



Introduction to the Land Use Plan Element

The Land Use Plan element is the most important element of a Comprehensive Plan. It lays out the key strategies and policies to maintain, protect, develop, improve, and focus growth in the City. The Land Use element is also a link to the other elements of the Plan, thereby providing a complete growth management policy for the City. The most common way to implement these policies will be zoning amendments, but there will be other actions needed to accomplish these goals. Although broad in scope, the Land Use Plan element has been guided by several key challenges and strategies.

Key Challenges

Cranston's land use practices and policies to manage growth must continue to be programmed to respond to changing markets and patterns of development. Over the past ten years, moderate residential growth in western Cranston, reuse of the State land at the Pastore Center, and new development in both industrial parks and other large land parcels have required adjustments to the City's land use policies. Challenges for the future include:

Differentiating Neighborhoods

The City has new residential development and has preserved more open space in western Cranston, while large and small redevelopment projects are occurring in eastern Cranston. Neighborhoods are being formed in western Cranston, while neighborhoods are reaffirming themselves in the East. This Plan proposes to recognize those differences with varying approaches to growth management while protecting existing neighborhoods.

Regional Centers and Village Centers

Cranston was developed historically as a 'city of villages', but commercial development in the City has become more diverse. Garden City and the surrounding area along Sockanosset Crossroad

has become a major regional commercial center. However, the historic village centers are finding a separate commercial, civic and social niche. Some of these smaller commercial centers still need incentives that will allow businesses to flourish and establish a quality image for the neighborhood. There are opportunities to improve these areas with mixed-use and infill developments, neighborhood open spaces, streetscape improvements, and zoning changes.

Build An Even Better Cranston

Neither western nor eastern Cranston has been 'built out' according to current zoning regulations. There are many opportunities for new residential development in western Cranston as well as redevelopment and infill opportunities in eastern Cranston, based on recent land use data. Guidelines for development will protect community character and channel development potential in ways that will maintain the local environment and quality of life.

Walking, Biking, Driving, and Public Transit

Accessibility is a key to making any land use changes. Providing safe and efficient options for travel for everyone will improve socio-economic bonds across the community as well as promote the type of land development that best serves Cranston. Better access across the City and to the region will protect the environment and reduce traffic frustration.

Key Strategies

This Plan recommends the following key land use strategies:

Apply "Smart Growth" Policies

Among other strategies, Smart Growth policies:

- promote development in already built areas

- emphasize a mix of uses
- reduce development of open space
- support transit improvements and transit-oriented development
- promote land use practices that reduce sprawl and improve the quality of neighborhoods and village centers.

Implementation of these policies in Cranston is recommended as a means to improve the overall quality of life.

Enhance Western Cranston

Creating traditional village centers can accommodate future growth and demand, requiring conservation design for new subdivisions can allow development while minimizing loss of open space, and preserving and enhancing the historic landscape will reinforce western Cranston's early agrarian history. Public services within a village center could address the needs of residents and provide a focus for other local services. A cultural center could be added on city land with references to the history of agriculture in the region.

Provide Opportunities in Eastern Cranston

Underutilized properties and infill development sites could be improved to address current and future land use, transportation, and economic needs in the eastern part of the City. Older or abandoned industrial areas such as the former Trolley Barn site, the Ciba Geigy property and the industrial land adjacent to the Northeast Corridor

Railway, are all locations that could change for the better with proper planning.

Link Land Uses

Existing playgrounds, parks, open space resources, and protected areas could be linked to provide easier access between them. Stream corridors could be protected to preserve water resources, reduce flood hazards and provide additional pedestrian access. With both minor and major changes to the City road system, traffic flow could be improved throughout the City. Finally, because a regional commuter rail corridor is being developed, the City could plan for mass transit options to support goals of lessening traffic congestion and improving the built environment.

Encourage Neighborhood and Village Re-investment

The zoning requirements for lot sizes within some of the older neighborhoods no longer reflect the prevailing smaller lot sizes. This renders an unusually large percentage of houses as "non-conforming" and requires homeowners to seek approval of the Zoning Board for even modest improvements. Matching zoning requirements more closely to the existing uses on the ground will encourage maintenance and reinvestment in the neighborhoods. In addition, after applying the proper design guidelines for new commercial development, new businesses and infill development within village centers could be encouraged with a streamlined permitting process.



Part I. Summary and Accomplishments of the 1992 Plan

Introduction

This section summarizes the corresponding 1992 Land Use Plan element. The 1992 element focused on four general areas:

- Planning for future development in western Cranston;
- Citywide standards and policies for commercial development;
- Redevelopment opportunities at key parcels;
- Resolving inconsistencies between zoning and actual land use.

Planning for Future Development

The 1992 Plan identified strategies to prevent commercial strip development and to direct new projects to developed areas in western Cranston. The purpose of these strategies was to balance the Comprehensive Plan's goals and policies related to housing, economic development, natural resources, open space, and public services and facilities. Rather than encouraging large, single-use residential districts and controlling average development density, the 1992 Plan promoted residential development with appropriate siting of other land uses that preserve the character and quality of the environment.

A Strategy for Balanced Growth in Western Cranston

A build-out analysis of Western Cranston revealed that at the then current building trends coupled with existing land use policies, would result in the consumption of large amounts of land for residential development, changes the area from rural to suburban character, and result in considerable loss of natural habitat.

The 1992 Plan recommended three strategies to promote compact development in western Cranston:

Promote development of a village center as a focus of community life that includes public facilities, some commercial services, and higher density residential uses;

- Promote cluster development in lower density residential projects to minimize infrastructure costs and preserve open space;
- Strengthen controls on non-industrial development in industrial areas while still providing for limited commercial services for on-site industries.

The 1992 Plan identified a goal of protecting at least 20% of land in western Cranston (exclusive of the wetlands) in large tracts of open space through purchases and policies that promoted concentrating development in a village center, clustering in residential subdivisions, and farm preservation.

A Western Cranston Village Center

Several preferred locations were identified for a village center within western Cranston. Key components of a successful village center were identified, including access to major collector roads, design to encourage pedestrian movement, and a mix of community and service uses that support the surrounding neighborhoods.

The 1992 Plan recommended that development standards be formulated for private, public and civic uses in order to achieve appropriate scale, density and mix of uses in the village center. Two basic types of development standards were recommended:

- Standards for the development as a whole.
- Standards for individual sites.

Implementation mechanisms for promoting a village center were suggested, including overlay districts and implementing a variation of

the existing Mixed-Use Planned District ordinance. To encourage development proposals that would contribute to the creation of a successful village center, the 1992 Plan recommended changes to the review and approval procedures for village centers. A by-right approach was recommended as a means of encouraging potential developers to propose appropriate village development.

Several areas were recommended as potential village centers. The intersection of Scituate Avenue and Pippin Orchard Road was considered a prime location because of the church and developable land surrounding the intersection. The intersection of Natick Avenue and Phenix Avenue was identified as a second location because of its public resources and excellent transportation access. Another, although less favorable, site was the intersection of Scituate Avenue and Comstock Parkway.

Western Cranston's Arterials

Special attention was given to the largest arterials bounding western Cranston: Plainfield Pike, and Natick Avenue and Route 37.

Plainfield Pike

As a regional arterial, Plainfield Pike was a focus of economic development policies. Strip commercial development, similar to what was emerging on the Johnston side, was specifically discouraged.

Western Industrial Development

Key recommendations to promote economic development of the industrial area west of I-295 were:

- Rezone the small pockets of residential zoned land in the industrial areas to an industrial zone;
- Strengthen the zoning regulations governing M-1 and M-2 districts to ensure that industrial areas are not fragmented by incompatible uses. Suggested strategies included creating a new zoning designation specifically for the Plainfield Pike and Howard Industrial Park areas and enacting a Planned Unit Development (PUD) ordinance;
- Coordinate with the Town of Johnston to ensure that future development of the commercial zoned land north of the road reinforces the image and function of the Plainfield Pike to the benefit of both communities.

Eastern Commercial Development

Key recommendations to promote economic development of the commercial areas east of I-295 were:

- Establish a new Office Park District in the zoning ordinance by modifying the Commercial C-2 regulations to include requirements for increased minimum lot areas, lower site coverage, appropriate landscaping standards, and provision of buffers at property boundaries.
- Strengthen controls on high impact uses, and increase application of signage, parking, and landscaping regulations.

Natick Avenue and Route 37

Key recommendations for the area extending from the Route 37 terminus on Natick Avenue northwards along Natick and Phenix Avenues to the I-295 overpass were:

- A potential limited neighborhood commercial or village district to the east of Natick Avenue at the base of the relocated Phenix Avenue to provide convenience services oriented toward the existing pass-by traffic rather than high trip generating uses. It was recommended that a new zoning ordinance be implemented to limit allowable floor space, types of permitted uses, and identify a clear set of building and site design criteria;
- Review the existing zoning for the Gammino (now Keating) gravel extraction operation as a potential light industrial park, office park, or modest commercial center provided that appropriate access to Route 37 could be made available;
- Create designated areas for office development with well-defined standards.

Commercial Development Standards and Policies

The key issues identified in the 1992 Plan for the major commercial corridors were: conflicts between through and local traffic, aesthetic concerns, and incompatible land uses in residential neighborhoods. Both regulatory and non-regulatory measures were suggested to address these issues. Regulatory approaches within the 1992 Plan suggested changing the use and dimensional regulations of zoning districts, improving the process of development review, and

mandating that developers participate in the cost of mitigating their impacts on public systems and facilities. Non-regulatory approaches included focused studies of specific corridors to identify preferred uses and circulation issues, and improved standards for roadway design to guide public investment in rehabilitation and reconstruction.

Regulatory Strategies

The land use strategy for improving commercial development along the major arterials consisted of four parts:

- Review and adjust zoning district boundaries along the major arterials to provide for adequate commercial services while minimizing impacts on adjacent residential neighborhoods;
- Establish new and improved site design standards;
- Institute expanded development review procedures;
- Adopt formalized mechanisms for development impact mitigation.

Site Development Standards

The 1992 Plan identified several deficiencies in the zoning regulations in terms of site development standards, including landscaping, parking lot screening, scale and location of signage, and driveway spacing and location. To encourage new development that achieves the design objectives identified in the site development standards and to improve the quality of commercial development along the City's major arterials, there were several recommendations:

- The City should expand site development standards to apply to most types of commercial and industrial uses.
- Development bonuses should be tied to specific performance criteria such as the amount of landscaping and the quality of on-site amenities.

Site Plan Review Procedures

The key recommendation for site plan review was to require a standardized review process for:

- All nonresidential developments that could have a significant impact on the surrounding area, and

- Any development that exceeds specific thresholds relating to potential impacts on traffic, adjacent neighborhoods, historic structures, and open space.

Development Impact Mitigation

In order to offset the costs on municipal services and infrastructure resulting from commercial and industrial development, a formal procedure was recommended to incorporate impact mitigation into the development review process. Methods of mitigation recommended ranged from an impact fee based on a detailed analysis to a less complicated approach of requiring a contribution for off-site improvements.

