2023 by the present owner (132 Fairgrounds LLC). The industrial building is currently occupied by Norpak LLC as a food packaging product manufacturer. The Norpak technological advances and automation of operations have created efficiency improvements that have reduced the workforce demand, creating excess parking on the property. The under-utilized parking areas are proposed to re-purposed as residential housing to support the growing demand in the Town. The entirety of the property is developed with an industrial building, parking areas, and ancillary infrastructure buildings.

General Description of the Uses and Types of Development

The project consists of six (6) new multi-family buildings and a retail/amenity building at the entrance. Each building provides a mixture of studio, one-bedroom, and two-bedroom units for a total of 311 units.

The design team looked to provide key amenities to the future residents including an in-house fitness center, in-ground swimming pool with hot tub, outdoor passive/active recreation areas, new pedestrian walking paths, outdoor firepit/seating areas, detached covered garage spaces, and an outdoor pet area. The buildings will be professionally managed with onsite staff to serve the future residents.

Outdoor recreational areas are a key focus for the development and have been incorporated into the design. The applicant recognizes the importance of providing common areas (both indoor and outdoor) for the future residents to use. Potential outdoor recreation areas include:

- New walking path connections to create an integrated pedestrian circulation system
- Outdoor pet area
- Outdoor firepits with seating/meeting area
- In-ground swimming pool and hot tub
- Bike racks for multi-modal alternatives

Design Approach

The architecture of the buildings at The Lofts at Fairgrounds has been an important aspect of the design from the beginning. It was identified in early stages that integrating a residential community adjacent to the existing industrial building would be important to get right. In this case, Newbury Design Associates have created a site layout and residential community with building facades that the owners believe will be a great addition to the property. The architects will be prepared at the appropriate time to discuss with the board and staff what their design inspirations were, and goals in creating the new buildings.

The planning process has been ongoing for over a year and has involved much thought and preparation to create new buildings and associated amenities that will offer a high-quality residential development to support the surrounding uses including the University of Rhode Island (URI), the Kingston train station, and South County Hospital. It is intended to meet the needs of many current South Kingstown residents with alternatives for pricing and feasible housing options. The concept of additional residential uses in the West Kingston area near URI has been studied and the current plan has been developed over the past several months by a team of experts in the fields of architecture, engineering, surveying, financial viability, construction, and land planning.

“The Lofts at Fairgrounds” is presented as a Comprehensive Permit application, in accordance with the State of Rhode General Law 45-53-4. As required by the Comprehensive Permit, 25% of the proposed units will be set aside as low- and moderate-income (LMI) units. The goal for this site is to create a residential development that not only meets the state law but also offers new housing options for those who want more affordable and other alternatives. The submitted plans have been slightly modified from the Pre-Application Conference to address some of the comments discussed at the Planning Board meeting.

An Estimate of the Number of School Age Children to be Housed in the Proposed Development

Please reference the Fiscal Impact Study prepared by Joseph Lombardo, AICP, of JDL Enterprises dated September 2025 (attached herewith). A summary of the school age children findings is below:

Using the higher number of 0.10, at 0.10 students per household (or 10 students per 100 units) nine (9) students would be expected from the residential development proposed within the proposed development contained within the design of the 92 two (2) bedroom apartment units. The studio and one (1) bedroom apartment units typically do not attract or retain families with children as potential residents.

It's important to note that the town has seen a steady decline in student enrollment within the school system over the past 10 years.

General Analysis of Soils Type and Suitability for Development of the Proposed Project

The soils on the Site have been mapped by the USDA Soil Conservation Service. They are:

EfA* ENFIELD SILT LOAM - The Enfield component makes up 90 percent of the map unit. Slopes are 0 to 3 percent. This component is on outwash plains on valleys, terraces on valleys. The parent material consists of coarse-silty eolian deposits over sandy and gravelly glaciofluvial deposits derived from granite and/or schist and/or gneiss. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is moderate. Shrink-swell potential is low. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 70 percent. Below this thin organic horizon the organic matter content is about 4 percent. This component is in the F144AY024NY Well Drained Eolian Outwash ecological site. Nonirrigated land capability classification is 1. This soil does not meet hydric criteria.

