

## **THE WEST SIDE**

The West Side element is arranged differently than other elements in the Comprehensive Plan. While much of what is contained in the rest of the Plan is applicable to the West Side, there are enough special considerations and unique planning strategies necessary for the area that a separate element for the West Side is warranted. Each of the Comprehensive Plan elements required by the State for the larger plan is addressed herein, specific only to the West Side. References to other elements of the Plan are made where necessary. The entire Plan is due for an update in 2007 and any discrepancies or conflicts with the rest of the Plan will be eliminated at that time. Until then, this element takes precedent, specific only to the West Side.

### **I. GOAL**

The purpose of this element of the Comprehensive Plan is to articulate Portsmouth's role in the future development of the West Side consistent with the broader regional goals and objectives of the West Side Master Plan (WSMP), the development of which was accomplished under the auspices of the Aquidneck Island Planning Commission.

Portsmouth's goals and objectives for the West Side include:

1. Enhance Naval Station Newport by planning land uses along the West Side of Portsmouth that are compatible with the base's mission, and by planning for the reuse of public and private property - This objective supports the continuation of the important missions at the Naval Station and recognizes that off-base, coordinated planning is key to its future.
2. Plan for economic development that complements the physical environment and contributes to the local economy – Keeping in mind the core value that environmental quality along the West Side is linked to the quality of life and the long-term value of the entire community, the West Side of Portsmouth offers clear opportunities for economic development that can provide employment and tax base.
3. Provide more active and passive recreation for Portsmouth's citizens, including increased vistas and public access to the shoreline.

### **II. DEFINITIONS**

Aquidneck Island Planning Commission - The Aquidneck Island Planning Commission (AIPC) is a joint municipal planning commission established by Rhode Island General Laws 45-22 and Resolutions of the Towns of Middletown and Portsmouth, and the City of Newport. The AIPC is committed to providing a forum for communication, coordination and consensus building among Middletown, Newport, Portsmouth, the State of Rhode Island, the U. S. Navy and other federal agencies.

The West Side Master Plan - Addressing the short and long-term planning issues of the West Side of Aquidneck Island from the Mt. Hope Bridge to the Gateway Center in Newport, the West Side Master Plan (released in November, 2005) represents the collaborative effort of hundreds of Island residents and supporters. Under the auspices of the AIPC, members of the West Side Master Plan Task Force worked closely with Council members, municipal planners and local board members from the Island's three communities, representatives from Naval Station Newport, the Office of Statewide Planning, the Rhode Island Department of Transportation, and the Newport County Chamber of Commerce to produce this comprehensive regional planning document, the first of its kind in the State of Rhode Island.

Recommendations of the West Side Master Plan include implementation strategies for reducing congestion on West Main Road, setting aside land for public access to Narragansett Bay, supporting marine-related business and other economic development, creating safe bicycle paths and walking trails, developing an alternate travel route, reuse of the Navy's dormant Tank Farms, and many additional planning ideas and tools throughout the 350-page report.

The West Side planning area (in Portsmouth) – The geographic area addressed by this Comprehensive Plan element consists of the land and waters along the west side of Portsmouth, stretching from the Mt. Hope Bridge southward to the town's boundary with Middletown, and bounded by West Main Road (State Route 114) on the east and the Narragansett Bay shoreline on the west.

The specific boundaries of the planning area were conceived to include the former Navy tank farms that are likely slated for disposition and reuse. The boundaries also include land and waterside assets for which redevelopment proposals are active, from Weaver Cove through Melville and northwards to the former Weyerhaeuser land.

