

**Meeting Notice
City of Warwick
Planning Board**

Date: Wednesday, September 9, 2015

Time: 6:00 p.m.

Location: City of Warwick
Lower Level Conference Room
3275 Post Road
Warwick, RI 02886

The following items will be heard by the City of Warwick Planning Board and a vote will be taken:

Review and Approval of the June 2015, Planning Board Minutes

Review and Approval of the July 2015, Planning Board Minutes

Public Hearing
Major Change to a previously approved
Major Land Development Project
305 Centerville Road
Office Building

Applicant: Shoreline Properties, Inc.
Location: 305 Centerville Road and Orchard Avenue
Assessor's Plat: 247
Lot(s): 031
Zone: Office
Land Area: 23,337 square feet
Number of lots: 1
Engineer: Jeffrey J. Campopiano PE
Ward: 09

This Application has been continued from the July 15, 2015 meeting and the August 19, 2015. With no new submittals made by the Applicant, the Planning Department recommends that the above-referenced Application be closed and tabled indefinitely, with the stipulation that the Applicant provide public notice and advertising before proceeding before the Board with this Application.

Street Abandonment
Lexington Street
Avon Street
Portions of Progress Street
Portions of Fort Street

Petitioners: Harbor Light Marina, Inc.
Lexington Street
Portions of Progress Street
Portions of Fort Street

Harbor Light Marina, Inc., and Anthony J. Famiano, Jr.
Avon Street

Location: Assessor's Plat: 377
Progress Street
Fort Street

Assessor's Plat: 378
Lexington Street
Avon Street
(See Attached Narrative and Plans)

Ward: 5

Reason: The Applicants are requesting the abandonment of Lexington Street, and Avon Street and portions of Progress Street and Fort Street. Harbor Light Marina (HLM) is a hospitality facility located along Gray Street consisting of a public golf course, clubhouse, swimming pool, and a recreational boat marina along the waterfront abutting Warwick Cove, a RI Coastal Resources Management (CRMC) Type 3 Waters. HLM has filed with (CRMC) for an assent to restore views of the shoreline that have been lost due to habitat succession and increased vegetation height. To meet the criteria of the CRMC Assent the Applicants are proposing to abandon the aforementioned roadways in order to provide an area of salt marsh and contiguous fresh water wetland that is (5) five times the size of the view restoration area and which shall be established as a conservation easement in perpetuity. The coastal marsh to the south of the marina is identified in the Coastal Resources Management Program (CRMP) as an area to be preserved.

The proposed roadways for abandonment are located adjacent to several large tax title lots that will be placed together in a conservation easement in perpetuity.

As noted on page 2 of the report provided by Natural Resource Services, Inc., entitled RI Coastal Resources Management Council Written Narrative in Support of Assent Application, dated February 23, 2015, the proposed project will encompass the following activities:

1. *Limited view restoration within 77,706 square feet of coastal wetland, per section 210.3 of the RICRMP, and the associated plan notes, which will include the removal of trees within the designated corridor and the pruning of shrubs to a height of 4-5 feet.*

2. *Tree removal and shrub pruning with 9,787 square feet of coastal buffer zone located adjacent to the limited view restoration area to complete the intended view corridor;*
3. *Invasive species management within the entirety of the proposed view corridor (i.e. within coastal wetland and coastal buffer zone), as well as within the adjacent coastal marsh for additional compensation, per the associated invasive species management plan;*
4. *Placement of 77,706 square feet of coastal wetland subject to the proposed view restoration, as well as additional properties totaling approximately 394,969 square feet, into a conservation easement; and:*
5. *Provision of public access in the form of a (6) six space public parking area along the roadway traversing Assessor's Plat 377, Assessor's Lot 197 and a kayak launching facility at the marina, along with signage and other amenities, as required per Section 335 of the RICRMP.*

Recommendation: The City's Engineering Division, Sewer Authority, Water Division, Fire Department, Police Department, Tax Assessor, Tax Collector, Historic District Commission, and the Historic Cemetery Commission have reviewed the proposed abandonment and have no objection to the proposed abandonment. Therefore, the Planning Department recommends the Planning Board forward a positive recommendation to the City Council for the requested abandonment of Lexington Street, and Avon Street and portions of Progress Street and Fort Street, with the following stipulations:

1. That, as per City Council Ordinance, PCO-42-09 No. 0-01-2, the Applicant shall provide a summary appraisal of the fair market value of the highway or driftway sought to be abandoned, prior to submission to the Council Clerk for the requested abandonment.
2. That an Administrative Subdivision meeting the standards as set forth in the "Development Review Regulations Governing Subdivisions Land Development Projects Development Plan Review" must be completed by the Applicant and recorded, if the abandonment is approved by the City Council.
3. That the Applicant shall provide the Planning Department with a copy of the recorded conservation easement.
4. Any proposed improvements shall require all applicable local or state permits.