Commercial Corridor Design Strategies

The 1992 Plan identified several aesthetic, traffic and siting deficiencies associated with many of Cranston's major commercial arterials. The recommended approach to address the problems involved a partnership between the City and the State through a combination of regulatory measures and specific improvements. Recommendations to improve the commercial arterials included redesigning the roadways and modifying the zoning regulations to limit commercial setbacks, prohibit tall and internally lit signs, require rear and side parking, and require fencing and landscaping buffers to abutting residential neighborhoods.

Three existing corridor segments in Cranston were presented as case studies to illustrate how the recommended land use and urban design principles will improve the commercial areas.

Community Commercial Centers

The 1992 Plan noted that there are few community commercial centers in Cranston that fit the definition of small concentrations of buildings that house a mix of retail, office, services, and institutional uses linked by pedestrian circulation paths. Four village centers were identified: Pawtuxet Village, Knightsville, Rolfe Square, and Garden City. The pivotal role of careful, strategic public investment was highlighted as the most effective means of creating strong commercial centers in Cranston, by both strengthening existing centers and focusing on certain new locations.

Redevelopment Opportunities

Three major redevelopment opportunities were identified in the 1992 Plan. As the intervening years have proven, these were appropriate sites to consider.

Fields Point Redevelopment

A key recommendation for this area was to rezone the Fields Point area for business uses compatible with the future mixed-use development identified in the Providence Comprehensive Plan. Furthermore, it was recommended that the “cooperative planning area” in Fields Point, as suggested in the Providence Comprehensive Plan, should be adopted and the two Cities jointly establish a Fields Point Redevelopment Authority to guide future development of this area.

Narragansett Brewery Redevelopment

The strategic location of the Narragansett Brewery site between existing commercial, industrial and residential areas meant that redevelopment of this site could play an important role in the Cranston Street corridor revitalization process. The site’s location and on-site features made it an ideal mixed use redevelopment opportunity to include such uses as light industrial, commercial, research and development, institutional and residential uses.

State Facilities at Howard (now called Pastore Center)

The recommended strategy for the Howard (Pastore) Reservation included:

- Promoting appropriate commercial development intensity at the Training School site;
- Restricting development at the “Cornfields” site to only economic development options that include buffers to the nearby residential neighborhoods. [The Comprehensive Plan was amended in 1998 after the State sold the site to a private developer.];
- Utilizing five or six sites for office development, including on land donated by the City;
- Containing future expansion of State facilities to the area bounded by East Street/ Pontiac Avenue, Route 37, and Route 2 (New London Avenue).

It was recommended that the Howard area be integrated into the City’s zoning ordinance and map. The key changes recommended included the following:

- Designate the Training School site for Office Park development with appropriate standards for parking, landscaping and other site amenities;
- Rezone the buildings along Pontiac Avenue for office uses;
- Rezone the remaining land identified in the Land Use Plan as State institutional purposes to a new State Facilities or Institutional district to ensure consistency between the State and Cranston’s goals and policies for the Howard Reservation.

One controversial recommendation of the 1992 Plan was to put a limit on the institutionalized population of the Center. This restriction was considered unacceptable by the State for inclusion in the Comprehensive Plan. If the State proceeds to redevelop the property for State office and other commercial uses or proceeds with the master planning process proposed in the State Department of Administration’s 1994 Howard Center Master Plan, and the State includes the City in the planning and redevelopment process then many of the previous concerns could be addressed.

Resolution of Zoning and Land Use Inconsistencies

Inconsistencies between zoning and land uses were identified particularly in the older developed areas of the City and strategies for resolving these inconsistencies were recommended. The areas identified for specific rezoning were:

- Commercial zone (C-3) in Pawtuxet Village south of Ocean Avenue;
- Warwick Avenue, between Broad Street and Park Avenue;
- Park Avenue, between Community Drive and Park View Junior High School;
- Elmwood Avenue, between Park Avenue and the Pawtuxet River (Warwick City line);
- Budlong Manufacturing (Pontiac Avenue, Arthur Street, Magnolia Street, and Belmont Road);

- Park Avenue at Budlong Road and Dyer Avenue, with extension south along Washington Secondary railroad line;
- Macklin Street industrial district;
- Cranston Street, between Route 10 and Puritan Avenue;
- Atwood Avenue, between Fletcher Avenue and Randall Street;
- Richard Street (westerly side);
- Route 2 and Bald Hill Road.

Future Land Use Map

The 1992 Plan highlighted the integral role of the Future Land Use Map (Figure 2.1) in setting forth the recommended development pattern for Cranston and how the City's regulatory policies will be adjusted to affect this development. Key strategies illustrated in the Future Land Use Map were:

- Compact development: identification of two potential locations "village centers" in western Cranston;
- Residential development: Maintenance of overall existing residential densities in western Cranston;
- Open space preservation: Delineation of open space corridors along rivers and streams, and designation of the "Cornfields" area for open space and recreation;
- Industrial development: Consolidation of industrial zoning districts along Plainfield Pike, west of I-295;
- Commercial Development: Establishment of Office Park districts along Plainfield Pike (east of I-295) and at the Training School property, and establishment of a mixed-use area at Fields Point;
- Land Use/ Zoning Inconsistencies: Rezoning of commercial and industrial areas in Pawtuxet Village and on Warwick Avenue, Elmwood Avenue, Park Avenue, Dyer Avenue, Cranston Street, Atwood Avenue, and Bald Hill Road.

Changes or Additions to the Plan since 1992

The Cranston City Council approved the following key changes to the Land Use Element of the 1992 Comprehensive Plan:

- Amendment of the Plan goals and uses for the Pastore Center (Boys Training School) from appropriately scaled, low-traffic volume, corporate headquarters, R & D campus or office development to mixed office and retail development, and multifamily residential uses.
- New opportunity for economic development on the "Cornfields" site and separation of that from actions on the Boy's Training School.
- Amendment of the Plan to identify the Narragansett Brewery as a Special Redevelopment Area to allow the commercial center project that is largely complete.

1992 Plan Actions and Accomplishments

Table 2-1 summarizes the Land Use Plan Actions from the 1992 Comprehensive Plan and identifies which of these have been accomplished.

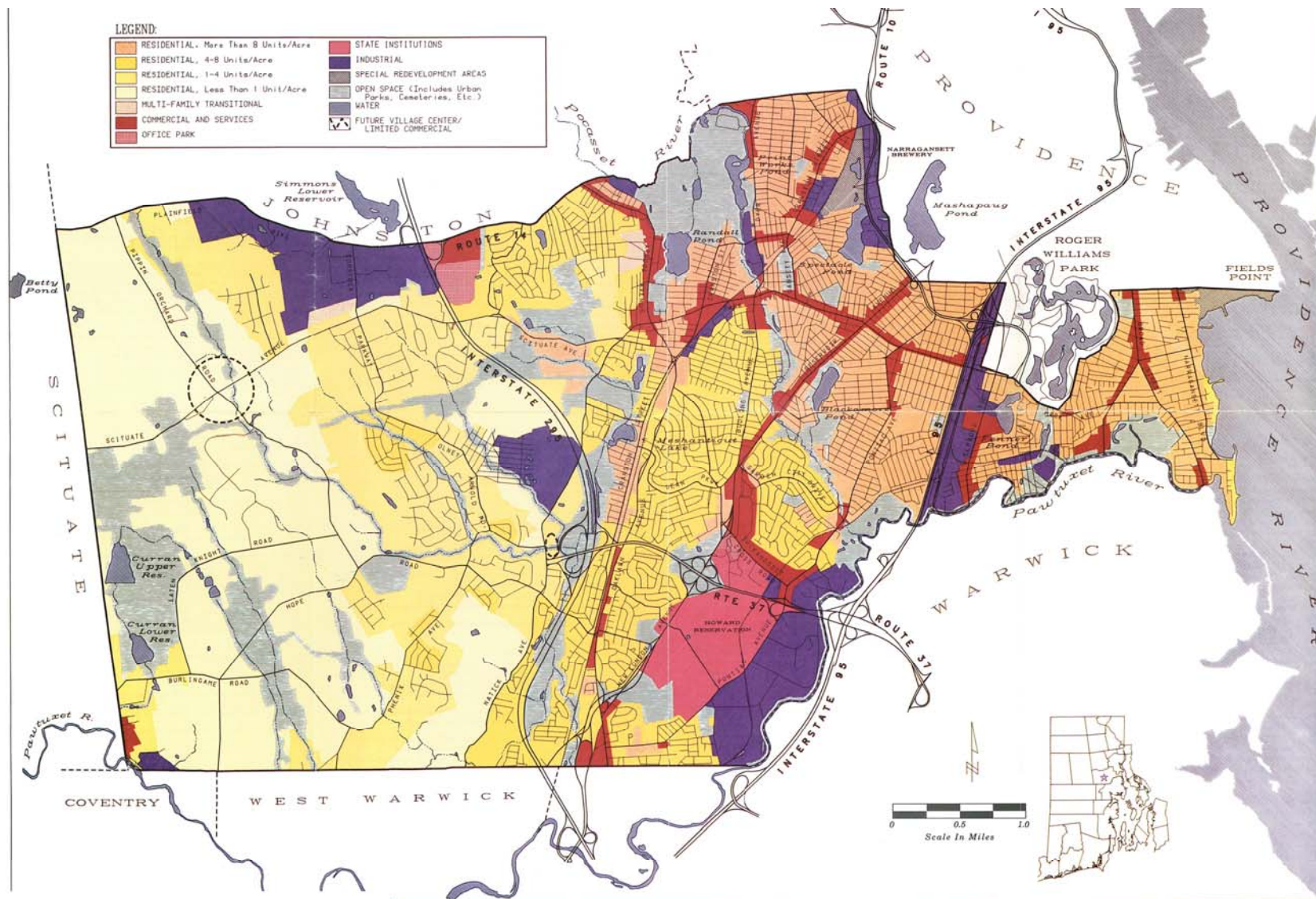
Table 2-1 Accomplishments of the 1992 Comprehensive Plan

Action	1992 Actions	Accomplishments and Changes
Growth Management in Western Cranston		
LU-1	Revise existing cluster (Residential Planned District) regulations to more appropriately promote the use of this land development technique.	This action was not accomplished.
LU-2	Amend subdivision regulations to promote land development patterns that minimize site disturbance, minimize visual impacts, and retain rural features.	New definitions were created for “unsuitable land” and for open space in cluster developments. Map requirements were added for existing conditions.
LU-3	Identify areas of special natural resource significance for guidance in subdivision planning and review, in order to ensure the preservation of major contiguous parcels and corridors.	The Planning Department created GIS maps of the City based on special aerial photography. Wetland maps were also updated.
LU-4	Increase minimum lot area outside the Village Center to five (5) acres, unless developed as cluster subdivisions.	This action was not accomplished.
LU-5	Designate an area for development of a compact village center to serve western Cranston, and establish standards and criteria for development within this district.	This area was shown on a land use map. No other additional studies have been conducted.
LU-6	Consider conservation restriction or less-than-free acquisition programs to limit the ultimate development potential of valuable parcels, in return for permanent reductions in tax liabilities.	This action was not accomplished.
Commercial Development		
LU-7	Adopt/revise design standards for major commercial development addressing issues such as lighting, internal circulation, access and relation to the adjacent street system, utilities, landscaping and buffers, etc.	Site design standards for commercial development were adopted.
LU-8	Adopt a Site Plan Review ordinance applicable to (a) all special permits, and (b) all developments meeting specified thresholds.	Adopted site plan review ordinance in September 1998.
LU-9	Amend the City's sign regulations, to adjust the area of signage to the scale of the parcel or development, to reduce total sign areas, and to control the location of signage with respect to the street.	Adopted new sign regulations in 1998. These regulations were revised in 2000.
LU-10	Consider development impact standards to ensure that new development contributes adequately and proportionately to the costs of improvements required by such development.	There were no changes in impact fees. The Western Cranston Watershed District was added in 1998.
LU-11	Identify and prioritize commercial corridor segments for study, in order to provide guidance for appropriate regulatory changes and City economic development efforts such as marketing and financing programs. Conduct analyses of specific development objectives, preferred commercial uses, circulation and safety improvements, and potential linkages among parcels.	Cranston Street corridor was prioritized in 2000.
LU-12	Create an Office Park zoning district, to be applied to areas currently used or zoned for office use and to additional sites as appropriate.	This action was not accomplished.