EfB** ENFIELD SILT LOAM, The Enfield component makes up 90 percent of the map unit. Slopes are 3 to 8 percent. This component is on outwash plains on valleys, terraces on valleys. The parent material consists of coarse-silty eolian deposits over sandy and gravelly glaciofluvial deposits derived from granite and/or schist and/or gneiss. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is moderate. Shrink-swell potential is low. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 70 percent. Below this thin organic horizon the organic matter content is about 4 percent. This component is in the F144AY023CT Well Drained Outwash ecological site. Nonirrigated land capability classification is 2e. This soil does not meet hydric criteria.

NOTE: *PRIME FARMLAND

**FARMLAND OF STATEWIDE IMPORTANCE

Additional soil testing will be performed during the Preliminary Plan stage of design when the detailed engineering is performed. The soil testing will confirm onsite soil conditions including depths to seasonal high groundwater table, depths to ledge (if present), and infiltration rate for future stormwater design.

A General View Analysis Showing Locations and Extent of Significant Views

The new residential development will be situated on the southwestern and northwestern portions of the site. As such there will be limited viewshed exposure to the residential units to the north along Shickasheen Way. The building orientation also reduces the visual impact on abutting residences. In addition, the existing row of large trees and shrubs along the property line to the northeast will provide significant screening for the neighborhood. Additional evergreen trees are proposed to be planted along the northern property line to enhance the visual screening to the Shickasheen residential neighborhood.

New plantings and landscaped open space along Fairgrounds Road will provide an improved view corridor and screening to both the existing industrial use and the new residential development. Preservation and enhancement of the existing screens of trees and shrubs along the property line provides further screening for the project. A Viewshed Analysis Exhibit has been provided to show the existing views from the adjacent streets/uses.

An Estimate of the Approximate Population of the Proposed Development

Please reference the Fiscal Impact Study prepared by Joseph Lombardo, AICP, of JDL Enterprises dated September 2025 (attached herewith). A summary of the approximate population findings is below:

A total of 522 people (including 9 school-age children) will be projected to be residents.

TABLE # 2: POPULATION PROJECTIONS -

PROPOSED 132 FAIRGROUNDS LLC DEVELOPMENT - 2025

	PER UNIT	# OF UNITS	TOTALS
POPULATION STUDIO APTS	1.50	89	134
POPULATION 1 BDR APTS	1.50	130	195
POPULATION 2 BDR APTS	2.10	92	193
TOTALS		311	522

An Estimate of the Fiscal Impact of the Proposed Development

Please reference the Fiscal Impact Study prepared by Joseph Lombardo, AICP, of JDL Enterprises dated September 2025 (attached herewith). A summary of the fiscal impact conclusion is below:

TABLE # 5: REVENUE AND EXPENSE COMPARISON

	TOTAL MUNICIPAL COSTS	TOTAL SCHOOL COSTS	TOTAL COSTS	TOTAL ESTIMATED REVENUE	NET RESULTS
TOTAL PROJECT	\$352,350	\$223,686 (9 students)	\$576,036	\$479,728	-\$96,308]

The Town of South Kingstown will realize total estimated Property Tax Revenues of \$479,728 from Property Taxes on an annual basis with the full development of the proposed multi-family housing project. By subtracting the total expense estimate of \$576,036 from the total anticipated revenue of \$479,728, the Town of South Kingstown will show net revenue loss of \$96,000 with regard to expenses and revenues on an annual basis.

Proposed Phasing

The site is anticipated to be built in multiple phases, but the specific pacing and timing has yet to be determined at the Conceptual Master Plan stage. Additional details will be provided at the Preliminary Plan stage. It is anticipated that the amenity/retail building will be built in Phase 1 to provide recreational options for the residents at the onset. The economy and general market rates will determine the pacing of the future construction.

If you have any further questions on this matter, please feel free to contact me at your earliest convenience.

Sincerely,
DiPrete Engineering Associates, Inc.



