

### 1. Crystal Lake

Minimal changes to current zoning, such as eliminating highway commercial designations in the vicinity of the proposed golf course and multiple zoning designations on single parcels, will help to maintain the rural character in the southern part of the study area. Requiring maintenance of a vegetative buffer along the entire corridor will also be helpful in preserving the character of the corridor.

Beginning at the southwestern edge of the study area, a proposal for the development of an 18-hole golf course has been received by the town. As a complement to the course, a compatible use would be a retirement community consisting of “over 55” housing with limited access to Route 102.

Further north on Route 102, smaller lots with frontage on both Route 102 and Victory Highway should be encouraged to use their access on Victory Highway rather than 102, thereby reducing curb cuts and maintaining the functionality of Route 102.



**Figure 15...Crystal Lake**

## **2. Lapham Farm to Clear River Drive**

Under the current zoning, the Town has been developing plans for an industrial park on the “Lambert” property. This would utilize the property as was intended by the existing ordinance. Such development would serve to maintain the existing tax base of the community and replace lost revenues as the current agreement with the Ocean State Power Company comes to an end.

The Clear River Drive Industrial Park will utilize the newly developed Clear River Drive and its connection to Central Street. The proposed park would be adjacent to the small scale Adler Industrial Park, which is currently under construction. It would also be appropriate to site heavier industrial development next to the existing animal shelter, wastewater treatment plant, and former landfill on Clear River Drive. Emphasis should be directed towards improving the existing residential/commercial village center in the vicinity of East Avenue. Minor zoning

changes to eliminate split parcels would help to redirect growth in the area while preserving the neighborhoods.