Public Informational Meeting
Major Land Development/Zone Change
Stonebridge Crossing
Master Plan

Location:	Major Potter Road
Assessor's Plat:	228
Assessor's Lots:	97 & 98
Applicant:	Major Potter Associates, LLC c/o Kevin Murphy
Zoned:	A-40 (Residential)
Proposed Zone:	A-40 (Planned District Residential-PDR)
Area:	20.65 Acres
Ward:	9
Engineer:	DiPrete Engineering

Background

The Applicant is requesting Master Plan Approval of a Major Land Development Project. The Applicant is proposing to merge (2) two lots totaling 20.65 acres to create (1) one lot for the development of (48) forty-eight dwelling units with waivers for parking within 15' of a residence, no direct access to a major street or highway, and less than required separation between buildings to allow for the development of single level living dwelling units with attached two car garages.

Pursuant to the Warwick Zoning Ordinance (WZO) *Table I Section 103* the proposal is eligible for a PDR overlay. Accordingly, the Applicant is also seeking a recommendation to the City Council for a zone change from A-40 Residential to A-40 Planned District Residential (PDR) with the following waivers from the City Council:

- Parking within 15' of a residence *WZO Section 308.2 (e) design standards*
- No direct access to a major street or highway *WZO Section 308.2 (f) design standards*
- Less than required separation between buildings *WZO Section 308.2 (f) design standards*

Planning Department Findings

The Planning Department finds this proposal to be generally consistent with Article 1, "*Purposes and General Statements*" of the City's Development Review Regulations, and further finds:

1. That the proposed development is generally consistent with the Comprehensive Community Plan criterion that it be consistent with the surrounding area. The proximate land use found in the immediate vicinity is multifamily. Within a 400' radius of the subject property there are two multi-unit complexes, *Spencer Woods* and *Eagle Run*, that present as semi-detached layouts similar to the scale and design proposed herein. To the immediate south and further west of the subject site there are two additional multifamily uses, which provide a more traditional apartment-style building layout. *Briarwood Meadows* is a large complex whose units are rented to tenants and *West Gate* condominiums is a converted apartment complex, whose units are owned by separate parties. Beyond the consistency with area land use we also find the proposed development to be consistent with:
 - Chapter 12 of the City of Warwick Comprehensive Plan, specifically, the section entitled "Future Land Use, Zoning and Urban Design: Goals and Policies," which promotes developments "*that are safe, attractive, well-maintained and stable... ones designed to "protect... and support...existing residential neighborhoods;"*"
 - It further promotes... "*Public and private development that meet high standards of design by ensuring that proposed new residential development is compatible with the character and of the surrounding area;"*"
 - The City Comprehensive Plan also states that; "*The City Environmental and Open*

Space networks are (to be) respected by new development” and that “development options” should... “Enhance networks of Open Space and recreation.....” This provision of the Comprehensive Plan is accomplished not only with land use consistency but also with the act that this proposal proposes preservation of 6.58 acres of Open Space.

- Chapter 7 of the City of Warwick Comprehensive Plan addresses Housing and Neighborhoods, specifically within its “Recommendations” section lists as Goal 1, the City should work to provide; “a wide range of quality housing choices to meet the diverse needs of households at all income levels and all stages of the life cycle, by supporting the addition of compact housing types such as townhouses, lofts, apartments, cottage developments...in suitable locations;” Particularly relevant is “Strategy C” within this section, which supports consideration for “single-level, aging-in-place house options as a way to diversify housing types for seniors...” This type of housing is exactly what is being presented here tonight.
2. That the subject property is located along Major Potter Road; and is identified as Assessor’s Plat: 228; Assessor’s Lots: 97 & 98. Furthermore, the subject property is zoned Residential A-40 and consists of (2) two Tax Assessor’s lots totaling 20.65 acres; the amassed property is bisected by a wetland system which creates approximately 11 acres of land accessible to Major Potter Road, with the remaining upland located on the northeast side of the wetland system having limited accessibility.
 3. That, based on the Planning Department’s request, the Applicant held a community outreach meeting at City Hall on July 27, 2015 to present the plan, as well as, to gain feedback from the community. Several issues were raised including traffic, aesthetics, buffering, road condition, development density, blasting and construction schedule.
 4. That the Applicant and the Project’s Engineer held a pre-submission meeting with Planning Staff and City Departments to review the proposed development and that the Applicant has made revisions to the original plan based on the departmental comments and community feedback. The Department recommendation included mitigation in response to the feedback gathered at the community outreach meeting.
 5. That the Project, as proposed, is *not in compliance* with the standards and provisions of the City’s Zoning Ordinance and therefore, requires a City Council Zone change from A-40 Residential to A-40 Planned District Residential (PDR) *with waivers* for parking within 15’ of a residence, no direct access to a major street or highway, and less than required separation between buildings.
 6. That, in 2006, RI Historical Preservation and Heritage Commission (RIHPHC) reviewed Assessor’s Plat 228; Assessor’s lot 98 and determined that the construction of new dwellings would have no adverse effect on any significant cultural resources, above-ground or archaeological.