Eric Prive, PE
Senior Project Manager
eprive@diprete-eng.com

FISCAL IMPACT STUDY

132 FAIRGROUNDS LLC:
PROPOSED MULTI-FAMILY DEVELOPMENT
THE LOFTS AT FAIRGROUNDS

TOWN OF SOUTH KINGSTOWN, RI

PREPARED BY: JDL ENTERPRISES -
JOSEPH D. LOMBARDO, AICP

SEPTEMBER 2025

INTRODUCTION ~

This Fiscal Impact Study (FIS) has been prepared to supplement a Major Land Development Application for a planned Multi-family Development. 132 Fairgrounds LLC proposed project is a 311-unit Residential Apartment Development, constructed in six (6) buildings accessed off Fairgrounds Road in South Kingstown, Rhode Island. A total of 78 units or 25% will be LMI Units. The project is located on AP #21-3– Lot #9 and comprises 20.22 acres+/-, and currently zoned IND-1.

The FIS will use the per capita multiplier method for estimating anticipated public revenues and expenses associated with the proposed development. The per capita multiplier is a generally accepted planning method to complete this study for review by the Town of South Kingstown. The FIS will attempt to estimate both future revenues and expenses utilizing past and present statistics and financial data from a variety of sources, to be noted.

SUMMARY ~

The Town of South Kingstown will realize total estimated Property Tax Revenues of \$479,728 from Property Taxes on an annual basis with the full development of the proposed 132 Fairgrounds LLC Multi-family project. By subtracting the total expense estimate of \$576,036 from the total anticipated revenue of \$479,728, the Town of South Kingstown will show net revenue loss of \$96,000 with regard to expenses and revenues on an annual basis with the full development of the Multi-family 132 Fairgrounds LLC project.

However, South Kingstown could possibly see a modest net revenue gain from the project, as the revenue deficit reflects average per-student costs, whereas the marginal cost of a few additional students (in this case projected at 9 students) can be minimal, especially in towns such as South Kingstown with declining enrollment, as illustrated on Page #5.

A total of 522 people (including nine (9) school age children) will be projected to be residents. Review of Conclusions contained within this report will substantiate the projected number of school age children from the multi-family residential portion of the development. The projected school-age children will be spread between the community's elementary, middle and high school, during any particular school year.

More importantly, the project will add a substantial number, 78 LMI units, towards the State Goal of 10% LMI.

Currently the Town of South Kingstown is at 5.20%.

BASELINE INFORMATION ~

In order to begin the FIS, baseline information needs to be presented, including; population, housing units, Town budget numbers, and school age children. The following table presents this information, and will establish per capita multipliers for South Kingstown, and this particular development proposal by 132 Fairgrounds LLC.

**TABLE # 1:
PER CAPITA MULTIPLIERS - BASE YEAR OF 2025 –
TOWN OF SOUTH KINGSTOWN**

	PUBLIC SCHOOL PUPILS	MUNICIPAL BUDGET	SCHOOL BUDGET	HOUSING UNITS ⁺	POPULATION⁺
TOTAL	2,253	\$21,568,000*	\$55,994,000*	13,928	31,928
PER HOUSEHOLD	N/A	\$675*	N/A	2.29	N/A
PER PUPIL	N/A	N/A	\$24,854	0.16	

NOTES: * Source: Town of South Kingstown Budget: FY 2025-26 (includes Public Safety, Public Works and Leisure Services only.)

Pupils: School Superintendent's Office as of October 1, 2024 (RI Dept of Ed)

School Budget is Town contribution to South Kingstown School District. Does not include contribution to the district from State of RI of \$5,689,000

⁺US Census Data – 2020 & HousingWorks RI 2024 Factbook

Therefore, in summary, the Per Capita Multipliers for South Kingstown are:

➤	Municipal Budget per capita.....	\$675
➤	Revised Municipal Budget per capita	\$675
➤	School Budget per capita	\$24,854
➤	Population Multiplier per household	2.29
➤	School age multiplier per household.....	.0.16

Revised Municipal Multiplier due to private services provided by the development and typical projected expenses will not occur as this site development is maintained by a private developer/owner versus typical residential development that has town roadways and public works related expenses on site. Cost of direct services related to new development, Public Safety (primarily Police), Public Works and Leisure Services (primarily Recreation).

