

CITY OF WARWICK  
PLANNING DEPARTMENT

CITY HALL ANNEX  
3275 POST ROAD  
WARWICK, RI 02886-7191

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SCOTT AVEDISIAN  
Mayor

MARK CARBUOLO  
Director

Office of Planning

Office of Community  
Development

Office of Landscape  
Architecture

Planning Board

Warwick Station  
Redevelopment Agency

Zoning Board

Conservation Commission

Harbor Management  
Commission

Historic District  
Commission

Historic Cemetery  
Commission



**Meeting Notice  
City of Warwick  
Planning Board**

**Date:** Tuesday, September 10, 2013

**Time:** 6:00 p.m.

**Location:** Warwick Lower Level Conference Room  
32 (Land Rover)75 Post Road  
Warwick, RI 02886

Review and approval of the May and June 2013 meeting minutes.

**Public Meeting**  
**Recommendation**

**Request for an Amendment to the City's Zoning Ordinance**

**Applicants:** EJA Development, LLC  
EJA Development II, LLC  
Brewed Awakenings  
**Location:** 1346 Bald Hill Road  
**Assessor's Plat:** 255  
**Assessor's Lots:** 32 (Land Rover) and 33  
**Ward:** 8  
**Current Zoning:** General Business  
**Proposed Zoning:** (Lot 32 (Land Rover), only) General Business, with exemptions for less than required parking, less than required setback to establish a restaurant/fast food and drive through use with outdoor sales, with the lot having more than one actual use on the lot and with the lot having less than required landscaping.

**Background**

The Applicants are requesting a zone change recommendation for Assessor's Plat 255, Assessor's Lot 32 (Land Rover) (Land Rover) in order to convert an existing structure currently approved for auto sales use, to a restaurant/fast food use, with a drive through. City Assessor's Lots 32 (Land Rover) (Land Rover) and 33 (Jaguar) are under common ownership and were developed in 2001 as two separate Jake Kaplan auto dealerships, in two separate buildings. At the time of development, the primary access to the parcels was via the signalized intersection servicing the abutting retail development, Warwick Centre. An additional driveway access servicing Lot 32 (Land Rover) was restricted to right turn in, right turn out, only.



The City of Warwick is committed to the promotion of fair housing and equal program access regardless of age, race, sex, national origin or physical handicap



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Several years ago, the two auto dealership showrooms, Jaguar and Land Rover, were combined into one facility located on Assessor's Lot 33 (Jaguar), but the lots continue to be merged for operational purposes. An area of 7,500 square feet in the rear portion of the building on Lot 32 (Land Rover) (Land Rover) is currently used as an auto service (preparation and detailing) area, and 40 parking spaces on Lot 32 (Land Rover) (Land Rover) continue to be used as a vehicle display area.

In addition to these existing uses on the site, the property owner is proposing to lease the former Land Rover show room area of the building on Lot 32 (Land Rover) to Brewed Awakenings. Brewed Awakenings is a Rhode Island based company, established in 1996 which currently operates four (4) coffee shops in Rhode Island; Johnston, Cranston and South County. The existing shops have proven to be very successful, currently employing 102 people, and the company is looking to expand and grow. The proposed location on Bald Hill Road will add 45 to 55 new employees, with an annual payroll of approximately \$400,000.

The proposal is to renovate 5,700 square feet of the 13,300+/- sf building, for a coffee shop with a drive through window and outdoor seating. The primary access to the new business will be maintained at the existing driveway location on Bald Hill Road. The Applicants are seeking to reconfigure the driveway to allow full access and egress on to Bald Hill Road to the proposed coffee shop. The resulting proposed mixed uses on Lot 32 (Land Rover) will be a combination of auto service, auto display, and coffee shop with drive through and outdoor seating. The auto display area will primarily be located in the southwestern portion (closest to Bald Hill Road) of Lot 32 (Land Rover) and will occupy 40 of the proposed 97 parking spaces.

The Applicants are seeking to change the zoning from General Business, to General Business with exemptions for less than required parking, less than required setback to drive through use, outdoor sales, more than one non residential use on a lot, and less than required landscape. In addition, the Applicant is seeking to modify the existing right in/out driveway configuration in order to provide sufficient access to sustain the separate business on the parcel. The existing right in/out driveway was previously approved by the Rhode Island Department of Transportation due to the common and single auto dealership use of the two separate abutting parcels that had direct access to a signalized intersection established for the abutting Warwick Centre Plaza. Under the redevelopment plan, this means of ingress/egress through the abutting Kaplan dealership property from this separate and distinct use is no longer a viable alternative and the Applicant is proposing a full access drive onto Bald Hill Road.

### **Planning Department Findings**

The Planning Department finds the proposed zoning amendment to be in compliance with the City's Comprehensive Plan and the principles as proposed in the Comprehensive Plan update, including the Goals and Policies Statement, the Implementation Program, the Land Use Element, and the Economic Development Element, including, but not limited to, the following:

- Promote an economic climate which increases quality job opportunities and overall economic well being of each municipality and the state.

- Encourage commercial and industrial development in Warwick that emphasizes business retention and expansion.
- Assist in forming an economic base capable of providing a desirable standard of living, creating job opportunities, and fulfilling reasonable government tax needs.
- To make efficient use of available land and proper reuse and expansion of existing land uses.
- Provide sites suitable for various commercial and industrial activities in relation to projected needs within Warwick's land use planning program.
- Rationally accommodate new industrial, commercial, residential and other development.
- Foster commercial development that is balanced, well integrated and provides a benefit to the community.

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.
- E.) The availability and capacity of existing and planned public and/or private services and facilities.
- F.) The need to shape and balance urban and suburban development.
- G.) The use of innovative development regulations and techniques.

The Planning Department also finds,

- That the traffic report, prepared by RAB Professional Engineers, Inc. and dated July, 2013, concludes that the "the commercial redevelopment project as proposed with the modified full access driveway, has adequate and safe access to a public street, and will not have a detrimental effect on public safety and welfare in the study area."