7. That, in 2015, RIHPHC reviewed Assessor's Plat 228; Assessor's Lot 97 and indicated that they were unable to make a historical determination without further investigations of the existing structure, built in 1875, which is scheduled to be demolished.
8. That the subject parcel maintains approximately 431' of frontage along the north side of Major Potter Road, which is posted at 25 miles per hour (mph).
9. That Major Potter Road is classified as a varying width local street with areas of moderate to poor condition, specifically, areas of deteriorated roadway with deep rutting and pavement failure.
10. That the proposal of (48) forty-eight residential dwelling units will increase the number of trips entering and exiting the un-signalized intersection along Major Potter Road.
11. That the Proposal presents a dense layout and requires deviation from minimum setbacks between buildings.
12. That public sewer and gas are located in Major Potter Road within approximately 900-1100 feet (west) of the proposed subdivision, in the general location of the "Eagle Run" condominium complex.
13. That the parcel will have access to Municipal Sewer and Kent County Water.
14. That the parcel is surrounded by and traversed by field stone walls, which are a tangible link to the City's colonial agrarian past and, as such, hold a unique historic significance for the City.
15. That stone walls are continuously threatened by both private and public development and need to be protected.
16. That the proposed development is providing a 24' wide private roadway access to the interior of the condominium development as depicted as Road A and Road B, on the Stonebridge Crossing Master Plan, dated May 18, 2015, most recently revised July 29, 2015, and that this private roadway will be accessed from Major Potter Road.

Planning Department Recommendation

Presented with these facts and findings, the Planning Department recommends granting Master Plan approval, with the following stipulations:

1. That the Applicant shall receive a City Council Zone Change from A-40 Residential to A-40 Planned District Residential with waivers for: *Parking within 15' of a residence WZO Section 308.2 (e) design standards, No direct access to a major street or highway WZO Section 308.2 (f) design standards and less-than-required separation between buildings WZO Section 308.2 (f) design standard.*

2. That the Preliminary Plan shall include a survey plan conforming to Class 1 Standards as adopted by the *RI Board of Registrations for Professional Land Surveyors*. All plans shall comply with Section 3.02C of the Procedural & Technical Standards for the Practice of Land Surveying in the State of Rhode Island and Providence Plantations, Effective April 1, 1994.
3. That, prior to Preliminary Approval, the Applicant shall coordinate with the RI Historical Preservation and Heritage Commission (RIHPHC) regarding Assessor's Plat 228; Assessor's lot 97 to determine if the proposed construction, will have an adverse effect on any significant cultural resources, above-ground or archaeological.
4. That, prior to Preliminary Approval, a Storm Water Management Plan shall be submitted in accordance with Rhode Island Storm Water Design and Installation Standards Manual, dated December 2010, to demonstrate a zero-net runoff from the development. The design of drainage facilities, including, but not limited to, swales, gutters, storm sewers and the materials, grades, cross-sections, location, velocities, and capacities of drainage facilities, shall conform to current standard State and local specifications. Per the RI Low Impact Development Site Planning Design Guidance Manual, the Design Site drainage shall be routed to a permanent surface or subsurface outfall adequate to dispose of present and anticipated future runoff from the site. The Engineer shall incorporate Low Impact Design (LID) as a first choice, if practicable. Drainage shall be designed and constructed so as to not detrimentally affect adjacent properties. Where storm drainage flow is concentrated, permanently maintainable facilities shall be provided to prevent significant erosion, and/or flooding on the site or on adjacent properties. The Design Engineer shall coordinate with the City's Engineering Division and Planning Department, prior to designing the site-drainage; this plan shall be subject to approval by the City Engineer, prior to submission to RIDEM.
5. That, prior to Preliminary Approval, the Applicant shall receive all required State and local permitting, including, but not limited to, RIDEM and local Physical Alterations Permit (PAP).
6. According to the Applicant's traffic study, this development will introduce some 62 daily trips, divided between the AM and PM peak periods. These new trips will be entering and exiting an un-signalized intersection along Major Potter Road, a roadway that maintains a 25 mph speed limit which was designed as a local road. Beyond the additional daily traffic, Major Potter Road will be introduced to heavy truck/equipment traffic during the entire construction period as well as having to endure damage from the installation of sewer and/or water utilities. All these factors add significant stresses to this fatigued roadbed which will prematurely advance this roadway's deterioration and declining condition. These verities were also in place with the development of *Briarwood Meadows* and *Eagle Run* and, in both cases, the City Council zone changes accompanied stipulations that required roadway improvements (*Eagle Run PCO 1-82, Ordinance No. 0-82-5 and Briarwood Meadows PCO 27-87, Ordinance No. 0-87-28*).

In fact, when considering a recent and now defunct proposal for single-family dwellings on this site the Planning Department submitted a similar recommendation for roadway improvements to this Board citing the same road width, grade and curvature issues. Accordingly, and after analyzing all the facts, the Planning Department believes this project warrants mitigation pursuant to Land Development Review Regulations Section 6.3 entitled “Mitigation of Negative Impacts” as well as that which is contained within the City’s Zoning Ordinance, specifically Section 308.2 (f), entitled Vehicular and Pedestrian Access Points. To this end the Department recommends:

(a) The Applicant/Developer design and construct a roadway improvement plan for Major Potter Road, for a distance of 250 linear feet east and 250 linear feet west, of the proposed **new entrance** so as to improve site-lines, and enhance vehicular and pedestrian safety. The improvement shall include resurfacing to City specifications and widening along this 500’ linear stretch of roadway to a minimum of 26’ wide and a maximum of 30’, as practicable, to provide a corner distance sufficient to allow the operators of vehicles approaching the intersection or stopped at the intersection to carry out whatever maneuvers may be required to negotiate the intersection.