132 FAIRGROUNDS LLC DEVELOPMENT ESTIMATES

Based on the per capita multipliers presented above, Table 2 presents the anticipated population projections for the 132 Fairgrounds LLC Residential Development:

**TABLE # 2: POPULATION PROJECTIONS -
PROPOSED 132 FAIRGROUNDS LLC DEVELOPMENT - 2025
TOWN OF SOUTH KINGSTOWN**

	PER UNIT	# OF UNITS	TOTALS
POPULATION – STUDIO APARTMENTS	1.50	89	134
POPULATION – 1 BDR APARTMENTS	1.50	130	195
POPULATION – 2 BDR APARTMENTS	2.10	92	193
TOTALS		311	522

* The per capita population estimates of 2.10 for the 2-bedroom units reflect national, regional and local residential housing data, particularly as illustrated in Appendix A & B, Addendum 1 and Addendum 2, and as described below from 132 Fairgrounds LLC. Estimates of per capita population for the 1-bedroom units and studio apartments are 1.50 per unit.

In order to determine the school age children that may result from a development such as proposed, normally it can be expected to mirror the national, regional and more closely, local state averages of 0.05-0.07 students per household, or 5-7 students per 100 households. To verify the number of school age children that may result from a development such as proposed, numerous studies over the past 10-15 years have shown this to be an average rate of school-age children.

Similar ratios have been determined to exist in numerous other Apartment Complex developments around the state. This is older data collected over the past 10-15 years.

Appendix A is a older compilation of the existing Apartment & Condominium developments in Smithfield, RI which also indicates similar ratios for school age children in that community.

Thus, to estimate the school age children that may result from the proposed residential development as proposed for 132 Fairgrounds LLC, it would be expected to mirror 0.07 students per household or 7 students per 100 households that have been determined to exist.

Addendum 1 discusses the type of school-age children to be expected from multi-family development, and particularly two (2) bedroom style units. In addition, Addendum 2 provides regional recent compilation of school-age children populations in multi-family developments. Using the slightly higher tabulations revealed by AR Building Company's recent census of three RI multi-family projects of 10% or (10 school-age children per 100 units) may better reflect the reality of the housing situation currently. No school-age children are projected from the one-bedroom and studio units.

For the purposes of this report, a school-age multiplier of 0.10 or 10 students per 100 units will be utilized.

Proposed 311-Unit Development South Kingstown, Rhode Island by 132 Fairgrounds LLC

Using the higher number of 0.10, at 0.10 students per household (or 10 students per 100 units) **nine (9) students** would be expected from the residential development proposed within the 311 Fairgrounds LLC development contained within the design of the 92 two (2) bedroom apartment units proposed that typically do not attract or retain families with children as potential residents.

A total of **522 people (including nine (9) school age children)** will be projected to be residents. Review of Conclusions from the Addendum will substantiate the projected number of school age children from the multi-family residential development. The chart below will illustrate the steady decline in enrollment in South Kingstown from 2015-2024 at nearly 1,000 less students. This declining trend is expected to continue for the next ten years. The projected school-age children will be spread between South Kingstown's elementary, middle and high school, during any particular school year.

South Kingstown School Enrollment: 2015-2024 RI Dept of Education

<u>Year as of October 1</u>	<u>Enrollment</u>
<u>2015</u>	<u>3,249</u>
<u>2016</u>	<u>3,111</u>
<u>2017</u>	<u>3,069</u>
<u>2018</u>	<u>2,972</u>
<u>2019</u>	<u>2,882</u>
<u>2020</u>	<u>2,750</u>
<u>2021</u>	<u>2,608</u>
<u>2022</u>	<u>2,509</u>
<u>2023</u>	<u>2,348</u>
<u>2024</u>	<u>2,253</u>

132 FAIRGROUNDS LLC REVENUE ESTIMATES ~

Based on the projections presented above in Tables 1 & 2, Table 3 presents the projected total municipal revenue for the Project Development:

**TABLE # 3:
TOTAL PROJECT REVENUE PROJECTIONS -
132 FAIRGROUNDS LLC – BASE YEAR OF 2025
TOWN OF SOUTH KINGSTOWN**

	ASSESSED VALUE ⁺	TAX RATE *	UNITS	TOTAL REVENUE PER UNIT	TOTAL REVENUE
STUDIO - LMI	\$150,000	\$8.94/ \$1000	22	\$1,341	\$29,502
STUDIO - MKT	\$180,000	\$8.94 / \$1000	67	\$1,610	\$107,870
1 BDR - LMI	\$150,000	\$8.94/ \$1000	33	\$1,341	\$44,253
1 BDR - MKT	\$180,000	\$8.94 / \$1000	97	\$1,610	\$156,170
2 BDR - LMI	\$150,000	\$8.94 / \$1000	23	\$1,341	\$30,843
2 BDR - MKT	\$180,000	\$8.94/ \$1000	69	\$1,610	\$111,090
PROJECT GRAND TOTAL			311	6 buildings	\$479,728

* Per 132 Fairgrounds LLC Blended average value for LMI and Market rate Units

* Per Town of South Kingstown Tax Assessor's Office 2025 – Residential rate

Total gross revenue from the proposed 311-unit residential development comprising 6 multi-family buildings is: \$479,728.

ADDITIONAL REVENUE ~

There will be one-time fee revenue collected for Building Permits, Site Plan Review, and any other Town fees during the review and permit process.

132 FAIRGROUNDS LLC PROJECT EXPENSES ESTIMATES ~

Based on the per capita multipliers and population and school age children projections presented above, Table 4 presents the projected total municipal expenses for the 132 Fairgrounds LLC Development:

**TABLE # 4:
TOTAL PROJECT EXPENSES PROJECTIONS –
132 FAIRGROUNDS LLC PROJECT – RESIDENTIAL DEVELOPMENT
TOWN OF SOUTH KINGSTOWN - 2025**

	SCHOOL PUPILS	MUNICIPAL BUDGET	HOUSING UNITS	POPULATION
TOTAL	9	N/A	311	522
PER CAPITA	N/A	\$675*	Varies	N/A
PER PUPIL	\$24,854 ⁺	N/A	---	N/A
TOTAL EXPENSES	\$223,686	\$352,350	N/A	N/A

* Revised Municipal Multiplier due to private services provided by the development and typical projected expenses will not occur as this site development is maintained by a private developer/owner versus typical residential development that has town roadways and public works related expenses on site. Cost of direct services related to new development, Public Safety (primarily Police), Public Works and Leisure Services (primarily Recreation).

⁺ School Multiplier reflects Town contribution only and does not include RI State Aid contribution towards the total school budget.

Therefore, the actual cost to the Town for school and municipal expenses for the proposed residential project is **\$576,036.**

The municipal expenses highlighted above in Table 4 are conservative as some of that projected expense will not occur as this site development is maintained by a private developer/owner versus typical residential development that has town roadways and public works related expenses on site.

**132 FAIRGROUNDS LLC PROJECT ANTICIPATED
REVENUE AND EXPENSE COMPARISON~**

Based on information and statistics presented above in Tables 1-4, Table 5 presents a comparison of the projected total municipal revenue with total projected expenses for the 132 Fairgrounds LLC project, as anticipated:

**TABLE # 5:
132 FAIRGROUNDS LLC PROJECT
REVENUE AND EXPENSE COMPARISON –
BASE YEAR OF 2025 – TOWN OF SOUTH KINGSTOWN**

	TOTAL MUNICIPAL COSTS	TOTAL SCHOOL COSTS	TOTAL COSTS	TOTAL ESTIMATED REVENUE	NET RESULTS
TOTAL PROJECT	\$352,350	\$223,686 (9 students)	\$576,036	\$479,728	-\$96,308]

SUMMARY ~

The Town of South Kingstown will realize total estimated Property Tax Revenues of \$479,728 from Property Taxes on an annual basis with the full development of the proposed 132 Fairgrounds LLC Multi-family project. By subtracting the total expense estimate of \$576,036 from the total anticipated revenue of \$479,728, the Town of South Kingstown will show net revenue loss of \$96,000 with regard to expenses and revenues on an annual basis with the full development of the Multi-family 132 Fairgrounds LLC project.

However, South Kingstown could possibly see a modest net revenue gain from the project, as the revenue deficit reflects average per-student costs, whereas the marginal cost of a few additional students (in this case projected at 9 students) can be minimal, especially in towns such as South Kingstown with declining enrollment, as illustrated on Page #5.