### **III. THE NEED FOR PLANNING ON THE WEST SIDE**

1. Planning for a high quality of life – The high quality of life in Portsmouth is directly linked to the valued heritage of the distinctive balance of uses and coastal character along the West Side.
2. Planning for the reuse of excess Navy land – Portions of Naval Station Newport have been withdrawn from active use over the years, and areas of excess land have become available for reuse. Additional dispositions of large parcels of land may be undertaken soon, including former tank farms along Narragansett Bay. Four of these tank farms are located in Portsmouth. This presents a unique opportunity to proactively plan for the reuse of large tracts of essentially vacant waterview property.
3. Coordinating continued military use and needs – The US Navy and associated support activities are critical components of Portsmouth's economy. To the extent possible, help ensure

that any privatization of infrastructure and services are done in a manner that benefits Naval Station Newport as well as the Town.

4. Coordinating transportation strategies – Increased traffic congestion along the major corridors passing through Portsmouth requires coordinated strategies to increase safety, reduce congestion, and provide better options for transit, bicyclists, and pedestrians.

5. Ensuring the benefits of open space and natural resources – The West Side of Portsmouth contains large expanses of linked coastline and open spaces that can provide amenities and environmental value for the benefit of everyone, if they are systematically enhanced.

#### **IV. LAND USE**

Objectives and Implementation items articulated in this and other sections of this Comprehensive Plan Element are shown on the attached map.

##### **A. OBJECTIVES**

The overall land use strategy of the West Side Master Plan is to target mixed-use redevelopment that supports existing uses and provides public economic benefit, within an attractive and accessible open space system. This strategy seeks long-term improvement, instead of short-term fixes. The Plan endorses an adaptable approach to land use decisions involving coordinated development, high quality design, public use opportunities, environmental awareness, and reasonable demands on the community support network.

Note: Land Use objectives relating to open space preservation and recreation opportunities on the West Side have been moved to Section IX below.

West Side land use objectives for Portsmouth include:

1. To ensure that Portsmouth's role in the implementation of the land use objectives of the West Side Master Plan is in full cooperation with the communities of Middletown and Newport, and to endorse similar implementation activities in those communities in order to promote the coordinated development of the West Side.

2. To support and encourage the reuse and redevelopment of former military land along the West Side. This would include uses that support the continued military presence on the West Side, especially to ensure the compatibility of uses on adjacent parcels. Of particular importance are the military housing, infrastructure, and the tank farms which are in disposition or soon to be transferred.

3. To encourage continued marina and marine-related development, enhancing Portsmouth's current strong position in this industry. Marina expansion, marine-industrial, and resort/tourism accommodations are recommended developments for the West Side, especially for

Melville and adjacent properties. Public waterfront access could be stipulated as part of these projects, which would promote the open space strategy.

4. To support limited commercial and residential development as part of mixed-use development projects. Instead of dedicating undeveloped land to new offices, retail, and single-family homes, the strategy for the West Side is to reuse parcels with prior development, thus preserving valuable open space and natural resources, limiting adverse transportation and environmental impacts, and minimizing excessive demands on Town services.

## **B. IMPLEMENTATION**

1. Promote coordinated master planning of development on large land parcels that result in site-tailored patterns of use that protect natural resources and views, compose development densities to reduce overall impacts and respond to the traditional character of the landscape and architecture that distinguish the West Side of Portsmouth.

2. Create a Local Redevelopment Agency (LRA) to facilitate the disposition of federal land and to provide local management and control of redevelopment projects through the creation of a Special Area Reuse Plan. Enabling legislation for this is contained in Chapters 31-33 of Title 45 of the Rhode Island General Laws.

3. Promote the reuse of the former tank farms near Melville to support marine and marina-related businesses and economic development. This should include the preservation of adequate land in an appropriate location to provide an opportunity for a potential sewage treatment plant for Portsmouth.

4. Promote the reuse of other former tank farms as sites for economic development including military-related research and development or other uses that will provide jobs and tax benefits, while preserving natural resources on these sites.

5. Encourage the expansion of marine-related businesses to enhance waterfront development as a priority land use at Melville. This objective recognizes the potential importance of former Tank Farms #1 and #2 to help support, directly and indirectly, the redevelopment of nearby marine and marina uses.