The Planning Department recommends a favorable recommendation to the Warwick City Council for the requested zoning amendment, with the following concerns,

- This will be the newest location for a very successful coffee shop operation. The Applicant is proposing less than required parking for the use. The required parking for a fast food use of this size is 100 spaces, and the Applicant is proposing 57 spaces. The required parking for the automotive use on the lot is 31 spaces and 40 spaces are proposed, 9 spaces in excess of the parking standards.
- With two distinct and separate uses on the lot and in the same building, there is a potentially dangerous conflict between access to the automotive service area on lot 32 (Land Rover) and the drive through window access for Brewed Awakenings.
- The Planning Department does not support a full access driveway for lot 32 (Land Rover). With the proposed modifications to the existing driveway, there is potential for traffic impacts primarily resulting from the southbound turning movement from the site onto Route 2.

The Planning Department recommends a favorable recommendation to the Warwick City Council for the requested zoning amendment, with the following stipulations.

1. That the approval be conditional--Due to the potential traffic impacts to Route 2 from a full service driveway servicing Assessor's Plat 255, Assessor's Lot 32 (Land Rover) (Land Rover), the Applicant shall receive a conditional Physical Alteration Permit (PAP), approved by the Rhode Island Department of Transportation (RI DOT), which shall expire and be subject to reapproval after a period of 24-months. At the conclusion of the 24 month period, the Applicant shall submit an updated traffic report, inclusive of site data accumulated pre and post development, to the Administrative Officer to the Planning Board for review and approval. Should the Administrative Officer deem the full access driveway unsafe or disruptive to Ball Hill Road, the Administrative Officer shall refer the Applicant to the Planning Board for assessment. The Planning Board shall have the authority to amend this stipulation to restrict movement from the driveway should the Board consider that the evidence collected in the 24-month assessment period indicated a detrimental effect on Bald Hill Road.
2. That the Applicant shall provide a landscape plan prepared by a Rhode Island Registered Landscape Architect, for review by the City's Landscape Project Coordinator and approval by the Administrative Officer, prior to the issuance of a building permit.
3. That the Applicant shall submit a revised Site Layout and Parking Circulation Plan for review and approval by the Administrative Officer to the Planning Board, prior to the issuance of a building permit, addressing, at a minimum;
  - Reallocate parking spaces to provide the required 31 spaces for the automotive use and add 9 spaces to the fast food/restaurant use.

- Provide landscaping along the northeasterly property line to shield the drive through access lane, replacing the vehicles that are currently being used to impeded vehicle access by and between the subject property and the abutting Warwick Centre. The plan shall provide an ADA accessible pedestrian access between the abutting Warwick Centre and the subject property.
- Provide safety measures to prevent accidents in easterly side of the building where the automotive service area and the drive through lane queuing area are both located. The Applicant shall investigate moving the order board location to provide more queuing room and or moving the service area doors to the southern elevation of the building. The Applicant shall provide a detail on the plan indicating how this conflict area is address,
- Provide specifications for safety barriers from site vehicular traffic at the outdoor seating area.

**Street Abandonment**  
**Portion of Webb Avenue**

**Petitioner:** Brian & Julia Nadeu

**Location:** 76 Webb Avenue  
Assessors Plat: 335, Assessor's Lot 295 (approx. 4'.50" X 17'.50" strip see attached map)

**Ward:** 5

**Reason:** The Applicant is requesting an abandonment of a 4'.50" X 17'.50" portion of Webb Avenue. A recent survey revealed that the existing single family dwelling located at 76 Webb Avenue, which was constructed in 1895, prior to the acceptance of the City Street in 1909, encroaches onto the Webb Avenue Right of Way by an approximate 3'.58" x 17'.40" strip (see attached map). The Applicant is proposing to abandon the small portion of Webb Avenue and merge said land with the Applicant's remaining lot to rectify the encroachment and to ensure that the structure is located within the constraints of their property.

**Recommendation:** The City's Fire Department, Land Trust, and Conservation Commission, Engineering Division, and Water Department have no objection to the proposed abandonment.

1. That the City shall maintain the perpetual right to use any or all of the abandonment for the installation of utilities as needed in the future, with the exception of that portion of the building located on the abandonment.
2. Any proposed improvements shall require all applicable local or state permits.

3. 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.

The Planning Department recommends the Planning Board forward a positive recommendation to the City Council for the requested abandonment of a portion of Webb Avenue with the recommended stipulations.

**Public Hearing**  
**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
Zoning District:	Residential A-10.
Proposed Zone:	Office
Land Area:	23,337 square feet
Number of lots:	1
Engineer:	Jeffrey J. Campopiano PE
Ward:	03 (formerly Ward 08)

The Applicant is requesting Preliminary approval of a Major Land Development Project to convert a single family dwelling into professional office space. The proposal includes retaining the existing building and constructing a new 1,300 sf +/- addition. The Applicant has received City Council approval, PCO-16-12, for a zone change from Residential A-10 to Office, with relief for less than required front setback, less than required setback from an abutting residential district, and less than required wetlands setback.

**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:

1. Generally consistent with the Comprehensive Community Plan.
2. In compliance with the standards and provisions of the City's Zoning Ordinance having received City Council approval at the September 19, 2012 meeting for a zone change PCO-16-12 from Residential A-10 to Office, with relief for less than required front setback, less than required setback from an abutting residential district, and less than required wetlands setback.