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LU-13	Provide a commercial development option in industrial area through a planned unit development (PUD) option or through establishment of a new industrial Park zoning district.	This action was accomplished with a PUD option in the Mixed-use Planned District (MPD) regulations.
LU-14	Revise zoning districts along Plainfield Pike to eliminate incompatible land uses and consolidate the industrial zoning of the area.	This action was not accomplished.
Fields Point Redevelopment		
LU-15	Rezone Fields Point from General Industry (M-2) to a new district consistent with the adjacent Waterfront Mixed-use District in Providence, as and interim zoning district during the preparation of an area redevelopment plan and subsequent development of new zoning regulations.	This action was not done, however, this areas is currently under study by Johnson & Wales.
LU-16	Establish a Fields Point Redevelopment Authority, with participation by both Providence and Cranston, to guide the redevelopment of the Fields Point area in a consistent and harmonious manner.	This action was not accomplished.
Narragansett Brewery Redevelopment		
LU-17	Continue efforts to implement a mixed-use development for the Brewery site.	The area was rezoned to C4. A plan for the area was approved in 2001 and development is 80% complete. The Trolley Barn has been demolished.
State Facilities at Howard		
LU-18	Create an Institution zoning district to be applied to the developed area of the Howard complex, in place of the existing Open Space (S-1) district.	This action was not accomplished.
LU-19	Establish redevelopment standards and guidelines for the Training School site that may be applied through designation of the site as a Mixed-Use Planned District (MPD), or a new Office Park district.	This area was zoned as MPD in 1998, which was subsequently revised in 2002.
LU-20	Maintain existing Open Space (S-1) zoning for the "Cornfields" site, and seek to negotiate permanent recreation uses of this site in connection with disposition and redevelopment of the Training School site.	The zoning for this area was revised in 1998 to Mixed-use Planned District (MPD). The Comprehensive Plan was amended in 1998 after the State sold the site to a private developer. A recreation-oriented commercial project has since been constructed (Mulligan's Island)
Land Use / Zoning Consistency		
LU-21	Amend Zoning Map and Zoning Ordinance to eliminate major inconsistencies between land use and zoning in the following areas: 1. Warwick Avenue, 2. Elmwood Avenue, 3. Park Avenue, 4. Cranston Street, 5. Atwood Avenue, 6. Route 2 and Bald Hill Road.	The zoning map was amended for the following areas: sections of Atwood Avenue and Pontiac Avenue. No changes to the remaining areas were made.

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Map 2-1 1992 Comprehensive Plan - Future Land Use Map



Part II. Current Conditions and Issue

Introduction

This section provides a summary of the existing conditions, major changes since the 1992 Plan, and key issues regarding the land uses and land use regulations within the City. Potential strategies and actions to address these issues are presented in the next section. The purpose of this section is to define future land uses and land use policies that support the overall vision and goals of this Plan.

Existing Conditions and Issues

The Land Use Element considers the varied conditions and issues that need to be addressed through the actions of this and the other elements in the Comprehensive Plan. Many issues were discussed during the planning process and are explained below, along with existing land use conditions. They reflect the trends in land use, changes since the previous plan, and issues that need to be addressed.

Land Use Patterns in Cranston

The City is faced with a distinct east/west split in land use patterns: residential development and preservation of open space in western Cranston vs. redevelopment and improvement of existing neighborhood and commercial centers in eastern Cranston.

Landscape Character

In western Cranston, a key issue is the protection of the landscape character. This issue is directly related to the retention of open space for recreation as well as protecting the remaining natural resources in western Cranston, including good quality agricultural land. An issue that should be addressed by the City is the protection of viewsheds, particularly in western Cranston.

Village and Neighborhood Centers

The village and neighborhood centers in many parts of Cranston need to maintain their character and economic vitality. The pedestrian environment and the overall condition for some small commercial neighborhoods could be improved. There are also opportunities to improve these areas with mixed-use developments, neighborhood open spaces, streetscape, and zoning changes.

Zoning

A6, B1 and B2 Zoning Districts - Most properties in the A6, B1 and B2 zoning districts have less than the 6,000 square feet minimum lot size. In fact, about half (over 48 % and 55% of the A6 and B1 zones, respectively), are less than 5,000 square feet in area. This inconsistency between the lot sizes and zoning occurs typically in the older parts of the City, which limits development potential, and requires variances for changes to existing properties. However, the City grants variances routinely when properties are 5,000 square feet, limiting the purpose and effectiveness of the existing minimum size requirements. The City needs to address this issue and consider changing regulations to reflect the higher density in these areas, which are essentially built out and have an older housing stock.

Plainfield Pike

Land uses along Plainfield Pike have become increasingly auto-oriented, creating a “strip mall” character. The City needs to coordinate with the adjacent Town of Johnston and implement zoning changes for this section of Cranston to halt this land use trend. If this coordination is not possible, the City should still recognize that strip commercial development is not the best possible land use. The City should maintain the higher standards and encourage the real estate market value to increase with new development.

Commercial Development Opportunities on Built and Vacant Land

There are several key parcels and properties throughout Cranston that can accommodate further development. The development of these properties could offer multiple benefits that include improved access, significant property upgrades, and the potential to improve the surrounding area. Properties include the former trolley barn site on Cranston Street near Route 10, the Armed Forces Reserve Center at Fields Point that is currently planned for closure under the federal Base Realignment and Closure process (see discussion below), and several parcels in the Pastore Center. In addition, there are parts of the former Ciba-Geigy property, which could provide commercial and industrial opportunities. The development potential is explained in the recommendations section for these areas.

Base Realignment and Closure

The Base Realignment and Closure process (BRAC) is a federally mandated process to dispose of excess military properties. Congress authorizes the BRAC process and the most recent BRAC process is currently underway. A unique aspect of the BRAC process is that it puts the local communities with the disposed military properties in control of the reuse of the properties with the express goal of economic redevelopment to replace the loss of the former military activity. The Fields Point Reserve Center, which covers 11 acres, includes a building of 69,000 square feet, and offers commanding views down Narragansett Bay, has been designated for closure under the current BRAC process. The City has an opportunity to lead the planning process for economic development at the property. It is recommended that this planning effort should also be coordinated with state agencies such as the RIEDC.

Mixed Use and Transit Oriented Development Opportunities

Amtrak's Northeast Corridor railroad line runs through an industrial area and rail yard between Elmwood Avenue and Wellington Avenue. This rail line is part of the system being considered by RIDOT for commuter rail service running eventually from Westerly to Providence. Some of the industrial properties in the area are underutilized, or at least capable of further development, and the rail yard is mostly open land. This situation provides a unique opportunity for not just new commercial development but mixed-use development that may be able to take advantage of the projected

future commuter rail service. By combining commercial and residential uses together at a site with future public transit, the project will be able to reduce vehicle traffic on local roads while increasing the tax base substantially.

Sewer Connections and Growth in Western Cranston

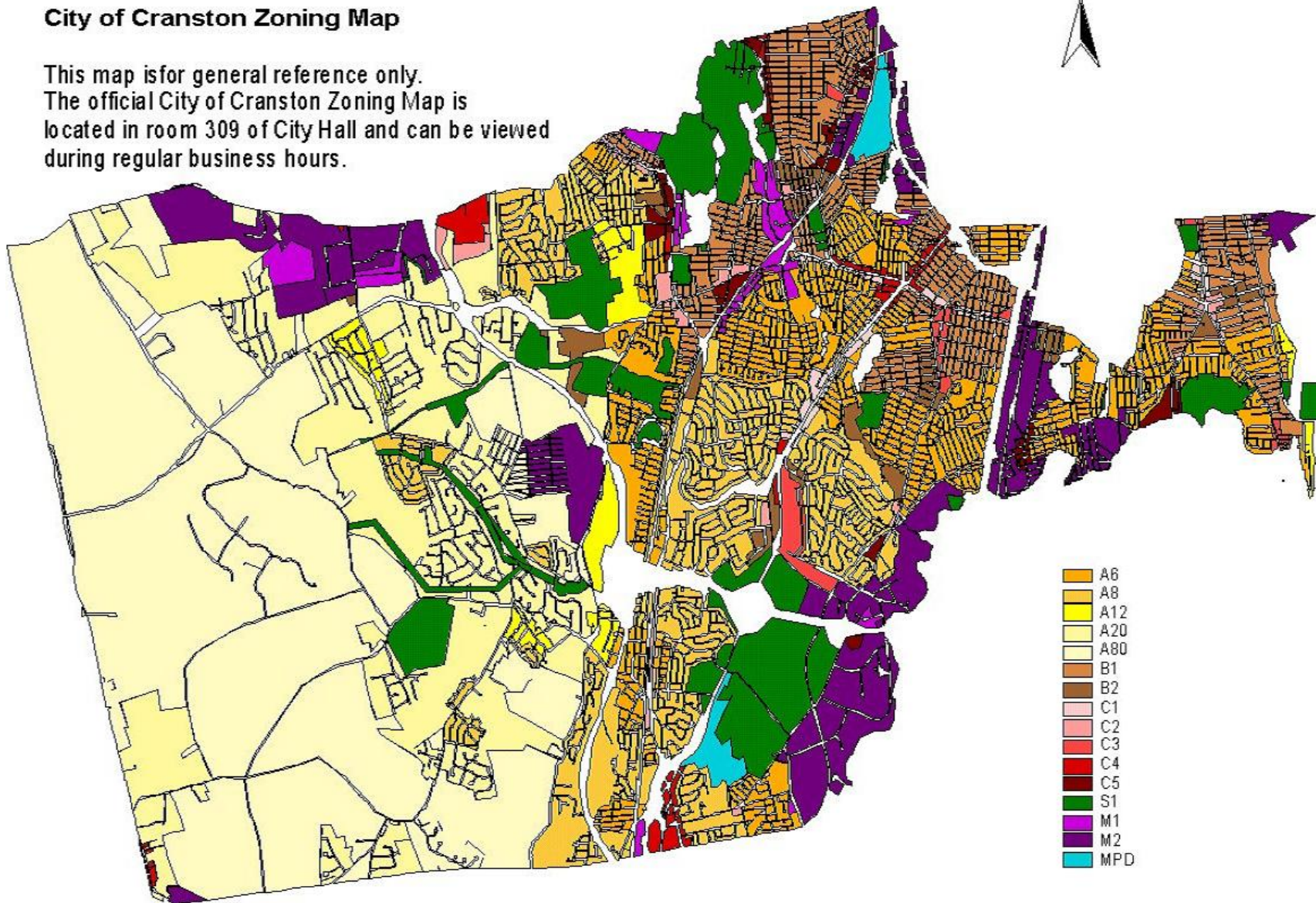
The development of western Cranston was discussed extensively in the 1992 Plan. The key issue related to the amount and type of residential development remains. The recently installed Florida Power and Light (FPLE) force main in Pippin Orchard Road is designed to allow for some adjacent residential sewer connections. This may have particular significance for the proposed village center area at Pippin Orchard and Scituate Avenue as well as additional residential development.