6. Endorse the creation of a “marina village” development at Weaver Cove and adjacent lands. In order to create a more viable and attractive opportunity for reinvestment and expand public access and enjoyment, marina uses should be complemented by a mix of housing, restaurant, retail, and other uses at a moderate density.

7. Support high quality resort-type residential and recreational development that are master planned as large land parcels, have low traffic and environmental impacts, and contribute substantially to the economy of Portsmouth through service-related employment and enhancement of property values.

8. Encourage the use of Transfer of Development Rights (TDR) to both facilitate the acquisition of potential open space and ensure the high-quality development of West Side landscapes.
9. Encourage the use of Performance Standards, Design Review Guidelines, Interim Planning Overlay Districts (IPODs), Conservation Development, and other innovative land use management tools in common practice to promote desirable development patterns.
10. Support the expansion of the range of uses permitted in commercial corridors to promote reinvestment and the advantages of concentrated, higher-quality development. In this way, the “strip commercial” qualities of many of the areas along the West Main Road corridor may be gradually transformed through the introduction of housing and promotion of mixed-use.
11. Promote the location of commercial and light industrial uses within the West Side of Portsmouth. Although expansion of these uses is expected to be limited, the opportunity offered by an enhanced transportation network makes the West Side an excellent candidate for these essential components of the Island’s tax and employment base.
12. Limit the expansion of land devoted to retail use by requiring that significant future retail redevelopment be contained within areas or on parcels already devoted to this type of use.
13. When conservation is not possible, promote the management of change of agricultural land use through site design and land use distribution that preserves aspects of the low density, rural character, and the viewsheds that distinguish agricultural land use on the West Side.
14. Support the continued military use of those land areas that are needed for Naval Station Newport and the evolving national priorities.
15. Support the protection of the supply of adequate land areas for future military-related research and development and other military-compatible uses in locations that are proximate to existing facilities.
16. Promote “green” development as an economic strategy. The Leadership in Environmental Design (LEED) rating system, developed by the U.S. Green Building Council, should be used to evaluate both building design and sustainable site planning practices for development on the West Side.

## **V. HOUSING**

### **A. OBJECTIVES**

1. To ensure that Portsmouth’s role in the implementation of the housing objectives of the West Side Master Plan is in full cooperation with the communities of Middletown and Newport, and to endorse similar implementation activities in those communities in order to promote the coordinated development of the West Side.

2. To provide adequate housing with affordable choices for a range of residents, recognizing that a healthy, diverse community with a range of incomes is an economic and civic asset.
3. To promote mixed-use and multi-family residential development for the West Side, rather than traditional single-family units. This would include the creation of “lifestyle” communities, where living, business, and recreational activities are mixed; supporting the growth of marine-related uses, tax base, and job creation.

## **B. IMPLEMENTATION**

1. Support the management of privatization of Navy housing to create mutual benefits among all participants. Change within Navy housing areas in Portsmouth should be monitored, reviewed and guided, in order to help provide locations for affordable housing, provide for civic uses that are a shared benefit, and mitigate costs and impacts on the local services.
2. Limit the construction of new single-family market-rate residences along the West Side of Portsmouth, with the exception of affordable housing, housing associated with recommended mixed-use areas and resort-type second homes.
3. Support high quality resort-type residential development that is master planned on large land parcels, has low traffic and environmental impacts, and contributes substantially to the economy of the Island through service-related employment and enhancement of property values.
4. Promote the development of affordable housing by leveraging the transfer and redevelopment of publicly owned land and promoting regional coordination that helps implement the affordable housing strategies of the Island’s constituent communities.

## **VI. ECONOMIC DEVELOPMENT**

Implementation items listed below come from the Economic Development sections of the West Side Master Plan. Please refer to Comprehensive Plan Element #3.

### **A. OBJECTIVES**

The central economic strategy of the West Side Master Plan is to increase high income jobs and a solid return on investments for the long-term, by capitalizing on existing uses, industries and unique development opportunities.