3. That the project received Master Plan approval from the Planning Board on August 20, 2012.
4. That the subject property is located on the northerly side of Centerville Road and the westerly side of Orchard Avenue and is identified as Assessor's Plat: 247, Assessor's Lot: 031, and consists of approximately 23, 337 square feet.
5. That in December of 1997, the Warwick City Council approved PCO-30-97 amending the City's Comprehensive Plan to allow for the establishment of the office use zoning designation in the area on the north side of Centerville Road, from intersection of Toll Gate Road to the Route 95 Interchange.
6. That the paved driveway of Assessor's Plat 247, Assessor's Lot 30 encroaches on the subject parcel along the northerly property line.
7. That the existing building and the proposed addition are within the 50' wetlands buffer.
8. That in the 1700's, all the land from Apponaug west along Centerville was owned by the Greene family. It is likely that this building was constructed by Captain Samuel Greene, or his son Christopher Greene, circa 1722.
9. That the Applicant received approval from the Warwick Historic District Commission for alterations to the existing historic stone walls on the subject parcel and approval of text for a historic plaque for the site.
10. That a Storm Water Management Plan was submitted and designed in accordance with Rhode Island Storm Water Design and Installation Standards Manual, dated December 2010, to demonstrate a zero-net runoff from the development.
11. That the Project has an approved landscape plan.
12. That Rhode Island Department of Environmental Management Application No. 12-0001 indicates there will be no significant negative environmental impacts from the proposed development, as illustrated and detailed on plans filed by the Applicant.
13. That the development will not result in the creation of individual lots with such physical constraints to development that building on those lots according to pertinent regulations and building standards would be impracticable.
14. That the proposed development has adequate access to a public street. The Applicant has received RIDOT Physical Alteration Permit, No. 13032 (Land Rover)5-A for proposed alterations.
15. That the property does not have access to public sewer and has received RIDEM approval for an On Site Wastewater Treatment System (OWTS).

## **Planning Department Recommendation**

Planning Department recommendation is to grant Preliminary Approval, with Final Approval to be through the Administrative Officer to the Planning Board, with the following stipulations:

1. That the proposal shall be limited to professional office use. No medical office use shall be allowed without review and approval of a revised parking layout.
2. That the Applicant shall receive approval from Kent County Water Authority, prior to obtaining a building permit.
3. That the proposed width of Orchard Avenue must be resurfaced with 1 ½ inches of pavement from the northerly edge of Centerville Road north to the end of the proposed water line. The edges of the existing pavement must be cold planed for a minimum of 3 feet wide, per side. The Applicant must coordinate reconstruction of Orchard Avenue upon completion of all utility installation. Contractor must use saw cuts and create smooth transitions between the existing and new pavement. Alternative layouts may be discussed with the City Engineer.
4. A Class I Survey, prepared by a Registered Professional Land Surveyor, shall be included in the Final Plan set. This plan shall include the existing and proposed conditions. All stations and offsets must be shown for all corners and angle points along the State Highway Plats.
5. That the Applicant shall install a plaque on the site with text as approved by the Warwick Historic District Commission, prior to issuance of Certificate of Occupancy for the office.

### **Public Meeting** **Minor Subdivision**

#### **745 Jefferson Boulevard**

Applicant:	MICO, LLC
Location:	745 Jefferson Boulevard
Assessor's Plat:	277 Lots: 1 and 3
Assessor's Plat:	278 Lots: 4 and 115
Zoning District:	GI, General Industrial and Residential A7 (AP277, AL3)
Land Area:	80+/- acres
Number of existing lots:	4
Number of proposed lots:	5
Engineer:	DiPrete Engineering Associates, Inc.
Ward:	3

The Applicant is requesting Preliminary Approval of a Minor Subdivision to resubdivide the land bounded by Jefferson Boulevard, Metro Center Boulevard, Kilvert Street, Greystone Street, Dorrance Street and Thurber Street, from four existing lots of record into five lots, one lot not for development, two lots with existing buildings and two lots for future development.

### **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

1. Generally consistent with the Comprehensive Community Plan and the goals of the abutting Warwick Station Development District
2. In compliance with the standards and provisions of the City's Zoning Ordinance, with all lots and buildings meeting dimensional requirements, with one preexisting non conforming setback for the Elizabeth Mill, which was constructed in 1875.
3. That the parcel currently consists of four lots, 3 lots are zoned General Industrial, with Assessor's Plat 277; Assessor's Lot 3 zoned Residential, A-7.
4. That the site is the location of the Leviton Manufacturing Company, which was used for many years for business enterprises, but has ceased operations.
5. That this parcel is in close proximity to the Warwick Station Development District, which has an approved Master Plan targeting this area for redevelopment.
6. That the parcel was part of Hill's Grove, an area that was the home of the Rhode Island Malleable Iron Works, established by Thomas Jefferson Hill in 1867. Hill's Grove was renamed Hillsgrove and became the location of the Elizabeth Mill, circa 1875.
7. The Elizabeth Mill is part of the City's cultural heritage and is cited in the WSDD Master Plan as a significant building worthy of preservation and reuse, and as a structure which would provide a unique opportunity for mixed use development
8. That the buildings on the parcel consist of the historically unique Elizabeth Mill with a one story addition constructed in 1958, and small, accessory outbuildings.
9. That the main building will be bifurcated to leave two separate and distinct buildings that are in conformance with all dimensional requirements of the Warwick Zoning Ordinance --the Elizabeth Mill being an existing, non conforming building, and an approximately 570,000 square foot, one story building to be used for a general industrial use.
10. That there will be no significant negative environmental impacts from the proposed development.

11. That the development will not result in the creation of individual lots with such physical constraints to development that building on those lots according to pertinent regulations and building standards would be impracticable for development.
12. That the proposed development possesses adequate access to a public street.

### **Planning Department Recommendations**

Planning Department recommendation is to grant Preliminary Approval, with Final Approval to be through the Administrative Officer, upon compliance with the following stipulations:

1. That the Final Plan 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
2. That the Final Plan shall include a permanent easement across Lot 3 to provide adequate access to a public street for proposed Lot 2. This access drive constructed in this easement shall be configured to provide safe and adequate access for large, commercial vehicles typically utilizing General Industrial sites. The Applicant shall provide a performance bond for the construction of the access drive with a minimum width of 40' and in accordance with construction standards as determined by the Director of Public Works, prior to the recording of the Record Plat.
3. That the Applicant shall maintain the current access drive as a temporary easement over Lot 3 in order to provide access for Lot 2 until the construction of a permanent access drive is completed to the standards a prescribed by the Director of Public Works and to the satisfaction of the Director of Public Works.
4. That the Applicant shall meet with the Division of Water to determine requirements for any new water services and coordinate with the Sewer Authority for any future work on the parcel.
5. That any future development of proposed lots 1, 2, 3, and 4 shall be subject to approval by the Warwick Planning Board as a Major Land Development Project as per City of Warwick Development Review Regulations, Article 5. Major Subdivisions and Major Land Development Plan Review. This stipulation shall be noted on the Final Plan.
6. That the Applicant shall post a performance bond, prior to the recording of the Record Plat, for the bifurcation of the Elizabeth Mill Building located on proposed Lot 1 and the building addition located on proposed Lot 2. These buildings shall be bifurcated within six (6) months of the final recording of this subdivision. The building walls of both buildings shall be a minimum distance of fifteen (15) feet away from the southerly property line of Proposed Lot 1 in order to meet the side setback requirements for a General Industrial zone. The bond amount shall be determined by the Warwick Building Official. A note shall be added to the Final Plan stating that the demolition will be completed within 6 months of the recording of the Final Plan.