Linking Open Space, Recreation, and Natural Resources

The City has an excellent supply of open space, historic, and natural resources and their use has increased over the past ten years. This trend is anticipated to continue into the future. People are jogging, walking, and riding bicycles and enjoying active and passive recreational activities. To meet this demand, preserve open space, retain critical habitat, and allow users to enjoy the scenic and historic assets of the community, the City should link these areas. This could occur through land acquisition, designated routes, or other programs or policies that allow people to find ways and paths between all of these resources.

City of Cranston Zoning Map

This map is for general reference only.
The official City of Cranston Zoning Map is
located in room 309 of City Hall and can be viewed
during regular business hours.



Map 2-2 City of Cranston Zoning Map



Part III. Strategies and Actions

This section provides the concepts, strategies, and actions that will help resolve the issues identified in the previous section of the Land Use Plan element.

Land Use Principles

During the comprehensive planning process, it was determined that there were common themes among many of the ideas, suggestions, and issues regarding land use that also affected the other elements. These themes support the following land use principles and provide a basis for actions proposed in this plan.

Principle 1: Direct future commercial, industrial and mixed-use development with two approaches:

- Adopt smart growth principles for new development that maintain the best qualities of Cranston;
- Focus efforts on a few key redevelopment sites by encouraging smart growth to increase the value and job potential from each site and increase the mix and density of uses.

Principle 2: Apply design guidelines for commercial corridors and initiate streetscape improvements in the village centers to support development and improve the overall image of these areas.

The City should adopt design and signage guidelines along commercial corridors, such as Reservoir Avenue, Park Avenue, Elmwood Avenue, Atwood Avenue, and Oaklawn Avenue to improve the attractiveness and quality of the businesses. Streetscape improvements and better signage in the village centers would also improve the attractiveness, pedestrian access, and overall image of

these areas. One such project, Pawtuxet Village, has recently been completed.

Principle 3: Make the City an active partner in decisions relating to the redevelopment of the Pastore Center in order to maximize the benefits to the State and the City.

The expansion of the state facility should be focused on office and service uses and not residential structures. Private development that complements the current institutional activities should be allowed to occur at the edges of the state property, and take advantage of its central location, the opportunity to renovate, and reuse the underutilized state-owned buildings.

Principle 4: Protect and stabilize existing residential neighborhoods by basing land use decisions on neighborhood needs and quality of life.

Protect the natural, historic and visual resources that define the neighborhoods. In addition, support the existing residential development patterns in order to stabilize the residential blocks and neighborhoods.

Principle 5: Support new development and connect existing land uses by:

- Creating additional links within the City through acquisitions and easements that will preserve open space, protect valuable resources, increase recreational activity, and improve pedestrian and bicycle connections throughout the community;
- Improving open space links along continuous corridors with pedestrian, bicycle and emergency connections throughout the City.

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- Developing additional public transit options to connect people, jobs, and services.

Principle 6: Tailor new public and private development towards recognizing and preserving the City's heritage.

Regulate new residential development in western Cranston to ensure the City's valuable natural settings and landscapes remain. New commercial development in eastern Cranston shall be required to identify how historic structures will be preserved to reflect the City's past.

Implementation Approach

The following approaches describe ways in which these principles should be implemented.

Smart Growth

Adopt smart growth principles for new development that maintain the best qualities of Cranston.

The idea of smart growth has been well received in many areas across the country. In cities that have utilized smart growth, they have realized the benefits of development while minimizing impacts.

The City's previous approaches to improving the quality of development have been through regulatory actions. The City could use market-based regulations such as allowing mixed-use developments as incentives to support the local economy and improve the utilization of land, and city resources and services. New development could be designed to meet the needs of the community for increased tax base, new services, and civic uses, if incentives are given to the new projects by opening up new opportunities that conform to public standards and market realities. The existing MPD (mixed use planned district) zone could be modified to accomplish these changes.

Applying a smart growth agenda to development and redevelopment in Cranston will provide many benefits. However, a first step is to determine how smart growth should be defined and how the smart growth strategies can be tailored to the needs of Cranston. Smart growth could include the following strategies:

- Encourage compact development for buildings, building groups, and residential subdivisions;
- Improve walkability throughout the city;
- Create distinctive and attractive villages that identify neighborhoods;
- Preserve open space and farmland and other natural qualities of the land;
- Provide options for moving more easily through the city; and
- Make the process for development approval more predictable and less time consuming.

Smart Growth Districts

To promote the concept in Cranston, three district types could be proposed to accommodate smart growth development in key locations (Future MPD zones will be identified and zoned through the zoning process as defined in the City's zoning ordinance):

Mixed-use Planned Development – Low Intensity (MPD-L)

This mixed-use zone would be suited for townhouses, with some first floor retail (up to 20%), and 35'-40' building heights. It would be suitable for transition areas and best when adjacent to public transportation. It is also appropriate to maintain open space areas as part of conservation efforts.



Figure 2-1 Example MPD-L

Mixed-use Planned Development – Medium Intensity (MPD-M)

This mixed-use zone would be suited for a retail district with commercial and residential on upper floors and with a minimum of two stories. Suitable for revitalizing and expanding village centers when adjacent to public transportation. Building heights are 35' - 40'.



Figure 2-2 Example MPD-M

Mixed-use Planned Development – High Intensity (MPD-H)

This mixed-use zone would be suited for predominantly mixed commercial development, with live/work space or artists' lofts, and 45'-50' building heights. It would also be suitable for encouraging significant redevelopment, and improved when it is adjacent to public transportation.

It should be noted that current City ordinances limit building height to 35' except in Mixed Use Planned Districts, where City Council has discretion to go higher.

Key Development Parcels

Focus efforts on a few key redevelopment sites by encouraging smart growth, increasing the value and job potential from each site, and increasing the mix and density of uses.

Potential locations for development that could initiate other improvements and economic development in the City include the Wellington/Elmwood Avenues area, intersection of Phenix and

Route 37, and Pippin Orchard Road and the Scituate Avenue intersection, and the Cranston Printworks.

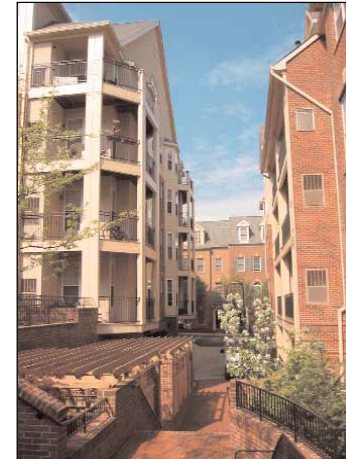


Figure 2-3 Example MPD-H

Illustrative Plans

Two key areas for new mixed-use development would support the increase and potential demand for services in Cranston. Each of these areas has characteristics that could support this type of development:

- They are near or along main access routes to the residential areas,
- They would help meet the expected increase in demand for services as residential development continues, and
- This development would provide substantial improvement to the local tax base.

To illustrate possible development in these areas two key areas were examined to show the relationships of the building footprints, access, and density of potential mixed-use developments. Two mixed-use illustrative options are highlighted:

- Wellington and Elmwood Avenues – Transit Oriented Development;

- Intersection of Phenix Avenue and Route 37 – Village Center.

The scenarios described below are not meant to be the only option for development of the sites, but indicate the type of project that could be successful under the goals and objectives of this Plan.



Figure 2-4 Wellington and Elmwood Avenues - TOD Option

Light colored circles show ¼ and ½ mile walking distances, light colored arrows show options for existing and new pedestrian/bike connections

Wellington and Elmwood Avenues – Transit Oriented Development

The transit oriented development (TOD) in the Elmwood/Wellington Avenues area is proposed around a commuter rail stop and would have a much higher density compared to the surrounding industrial development. The density is designed to take advantage of its proximity to a transit hub (see Figure 2-2). A parking garage located in the center above the station could provide parking for the commuters as well as to serve the retail uses located within the TOD. Parking is also provided in each of the mixed-use blocks on the first floor in combination with retail. Office space and residential units are proposed on the upper floors.

The development is structured around a pedestrian mall which would connect the train station to an open space amenity anchored by a water body at the eastern edge of the site. At the end of the mall is a building that supports community facilities for the residents and the people transiting through the area. New bridge access is proposed across I-95, to link the neighborhood with the school and playing field on the western edge of the site to the proposed development on the eastern side.

Commuter Station [Rail and Bus]

- Station and Garage Floor Plate – 105,000 sf.
- Estimated building height – 40 feet or 3 stories (could increase to reduce footprint)

Western Parcel

- Estimated Floor Plate for first floor - 216,000 sf.
- Estimated Ground Floor Retail - 100,000 sf.
- Estimated Office - 200,000 s.f.
- Estimated number of housing units - 220
- Estimated building height - 60 feet or 5 stories

Eastern Parcel

- Retail - 180,000 sf
- Estimated Office - 180,000 sf
- Estimated number of housing units - 330
- Estimated building height - 60 feet or 5 stories
- Community Facility (single story) - 10,000 square feet

Phenix Avenue and Route 37 – Village Center Layout (Option 1)

As proposed in this concept, the village center proposed along Phenix Avenue near Route 37 consists of mixed-use buildings with retail on the ground floor and residences above (see Figure 2-3). An alternate access is provided through the development to the ice rink located to the northern edge of the site. Parking for the retail is provided in a lot buffered from the street, while the residential parking is located behind the residential buildings along the eastern edge of the site.

- Retail - 86,000 s.f.
- Estimated number of housing units - 120
- Estimated building height - 25 feet or 2 stories



Figure 2-5 Phenix Avenue and Rte. 37 - Option 1

Phenix Avenue / Route 37 – Village Center Layout (Option 2)

The village center concept shown along Phenix Avenue consists of mixed-use building with retail on the ground floor with residences and offices above (see Figure 2-4). A cluster of single-family town homes is proposed to the rear of the site along with a building that would support some community facilities for the residents provided along Phenix Avenue. Parking for the retail users is in two lots on either side of Phenix Avenue, while parking is provided within the units for the residents and on street for visitors.