(b) The Applicant/Developer shall fund roadway resurfacing in conformance with City specifications for the entire length and width of Major Potter Road impacted from utility placement associated with the installation of water and sewer to this property.

7. That pursuant to the City’s Zoning Ordinance, Section 308.2 (c), entitled Relation to Utilities and Public Facilities the Applicant/Developer shall extend the existing sewer and water line from its current location on Major Potter Road to the subject parcel in order to provide service for the (48) forty-eight proposed dwelling units. The Applicant/Developer shall coordinate and receive authorization from the Warwick Sewer Authority, West Warwick Sewer and Kent County Water, for the requested (48) forty-eight dwelling units, prior to proceeding to the City Council for the requisite Zone Change.
8. That prior to Preliminary Approval, the Administrative Officer and the City Engineer shall review the Homeowner Association Documents and Deeds, which shall include, but not be limited to, covenants regarding the maintenance and repair of the proposed drainage systems, open space and private roadway, noted as Road A and Road B, of the Stonebridge Crossing Master Plan, dated May 18, 2015, most recently revised July 29, 2015.
9. That, as part of the Preliminary Plan, the Applicant shall provide a Trails Access and Management Plan, for the Open Space parcel noted on the Stonebridge Crossing Master Plan, dated May 18, 2015, most recently revised July 29, 2015. The plan, at minimum, shall include locating and surfacing the walking trail with pervious material as well as detailing any ancillary structures being proposed. The open space delineated on the plan shall not be further developed for housing and is to be restricted in the association documents to remain passive recreation in perpetuity. The open space area shall be maintained by the Condominium Association. The Trails Access and

Management Plan, covenants, restrictions and language shall be subject to approval by the Administrative Officer.

10. That the Applicant shall coordinate with the State Fire Marshall's Office and shall adhere to all RI General Laws relative to Fire Safety and Blasting. As a courtesy, it is encouraged that the Applicant/Developer work with the neighboring property owners on notification of said blasting outside the minimum statutory requirement.
11. That the Applicant shall submit a Preliminary Plan that shall include, but not be limited to:
 - Note existing and proposed utilities.
 - Adequate number of fire hydrants spaced 300 ft. apart and providing a minimum of 1000 GPM. Shrinklered buildings require a hydrant with 100 ft. of the Fire Department Connection.
 - All two-way travel lanes shall have a minimum of 24' of unobstructed width and an unobstructed vertical clearance of 13'6" to allow for unimpeded access by fire apparatus.
 - All corners shall be negotiable by vehicles having an outer tire turning radius of 50', left or right.
 - Dead-end roads longer than 150' shall provide turning capabilities for fire apparatus per NFPA 1 (RIFC), 2012 Edition.
 - Water supply shall be approved in accordance with RIFC 18.3 through 18.5 to comply with all life safety codes and issues.
 - Note the sewer line and water line extension.
12. That, consistent with the City's Zoning Ordinance, specifically Section 308.2 (b, h), and public testimony presented at the neighborhood meeting, it is imperative that the development be designed to be harmonious with the surrounding community's appearance and character. In considering these provisions, it is vital that the visual effect of the entrance to this multifamily development not only identify the development but also define the long-term consciousness of the area. An appropriately designed and maintained entrance can project a sense of community and provide a unified and positive image for the neighborhood. Considering the Applicant's request for significant deviation (10'-30% deviation) from minimum building setbacks, design improvements are warranted to diminish this visual impact of this very dense development. To offset the visual massing the Applicant/Developer shall:
 - (a) Design and install/rebuild a stone wall along Major Potter Road with stone entry, wall monument sign, and landscaping. The design architecture shall be integrated with the overall landscape design. The overall appearance, scale and composition of the monument sign shall be subject to approval by the Administrative officer and Warwick Historic District Commission for the stone wall.
 - (b) Scale and character of the buildings shall be similar to the design rendering provided to the Planning Department and community including exterior stone design treatments and feature offsets in exterior walls, providing accent forms, and variations in roof lines that create shadows and providing off-sets that enhance the overall building design. Except for building with "walkouts" the

buildings shall be single story in height. Compliance shall be subject to approval by the Administrative officer.

(c) To mitigate conflict with the adjacent property owner's loss of privacy the developers/owner shall design and construct a 20' wide visual buffer along the western property line from the front property line to Unit No. 6, as noted on the Stonebridge Crossing Master Plan, dated May 18, 2015, most recently revised July 29, 2015. The buffer shall be permanent and included within the condominium documents. The buffer shall be designed and installed to incorporate year round screening by and between properties. The design may incorporate hardscape and landscaping that emphasizes screening but is also visually attractive. The design shall be subject to approval by the Administrative Officer.