West Side economic development objectives for Portsmouth include:

1. To ensure that Portsmouth's role in the implementation of the economic development objectives of the West Side Master Plan is in full cooperation with the communities of Middletown and Newport, and to endorse similar implementation activities in those communities in order to promote the coordinated development of the West Side.
2. To acknowledge as an economic strategy the consistent support of all actions that improve the quality of life for residents of Portsmouth, recognizing that the desirability of living and working here is a key to the retention and expansion of quality employment opportunities.
3. To support the existing cluster of military activities and associated research and development businesses.
4. To support the specialized cluster of marine-related uses to the greatest extent practical in order to take advantage of the unique physical assets and concentration of activities found along the West Side.
5. To preserve land assets that are potentially prime development opportunities for job-generating businesses rather than maximizing short-term benefits associated with current market conditions and the high demand for housing.
6. To ensure that the reuse and redevelopment of excess Navy property accomplishes both local and regional economic goals as the highest priority.
7. To promote affordable housing development within the West Side as an economic strategy, recognizing the critical importance of diverse housing opportunities for the employers, employees and families of Portsmouth.
8. To promote mixed-use development that appeals to the citizens of Portsmouth and the quality of life they seek, rather than new large scale or isolated commercial and retail concentration.
9. To promote high value, high quality tourism, resort and second home development.

## **B. IMPLEMENTATION**

1. Promote effective privatization of military facilities that will benefit the military presence at Naval Station Newport.
2. Advance the reuse of military land, in the event of disposition, by focusing on economically beneficial uses.
3. Facilitate marine-related development at Weaver Cove and promote marina-supporting upland resort development that enhances investment opportunities through a mixed-use approach.

4. Build upon the local marine trades sector by supporting marine-related industry to enhance Portsmouth's status as a premier yachting location.
5. Develop portions of a heritage/recreational trail along the West Side as an economic strategy, in addition to its contributions to the cultural life of the Island.
6. Investigate the potential for a multi-purpose/arts/entertainment facility and advance its development in a location that is well served by parking and transit.
7. Promote locations and regulations to attract commercial offices and health care facilities along the West Side to take advantage of the available land and the opportunities to provide future transit, transportation, and utility improvements.
8. Actively engage business retention and assistance programs in response to the understanding that Portsmouth's economy is highly dependent upon a few concentrated economic sectors and that stability is linked to the health of those sectors and the businesses that are engaged within them.
9. Encourage the support of cost effective and environmentally responsible wastewater solutions for the West Side of Portsmouth. Provision of municipal wastewater treatment will improve the attraction for the expansion of marine trades in Melville, future expansion of the Raytheon campus, and development of the former Weyerhaeuser property.

## **VII. NATURAL AND CULTURAL RESOURCES**

Objectives and Implementation strategies regarding natural and cultural resources in the West Side Master Plan applicable to Portsmouth's Comprehensive Plan are covered elsewhere in this element of the plan, especially the Open Space & Recreation section below.

## **VIII. FACILITIES AND SERVICES**

Implementation items outlined below come from the utilities sections of the West Side Master Plan. Please refer to Comprehensive Plan Element #5B, Water Supply, and Element #3, Section VI (F), Economic Development.

## **A. OBJECTIVES**

1. To ensure that Portsmouth's role in the implementation of the utilities objectives of the West Side Master Plan is in full cooperation with the communities of Middletown and Newport, and to endorse similar implementation activities in those communities in order to promote the coordinated development of the West Side.
2. To secure a reliable, long-term supply of clean drinking water to support current and future development, both public and private, along the West Side.
3. To ensure adequate wastewater treatment for development, both public and private, along the West Side, as well as to provide possible future treatment capacity should Portsmouth decide to install sewers in other parts of Town.
4. To ensure that alternative sources of energy, such as wind power, are an important part of the mix in the planning for growth along the West Side of Portsmouth.