- Retail - 68,000 sf
- Community facility - 8,000 sf
- Estimated number of housing units - 60+50 (townhouses)= 110
- Estimated building height - 25 feet or 2 stories



Figure 2-6 Phenix Avenue and Rte. 37 - Option 2

Design and Streetscape Standards

Require design and signage guidelines in commercial corridors and streetscape improvements in the village centers to support development and improve the overall image of the areas.

In order to preserve and enhance the design quality of streets and buildings in different parts of Cranston, the City needs to implement regulatory mechanisms that are complementary to the design review process. Design and signage guidelines are principles established and approved by the City to guide new construction and the renovation of existing buildings. These would set the basis for the design review process. Streetscape guidelines would create a safe, comfortable, and attractive pedestrian environment through improvements in sidewalks, crosswalks, lighting, signage, and similar pedestrian level amenities.

Although some neighborhoods in Cranston have been improved such as Rolfe Square and parts of Pontiac Avenue, other areas could be supported with design and streetscape guidelines. For example, Knightsville has a series of connected buildings and several amenities such as the Itri Memorial and a small park that

provide a base for improvement. The areas along Reservoir Avenue and Park Avenue are business districts that could be supported by guidelines that specifically addressed the congestion, signage, and appearance issues. In addition, Pawtuxet Village lies within a corridor that could greatly benefit from the application of design guidelines for long-term improvement.

Regulatory mechanisms already exist in the form of local and national historic districts affecting certain areas of the City. Additional design and streetscape guidelines need to be aimed at complementing zoning and other existing regulations according to the specific character of each area. Criteria to be addressed by these new guidelines could include:

Design Guideline Criteria

- Preservation of existing buildings
- Styles for new construction
- Building massing and relationship to the street
- Pedestrian uses and open space
- Materials and colors
- Design and location of parking areas
- Signage
- Regulatory process requirements

Streetscape Guideline Criteria

- Pedestrian access
- Support infrastructure such as benches and trash receptacles
- Landscaping
- Informational and directive signs
- Public art
- Recognition and promotion of gateways
- Regulatory requirements

The standards should be considered as general guidelines, until made specific to a particular location or project type. However there

are a few issues that should be taken into consideration as the guidelines are defined and applied.

The design of sidewalks and crosswalks plays an important role in facilitating and encouraging pedestrian travel, and the proposed streetscape improvements place a strong emphasis on the quality of sidewalks and lighting. Streetscape improvements must meet appropriate design and construction standards, in order to ensure safe, complete and cost-effective construction. Design standards include numerous code requirements found in the Rhode Island Building Code, City and State level engineering standards, Rhode Island handicapped accessibility codes and the Federal American with Disabilities Act (ADA). Failure to meet these standards can lead to project denials, reconstruction, or legal action. Any proposed improvements must comply with all current requirements to the greatest extent possible.

Another consideration is that the design guidelines should be developed for the less urban areas of the City, and could be applied to the design of roads, accessibility, and projects along the Historic Farm Loop. This would allow the City to manage the visual and scenic qualities of the Historic Farm Loop, preserve the features that make the Loop attractive, and improve business for the farms.

Scenic Roads

Designating certain roadways as scenic provides multiple benefits that accrue to the City and adjacent landowners. Local ordinances can designate scenic roads as a component of the state system of scenic highways pursuant to Title 24 Chapter 15 of the General Laws. Scenic roadway designations:

- Acknowledge local history and historical significance of a corridor;
- Establish a special travel link between areas;
- Ensure public notification of the visual qualities of an area as viewed from the road;
- Support economic development initiatives that take advantage of the public designation of views and vistas; and,
- Provide an alternative to suburban development landforms by ensuring adjacent development conforms to the scenic qualities.

The Historic Farm Loop roadways are considered appropriate for this designation.

Improve Neighborhood Stability

Protect and stabilize existing residential neighborhoods by increasing open space, improving roadway conditions, and making the zoning conform to existing uses.

Residential neighborhoods are the backbone of Cranston. The character of the buildings, the open space amenities, the type of pedestrian and vehicular access, and other factors determine the quality of life for its residents. All these factors contribute to the stabilization and attractiveness as well as the pride and sense of ownership that residents have. When these conditions compliment each other neighborhoods become a place where people want to live.

The City can protect and enhance its neighborhoods by improving these features:

- Increase open space in high-density residential areas with pocket parks that reflect the character of a neighborhood and allow residents and visitors to enjoy a break from active sidewalks and streets.
- Improve sidewalks and roadway conditions to allow a better flow of pedestrian and vehicular traffic to the homes and businesses.
- Change zoning to meet current land uses as an incentive to improve buildings without having to get variances for changes.

Enhance neighborhood identity through development and improvement of unique public features.

Public facilities in neighborhoods serve many functions and benefits such as recreation, open space, community gardens, education, natural and cultural resources, and transportation. The quality of these public features and assets is directly related to the identity and image of the neighborhood. The City should ensure that these assets are protected, maintained, and enhanced so that residents, visitors, and users can enjoy them.

Conserve Resources in New Subdivisions

Ensure new residential development in Western Cranston conforms to conservation subdivision standards.

The use of conservation subdivision design (CSD) development and standards directs development to:

- Increase open space and reduces the need to acquire new public park land,
- Reduce the isolation of neighbors,
- Decrease municipal costs,
- Reduce the loss of habitat,
- Reduce pollution and contaminant runoff, and
- In a special case, protect agricultural land and its scenic qualities.

Where conventional subdivision design consumes large tracts of land by situating each house on a parcel conforming with zoning, CSD would maximize the amount of preserved open space in a subdivision. CSD would concentrate the homes into those areas of a subdivision that are suitable for development which protects land and water resources, provides common spaces, and creates a strong sense of neighborhood. Although the City already has zoning for Residential Planned Districts or cluster developments that could be used for compact developments, this new CSD should be focused on specific areas in Cranston. Figure 2-7 provides an example of a conventional subdivision design that develops most of the land with houses. Figure 2-8 shows how CSD keeps the same number of house lots but with a significant decrease in the size of developed land.

Establish a heritage preservation program to preserve scenic landscapes.

Western Cranston has substantial scenic assets that could be lost due to the lack of protection under current regulations that do not specifically protect the views and street edges. Many of these views and heritage resources are along and include the road edges, which may not be protected since they are on private land. In addition, there are no regulations to minimize loss of vegetation, protect

landscape features and view sheds, require appropriate road designs, or preserve scenic viewing areas.



Figure 2-7 Conventional layout

Maximizes utilization of the land for development

Source: Randall G. Arendt, [Conservation Design for Subdivisions](#)

The City of Cranston has the opportunity to join nationwide efforts to preserve and protect irreplaceable historic resources by enacting the Heritage Preservation Site Program and establishing the Heritage Preservation Commission. This program is similar to the Historic District Commission, but would focus on scenic areas instead of relying on the age and character of buildings to establish a district. A local committee would advise the City Council and provide a forum for increasing public awareness of significant elements of the City's cultural, social, economic, political, visual, or architectural history.

Areas that are determined to be significant may be designated as a Heritage Preservation Site. Said designation would require City review on any proposed work with the issuance of a site alteration permit.

Preserve the agricultural lands along the Historic Farm Loop.

The City should continue its efforts to preserve and protect its remaining agricultural lands. The following strategies can be utilized in the furtherance of this goal:



Figure 2-8 CSD layout

Maximizes preservation of valuable resources

Source: Randall G. Arendt, [Conservation Design for Subdivisions](#)

Conserve the basic resource

The preservation of productive agricultural land can be accommodated through conservation of prime agricultural soils, which protects the land best suited for farming.

Concentrate development

Concentrating development in higher densities on smaller footprints promotes development that provides the same square footage or number of units, without displacing areas that could be preserved for open space and agricultural uses. This would include the use of the CSD technique to preserve the farms but allow adjacent development. An incentive to use this technique could be to allow a

greater density of development with increasing percentages of area dedicated as open land.

- Transfer of development rights – A transfer of development rights (TDR) ordinance removes development potential from farmlands and concentrates that development in another location.
- Purchase of development rights - Another approach to limit further development is the purchase of development rights, which can be used as a bonus for other development sites without the direct transfer of development potential by zoning.
- Establish a “farm-based retail” overlay district based on the model proposed in South County whereby farm goods and related activities are allowed by right to permit farms to supplement income.
- Purchase the properties in fee simple, or purchase development rights to continue the properties as agricultural operations.

Pastore Center

Make the State properties at the Pastore Center more productive and supportive to public goals for the State and the City.

The Pastore Center presents a special opportunity to improve the City. It has excellent transportation access due to its central location in Cranston and close proximity to major roadways including Routes 2, 5, and 37 and Interstates 95 and 295. In the event that the State considers part of the property as surplus, the City should capitalize on these parcels to locate private development on the edges of the Pastore Center. This would be similar to the process that allowed the Chapel View project. This strategy would:

- Centralize new development in existing developed areas,
- Increase tax benefits to the City, and
- Use previously developed land, and
- Provide additional services to support the recent developments at the Center and surrounding areas.

The Pastore Center can remain an important State resource, but by its size and location, this land has the potential to be much more productive in terms of City and regional land use goals.

Future Land Use Map

The Future Land Use Map shows the proposed future land use citywide. There are several new plan components depicted on this map that were not shown on the 1992 Future Land Use Plan. These changes include:

Special Redevelopment Areas

Special Redevelopment Areas are of three types.

- Areas in which the City anticipates undertaking redevelopment through mixed-planned development ordinances such as the Elmwood/Wellington industrial corridor, the Cranston Printworks, and the site of the former Trolley Barn;
- Areas in which the City believes that the current land use is appropriate but the existing zoning is not appropriate such as the Alpine Country Club, the Cranston Country Club; and
- Areas in which the City has identified specific sites where the existing zoning is not appropriate and requires further study prior to an appropriate land use designation is determined. For example, one such property is the residentially zoned property directly south of the Cranston Ice Rink.

For Special Redevelopment Areas, the existing underlying zoning shall continue to control until such time as a new zoning ordinance for the subject parcels is enacted.

Government / Institutional

This designation has been placed on those properties within the City as having active federal/state/local functions or those properties that have significant historic value. This plan recommends the creation of a government/institutional [GI] zoning classification and further recommends those sites identified as government/institutional in the Future Land Use Plan be rezoned accordingly.

Neighborhood Commercial/Services and Highway Commercial/Services

The Future Land Use Plan divides the previous 1992 designation of Commercial and Services into two new categories: Neighborhood Commercial/Services [NCS] and Highway Commercial/Services [HCS] in recognition that commercial land has a hierarchy of intensity of uses and service different market areas. NCS is oriented towards providing services to local neighborhoods while HCS is oriented towards providing services to citywide and regional markets. This plan recommends that the appropriate zoning for NCS is C-1, C-2 and C-3, and the appropriate zoning designation for HCS is C-3, C-4, C-5.