A total of 522 people (including nine (9) school age children) will be projected to be residents. Review of Conclusions contained within this report will substantiate the projected number of school age children from the multi-family residential portion of the development. The projected school-age children will be spread between the community's elementary, middle and high school, during any particular school year. More importantly, the project will add a substantial number, 78 LMI units, towards the State Goal of 10% LMI. Currently the Town of South Kingstown is at 5.20%.

Joseph D. Lombardo, AICP

JDL ENTERPRISES

DATE: September 2025

ADDENDUM 1 – CONCLUSIONS RE: MULTIFAMILY HOUSING & SCHOOL AGE CHILDREN

In order to determine and substantiate the number of school age children that may result from a residential development of apartments, normally it can be expected to mirror the national, regional, and more closely, local state averages. Empirical data collected over the past 10 years primarily in Rhode Island and a lesser degree from Connecticut, a ratio of 0.05 students per household, or 5 students per 100 households has been verified numerous times. To verify the number of school age children that may result from any such development that is to be newly constructed, in densities exceeding 50 units, contain one- and two-bedroom units, the selection of the developments to study over the years of research of similar type developments is key.

Usually this involves an inquiry to the local School Department or bus company to quantify the number of students residing in the various selected residential developments. This will produce a ratio of school age children per 100 units to be used as a multiplier. These ratios have been determined to exist in numerous Apartment developments throughout Rhode Island and Connecticut over the past 10 years.

Based on a study in October of 2011 by Community Opportunities Group, Inc. for the Town of Maynard, MA, the following findings and conclusions verify and substantiate the projection of a ratio of 0.05 students per household, or 5 students per 100 households:

- Statistics derived from the Census Bureau's new American Community Survey (ACS) indicates virtually no school-age children in one-bedroom units, and very few in two-bedroom multi-family units
- Households in new multifamily housing are quite different from their counterparts in older multi-family developments. The differences range from household size and composition to household income and employment characteristics. A key factor separating new from old developments is that the former are frequently designed to cater to childless households.
- The number of school-age children in new 132 Fairgrounds LLC project is driven primarily by the size of the dwelling units (number of bedrooms) and whether the units are subject to age restrictions. For non-age-restricted housing, two-bedroom units attract a mixed population, including some families with school-age children; and one-bedroom units rarely have dependent children, especially older children.

In addition to unit sizes, new multi-family developments have a lesser tendency to attract families based on:

- *Density.* Higher - density developments tend to have fewer children of any age than lower density developments. This seems to correlate with unit size because very high-density developments are usually dominated by one- and two-bedroom units.
- *Other choices in the housing market.* Since new multifamily developments are so often designed to discourage family occupancy, families seeking rental housing will choose other options if available in the same market area
- *Housing costs.* In a given market area, the higher the rent, the more likely it is that a renter household will not have school age children
- *Older multi-family dwellings* are more likely to house families with children because they are relatively small buildings with yards, and the rents (or Apartment & Hotel sale prices) tend to run below market. Families that can afford to own a home generally purchase one.

IN SUMMARY, statistics gathered in a broader manner for an entire community may not accurately reflect the anticipated number of school age children that will be residents of newly constructed, more-dense 132 Fairgrounds LLC project. Townwide averages blend all multifamily residents and do not account for the large differences that determine the choices a family with children will make based on age, density, amenities and most importantly, number of bedrooms. There have been a few studies completed in the three-state region (MA, RI & CT) during the past 10-15 years to assist any particular community to assess the impact of school age children that may reside in a proposed residential development. Given all the specific and detailed data collection prepared by JDL ENTERPRISES and the chosen methodology, there is a higher degree of confidence in predicting school age children for a new development, such as proposed for the Town of South Kingstown, RI than attempting to utilize generalized older studies that do not reflect the actual project being reviewed by the community.

ADDENDUM 2: School Aged Children – RI, MA & CT

Research of current similar developments within RI, MA & CT, plus regional studies on the influence of housing production on public school enrollment is summarized below and shows that the generation of school children by this type of development, and housing production in general over recent years, is insignificant.