13. That the Applicant's RI Licensed Landscape Architect shall coordinate with Planning Department Staff, prior to the development of a landscape plan, which shall include, but not be limited to:

(a) The Applicant/Developer shall install (1) one street tree for every 50 feet of interior roadway, noted as Road A and Road B, of the Stonebridge Crossing Master Plan, dated May 18, 2015, most recently revised July 29, 2015.

(b) Install drip line protection fencing along the entire western side of the 100' Riverbank Wetland perimeter to protect existing trees from being damaged during construction.

(c) Preserve and protect, with drip line tree protection, any large mature shade trees within the front-yard and side-yard setback. Tree protection must be installed and approved prior to the issuance of an erosion control permit.

(d) An irrigation plan shall be provided by the Applicant.

(e) The proposed development will not contain sidewalks and, as such, the developer should consider installing street lighting which is intended to improve, safeguard, facilitate, and encourage vehicular and pedestrian safety.

(f) Above-grade structures, such as transformers, shall be screened and or enclosed with appropriate screening, fencing or walls.

(g) Coniferous trees shall be at least 6' in height, at installation.

14. That, prior to Preliminary Approval, the Applicant shall receive approval from the Warwick Historic District Commission for alterations to the existing stone wall.

15. That all structures shall be no less than 20' from another structure and no structure shall be less than 20' from the edge of private roadway noted as Road A and Road B, on the Stonebridge Crossing Master Plan, dated May 18, 2015, most recently revised July 29, 2015.

Request for a Zone Change/Recommendation
Stonebridge Crossing

Location: Major Potter Road
Assessor's Plat: 228
Assessor's Lots: 97 & 98
Applicant: Major Potter Associates, LLC c/o Kevin Murphy
Zoned: A-40 (Residential)
Proposed Zone: A-40 (Planned District Residential-PDR)
Area: 20.65 Acres
Ward: 9
Engineer: DiPrete Engineering

Background

Pursuant to the Warwick Zoning Ordinance (WZO) *Table I Section 103* the proposal is eligible for a PDR overlay. Accordingly, the Applicant is seeking a recommendation to the City Council for a zone change from A-40 Residential to A-40 Planned District Residential (PDR), to all for the development of (48) forty-eight single level living dwelling units with the following waivers from the City Council:

- Parking within 15' of a residence *WZO Section 308.2 (e) design standards*
- No direct access to a major street or highway *WZO Section 308.2 (f) design standards*
- Less than required separation between buildings *WZO Section 308.2 (f) design standard*

Planning Department Findings

The Planning Department finds this proposal to be generally consistent with Article 1, "*Purposes and General Statements*" of the City's Development Review Regulations, and further finds:

1. That the proposed development is generally consistent with the Comprehensive Community Plan criterion that it be consistent with the surrounding area. The proximate land use found in the immediate vicinity is multifamily. Within a 400' radius of the subject property there are two multi-unit complexes, *Spencer Woods* and *Eagle Run*, that present as semi-detached layouts similar to the scale and design proposed herein. To the immediate south and further west of the subject site there are two additional multifamily uses, which provide a more traditional apartment-style building layout. *Briarwood Meadows* is a large complex whose units are rented to tenants and *West Gate* condominiums is a converted apartment complex, whose units are owned by separate parties. Beyond the consistency with area land use we also find the proposed development to be consistent with:
 - Chapter 12 of the City of Warwick Comprehensive Plan, specifically, the section entitled "Future Land Use, Zoning and Urban Design: Goals and Policies," which promotes developments "*that are safe, attractive, well-maintained and stable... ones designed to "protect... and support...existing residential neighborhoods;"*"

- It further promotes... *“Public and private development that meet high standards of design by ensuring that proposed new residential development is compatible with the character and of the surrounding area;”*
 - The City Comprehensive Plan also states that; *“The City Environmental and Open Space networks are (to be) respected by new development”* and that *“development options”* should... *“Enhance networks of Open Space and recreation.....”* This provision of the Comprehensive Plan is accomplished not only with land use consistency but also with the act that this proposal proposes preservation of 6.58 acres of Open Space.
 - Chapter 7 of the City of Warwick Comprehensive Plan addresses Housing and Neighborhoods, specifically within its “Recommendations” section lists as Goal 1, the City should work to provide; “a wide range of quality housing choices to meet the diverse needs of households at all income levels and all stages of the life cycle, by supporting the addition of compact housing types such as townhouses, lofts, apartments, cottage developments...in suitable locations;” Particularly relevant is “Strategy C” within this section, which supports consideration for *“single-level, aging-in-place house options as a way to diversify housing types for seniors...”* This type of housing is exactly what is being presented here tonight.
2. That the subject property is located along Major Potter Road; and is identified as Assessor’s Plat: 228; Assessor’s Lots: 97 & 98. Furthermore, the subject property is zoned Residential A-40 and consists of (2) two Tax Assessor’s lots totaling 20.65 acres; the amassed property is bisected by a wetland system which creates approximately 11 acres of land accessible to Major Potter Road, with the remaining upland located on the northeast side of the wetland system having limited accessibility.
 3. That, based on the Planning Department’s request, the Applicant held a community outreach meeting at City Hall on July 27, 2015 to present the plan, as well as, to gain feedback from the community. Several issues were raised including traffic, aesthetics, buffering, road condition, development density, blasting and construction schedule.
 4. That the Applicant and the Project’s Engineer held a pre-submission meeting with Planning Staff and City Departments to review the proposed development and that the Applicant has made revisions to the original plan based on the departmental comments and community feedback. The Department recommendation included mitigation in response to the feedback gathered at the community outreach meeting.
 5. That the Project, as proposed, is *not in compliance* with the standards and provisions of the City’s Zoning Ordinance and therefore, requires a City Council Zone change from A-40 Residential to A-40 Planned District Residential (PDR) *with waivers* for parking within 15’ of a residence, no direct access to a major street or highway, and less than required separation between buildings.