Open Space

The Future Land Use Plan designates the following areas as Open Space:

- State and local recreation areas;
- State and local vacant land;
- Floodplain areas;
- Bike paths;
- Large cemeteries;
- Land that had been designated as Open Space in the 1992 Comprehensive Plan;
- Private or institutional lands that serve an open space function such as the Champlain Reservation, the Audubon land in western Cranston and the Pawtuxet River Authority land in eastern Cranston.

The Plan recommends that for land that is not owned by the City, and that is not already zoned open space, this land should only be zoned Open Space with the permission of the land owner.

Right of Way

City and State streets, the interstate highway system and railroad rights of way. The Plan recommends that ROW's not be given a zoning designation.

Industrial

The Plan does not call for any change to the Industrial land use designation. Appropriate zoning for Industrial land remains M-1 and M-2.

Multi-Family

The Plan identifies the larger existing complexes of rental or condominium developments as Multi-family. The appropriate zoning designation for Multi-family is B-2, C-1 and C-2.

Mixed-Use Planned Development

The parcels identified as MPD are those areas that have been or are currently being developed through the MPD zoning ordinance. These sites include Chapel View, Johnson & Wales, and Mulligan's Island golf center.

Residential Land Use Designations

The Future Land Use Plan creates residential land use categories based on intensity and use so that the residential land uses can be linked to specific zoning classifications. The following table presents the residential land use classifications with their appropriate zoning classifications:

LAND USE CLASSIFICATIONS	ZONING
Single Family Residential - Less Than 1 Unit Per Acre	A-80
Single Family Residential – 3.63 to 1 Unit Per Acre	A-12, A-20
Single Family Residential – 7.26 to 3.64 Units Per Acre	A-6, A-8
Single/Two Family Residential – Less than 10.89 Units Per Acre	B-1
Residential Less Than 10.39 Units Per Acre	B-2

Table 2-2 Residential Land Use Classification and Recommended Zoning

Consistency of Zoning with the Future Land Use Map

This plan recommends that the City undertake the following zoning changes to achieve consistency between the City's Zoning Map and the Future Land Use Map.

Open Space

Any land that has been designated on the Future Land Use Map as Open Space that is not currently zoned Open Space, should be zoned S-1 [lots that are over 80,000 square feet], or S-2 [new zoning district for open space lots less than 80,000 square feet]. For land that is not owned or controlled by the City, and that is not already zoned S-1 or S-2, this land should only be zoned Open Space with the permission of the land owner. Within 18 months of the Plan's approval by the Rhode Island Department of Administration:

- The owners of land that is not owned or controlled by the City and that is not already zone S- or S-2 shall be contacted for permission to rezone the subject parcel.
- In instances where such permission is denied, the Future Land Use Map shall be amended to be consistent with zoning.

Governmental / Institutional

Rezone all land designated on the Future Land Use Map as Governmental / Institutional to *Governmental Institutional [GI]*.

Residential Land

Rezone the residential land on Norwood Avenue between Broad Street and the Providence municipal boundary from B-1 to A-8.

Several property owners have requested changes to their land use classification and zoning. Said requests are as follows:

- AP 36, Lot 26 – Change the land use classification from open space and residential to open space and industrial. Change the zoning from A-20 to M-2 (should zoning be changed to M-2, said zoning should be restricted to low impact uses to protect the abutting residential neighborhood).
- AP 36, Lot 1 - Change the land use classification from open space and residential to open space and industrial. Change the zoning from A-20 to M-2 (should zoning be changed to M-2, said zoning should be restricted to low impact uses to protect the abutting residential neighborhood).

- AP 8, Lots 308, 309, 310, 311, 312 & 277 – Change the land use classification from residential to neighborhood commercial services. Change the zoning from B-1 to C-2.
- AP 4, Lot 2661 – Change the land use classification on a portion of the lot (15,489 sq.ft +/-) from commercial and services to single family residential 3.64 – 7.26 units per acre. Change the zoning from C-5 to A-6.
- AP 18, Lots 1346, 1345 – Change the land use classification from residential to highway commercial and services. Change the zoning from A-8 to C-2.
- AP 15, Lots 372, 374 – Change the land use classification from residential to highway commercial and services.
- AP 19, Lots 114 – Change the land use classification from residential to Special Redevelopment Area and by extending the Future Village District.
- AP 35, Lots 3, 2 – Change the land use classification from residential less than 1 unit per acre to residential 1 unit to 3.63 units per acre. Change the zoning from A-80 to A-20.
- AP 12, Lots 123, 125 – Change the land use classification from residential Single/Two Family Residential less than 10.89 units per acre. Change zoning from B-1 to C-2 (should zoning be changed to C-2, said zoning should be restricted to protect the historic façade of the Knightsville Meeting House located on AP 12 Lot 125).
- AP 18, Lots 1284, 551, 1229 & 1929 “Moreau Land” - Change the land use classification from residential less than 1 unit per acre to Special Redevelopment Area conditioned on said land being developed at an A-20 density and only as a conservation residential subdivision.

These requests have been incorporated into the Future Land Use Map.

- AP 28, Lots 81, 82, 39. Change the land use classification from residential less 1 unit per acre to residential 1 unit to 3.63 units per acre. Change the zoning from A-80 to A-20.

This request **has not been incorporated** into the Future Land Use Map.

Special Redevelopment Areas

Three new districts could accommodate smart growth development. They would include the new zoning for mixed use developments that was described earlier. These districts can be used to encourage density where public services are available, and to provide affordable housing.

Mixed-use Planned Development – Low Intensity (MPD-L)

This mixed-use zone would be suited for townhouses, with 1st floor retail (about 20%), and 35'-40' building heights. Suitable for transition areas and improved when adjacent to public transportation.

Mixed-use Planned Development – Medium Intensity (MPD-M)

This mixed-use zone would be suited for a retail district with commercial and residential on upper floors, with a minimum of two stories. Suitable for revitalizing and expanding village centers, and improved when adjacent to public transportation.

Mixed-use Planned Development – High Intensity (MPD-H)

This mixed-use zone would be suited for predominantly mixed commercial development, with live/work space or artists' lofts, and 45'-50' building heights. Suitable for encouraging significant redevelopment, and improved when adjacent to public transportation.

Proposed Areas for Special Redevelopment Areas

Sites that could be appropriate as a Special Redevelopment Area (SRA) are identified below:

- Former Ciga-Geigy site
- Elmwood/ Wellington industrial corridor
- Trolley Barn industrial area
- Cranston Print Works
- Alpine Country Club
- Cranston – Johnston Regional School
- Cranston Country Club
- Phenix Terrace
- "Moreau Land"

Land Use and Zoning Consistency

The lot sizes of many parcels in the A-6, B-1 and B-2 zoning districts are, on average, under the minimum lot size of 6,000 square feet for single family and 7,500 square feet for two-family homes. To reduce the number of variances that are required to improve buildings and permit new development, the City should amend the zoning ordinance to allow expansions to preexisting nonconforming lots in an expedited manner.

District	Total Parcels	Parcels <5,000 SF	% parcels < 5,000 SF
A6 Zone	10,539	5,083	48%
B1 Zone	7,083	3,879	55%

Table 2-3 Sizes of Lots = or <5,000 Square Feet in A6 and B1 Zones

Link Land Uses

Create bicycle and pedestrian links that improve connections between the extensive supply of historic, open space, and natural resources.

Cranston's increasing use and demand for its supply of open space, historic, and natural resources can be met if the City connects or links its resources through land acquisition, designated routes, or other program or policies. Many of the existing greenways, water ways, bicycle paths, and other recreational areas should be connected to increase options for their use as well as improve both passive and active recreational opportunities for the residents of Cranston.

Smart Growth – Green Development Action Items

Interwoven throughout the various Plan Elements of the Comprehensive Plan is a recognition that future development within the City needs to be sensitive to both the environment and to Cranston's social/historical character [Smart Growth or Green Development]. Within the Comprehensive Plan there are a number recommended activities and actions designed to achieve this goal. Taken as a whole, these recommended actions with the accompanying supporting language set as a priority that future

development in Cranston has a minimal, if not positive, impact on the environment and the City. In order to highlight this commitment, below is a table in which the various "Green Development/Smart Growth" actions as they appear in each Plan Element.

Consistency of Zoning with the Future Land Use Map

As part of the 2010 Comprehensive Plan, the City has undertaken a detail analysis to determine consistency between the Future Land Use Map [as adopted] and the Title 17 Zoning of the City Municipal Code. Based on said review, the City has identified 1,370 parcels of land in which the zoning classification, as designated on the Zoning Map, is inconsistent with the land use designation on the Future Land Use Map. A number of factors created these inconsistencies:

The existing development pattern does not reflect existing zoning. The City has not conducted a general rezoning since 1965. While the City completed a Comprehensive Plan in 1992, there was no effort to make the zoning map consistent with the Future Land Use Map. In order to address this issue, the Future Land Use Map from the 2010 Comprehensive Plan assigned land use classifications that reflected existing development whenever possible.

In an effort to afford greater protection to the City's open space lands, the Future Land Use Map has assigned an open space land use classification to all land that serve an open space function.

The 2010 Comprehensive Plan has created a land use classification of Governmental/Institutional and all State and City lands on which there are governmental activities [i.e. school, fire stations, prisons and offices] have been assigned said classification on the Future Land Use Map.

The 2010 Comprehensive Plan has created a land use classification of Multifamily for large scale residential developments [both apartments and condominiums] and existing large scale residential developments have been assigned said classification on the Future Land Use Map.

In an effort to afford greater protection to the City's neighborhood retail districts, the 2010 Comprehensive Plan created two Commercial and Services land use classifications: Highway

Commercial and Services and Neighborhood Commercial and Services. The 2010 Comprehensive Plan further initiates that a Commercial C-3, C-4, C-5 are appropriate zoning classification for Highway Commercial and Services and that Commercial C-1, C-2, C-3 are appropriate zoning classification for Neighborhood Commercial and Services. The assignment commercial lands between the two land use classifications created the need to rezone a significant number of properties.

Of the 1,380 parcels of land where the Future Land Use Plan and current zoning is not consistent.

- 430 parcels of land which have been assigned a land use classification of Open Space are not appropriately zoned.
- 133 parcels of land which have been assigned a land use classification of Governmental/ Institutional are not appropriately zoned
- 48 parcels of land which have been assigned a land use classification of Multifamily are not appropriately zoned
- 312 parcels of land which have been assigned a land use classification of Highway Commercial and Services do not have the appropriate Commercial Zoning.
- 42 parcels of land which have been assigned a land use classification of Neighborhood Commercial and Services do not have the appropriate Commercial Zoning.

A detail analysis of the 1,380 inconsistent parcels of land is provided in Appendix A. The analysis identifies each inconsistent parcel by plat and lot and address, land use classification, existing zoning and proposed zoning.