7. That the Applicant shall include a note and detail on the Final Plan to address in the utility locations for both proposed lots 1 and 2, post building bifurcation.
8. That the Applicant shall ensure that the building demolition does not cause structural damage to either portion of the building and that the end wall condition of the 1958 addition is addressed. Any disturbed land shall be properly loamed and seeded and maintained as per City of Warwick Zoning Ordinance, Section 505.

**Assessor's Plat 277, Lots 1 and 3  
Assessor's Plat 278, Lots 4 and 115  
Zoning Analysis for proposed subdivision**

**Proposed Lot 1, Elizabeth Mill building, circa 1875**

Minimum Lot Area	6,000 sf	201,005
Minimum Frontage	60'	530', 549', 380'
Minimum Lot Width	60'	530'
Min Front and Corner Side	25'	19* 50', 200'
Minimum Side Yard	15'	15'+ **
Minimum Rear Yard	20'	NA
Parking Required	146 spaces	277+/- spaces feasible

Note: Proposed Lot 1 will have three front setbacks and one side setback. Jefferson Boulevard, Thurber Street and Marvin Street.

\* Existing, non conforming condition. This building was constructed in 1875. The proposed subdivision does not effect this condition.

\*\*Within six months of the final recording of the subdivision, a portion of the building will be demolished to be in full conformance with the side setback.

**Proposed Lot 2, with existing 571,175sf building**

Minimum Lot Area	6,000 sf	1,32 (Land Rover)1,371sf
Minimum Frontage	60'	547', 570'
Minimum Lot Width	60'	547'
Min Front and Corner Side	25', 100' (abutting residential)	50'+, 50'+, 105' (to A7)
Minimum Side Yard	15'	100', 200', 17'***
Minimum Rear Yard	20'	NA
Parking Required	1,145 spaces	1,156 spaces feasible

Note: Proposed lot 2 will have two front setbacks, Jefferson and Dorrance, and multiple interior side setbacks.

**Proposed Lot 3, for future development**

Minimum Lot Area	6,000 sf	296,183 sf
Minimum Frontage	60'	796', 905'
Minimum Lot Width	60'	700', 905'
Min Front and Corner Side	25'	NA
Minimum Side Yard	15'	NA
Minimum Rear Yard	20'	NA
Parking	NA	

## Proposed Lot 4, for future development

Minimum Lot Area	6,000 sf	370,054sf
Minimum Frontage	60'	751', 425'
Minimum Lot Width	60'	751'
Min Front and Corner Side	25'	NA
Minimum Side Yard	15'	NA
Minimum Rear Yard	20'	NA
Wetlands setback		

## Proposed Lot 5, NOT FOR DEVELOPMENT

Minimum Lot Area	6,000 sf	1,587,609sf
Minimum Frontage	60'	965'
Minimum Lot Width	60'	965'
Min Front and Corner Side	25'	NA
Minimum Side Yard	15'	NA
Minimum Rear Yard	20'	NA
Wetlands		

### Actions by the Administrative Officer

#### Administrative Subdivision

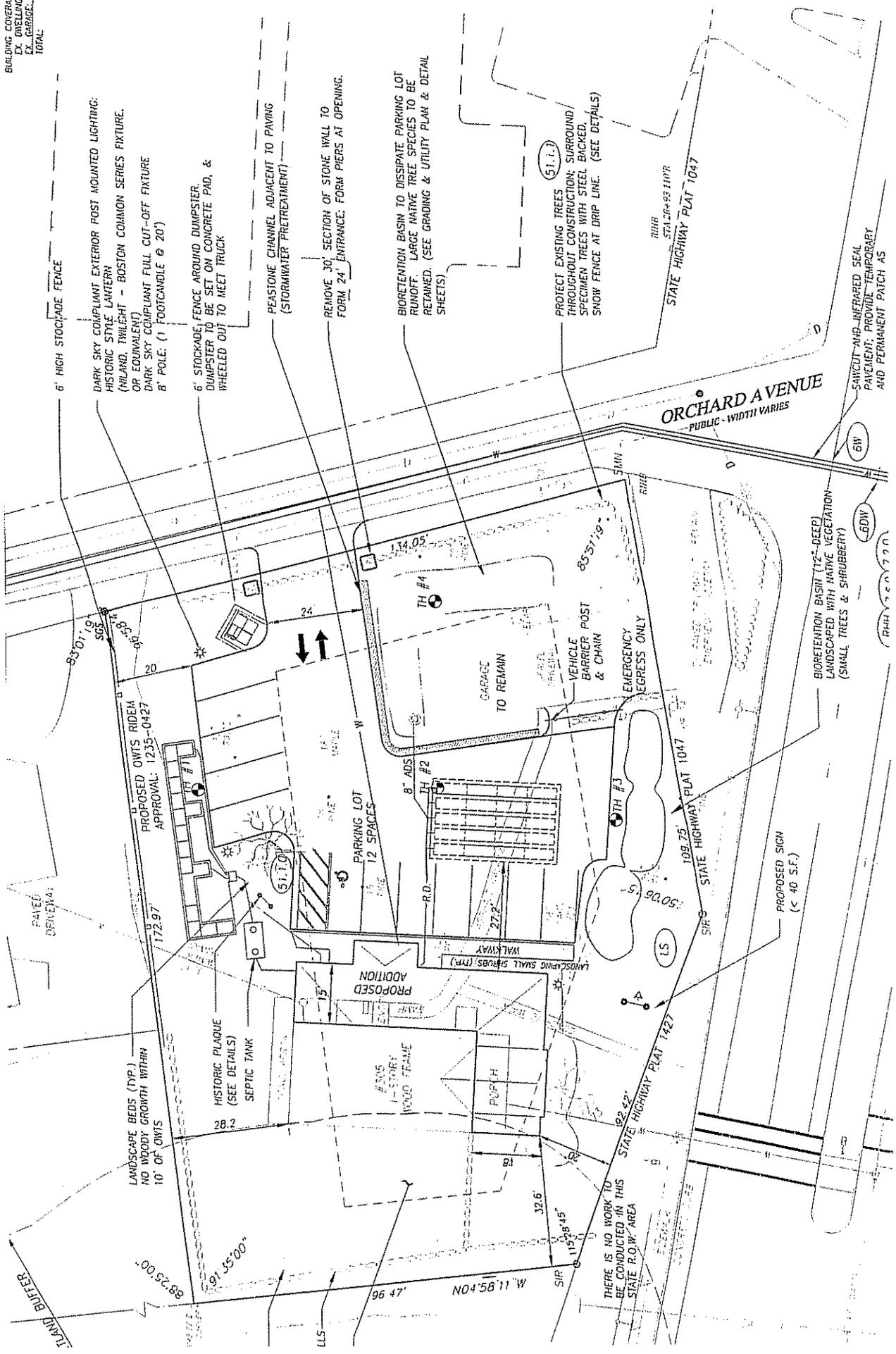
<u>Name</u>	<u>Assessor's Plat:</u>	<u>Assessor's Lot/s</u>
Fagnant Plat	244	82 & 207
Peloquin Plat	252 & 253	1 & 19
Casimiro-Iafrate Plat	290	104, 106, & 110
Caffrey-Almon Plat	300	170 & 171
Hughes Plat	302	253, 254, 256, & 257
Minnesota Avenue Plat	309	240 & 248
Harry & Sheila Curran Plat	317	297 & 299
Erban Plat	332	645, 647, & 820
Law Plat	335	195 & 196