6. That, in 2006, RI Historical Preservation and Heritage Commission (RIHPHC) reviewed Assessor's Plat 228; Assessor's lot 98 and determined that the construction of new dwellings would have no adverse effect on any significant cultural resources, above-ground or archaeological.
7. That, in 2015, RIHPHC reviewed Assessor's Plat 228; Assessor's Lot 97 and indicated that they were unable to make a historical determination without further investigations of the existing structure, built in 1875, which is scheduled to be demolished.
8. That the subject parcel maintains approximately 431' of frontage along the north side of Major Potter Road, which is posted at 25 miles per hour (mph).
9. That Major Potter Road is classified as a varying width local street with areas of moderate to poor condition, specifically, areas of deteriorated roadway with deep rutting and pavement failure.
10. That the proposal of (48) forty-eight residential dwelling units will increase the number of trips entering and exiting the un-signalized intersection along Major Potter Road.
11. That the Proposal presents a dense layout and requires deviation from minimum setbacks between buildings.
12. That public sewer and gas are located in Major Potter Road within approximately 900-1100 feet (west) of the proposed subdivision, in the general location of the "Eagle Run" condominium complex.
13. That the parcel will have access to Municipal Sewer and Kent County Water.
14. That the parcel is surrounded by and traversed by field stone walls, which are a tangible link to the City's colonial agrarian past and, as such, hold a unique historic significance for the City.
15. That stone walls are continuously threatened by both private and public development and need to be protected.
16. That the proposed development is providing a 24' wide private roadway access to the interior of the condominium development as depicted as Road A and Road B, on the Stonebridge Crossing Master Plan, dated May 18, 2015, most recently revised July 29, 2015, and that this private roadway will be accessed from Major Potter Road.

The Planning Department also finds the proposed zoning amendment to be generally consistent with the following purposes of the City's Zoning Ordinance, as presented in Section 100, "Title and Purpose."

- 103.1 Promote the public health, safety and general welfare of the City.
- 103.2 Provides for a range of uses and intensities of use appropriate to the character of the City and reflect current and future needs.

103.3 Provides for orderly growth and development, which recognizes:

- A.) The goals and patterns of land use contained in the Comprehensive Plan of the city of Warwick,
- B.) The natural Characteristics of the land, including its suitability for use based on soil characteristics, topography, and susceptibility to surface (water) or groundwater pollution;
- C.) The values and dynamic nature of coastal and freshwater ponds, the shoreline, and freshwater and coastal wetlands;
- D.) The values of unique or valuable natural resources and features;
- E.) The availability and capacity of existing and planned public and/or private services and facilities;
- F.) The need to balance and shape urban and suburban development, and
- G.) The use of innovative development regulations and techniques

103.4 Providing for the control, protection, and/or abatement of air, water, groundwater, and noise pollution, and soil erosion and sedimentation.

103.5 Provide for the protection of the natural, history, cultural, and scenic character of the City or areas therein.

103.6 Provide for the preservation and promotion of agricultural production, forest, silviculture, aquaculture, timber resource, and open space.

103.8 Promote a balance of housing choices, for all income levels and groups, to assure the health, safety and welfare of all citizens and their rights to affordable, accessible, safe and sanitary housing, including opportunities for the establishment of low and moderate income housing.

103.10 Promote a high level of quality in design in the development of private and public facilities.

103.11 Promote the implementation of the Warwick Comprehensive Community Plan, as amended

Planning Department Recommendation

Presented with these facts and findings the Planning Department recommends a favorable recommendation to the Warwick City Council for an amended zoning amendment from A-40 Residential to A-40 Planned District Residential with waivers for parking within 15' of a residence, no direct access to a major street or highway, and less-than-required separation between buildings, with the following stipulations:

1. That the Applicant shall receive a City Council Zone Change from A-40 Residential to A-40 Planned District Residential with waivers for: *Parking within 15' of a residence WZO Section 308.2 (e) design standards, No direct access to a major street or highway WZO Section 308.2 (f) design standards and less-than-required separation between buildings WZO Section 308.2 (f) design standard.*
2. That the Preliminary Plan shall include a survey plan conforming to Class 1 Standards as adopted by the *RI Board of Registrations for Professional Land Surveyors*. All plans shall comply with Section 3.02C of the Procedural & Technical Standards for the Practice of

Land Surveying in the State of Rhode Island and Providence Plantations, Effective April 1, 1994.