Table 2-4 Smart Growth – Green Development Action Items

Land Use Action Program		
LU-1	<p>Improve cluster/conservation subdivisions:</p> <ul style="list-style-type: none"> • Revise existing cluster (Residential Planned District) regulations to require the use of this land development technique. • Mandate that new residential development in western Cranston conforms to conservation subdivision standards. • Use these regulatory approaches in concert with conservation easements and tax assessments tools to preserve valuable natural and historic resources. • Within the application of these standards, encourage landscape diversity that creates an identity and sense of place. <p>Related Actions: H-4, NR-9</p>	<p>City Council Planning Commission Planning Department Department of Public Works (DPW)</p>
LU-2	<p>Control subdivision impacts:</p> <ul style="list-style-type: none"> • Continue to amend subdivision regulations to promote land development patterns that minimize site disturbance, minimize visual impacts, and retain rural features and community character. • Consider Low Impact Development standards to reduce the impacts of land development and stormwater runoff. <p>Related Action: NR 20</p>	<p>City Council Planning Commission Planning Department</p>
LU-3	<p>Maintain continuity of access:</p> <ul style="list-style-type: none"> • Continue to identify areas that have special natural resources for protection through conservation design subdivisions, in order to ensure the preservation of major contiguous parcels and corridors. • Secure authorization to allow public access on trails in private, dedicated open space. 	<p>City Council Planning Commission Planning Department</p>
LU-4	<p>Establish a compact Village Center:</p> <ul style="list-style-type: none"> • Designate an area for development of a compact village center to serve Western Cranston, and establish standards and criteria for development within this district. • Prepare criteria and standards for development within and outside the village center based on the Transfer of Development Rights. • Include in the criteria standards for locations, character of development, densities, implementation mechanisms, review and approval procedures, provisions for public civic and community facilities and uses, maximization of utility and public infrastructure, and standards for public ways, pedestrian access, bicycle access and the interconnection of ways. 	<p>City Council Planning Commission Planning Department</p>
LU-5	Mandate cluster/conservation subdivisions	<p>City Council Planning Commission Planning Department</p>
LU-6	<p>Adopt Transfer of Development Rights (TDR):</p> <ul style="list-style-type: none"> • Consider a TDR as an option to increase density in the village center while reducing density outside the village center. <p>Related Action: NR-5</p>	<p>City Council Planning Commission Planning Department</p>
LU-7	<p>Use conservation restrictions:</p> <ul style="list-style-type: none"> • Consider conservation restriction or less-than-free acquisition programs to limit the ultimate development potential of valuable parcels, in return for reductions in tax liabilities. 	<p>City Council Planning Commission Planning Department</p>

2. LAND USE PLAN

LU-9	<p>Preserve local and regional heritage:</p> <ul style="list-style-type: none"> • Establish a heritage preservation program to preserve scenic landscapes and view sheds. • Make the Historic Farm Loop a special focus of the heritage program. • Implement a Scenic Road Overlay Zone to protect scenic aspects of the Historic Farm Loop. <p>Related Action: HP-1</p>	<p>City Council Planning Commission Planning Department Conservation Commission</p>
LU-10	<p>Preserve agricultural lands:</p> <ul style="list-style-type: none"> • Implement an Agricultural Preservation Program. • Identify specific parcels for preservation and work with the land owners to explore purchase of fee simple or development rights, and state tax programs to accomplish the preservation. • Support local farm products and alternative farm products to help ensure the continued viability of farming. <p>Related Action: NR-8</p>	<p>City Council Planning Commission Planning Department Conservation Commission</p>
LU-11	<p>Site new public facilities:</p> <ul style="list-style-type: none"> • Site a new public facilities and services center to support residents and businesses in the western portion of the City. <p>Related Action: SF-13</p>	<p>Planning Department DPW</p>
LU-12	<p>Establish design standards:</p> <ul style="list-style-type: none"> • Continue to improve site design standards to increase the quality of new development and use new 'smart growth' zoning techniques to assist these approaches. • Adopt architectural design standards to increase the aesthetic quality of new commercial development or redevelopment. <p>Related Action: ED-23, C-23</p>	<p>City Council Planning Commission Planning Department</p>
LU-13	<p>Establish streetscape design standards:</p> <ul style="list-style-type: none"> • Enhance streetscape design guidelines to apply to public construction projects and private construction projects that include public rights of way improvements. <p>Related Action: ED-23, C-23</p>	<p>Planning Commission Planning Department</p>
LU-14	<p>Review development impacts:</p> <ul style="list-style-type: none"> • Update development impact fees to ensure that new development contributes adequately and proportionately to the costs of improvements required by such development. 	<p>City Council Planning Commission Planning Department</p>
LU-17	<p>Apply sustainability policies to new projects:</p> <ul style="list-style-type: none"> • Include sustainability in drafting new regulations and review of new development projects. • Adopt the Urban Services Boundary of the Statewide Land Use Plan 2025 as a guide to land use and development. <p>Related Action: ED-24</p>	<p>City Council Planning Commission Planning Department Economic Development</p>

2. LAND USE PLAN

LU-18	<p>Adopt Mixed Use/ TOD Plans:</p> <ul style="list-style-type: none"> Explore the feasibility of mixed-use development plans for a village center project on public and private land at Phenix Avenue and Route 37 as suggested by conceptual illustration. Investigate the feasibility of a mixed-use development plan for TOD development on industrial land between Elmwood and Wellington Avenue as suggested by conceptual illustration. 	<p>City Council Planning Commission Planning Department Economic Development</p>
Housing Action Program		
HA-3	<p>Encourage housing that is mixed into commercial projects:</p> <ul style="list-style-type: none"> Meet the Smart Growth goals of this Comprehensive Plan and the State. 	<p>City Council Planning Commission Planning Department</p>
HA-4	<p>Require conservation design subdivisions as the standard mode of development</p> <ul style="list-style-type: none"> Apply to remaining undeveloped land to conserve natural resources, protect public resources, improve property values, and improve accessibility. <p>Related Action: LU-1</p>	<p>City Council Planning Commission Planning Department Conservation Commission</p>
HA-5	<p>Enable existing nonconforming two and three-family unit dwellings to be modified, maintained and improved within the existing neighborhoods: Reduce burden of zoning and building regulations.</p>	<p>City Council Planning Commission Planning Department Building and Zoning Department</p>
HA-6	<p>Review zoning in existing residential neighborhoods to ensure the zoning matches, as closely as possible, what has already been built:</p> <ul style="list-style-type: none"> Revise in terms of dimensions and unit types, unless site constraints or specific needs determine otherwise. <p>Related Action: LU-26</p>	<p>City Council Planning Commission Planning Department Housing Task Force</p>
Economic Development Action Program		
ED-14	<p>Target large-scale, smart growth redevelopment opportunities at strategic locations to accommodate mixed-use, transit-oriented development. Focus on:</p> <ul style="list-style-type: none"> Properties along I-95 such as the Wellington/Elmwood industrial area Properties at the I-295/Rt. 37 intersection. 	<p>Planning Department Economic Development</p>
ED-15	<p>Target medium-scale, smart growth redevelopment opportunities. Consider additional locations near:</p> <ul style="list-style-type: none"> Garden City Center Rolfe Square Knightsville Along I-95 and I-295. 	<p>Economic Development Planning Department</p>
ED-17	<p>Target grocery-anchored, neighborhood or community shopping centers serving the growing markets in western Cranston and Scituate.</p>	<p>Planning Department Economic Development</p>
ED-21	<p>Review sewer line extension and roadway acceptance policies:</p> <ul style="list-style-type: none"> Ensure the policies promote the type of development planned for western Cranston. 	<p>City Council Planning Commission Planning Department</p>

2. LAND USE PLAN

ED-22	<p>Target improvement of neighborhood commercial centers to service their market area and to reduce congestion for cross-town traffic. New neighborhood village center developments should be focused at:</p> <ul style="list-style-type: none"> • Scituate Avenue and Pippin Orchard Road • Phenix Avenue and Natick Avenue. • Redevelopment of neighborhood centers should continue to occur at Pawtuxet Village, Knightsville, and Rolfe Square. 	Planning Department
ED-24	<p>Develop design guidelines for site development:</p> <ul style="list-style-type: none"> • Address different conditions and smart growth goals • Distinguish between each type of commercial area; major commercial center, village center, highway or arterial commercial • Development adjacent to transit. 	Planning Department Economic Development
Natural Resources Action Program		
NR-1	<p>Use local zoning and land use regulations to assess and mitigate development impacts on rare and endangered species:</p> <ul style="list-style-type: none"> • Identify and prioritize critical habitat areas in western Cranston • Locate habitats of rare and endangered species. 	City Council Planning Commission Planning Department Conservation Commission
NR-2	<p>Adopt watershed management plans:</p> <ul style="list-style-type: none"> • Prepare plans in accordance to RIDEM standards to address potential pollution in compliance with NPDES Phase II requirements • Seek non-point source pollution mitigation funds from the state to assist in preparation. <p><i>Related Action:</i> SF-5</p>	City Council Planning Commission Planning Department DPW
NR-3	<p>Promote a 'green' building program for all new construction:</p> <ul style="list-style-type: none"> • Consider a LEED-type program to analyze energy efficiency and sustainability. <p><i>Related Action:</i> SF-6</p>	City Council Plan Commission Planning Department Building and Zoning Department DPW
NR-5	<p>Adopt a Transfer of Development Rights ordinance:</p> <p>Use development regulations to better manage development throughout the City</p> <p><i>Related Action:</i> LU-6</p>	City Council Planning Commission Planning Department
NR-6	<p>Adopt a 'farm-based retail' district:</p> <ul style="list-style-type: none"> • Pattern regulation similar to the South County, Rhode Island proposal (Farm and Forestry Strategies Report). 	City Council Planning Commission Planning Department
NR-8	<p>Continue to implement the open space preservation strategy for Western Cranston:</p> <ul style="list-style-type: none"> • Identify high value agricultural sites and open space areas to be permanently preserved. Identify and implement strategies to protect the aforementioned property. <p><i>Related Action:</i> LU-10</p>	City Council Planning Commission Planning Department Conservation Commission