BUILDING COVERAGE:  
 EX. DWELLING: 1  
 EX. GARAGE: 1  
 TOTAL: 2

BLR01  
 ALL 1  
 STAN1  
 2010  
 STAN1  
 TR1  
 PERM  
 UTIL



6' HIGH STOCKADE FENCE

DARK SKY COMPLIANT EXTERIOR POST MOUNTED LIGHTING:  
 HISTORIC STYLE LANTERN  
 (HILAND, TWILIGHT - BOSTON COMMON SERIES FIXTURE,  
 OR EQUIVALENT)  
 DARK SKY COMPLIANT FULL CUT-OFF FIXTURE  
 8' POLE: (1) FOOTCANDLE @ 20')

6' STOCKADE FENCE AROUND DUMPSTER  
 DUMPSTER TO BE SET ON CONCRETE PAD, &  
 WHEELED OUT TO MEET TRUCK

PEASTONE CHANNEL ADJACENT TO PAVING  
 (STORMWATER PRETREATMENT)

REMOVE 30' SECTION OF STONE WALL TO  
 FORM 24' ENTRANCE FORM PIERS AT OPENING.

BIORETENTION BASIN TO DISSIPATE PARKING LOT  
 RUNOFF. LARGE NATIVE TREE SPECIES TO BE  
 RETAINED. (SEE GRADING & UTILITY PLAN & DETAIL  
 SHEETS)

PROTECT EXISTING TREES  
 THROUGHOUT CONSTRUCTION. SURROUND  
 SPECIMEN TREES WITH STEEL BACKED,  
 SNOW FENCE AT DRIP LINE. (SEE DETAILS)

ORCHARD AVENUE  
 PUBLIC - WIDTH VARIES

SAWCUT-IMP. INFILTRATED SEAL  
 PAVEMENT. PROVIDE TEMPORARY  
 AND PERMANENT PATCH AS

BIORETENTION BASIN (12'-DEEP)  
 LANDSCAPED WITH NATIVE VEGETATION  
 (SMALL TREES & SHRUBBERY)

PROPOSED SIGN  
 (< 40 S.F.)