## **B. IMPLEMENTATION**

1. Support the establishment of a regular forum, ongoing discussions, and collaboration among the Town of Portsmouth, the City of Newport, the Towns of Middletown and Tiverton, the Navy, PWFD, and RIEDC regarding water treatment and distribution issues. This forum should determine the best approach to providing all necessary drinking water distribution for current and future development in the Melville area of Portsmouth, as well as for future private development along the West Side.
2. Support the drinking water treatment facility upgrades required for compliance with the Safe Drinking Water Act, especially the Disinfectants By-products Rule. PWFD and Navy customers at the ends of the distribution system along the West Side have experienced water quality which does not meet these requirements.
3. Encourage the Portsmouth Water and Fire District and the City of Newport to execute a contract that assures an adequate quantity and quality of drinking water will be available at an equitable fee for future needs in Portsmouth.
4. Endorse the transfer, purchase or privatization of Navy utilities and regionally-important utility corridors to the extent that it is mutually beneficial. Privatization of the Navy utility system may provide benefits if it can be linked to solutions for private and public sector sewer and water needs.
5. Support potential Public Private Partnerships (PPV) dedicated to combining privatization of existing Navy utilities infrastructure with expanded service capacity in order to promote desirable future development associated with Navy land disposition, and large-area developments near Weaver Cove, Melville and other West Side locations.

6. Support the provision of wastewater treatment systems and solutions that are needed to fulfill the economic development goals and land use vision contained in the West Side Master Plan.

7. Support the preservation of land to allow for future construction of a Municipal Wastewater Treatment Facility (WWTF) for Portsmouth and the Melville redevelopment areas. Former Tank Farm 3 may be suitable for construction of a municipal WWTF. Approximately 10 acres should be reserved for current and projected use. Although this location is not convenient to areas of Town where failed septic systems must be addressed per RIDEM, the Town of Portsmouth may realize several cost savings with a plant in the vicinity of Melville.

8. Promote the location of wind turbines to supplement electric generation and distribution by sustainable means in locations and numbers that do not dominate the visual qualities of the land from prominent public vantage points.

## **IX. OPEN SPACE AND RECREATION**

Implementation items in this section come primarily from the land use strategies section of the West Side Master Plan. Please refer to Comprehensive Plan Elements #6A and #6B, Open Space and Recreation.

### **A. OBJECTIVES**

1. To ensure that Portsmouth's role in the implementation of the open space objectives of the West Side Master Plan is in full cooperation with the communities of Middletown and Newport, and to endorse similar implementation activities in those communities in order to promote the coordinated development of the West Side.

2. To create a system of conserved open space for the West Side of Portsmouth that would incorporate parks, wildlife parcels, greenways, scenic roads and vistas, waterfront property, and agricultural land. These linked elements would support uses ranging from active recreation to natural resource protection and the preservation of essential visual character.

3. To ensure that the citizens of Portsmouth continue to enjoy currently available public access to the West Side shoreline, as well as to expand opportunities for additional public access right-of-ways.

4. To reaffirm the Town of Portsmouth's commitment to maintain the Melville Park and campground area as an important natural and recreational resource on the West Side.

## **B. IMPLEMENTATION**

1. Encourage the expansion of the inventory of conserved open space in Portsmouth. West Side lands of high preservation priority include the Lawton Valley Brook Corridor, the Normans, and Barker brook systems, all wetlands not associated with these systems, and all West Side agricultural lands. Particular attention should be paid to preserving Lawton Valley in its natural state.
2. Support public access to the shoreline by not only vigorously defending existing rights-of-way on the West Side, but by encouraging public/private partnerships with existing and future West Side land owners to provide additional, much-needed access.
3. Encourage the activities of the Aquidneck Land Trust by advancing parallel and cooperative preservation initiatives through public sector actions and regulations.
4. Promote the acquisition of portions of the unused military land for open space purposes through the Public Benefit Conveyance process.
5. Encourage the use of Transfer of Development Rights (TDR) to both facilitate the acquisition of potential open space and ensure the high-quality development of West Side landscapes.
6. Protect and enhance scenic roads and vistas within the West Side. The rural and picturesque qualities enjoyed by everyone who moves along key segments of the West Side's roadway network are an enormous contributor to the quality of life in Portsmouth.
7. Support the initiative to provide a series of new public places and facilities to enjoy Narragansett Bay from the Middletown shoreline. A scenic overlook and fishing pier at the Midway Pier area near Greene Lane with access to the shoreline for walking, wading and swimming, and a shoreline path and walking trails to McAllister Point are planned.
8. Support the creation and marketing of a Blue Trail of kayak and small boat put-in locations, shoreline destinations, and facilities along the West Side.
9. Continue to support the outdoor and recreational activities at the Melville Park and campground area.