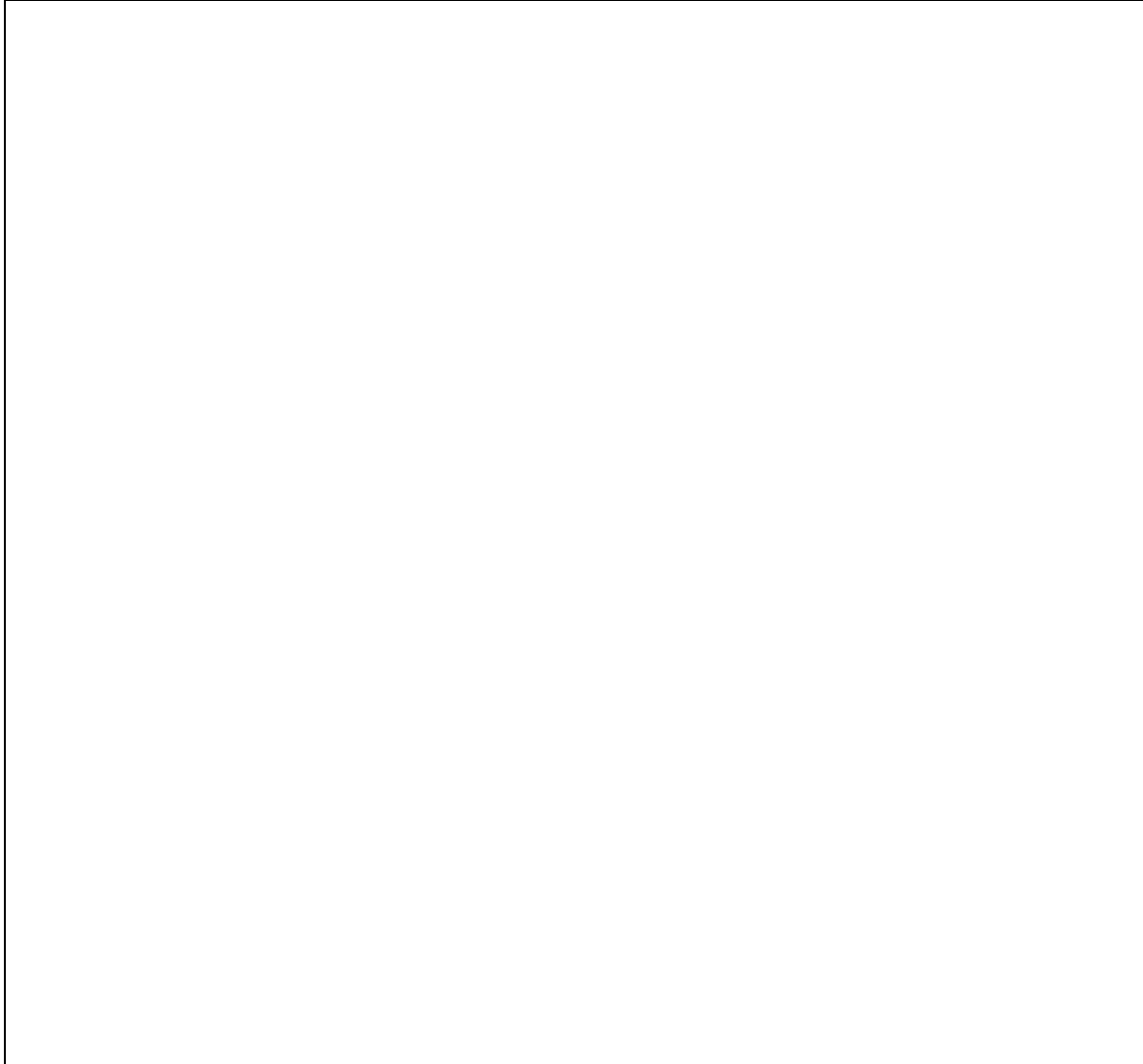


**Figure 16...Lapham Farm Road to Clear River Drive**

### 3. East Avenue to Joslin Road

Proposed zoning changes along this stretch of Route 102 are primarily for the purpose of eliminating split lot zoning. This area is characterized by lots with frontage on both Route 102 and Victory Highway. By encouraging these lots to front on Victory Highway, while maintaining vegetative buffers on Route 102, vistas along this portion of the highway will be preserved. By not introducing any major development projects in this area, further protection of the Black Hut Management Area will be encouraged.

Commercial and residential development would be encouraged along Victory Highway in order to meeting the needs of surrounding residents. The goal should be to maintain the residential character to the east of Route 102, while encouraging limited development with controlled access from key parcels to the west of Route 102



**Figure 17...East Avenue to Joslin Road**

#### 4. North End

Land along the northeastern portion of Route 102 is currently occupied by mixed land uses. Therefore, a continued mix of uses within the area would serve as a complement. Adoption of a proposed Planned Unit Development (PUD) Ordinance would afford landowners with the opportunity to develop parcels with a mix of uses. This would encourage developments with both residential and supporting service-oriented retail uses which would strengthen the village center.

Encouraging the development of the center near the intersection of Douglas Pike and Victory Highway would also utilize existing available land. Commercial and residential uses at the intersection of Victory Highway and Snake Hill Road should be promoted and further developed as a local service oriented area.

The creation of an office park at the northern end of Route 102 would afford Burrillville the opportunity to benefit from existing successes in neighboring north Smithfield. The park could be promoted as having an exceptional setting with easy access and only minutes from Route 146. Zoning changes required to make this vision a reality would include rezoning some parcels to General Commercial and Village Commercial and eliminating split zoning on some properties.



**Figure 18...North End**

#### A. Rhode Island Department of Transportation Input

At the request of the Rhode Island Department of Transportation (RIDOT), representatives of the Town of Burrillville met with RIDOT to discuss measures to limit driveway access on Route 102. RIDOT was very supportive of the committee's recommendations and expressed a desire to assist in preserving capacity on Route 102. In particular, RIDOT agreed that properties with frontage on both Victory Highway and Route 102 should obtain access via Victory Highway, and properties with frontage on both Route 102 and cross streets should obtain access via the cross streets unless such access is impractical. RIDOT requested that the Town provide a list of affected properties and expressed a willingness to enter into a written agreement with the Town to restrict direct access to Route 102 in accordance with the Committee's recommendations.