THERE IS NO WORK TO  
 BE CONDUCTED IN THIS  
 STATE R.O.W. AREA

LANDSCAPE BEDS (TYP.)  
 NO WOODY GROWTH WITHIN  
 10' OF OWIS

HISTORIC PLAQUE  
 (SEE DETAILS)  
 SEPTIC TANK

PROPOSED  
 ADDITION

LANDSCAPING SMALL SHRUBS (TYP.)  
 WALKWAY

GARAGE  
 TO REMAIN

VEHICLE  
 BARRIER POST  
 & CHAIN

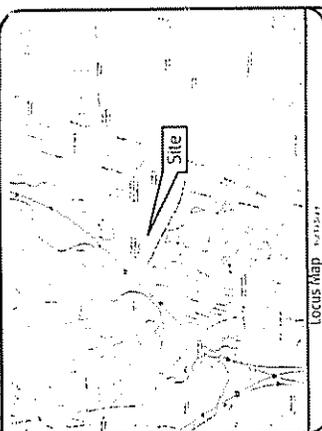
EMERGENCY  
 EGRESS ONLY



### Parking Requirements

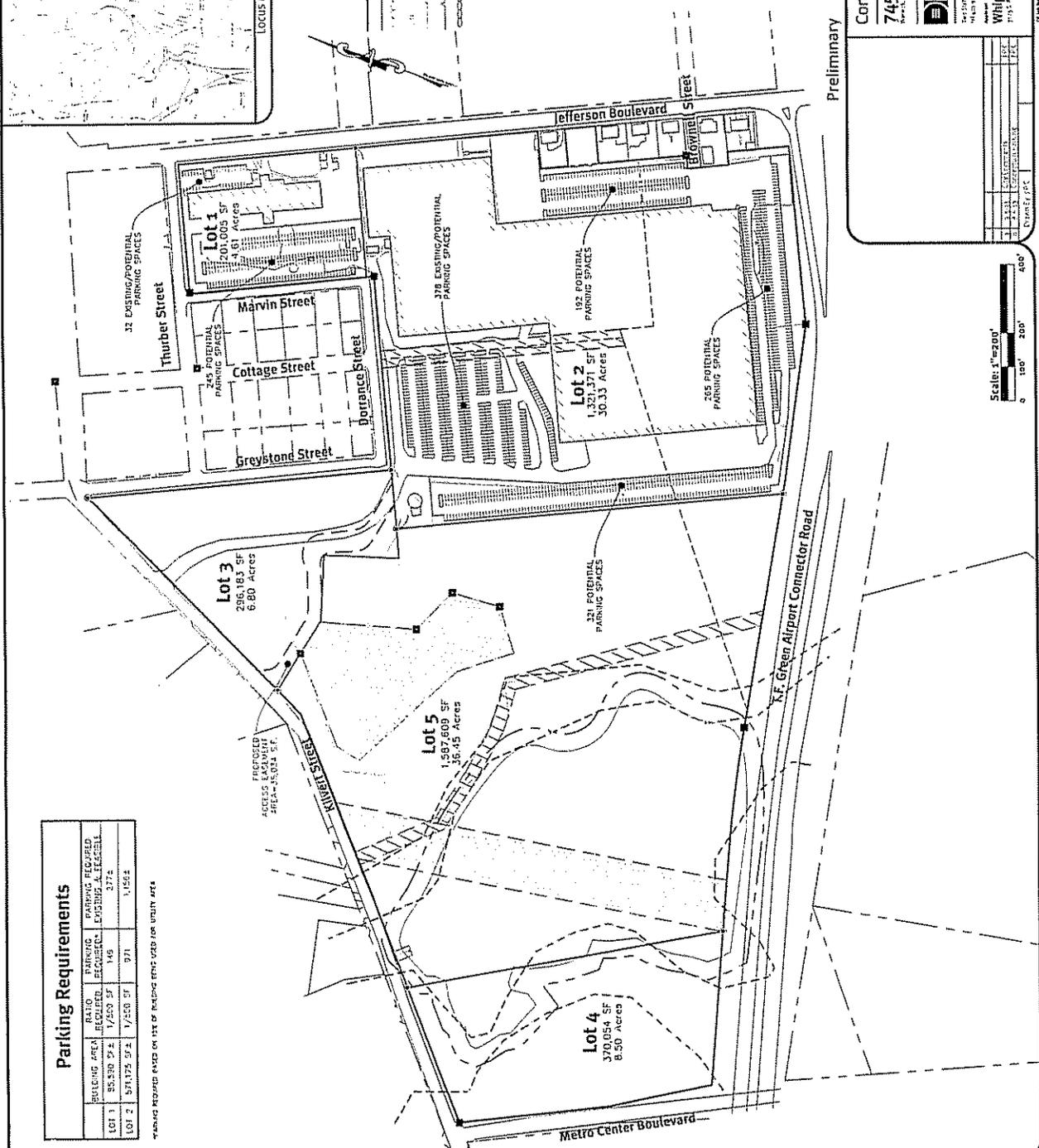
BUILDING AREA	RATIO REQUIRED	PARKING REQUIRED	PARKING REQUIRED
		REQUIRED	EXISTING AVAILABLE
LOT 1	25,530 SF ±	1/250 SF	145
LOT 2	571,725 SF ±	1/250 SF	2,287
LOT 3	286,163 SF	1/250 SF	1,145