## **X. CIRCULATION**

Implementation items outlined below come from the transportation sections of the West Side Master Plan. Please refer to Comprehensive Plan Element #7, Circulation.

## **A. OBJECTIVES**

1. To ensure that Portsmouth's role in the implementation of the transportation objectives of the West Side Master Plan is in full cooperation with the communities of Middletown and Newport, and to endorse similar implementation activities in those communities in order to promote the coordinated development of the West Side.
2. To enhance traffic, bicycle, and pedestrian safety while improving essential north / south connections and general traffic flow throughout the West Side of Aquidneck Island.
3. To recognize and take advantage of the opportunities associated with two underutilized transportation corridors: Burma Road (Defense Highway) and the State-owned right-of-way along the Newport Secondary rail line.
4. To emphasize the importance of alternative modes of travel in the development of the West Side.

## **B. IMPLEMENTATION**

### **SHORT TERM STREET AND ROADWAY IMPROVEMENT PROJECTS**

1. Support the evaluation, design and construct of left turn lanes in strategic locations along West Main Road. The current state Transportation Improvement Plan (TIP) application includes left turn lanes and geometric improvements to increase capacity and improve safety from Raytheon in Portsmouth to Forest Avenue in Middletown.
2. Endorse the realignment of the West Main Road intersections at Hedly Street and Cory's Lane as one signalized intersection. This will remove a signalized intersection, improve access to local destinations, and provide a site for a gateway welcome center at the north end of the island, immediately after Route 24.
3. Support the Removal of the switchback at the north end of Burma Road (Defense Highway) at Stringham Road. Roadway realignment and intersection improvements will reduce travel distance by almost one-half mile and make it a more attractive alternative north-south route on Aquidneck Island while improving access to the Navy base, Weaver Cove, and Melville.
- 3A. Support the acquisition of Stringham Road and the Portsmouth section of Burma Road by the Rhode Island Dept. of Transportation in preparation for the realignment of the intersection of those roads, and for the so-called Shoreline Drive.
4. Encourage the upgrade of segments of Stringham Road and Burma Road (Defense Highway) to achieve attractive travel times and to draw traffic from West Main Road. Upgrades will retain the current two-lane roadway configuration while retaining sufficient right-of-way for long term roadway widening, if and when warranted. Improvements should include enhanced

site distance (clearing brush), drainage, access restrictions, and minor grade and geometric improvements. Signage directing tourists to this scenic roadway should also be accomplished.

## MAJOR STREET AND ROADWAY INITIATIVES

1. Support the creation of the Shoreline Drive connection between Coddington Highway and the Gate 17 Access Road via an extension of Simonpietri Drive through Naval Station Newport. This roadway would provide the missing link on the Shoreline Drive, extending from West Main Road at Stringham Road in Portsmouth south to Burma Road (Defense Highway) and the Gate 17 Access Road at the Navy base in Middletown. According to the West Side Master Plan, implementation of this connection would be the single most important action item for the improvement of traffic flow on the West Side.
2. Support the institution of a comprehensive Intelligent Transportation System (ITS) and related technologies to manage traffic flows by providing motorists and traffic managers with information that will allow them to actively adjust travel patterns and reduce congestion.
3. Endorse the implementation of Transportation Management Associations (TMAs) for Naval Station Newport and for other major employers and/or employment locations. This approach will provide scheduling alternatives, information and advocacy for strategic roadway and management improvements, and attractive high occupancy vehicle (HOV) alternatives to the single occupant vehicle (SOV or passenger car).
4. Support the adoption of special principles of design to enhance safety and create a systematic, access management approach to traffic calming along the entire West Side. Among the standards advocated are traffic calming devices, roundabouts, signed shared bike lanes, access management, and landscaping.