2. LAND USE PLAN

NR-9	<p>Amend the cluster development regulations to reflect conservation design standards (i.e. conservation subdivisions)</p> <ul style="list-style-type: none"> • Use program in order to facilitate the preservation of significant areas of open space and environmentally sensitive areas. • Require Conservation Subdivisions as the preferred form of land development. <p>Related Action: LU-1</p>	<p>City Council Planning Commission Planning Department</p>
NR-11	<p>Adopt programs for improvement of the City's lakes and ponds:</p> <ul style="list-style-type: none"> • Base the programs on the water quality data collected since the last Comprehensive Plan. • Continue to support, and where possible further develop, the volunteer pond watching program for sampling of water quality. 	<p>DPW Conservation Commission</p>
NR-12	<p>Develop management programs for specific water bodies in order to improve water quality and foster increased recreational use.</p> <p>Related Action: SF-5</p>	<p>City Council Planning Commission Planning Department DPW Conservation Commission</p>
LU-13	<p>Establish streetscape design standards:</p> <ul style="list-style-type: none"> • Enhance streetscape design guidelines to apply to public construction projects and private construction projects that include public rights of way improvements. <p>Related Action: ED-23, C-23</p>	<p>Planning Commission Planning Department</p>
NR-14	<p>Implement Best Management Practices (BMP's) for pesticides and fertilizers:</p> <ul style="list-style-type: none"> • Work with local farms to implement the practices • Work with local businesses to manage bulk storage and movement of the materials 	<p>Conservation Commission</p>
NR-15	<p>Implement Best Management Practices (BMP's) for stormwater and erosion controls:</p> <ul style="list-style-type: none"> • Include requirements for all new subdivision and development projects. • Implement the recommendations of the Fuss& O'Neill stormwater management study. 	<p>Planning Commission Planning Department Conservation Commission</p>
NR-18	<p>Establish Watershed Management Plans, where necessary in cooperation with adjacent communities.</p>	<p>City Council Plan Commission Planning Department Conservation Commission</p>
NR-19	<p>Adopt standards, such as Low Impact Development techniques, to better manage stormwater from roadways in new construction.</p> <ul style="list-style-type: none"> • Reduce impervious surfaces in new developments such as with porous pavements and reduced travel lane widths to reduce runoff. <p>Related Action: LU-2</p>	<p>Planning Commission Planning Department Conservation Commission DPW</p>
NR-20	<p>Create restoration plans for the banks of the Pocasset and Pawtuxet rivers where roadways and development have degraded the rivers</p>	<p>Planning Commission Planning Department DPW Conservation Commission</p>

Service and Facilities Action Program		
SF-6	Adopt energy conservation standards for City facilities. <ul style="list-style-type: none"> Establish a long-term program to reduce energy costs for the City. Related Action: NR-3	DPW Building Maintenance
SF-7	Continue to evaluate the need for a new municipal fire station in the southwestern part of the City. <ul style="list-style-type: none"> Evaluate in accordance with the growth of Western Cranston. 	Planning Department Fire Department
SF-8	Promote the construction of library facilities. <ul style="list-style-type: none"> The Western Cranston branch library 	Planning Department Library Department

Land Use Plan Action Program**Table 2-5 Summary of the Actions and Responsibilities for this Plan**

	Action	Responsible Agent(s)
<i>Growth Management in Western Cranston</i>		
LU-1	Improve cluster/conservation subdivisions: <ul style="list-style-type: none"> Revise existing cluster (Residential Planned District) regulations to require the use of this land development technique. Mandate that new residential development in western Cranston conforms to conservation subdivision standards. Use these regulatory approaches in concert with conservation easements and tax assessments tools to preserve valuable natural, and historic resources. Within the application of these standards, encourage landscape diversity that creates an identity and sense of place. Related Actions: H-4, NR-9	City Council Planning Commission Planning Department DPW
LU-2	Control subdivision impacts: <ul style="list-style-type: none"> Continue to amend subdivision regulations to promote land development patterns that minimize site disturbance, minimize visual impacts, and retain rural features and community character. Consider Low Impact Development standards to reduce the impacts of land development and stormwater runoff. Related Action: NR 20	City Council Planning Commission Planning Department
LU-3	Maintain continuity of access: <ul style="list-style-type: none"> Continue to identify areas that have special natural resources for protection through conservation design subdivisions, in order to ensure the preservation of major contiguous parcels and corridors. Secure authorization to allow public access on trails in private, dedicated open space. 	City Council Planning Commission Planning Department

2. LAND USE PLAN

LU-4	<p>Establish a compact Village Center:</p> <ul style="list-style-type: none"> • Designate an area for development of a compact village center to serve Western Cranston, and establish standards and criteria for development within this district. • Prepare criteria and standards for development within and outside the village center based on the Transfer of Development Rights. • Include in the criteria standards for locations, character of development, densities, implementation mechanisms, review and approval procedures, provisions for public civic and community facilities and uses, maximization of utility and public infrastructure, and standards for public ways, pedestrian access, bicycle access and the interconnection of ways. 	<p>City Council Planning Commission Planning Department</p>
LU-5	Mandate cluster/conservation subdivisions:	<p>City Council Planning Commission Planning Department</p>
LU-6	<p>Adopt Transfer of Development Rights (TDR):</p> <ul style="list-style-type: none"> • Consider a TDR as an option to increase density in the village center while reducing density outside the village center. <p>Related Action: NR-5</p>	<p>City Council Planning Commission Planning Department</p>
LU-7	<p>Use conservation restrictions:</p> <ul style="list-style-type: none"> • Consider conservation restriction or less-than-fee acquisition programs to limit the ultimate development potential of valuable parcels, in return for reductions in tax liabilities. 	<p>City Council Planning Commission Planning Department</p>
LU-8	<p>Use utilities to support smart growth</p> <ul style="list-style-type: none"> • Adopt a utilities services program that supports the smart growth, conservation subdivision and neighborhood services plans. • Manage utility expansion in accordance with the Statewide Planning, Land Use 2025, and the Urban Services Boundary represented therein. 	<p>City Council Planning Commission Planning Department DPW</p>
LU-9	<p>Preserve local and regional heritage:</p> <ul style="list-style-type: none"> • Establish a heritage preservation program to preserve scenic landscapes and view sheds. • Make the Historic Farm Loop a special focus of the heritage program. • Implement a Scenic Road Overlay Zone to protect scenic aspects of the Historic Farm Loop. <p>Related Action: HP-1</p>	<p>City Council Planning Commission Planning Department Conservation Commission</p>
LU-10	<p>Preserve agricultural lands:</p> <ul style="list-style-type: none"> • Implement an Agricultural Preservation Program. • Identify specific parcels for preservation and work with the land owners to explore purchase of fee simple or development rights, and state tax programs to accomplish the preservation. • Support local farm products and alternative farm products to help ensure the continued viability of farming. <p>Related Action: NR-8</p>	<p>City Council Planning Commission Planning Department Conservation Commission</p>
LU-11	<p>Site new public facilities:</p> <ul style="list-style-type: none"> • Site a new public facilities and services center to support residents and businesses in the western portion of the City. <p>Related Action: SF-13</p>	<p>Planning Department DPW</p>

2. LAND USE PLAN

Commercial Development		
LU-12	<p>Establish design standards:</p> <ul style="list-style-type: none"> Continue to improve site design standards to increase the quality of new development and use new 'smart growth' zoning techniques to assist these approaches. Adopt architectural design standards to increase the aesthetic quality of new commercial development or redevelopment. <p>Related Action: ED-23, C-23</p>	<p>City Council Planning Commission Planning Department</p>
LU-13	<p>Establish streetscape design standards:</p> <ul style="list-style-type: none"> Enhance streetscape design guidelines to apply to public construction projects and private construction projects that include public rights of way improvements. <p>Related Action: ED-23, C-23</p>	<p>Planning Commission Planning Department</p>
LU-14	<p>Review development impacts:</p> <ul style="list-style-type: none"> Update development impact fees to ensure that new development contributes adequately and proportionately to the costs of improvements required by such development. 	<p>City Council Planning Commission Planning Department</p>
LU-15	<p>Corridor studies:</p> <ul style="list-style-type: none"> Identify and prioritize commercial corridor segments for study, in order to provide guidance for appropriate regulatory changes and City economic development efforts such as marketing and financing programs. Identify specific development objectives, preferred commercial uses, circulation and safety improvements, and potential linkages among parcels. 	<p>Planning Commission Planning Department</p>
LU-16	<p>Revise Plainfield Pike zoning:</p> <ul style="list-style-type: none"> Revise zoning districts along Plainfield Pike to eliminate incompatible land uses and consolidate the industrial zoning of the area. 	<p>City Council Planning Commission Planning Department</p>
New Development and Redevelopment Projects		
LU-17	<p>Apply sustainability policies to new projects:</p> <ul style="list-style-type: none"> Include sustainability in drafting new regulations and review of new development projects. <p>Adopt the Urban Services Boundary of the Statewide Land Use Plan 2025 as a guide to land use and development.</p> <p>Related Action: ED-24</p>	<p>City Council Planning Commission Planning Department Economic Development Dept.</p>
LU-18	<p>Adopt Mixed Use/ TOD Plans:</p> <ul style="list-style-type: none"> Explore the feasibility of mixed-use development plans for a village center project on public and private land at Phenix Avenue and Route 37 as suggested by conceptual illustration. Investigate the feasibility of a mixed-use development plan for TOD development on industrial land between Elmwood and Wellington Avenue as suggested by conceptual illustration. 	<p>City Council Planning Commission Planning Department Economic Development Dept</p>

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LU-19	<p>Establish a neighborhood village center in Western Cranston:</p> <ul style="list-style-type: none"> Propose a neighborhood village center development plan for a location at Pippin Orchard Road and Scituate Avenue or Phenix Terrace using smart growth principles. 	<p>City Council Planning Commission Planning Department Economic Development</p>
Fields Point Redevelopment		
LU-20	<p>Involve City in the (Base Relocation and Closure)BRAC process:</p> <ul style="list-style-type: none"> Engage in the BRAC process to decide on the appropriate reuse of the Reserve Center at Fields point, which may be closed and available for economic development. Contact (Rhode Island Economic Development Corporation) RIEDC to initiate participation in the redevelopment decision-making process. 	<p>Mayor City Council Planning Commission Planning Department</p>
Former Trolley Barn Site Redevelopment		
LU-21	<p>Continue efforts to implement a mixed-use development at the location of the former Trolley Barn site.</p>	<p>Mayor City Council Planning Commission Planning Department</p>
Pastore Center		
LU-22	<p>Negotiate with the State to allow private investment in the Pastore Center:</p> <ul style="list-style-type: none"> Site this development on the edges to buffer the site and improve economic development opportunities in the City. <p>Related Action: ED-20</p>	<p>Mayor Planning Department Economic Development</p>
LU-23	<p>Create a Government Institutional Zoning District:</p> <ul style="list-style-type: none"> Apply the district to the developed area of the Pastore complex, in place of the existing Open Space (S-1) district. 	<p>City Council Planning Commission Planning Department</p>
Land Use / Zoning Consistency		
LU-24	<p>Amend Zoning Map and Zoning Ordinance to eliminate inconsistencies between the Future Land Use Map and zoning</p>	<p>City Council Planning Commission Planning Department</p>
LU-25	<p>Adopt Smart Growth principles:</p> <ul style="list-style-type: none"> Adopt smart growth policies after a series of public meetings geared to determine the appropriate standards for the City. 	<p>City Council Planning Commission Planning Department</p>
LU-26	<p>Protect and stabilize existing residential neighborhoods: Reduce minimum lot size required for open space zoning so that smaller parcels can be protected Improve roadway conditions Make the zoning conform to existing uses.</p> <p><i>Related Action: H-6</i></p>	<p>City Council Planning Commission Planning Department</p>

2. LAND USE PLAN

LU-27	<p>Create bicycle and pedestrian links: Improve connections between the extensive supply of historic, open space, and natural resources. Extend bicycle facilities to Western Cranston.</p> <p>Related Action: C-15</p>	<p>City Council Planning Commission Planning Department</p>
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