\*RATIO REQUIRED BASED ON USE OF BUILDING ENCL. CODE FOR UNITARY USE



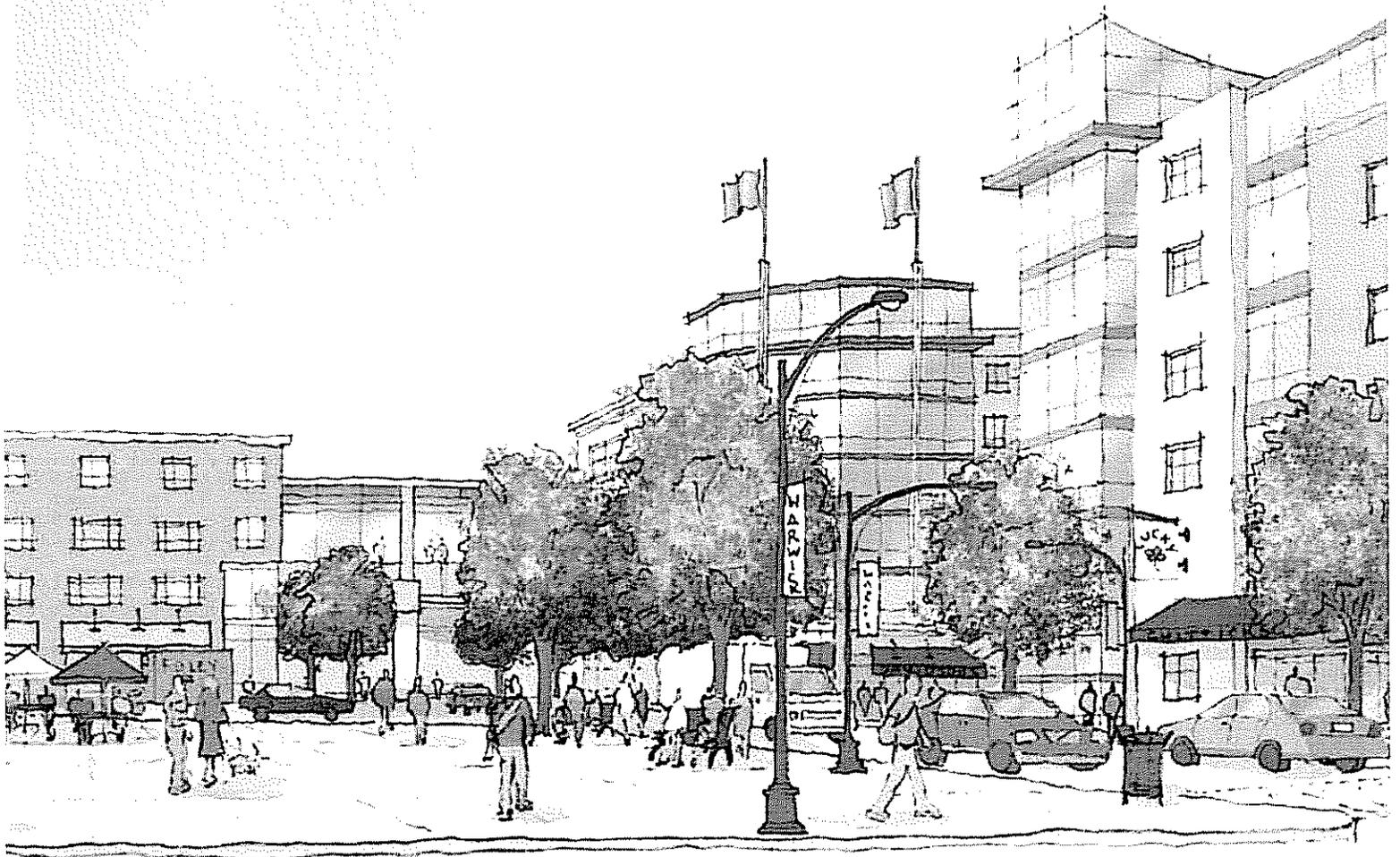
### Legend

- BUILDING
- ASSESSOR'S FLAT
- AP
- H/F
- PROPERTY LINE
- ASSESSOR'S LINE
- REQUIRE
- COURT/YARD
- FENCE
- RETAINING WALL
- STONE WALL
- MAIL FLOOR/SET
- MAIL FLOOR/SET
- MAIL FLOOR/SET
- ROUND FLOOR/SET
- ROUND FLOOR/SET



Preliminary

Conceptual Parking Layout  
**745 Jefferson Boulevard**  
 Raleigh, NC 27601  
**DIPrete Engineering**  
 10000 Old Forest Road, Suite 200  
 Raleigh, NC 27617  
 919.876.1234  
 www.diprete.com  
**Whipple, Metcalf and Barnes, LLC**  
 10000 Old Forest Road, Suite 200  
 Raleigh, NC 27617  
 919.876.1234  
 www.whipplemetcalf.com



**WARWICK STATION DEVELOPMENT DISTRICT MASTER PLAN**  
*A TRANSIT-ORIENTED DEVELOPMENT*

PREPARED FOR THE **CITY OF WARWICK**

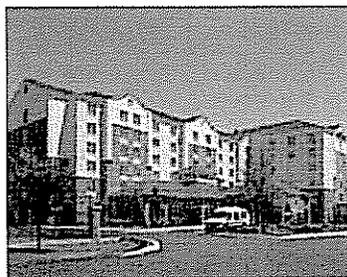
**GOODY CLANCY** | JANUARY 2012

## AIRPORT GROWTH

T.F. Green Airport has evolved over the past 30 years into a major regional airport, spurring associated local growth and supportive uses along the Post Road corridor—particularly hotels, car rental facilities, and restaurants—as well as regional economic development. With improved air service and access, the airport no longer serves just the Providence region, but Greater Boston as well, becoming an attractive alternative to Boston's Logan Airport. Significant infrastructure improvements have been made with the construction of the Warwick InterLink, which provides a direct physical connection to the airport terminal and houses 1,800 parking spaces for rental car operators, 800 spaces for commuter parking, and new rail service.

In an effort to improve airport efficiency and safety and to expand T.F. Green's use, plans have been drawn up to lengthen the primary runways and erect additional buildings to support operations. Impacts on natural resources, existing businesses and homes, and roadway configuration are all being investigated and reviewed in public forums.

## AIRPORT-GENERATED LAND USE



*The airport's success has encouraged the development of hotels and conference facilities.*

retail development lines both sides of Post Road north and south of the airport in the Intermodal and Gateway districts. Development includes a number of service stations and restaurants, as well as banks, hotels, and small businesses. Hotels have been

The success of T.F. Green has encouraged a range of uses to locate in the immediate area, including stores, hotels, and car rental businesses. Conventional auto-oriented

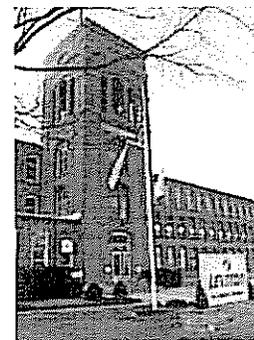


*One-story industrial buildings sit immediately adjacent to the InterLink's skywalk.*

successful in the area, serving both the Providence-area market and business travel associated with the airport. The car rental facilities that occupied a large portion of land within the Intermodal District are now consolidated within the Warwick InterLink.

## INDUSTRIAL USE

Industrial activities have dominated the Hillsgrove area since its initial development by Thomas Jefferson Hill. Leviton's Elizabeth Mill Building is the most prominent evidence of this manufacturing heritage, its historic tower an important local landmark visible from the airport. Its sprawling single-story rear addition is more typical of modern industrial buildings. The Elizabeth Mill should be preserved both for its significance as a historic and memorable landmark for the area, and for its potential to be reoccupied with housing, offices, or other uses that complement the intended mix of uses in the Intermodal District. The remainder of the Leviton site represents one of the most significant opportunities for new high-value, walkable, mixed-use development that takes advantage of the district's excellent access options. Redevelopment there should be based around new streets that provide inviting pedestrian



*Historic Elizabeth Mill*

connections to the InterLink and adjacent residential streets, and attractive addresses for mixed-use transit-oriented development. The D'Ambra asphalt plant, located between Jefferson Boulevard and the railroad, is subject to replacement by an approved mixed-use development proposal, as described above. Distribution centers for Federal Express and UPS are among other major industrial uses near the development district.

---

### RESIDENTIAL USE

The residential blocks of Hillsgrove directly north and west of the Intermodal District form an important part of the redevelopment planning context.