3. That, prior to Preliminary Approval, the Applicant shall coordinate with the RI Historical Preservation and Heritage Commission (RIHPHC) regarding Assessor's Plat 228; Assessor's lot 97 to determine if the proposed construction, will have an adverse effect on any significant cultural resources, above-ground or archaeological.
4. That, prior to Preliminary Approval, a Storm Water Management Plan shall be submitted in accordance with Rhode Island Storm Water Design and Installation Standards Manual, dated December 2010, to demonstrate a zero-net runoff from the development. The design of drainage facilities, including, but not limited to, swales, gutters, storm sewers and the materials, grades, cross-sections, location, velocities, and capacities of drainage facilities, shall conform to current standard State and local specifications. Per the RI Low Impact Development Site Planning Design Guidance Manual, the Design Site drainage shall be routed to a permanent surface or subsurface outfall adequate to dispose of present and anticipated future runoff from the site. The Engineer shall incorporate Low Impact Design (LID) as a first choice, if practicable. Drainage shall be designed and constructed so as to not detrimentally affect adjacent properties. Where storm drainage flow is concentrated, permanently maintainable facilities shall be provided to prevent significant erosion, and/or flooding on the site or on adjacent properties. The Design Engineer shall coordinate with the City's Engineering Division and Planning Department, prior to designing the site-drainage; this plan shall be subject to approval by the City Engineer, prior to submission to RIDEM.
5. That, prior to Preliminary Approval, the Applicant shall receive all required State and local permitting, including, but not limited to, RIDEM and local Physical Alterations Permit (PAP).
6. According to the Applicant's traffic study, this development will introduce some 62 daily trips, divided between the AM and PM peak periods. These new trips will be entering and exiting an un-signalized intersection along Major Potter Road, a roadway that maintains a 25 mph speed limit which was designed as a local road. Beyond the additional daily traffic, Major Potter Road will be introduced to heavy truck/equipment traffic during the entire construction period as well as having to endure damage from the installation of sewer and/or water utilities. All these factors add significant stresses to this fatigued roadbed which will prematurely advance this roadway's deterioration and declining condition. These verities were also in place with the development of *Briarwood Meadows* and *Eagle Run* and, in both cases, the City Council zone changes accompanied stipulations that required roadway improvements (*Eagle Run PCO 1-82, Ordinance No. 0-82-5 and Briarwood Meadows PCO 27-87, Ordinance No. 0-87-28*). In fact, when considering a recent and now defunct proposal for single-family dwellings on this site the Planning Department submitted a similar recommendation for roadway improvements to this Board citing the same road width, grade and curvature issues. Accordingly, and after analyzing all the facts, the Planning Department believes this project warrants mitigation pursuant to Land Development Review Regulations Section 6.3 entitled "Mitigation of Negative Impacts" as well as that which is contained within the *City's Zoning Ordinance, specifically Section*

308.2 (f), entitled Vehicular and Pedestrian Access Points. To this end the Department recommends:

- (a) The Applicant/Developer design and construct a roadway improvement plan for Major Potter Road, for a distance of 250 linear feet east and 250 linear feet west, of the proposed **new entrance** so as to improve site-lines, and enhance vehicular and pedestrian safety. The improvement shall include resurfacing to City specifications and widening along this 500' linear stretch of roadway to a minimum of 26' wide and a maximum of 30', as practicable, to provide a corner distance sufficient to allow the operators of vehicles approaching the intersection or stopped at the intersection to carry out whatever maneuvers may be required to negotiate the intersection.
 - (b) The Applicant/Developer shall fund roadway resurfacing in conformance with City specifications for the entire length and width of Major Potter Road impacted from utility placement associated with the installation of water and sewer to this property.
7. That pursuant to the City's Zoning Ordinance, Section 308.2 (c), entitled Relation to Utilities and Public Facilities the Applicant/Developer shall extend the existing sewer and water line from its current location on Major Potter Road to the subject parcel in order to provide service for the (48) forty-eight proposed dwelling units. The Applicant/Developer shall coordinate and receive authorization from the Warwick Sewer Authority, West Warwick Sewer and Kent County Water, for the requested (48) forty-eight dwelling units, prior to proceeding to the City Council for the requisite Zone Change.
8. That prior to Preliminary Approval, the Administrative Officer and the City Engineer shall review the Homeowner Association Documents and Deeds, which shall include, but not be limited to, covenants regarding the maintenance and repair of the proposed drainage systems, open space and private roadway, noted as Road A and Road B, of the Stonebridge Crossing Master Plan, dated May 18, 2015, most recently revised July 29, 2015.
9. That, as part of the Preliminary Plan, the Applicant shall provide a Trails Access and Management Plan, for the Open Space parcel noted on the Stonebridge Crossing Master Plan, dated May 18, 2015, most recently revised July 29, 2015. The plan, at minimum, shall include locating and surfacing the walking trail with pervious material as well as detailing any ancillary structures being proposed. The open space delineated on the plan shall not be further developed for housing and is to be restricted in the association documents to remain passive recreation in perpetuity. The open space area shall be maintained by the Condominium Association. The Trails Access and Management Plan, covenants, restrictions and language shall be subject to approval by the Administrative Officer.
10. That the Applicant shall coordinate with the State Fire Marshall's Office and shall adhere to all RI General Laws relative to Fire Safety and Blasting. As a courtesy, it is encouraged that the Applicant/Developer work with the neighboring property owners on notification of said blasting outside the minimum statutory requirement.
11. That the Applicant shall submit a Preliminary Plan that shall include, but not be limited to:
 - Note existing and proposed utilities.