## TRANSIT AND ALTERNATIVE TRANSPORTATION MODES

1. Encourage the planning, design, and creation of remote parking at stations and stops in conjunction with the West Side transit strategy. The candidate sites in Portsmouth include Melville, and the Mt. Hope Marine Terminal, as well as the paved portion of Rt. 24 that will be disused after the construction of the new Sakonnet River Bridge.
2. Require construction of sidewalks, where feasible, for any roadway construction or reconstruction on collector and arterial roads. Sidewalks should be constructed to the next logical destination or intersection to facilitate safe off-street pedestrian access.
3. Support on-island rail service enhancements in order to protect the long-term capacity and alignment of the existing rail corridor from Newport's Gateway Center to the Sakonnet River Bridge.

4. Support expansion of ferry and water shuttle service along the West Side. Possible service points in Portsmouth include the docks at Melville and Mt. Hope Marine Terminal. Ferry service may be appropriate in the future as land use changes, with development of second home communities in this area.
5. Endorse and encourage a bicycle way along the Newport Secondary north of the Pell Bridge ramps to the Sakonnet Bridge. In the longer term, construction of the Newport Secondary bike path will be successful in diverting bike traffic from local Aquidneck Island roads and neighborhoods to a dedicated off-road path.
6. Endorse the extension of new bike lanes as part of roadway improvements where adequate width is available. Where on-street parking is permitted and striped, the Bike Lane should be placed between the parking area and the travel lane and have a minimum width of 5 feet.
7. Support the extension of an off-road “shared use path” through the playground at the foot of Redwood Road, connecting Redwood Farms (and the rest of Portsmouth) with the Defense Highway Commuter Bike Lane (or the Newport Secondary bike path). This connection would create an important link between the Center Island Greenway and the shoreline of Narragansett Bay.
8. Endorse the planning for the potential upgrade of Shoreline Drive to a four-lane parkway, as an option for the long term. Not a currently attractive option, this parkway is only recommended should other upgrades and transit alternatives prove ineffective.
9. Endorse a feasibility study of a dedicated busway along the rail alignment, if ridership warrants it. A reversible, one-way express bus network would meet future traffic needs on the West Side by more fully utilizing the state-owned right of way of the Newport Secondary rail line.

## **XI. REGIONAL PLANNING CONSISTENCY**

### **A. OBJECTIVES**

1. To ensure that Portsmouth’s role in the implementation of the West Side Master Plan is fully coordinated with the various Federal, Regional, State, and Municipal entities with overlapping jurisdictions in the redevelopment of the West Side of Aquidneck Island.

### **B. IMPLEMENTATION**

1. Endorse the Aquidneck Island Planning Commission as the regional entity responsible for coordinating regional aspects of the implementation of the West Side Master Plan. The AIPC is the only public entity whose mission is devoted solely to Island-wide stewardship, facilitating regional benefits through information, professional assistance, and advocacy.

2. Support the creation of and participation in an AIPC-facilitated West Side Intergovernmental Working Group (IWG). Designed as a forum for advancing initiatives and crafting the various intergovernmental agreements that will be vital to the proper development of the West Side, the IWG is intended to limit misinformation and the kinds of mistakes that can occur in the absence of consistent, coordinated interagency communication.

3. Support formalized, advisory input from the AIPC in the form of Regional Consistency Statements on all large-scale master planned development, public infrastructure improvements, and State Plans along the West Side. Prepared in written form within a determined time frame, these statements compare the impacts and benefits of the proposed project with the recommendations contained in the West Side Master Plan.