

May 15, 2024

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

EMAIL: jrabbitt@southkingstownri.gov

**RE: South Shore Village -Proposed Public Golf Club  
South Kingstown, RI  
AP 65 Lot 3**

Dear Mr. Rabbitt:

DiPrete Engineering has received the South Kingstown Technical Review Committee (TRC) comments from the April 10, 2024. The plan and construction are in substantial conformance with that previously approved by Town of South Kingstown. The current application is only to allow public use of the golf course.

The following concerns expressed by the TRC are addressed as requested:

**1. The applicant evaluate traffic patterns on weekdays verse weekends.**

The traffic study previously completed by BETA Group has been supplemented to evaluate traffic patterns for weekend capacity analysis. A highway capacity analysis has been completed to evaluate the 303 retirement residences, as well as the public use of the 9-hole golf course. A level of service analysis (LOS) has determined that the highest free moving service, LOS "A", will result with the proposed use.

A supplemental analysis was completed for a potential "shot gun" start with 2 foursomes per hole on the 9-hole golf course would result in 72 players. Use of the golf course driving range is considered as well. The total golfers were conservatively analyzed to arrive in the peak hour. This conservative analysis resulted in a LOS "A" operation.

**2. The applicant evaluate public rights for non-residents to enter and use facilities within the development and how those visitors will enter the property**

The roadways within South Shore Village are private roads. All access and maintenance is completed by the homeowners association. The design and construction have been in conformance with Town of South Kingstown Planning Board review and approval, which has accommodated the Senior Adult residential units, guests and emergency vehicles. Sidewalks for pedestrian access exist on all private roads.

Visitors will enter the property to the Senior Adult Single family residences and to the golf course from the intersection of Shannock Road, Gravely Hill Road and South Shore Blvd. The property address of South Shore Village is 40 South Shore Blvd, which has enabled GPS

directions and delivery service from Route 1 to Shannock Hill Road to the intersection of Gravelly Hill Road and 40 South Shore Blvd.

Access within South Shore Village to the golf course will be guided with signage along South Shore Boulevard.

- 3. The applicant shall clarify their stated intent to hold events (small and Large) at the golf course and how those events will accommodate parking, traffic numbers, and how access to the site would need to be vetted with event solicitations never to show Sand Plains Road of Worden Pond Road as access points.**

Events either small or large that include the public, outside the residents and their invited guests, are not contemplated at this time. Weddings, fundraising functions, and golf tournaments as examples would not be considered or permitted. Sales or service of food or service of alcohol would not be allowed. The only use proposed is public access use of the 9-hole golf course.

- 4. The applicant shall clearly articulate their intent to hold events at the golf course and how those events will affect the functionality of the golf course during those events.**

Events are not contemplated at this time.

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

Sincerely,  
DiPrete Engineering Associates, Inc.



Christopher Duhamel, PE, PLS  
Principal  
cduhamel@diprete-eng.com

Attachment: Supplemental Traffic Analysis

## Trip Generation Summary

**Summary;**

	<u>Description</u>	<u>Enter</u>	<u>Exit</u>	<u>Total</u>
<i><u>Weekday AM Peak Hour</u></i>				
ITE Land Use Code 251	Senior Adult Housing - Single Family	15	31	46
ITE Land Use Code 430	Golf Course	<u>13</u>	<u>3</u>	<u>16</u>
<b>Total</b>		28	34	62
<i><u>Weekday PM Peak Hour</u></i>				
ITE Land Use Code 251	Senior Adult Housing - Single Family	32	21	53
ITE Land Use Code 430	Golf Course	<u>14</u>	<u>12</u>	<u>26</u>
<b>Total</b>		46	33	79
<i><u>Weekend Afternoon Peak Hour</u></i>				
ITE Land Use Code 251	Senior Adult Housing - Single Family	24	20	44
ITE Land Use Code 430	Golf Course	<u>72</u>	<u>72</u>	<u>144</u>
<b>Total</b>		96	92	188

Note:

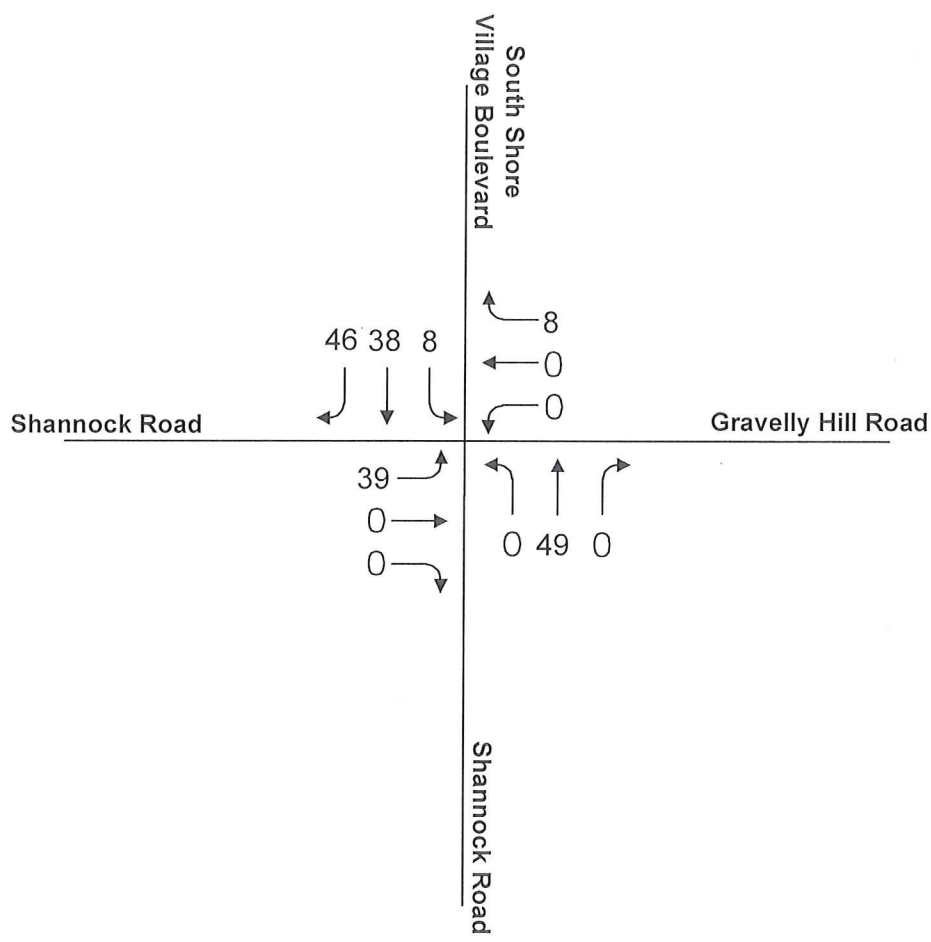
Weekend Trip Generation values for the "Golf Course" was estimated based upon a golf tournament with a shotgun format yielding a maximum 72 players on the course and all players arriving within an hour. To represent a worst case condition it was assumed back to back shotgun tournaments (morning/afternoon) with all morning players exiting within the same afternoon arrival period.



Site Trips:

Enter:	96
Exit:	92
Total:	188

SITE



SITE TRIP DISTRIBUTION  
WEEKEND AFTERNOON PEAK HOUR

PROPOSED MIXED-USE DEVELOPMENT  
SOUTH KINGSTOWN, RHODE ISLAND

# Senior Adult Housing - Single-Family (251)

Vehicle Trip Ends vs: Dwelling Units

On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

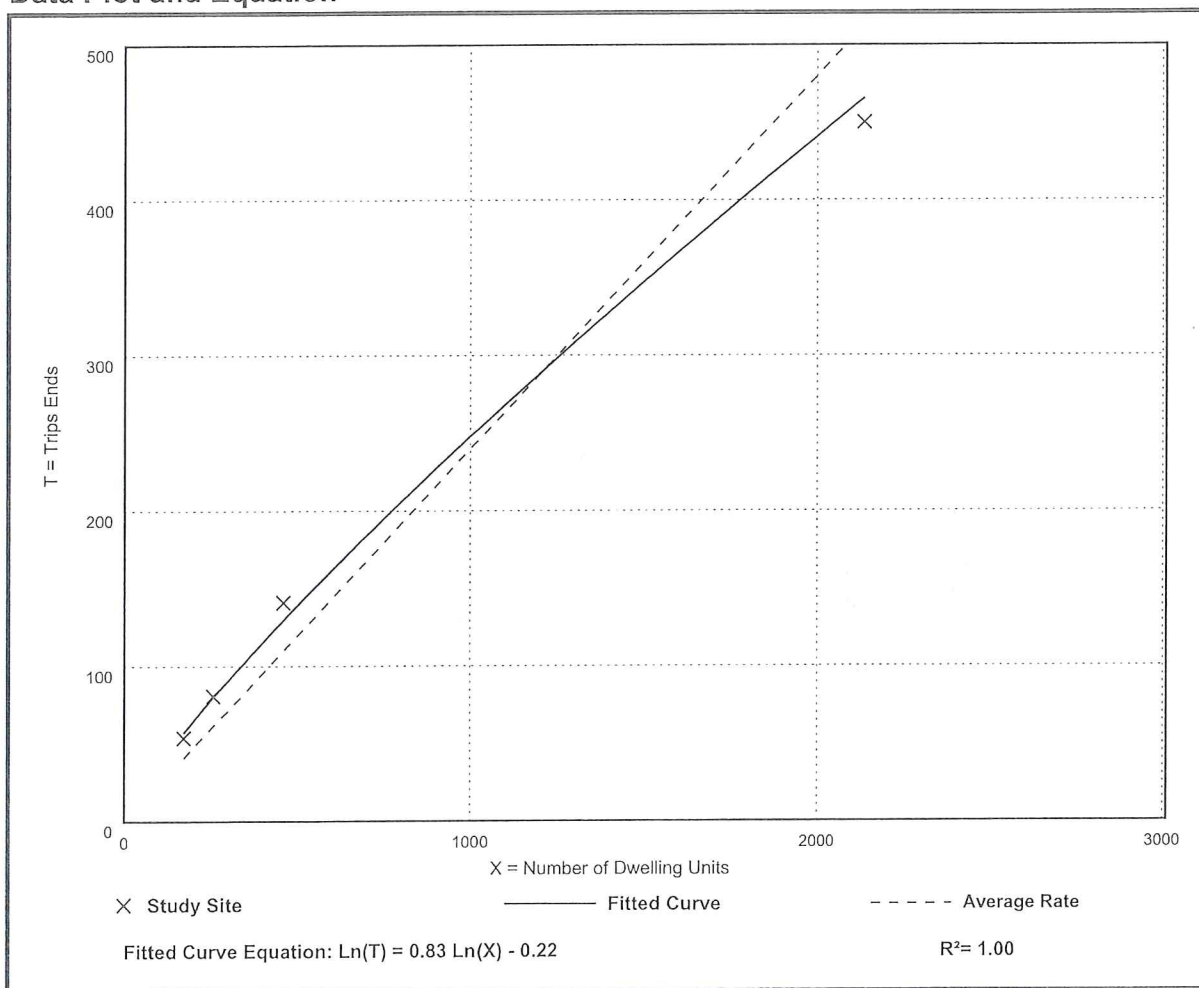
Avg. Num. of Dwelling Units: 755

Directional Distribution: 54% entering, 46% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.24	0.21 - 0.32	0.05