A housing developer that has constructed residential housing in the three (3) state area, A.R. Building, has compiled data similar to the proposed type of development and illustrates that the 132 Fairgrounds LLC will not generate a high number of school children, mainly due to the smaller unit design and the lack of amenities such as playgrounds, activity rooms, etc. that would attract families with small children. A.R. Building did a survey of some of their local developments and found the following school children counts:

- 60 Mansfield – Semi-Urban 104 Unit Development of 1 and 2 bedrooms in New London, CT – 0 children
- Highland Hills – Suburban 198 Unit development of 1, 2 and 3 bedrooms - 19 children, (14) 6 or under
- Kettle Point – Urban 135 units leased (93 under construction) Development of 1 and 2 bedrooms – 10 children, (6) 5 or under
- Dowling Village – Suburban 88 Unit Development within a Commercial Shopping Center of 1,2 and 3 bedrooms - 2 children

This data shows a total of 31 children (11 school age) over 525 units, or an average of 0.06 total children per unit.

More recent tabulations by AR Building Company, Inc for several RI Projects reveal:

School Student + Residents by Community - April 2023				
RI Communities	Units	Residents	Number of School Aged Children	% of School Aged Children/unit
Reynolds Farm		160	16	
Reynolds Farm 2		220	7	
Reynolds Farm Total	225	380	23	10.2%
Kettle Point		240	2	
Kettle Point 2		168	9	
Kettle Point Total	216	408	11	5.1%
Highland Hills		260	12	
Highland Hills 2		134	10	
Highland Hills Total	198	394	22	11.1%
Dowling Village	88	165	8	9.1%

In October of 2017, the *Massachusetts Metropolitan Area Planning Council* released a report titled “The Waning Influence of Housing Production on Public School Enrollment in Massachusetts” (can be provided if requested). The study analyzed 234 Massachusetts school districts and found no relationship between housing production and school enrollment growth. The executive summary states the following:

One of the most widespread worries about new housing development, especially in suburban communities, is that it will drive up school enrollment. Many local officials and residents assume that new housing, and especially new multifamily housing, will attract families - families with children who will inevitably increase enrollment in the local public schools - creating additional education costs outweighing any new revenue the housing generates.

These apprehensions are rooted in the demographic and development patterns of the late 20th century, when Baby Boomers were in their prime child-rearing years. Their residential choices caused housing stock, enrollment, and school expenditures to grow quickly in many suburbs. Many communities even considered limiting housing development in hopes of curbing school budget increases and the need for more tax revenue.

Over the past 15 years, however, multiple studies have examined the enrollment and fiscal impacts of individual housing developments and found that concerns about those impacts are commonly overstated. To complement this work, MAPC examined housing permit and enrollment trends across 234 public school districts over the past 6 years, from 2010 to 2016, inclusive.

We find that the conventional wisdom that links housing production with inevitable enrollment growth no longer holds true. At the district level, we observe no meaningful correlation between housing production rates and enrollment growth over a six-year period. While it is true that schoolchildren occupying new housing units may cause a marginal change in enrollment, they are one small factor among many. In cities and town with the most rapid housing production, enrollment barely budged; and most districts with the largest student increases saw very little housing unit change. The rate of housing unit growth is not a useful predictor of overall enrollment change, nor is rapid housing development a precondition to sudden enrollment increases. It appears that broad demographic trends, parental preferences, and housing availability now play a much larger role in enrollment growth and decline. Our findings raise important issues related to capital planning, education finance, and housing incentive programs.

Appendix A

APARTMENT & CONDO COMPLEXES

SCHOOL AGE CHILDREN (SAC)

Town of Smithfield, RI

<u>Condo</u>	<u>Total #</u> <u>Units</u>	<u>Student total</u>	
Apple Valley Condo	74	7	
Apple Valley Estates	48	3	
Autumn Run	86	5	
Cedar Crest	38	2	
Homestead Mills Apts.	125	14	
Orchard Meadow	94	5	
Pheasant Run	94	4	
Pleasant View condos	54	8	
Shadowbrook	68	1	
Stonehenge	48	1	
Tamarac	84	5	
Timberlane	84	5	
Village at Summerfield (Detached 1- fam.)	125	2	
Village in the Woods (Detached 1- fam.)	<u>31</u>	<u>11</u>	
	1053	73	0.069326
			Students Per Unit Average

Source: Unit Count - Smithfield Planning Department

Student count by development provided by Smithfield School Department - October 2014