- Adequate number of fire hydrants spaced 300 ft. apart and providing a minimum of 1000 GPM. Shrinklered buildings require a hydrant with 100 ft. of the Fire Department Connection.
- All two-way travel lanes shall have a minimum of 24' of unobstructed width and an unobstructed vertical clearance of 13'6" to allow for unimpeded access by fire apparatus.
- All corners shall be negotiable by vehicles having an outer tire turning radius of 50', left or right.
- Dead-end roads longer than 150' shall provide turning capabilities for fire apparatus per NFPA 1 (RIFC), 2012 Edition.
- Water supply shall be approved in accordance with RIFC 18.3 through 18.5 to comply with all life safety codes and issues.
- Note the sewer line and water line extension.

12. That, consistent with the City's Zoning Ordinance, specifically Section 308.2 (b, h), and public testimony presented at the neighborhood meeting, it is imperative that the development be designed to be harmonious with the surrounding community's appearance and character. In considering these provisions, it is vital that the visual effect of the entrance to this multifamily development not only identify the development but also define the long-term consciousness of the area. An appropriately designed and maintained entrance can project a sense of community and provide a unified and positive image for the neighborhood. Considering the Applicant's request for significant deviation (10'-30% deviation) from minimum building setbacks, design improvements are warranted to diminish this visual impact of this very dense development. To offset the visual massing the Applicant/Developer shall:

(a) Design and install/rebuild a stone wall along Major Potter Road with stone entry, wall monument sign, and landscaping. The design architecture shall be integrated with the overall landscape design. The overall appearance, scale and composition of the monument sign shall be subject to approval by the Administrative officer and Warwick Historic District Commission for the stone wall.

(b) Scale and character of the buildings shall be similar to the design rendering provided to the Planning Department and community including exterior stone design treatments and feature offsets in exterior walls, providing accent forms, and variations in roof lines that create shadows and providing off-sets that enhance the overall building design. Except for building with "walkouts" the buildings shall be single story in height. Compliance shall be subject to approval by the Administrative officer.

(c) To mitigate conflict with the adjacent property owner's loss of privacy the developers/owner shall design and construct a 20' wide visual buffer along the western property line from the front property line to Unit No. 6, as noted on the Stonebridge Crossing Master Plan, dated May 18, 2015, most recently revised July 29, 2015. The buffer shall be permanent and included within the condominium documents. The buffer shall be designed and installed to incorporate year round screening by and between properties. The design may incorporate hardscape and landscaping that emphasizes screening but is also

visually attractive. The design shall be subject to approval by the Administrative Officer.

13. That the Applicant's RI Licensed Landscape Architect shall coordinate with Planning Department Staff, prior to the development of a landscape plan, which shall include, but not be limited to:

(a) The Applicant/Developer shall install (1) one street tree for every 50 feet of interior roadway, noted as Road A and Road B, of the Stonebridge Crossing Master Plan, dated May 18, 2015, most recently revised July 29, 2015.

(b) Install drip line protection fencing along the entire western side of the 100' Riverbank Wetland perimeter to protect existing trees from being damaged during construction.

(c) Preserve and protect, with drip line tree protection, any large mature shade trees within the front-yard and side-yard setback. Tree protection must be installed and approved prior to the issuance of an erosion control permit.

(d) An irrigation plan shall be provided by the Applicant.

(e) The proposed development will not contain sidewalks and, as such, the developer should consider installing street lighting which is intended to improve, safeguard, facilitate, and encourage vehicular and pedestrian safety.

(f) Above-grade structures, such as transformers, shall be screened and or enclosed with appropriate screening, fencing or walls.

(g) Coniferous trees shall be at least 6' in height, at installation.

14. That, prior to Preliminary Approval, the Applicant shall receive approval from the Warwick Historic District Commission for alterations to the existing stone wall.

15. That all structures shall be no less than 20' from another structure and no structure shall be less than 20' from the edge of private roadway noted as Road A and Road B, on the Stonebridge Crossing Master Plan, dated May 18, 2015, most recently revised July 29, 2015.

Bond Reduction

Hidden Oaks Plat Full Release

Bond Amount	\$28,920.00
Full Release	\$28,920.00
Remaining Total	\$0