## Data Plot and Equation



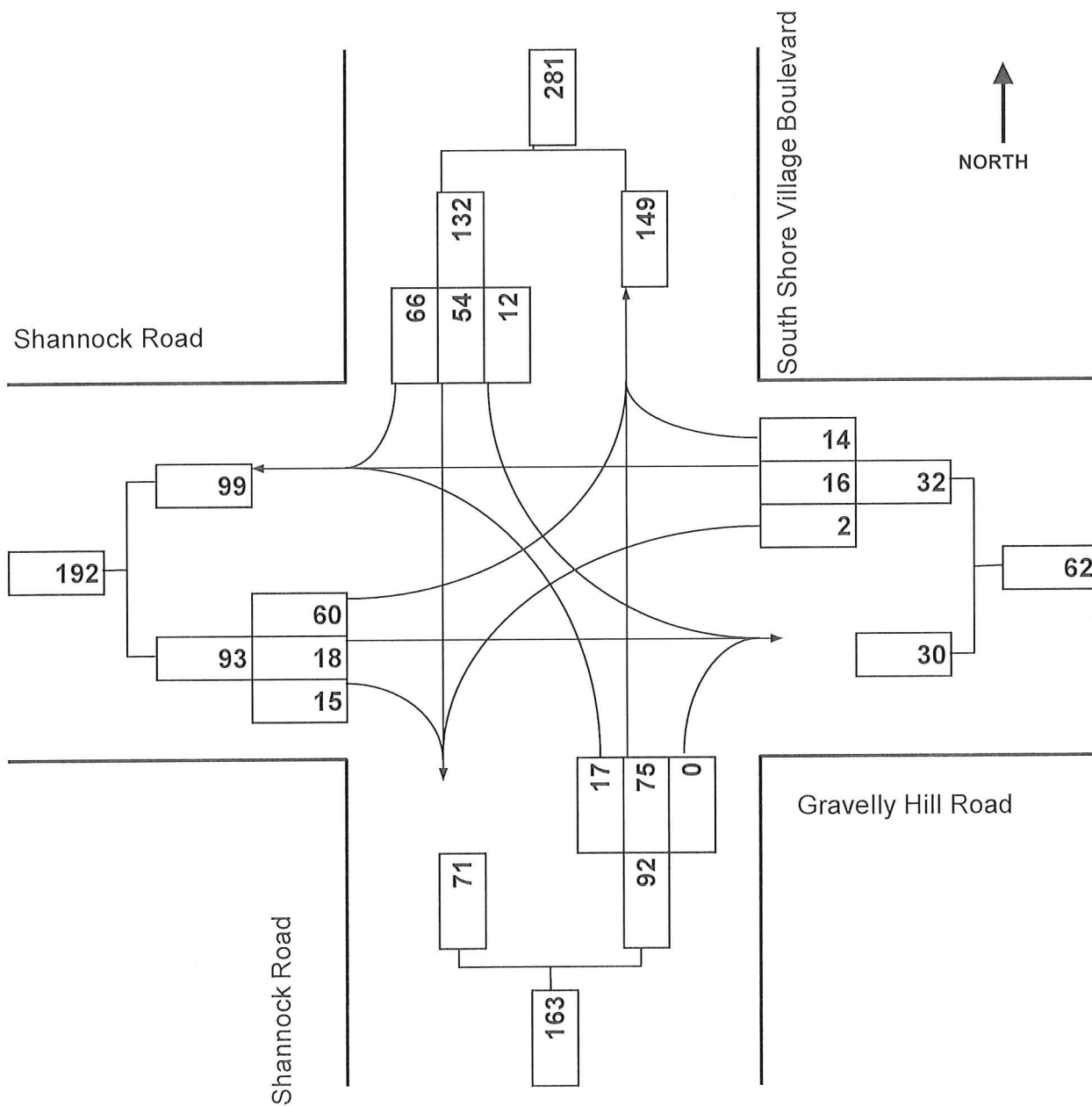


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### Turning Movement Diagram

Major Street: Shannock Road  
 City/Town: South Kingstown, RI  
 Reference No.: 10936  
 Existing: N/A

Minor Street: Gravelly Hill Road  
 Day of Week: Weekend  
 Peak Period: Afternoon Peak Hour  
 Future: 2028 Build



South Shore Village - Town RTC

South Kingstown, RI

3: Shannock Road & Gravelly Hill Road & South Shore Village Boulevard

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	60	18	15	2	16	14	17	75	0	12	54	66
Future Vol, veh/h	60	18	15	2	16	14	17	75	0	12	54	66
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	6	0	7	5	8	8	4	0	50	14	4	6
Mvmt Flow	72	22	18	2	19	17	20	90	0	14	65	80
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.5	7.7	8.3	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	65%	6%	9%
Vol Thru, %	82%	19%	50%	41%
Vol Right, %	0%	16%	44%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	92	93	32	132
LT Vol	17	60	2	12
Through Vol	75	18	16	54
RT Vol	0	15	14	66
Lane Flow Rate	111	112	39	159
Geometry Grp	1	1	1	1
Degree of Util (X)	0.14	0.146	0.048	0.192
Departure Headway (Hd)	4.539	4.693	4.486	4.342
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	791	765	798	829
Service Time	2.558	2.715	2.512	2.361
HCM Lane V/C Ratio	0.14	0.146	0.049	0.192
HCM Control Delay, s/veh	8.3	8.5	7.7	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.5	0.2	0.7