#### B. Proposed Zoning Changes

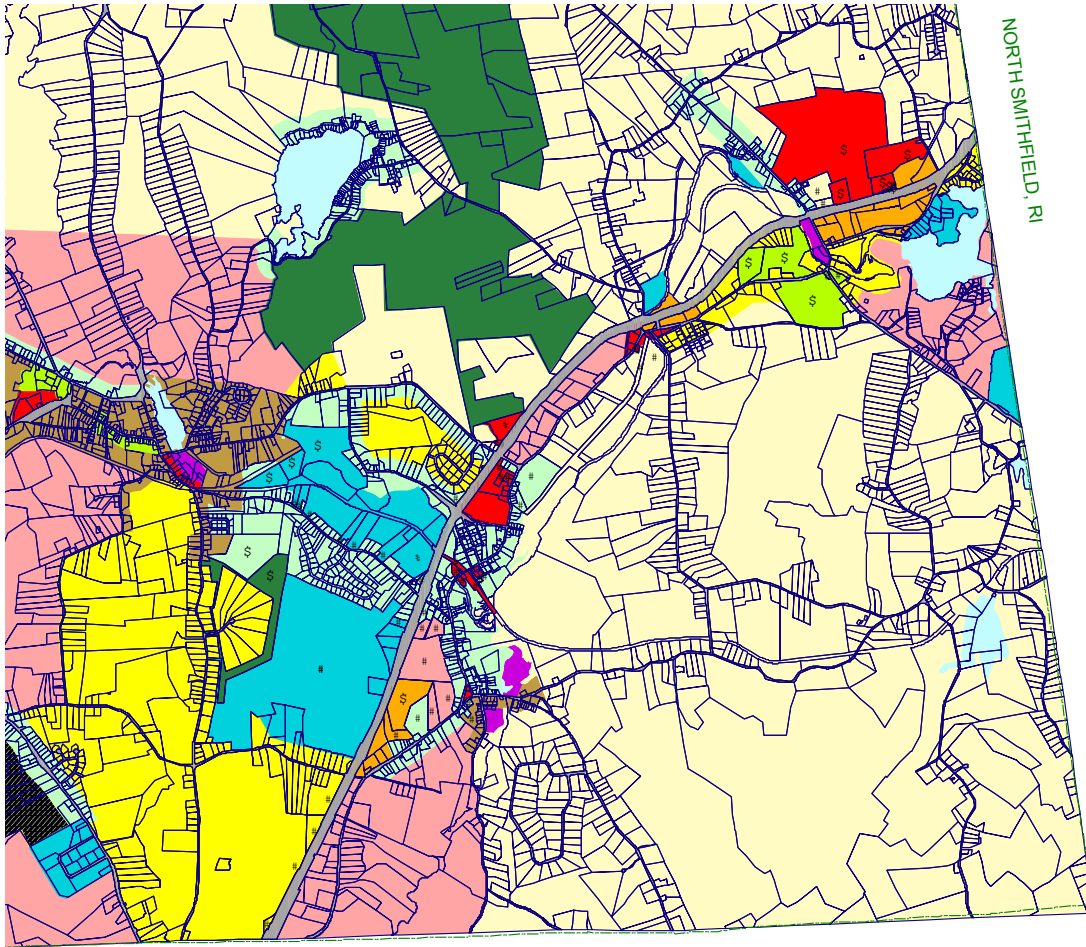
Amendments to the current zoning are an important part of implementing the vision for the Route 102 corridor. Zoning revisions on sixty (60) properties are proposed to bring the zoning of the project area into conformance with the plan and ensure optimal use of all properties within the study area.

Fifteen (15) zoning changes are required to fully implement the plan described above. Six of these properties would be down zoned from strip commercial uses to less intensive residential or commercial uses. This would accomplish the goal of preventing strip commercial development and avoiding commercial sprawl along Bronco Highway. Nine properties would be up zoned. These properties would provide office park and industrial park sites northwest of Bronco Highway as well as local service retail sites in the Village Centers east of Bronco Highway.

In addition, zoning boundaries on forty-two (42) properties would be adjusted to eliminate problems caused by zones that divide parcels. Optimal use of parcels with more than one zoning designation can be problematic. The remaining three parcels will not be rezoned, but the zoning map needs to be revised to reflect their actual existing zoning designations. The proposed zoning changes described above are shown in Figure 19. Tax Abatement Alternatives are presented in Appendix C of this document. Proposed abatement alternatives have been presented to alleviate concerns by residential property owners regarding the affects of potential zone changes on their property. The town of Burrillville classifies and assesses occupied property according to use, not zoning, therefore there would be no need to establish mitigation programs for owner occupied parcels regardless of the zoning change. Vacant parcels rezoned from residential to commercial or industrial would likely experience an increase in the assessed value of the property.

The existing Burrillville zoning code provides only limited opportunity for mixing land uses in a given area. Most areas are zoned for a limited number of uses (such as residential, retail, office, or industrial uses). Some are zoned for only one use. However, mixing land uses is one way to encourage interaction between properties and maintain a vibrant community. As such, a Planned Unity Development (PUD) Ordinance is being submitted to the Town Council under the direction of the Planning Board.





NORTH SMITHFIELD, RI

GLOUCESTER, RI

## VII. Implementation

The implementation of this development management plan will require a series of actions by citizens, committee members, and Town and State officials. The following page provides an implementation schedule for the project. The schedule indicates the action(s) required, identifies the responsible party, and provides a target date for completion of the proposed actions.