Over the past century, industrial development in the area has both sustained the residential neighborhood economically and eroded it physically. Heavy traffic on the Airport Connector, Post Road, Jefferson Boulevard, the railroad, and commercial development on all sides have worsened living conditions on some parcels. Most dramatically, the 23 homeowners of Hillsgrove South, a small pocket of blocks isolated by the Airport Connector between Post Road and the railroad, collectively sold their neighborhood to a commercial developer in the late 1990s as noise and difficult traffic access made that area increasingly unsuitable for housing. The City supported the homeowners' decision, and the area, now occupied by a private airport parking facility, represents a valuable future growth opportunity for the Intermodal District.

The remaining residential areas in Hillsgrove North and west of Jefferson Boulevard, however, remain good places to live and should be further protected and enhanced through adjacent redevelopment. Just as factories and the original rail station formed the initial anchor for residential development, a new cluster of office, retail, hotel and housing development around the rail station can form a walkable center that serves the surrounding neighborhoods. Convenient pedestrian connections and architecture that makes a careful transition in scale between existing housing



*Residential meets the strip: Kilvert Street looking toward Post Road.*

and new development will be essential to melding the commercial and residential areas of Hillsgrove into a cohesive neighborhood.

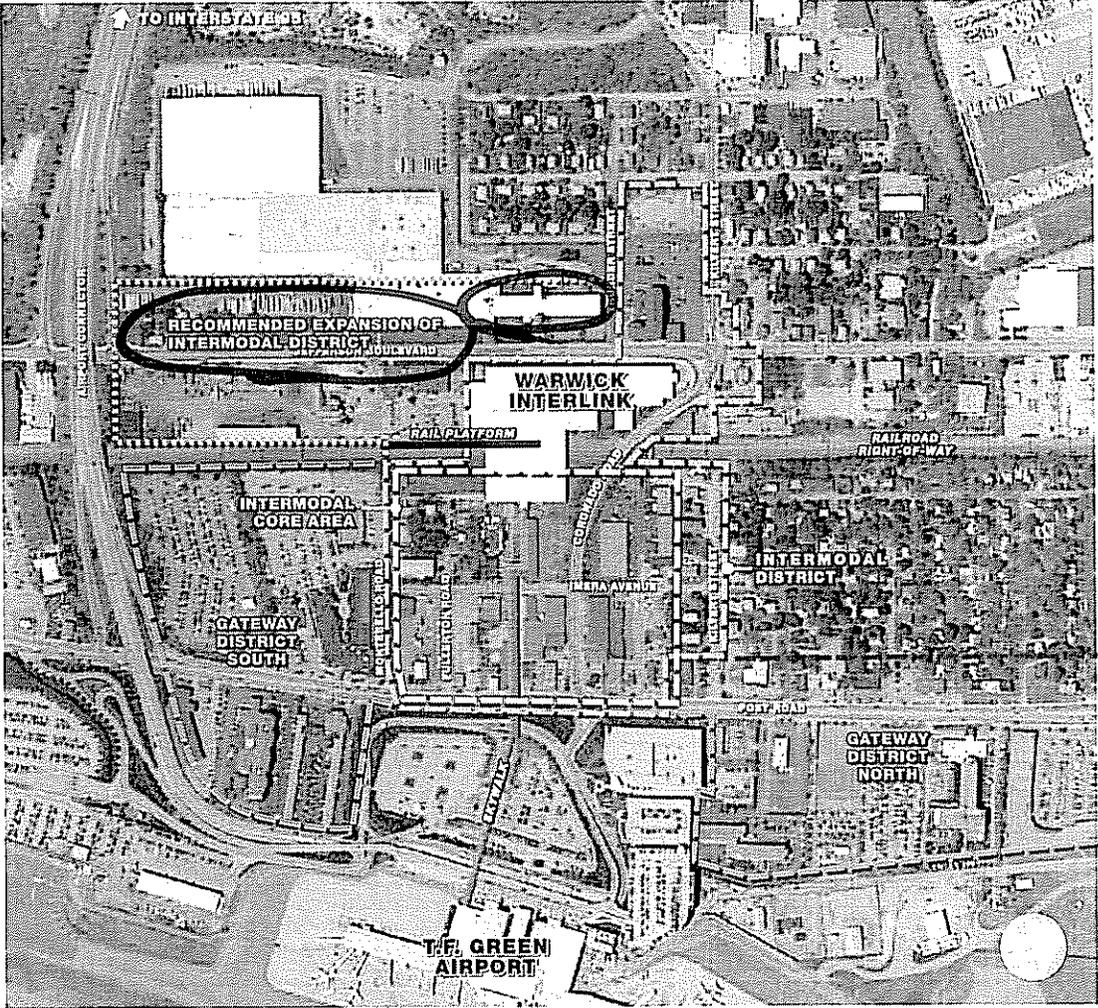
New housing in the District should include a wide spectrum of unit types, sizes, and prices in order to serve today's diverse housing market and to offer people more housing choices for the different stages of their lives than are available in nearby neighborhoods today. Locating new housing within a convenient walk of transit will also help households economically by reducing their need to bear the added costs of automobile ownership.

---

### LAND USE AND SCALE CHANGES

Inconsistency of scale and use detracts from the appearance and identity of public streets throughout the District. It creates awkward combinations of uses that don't belong together and separates others that should be adjacent. This inconsistency compromises quality of life for Hillsgrove residents and makes pedestrian access among uses inconvenient at best, encouraging further automobile use and automobile-oriented development.

In general, existing residential areas give way abruptly to adjacent industrial and retail areas at their edges. In Hillsgrove North, commercial and residential uses face each other along the section of Kilvert Street east



**SITE CONTEXT: AERIAL PHOTO**  
*This closer view (rotated relative to the photo on the facing page) shows the Intermodal and Gateway Districts in greater detail. Large industrial sites, the airport and its large runway and parking areas, and mid-size hotel and commercial development along Post Road contrast with the scale of residential blocks. The Warwick InterLink and skywalk link to T.F. Green bisect the Intermodal Area.*

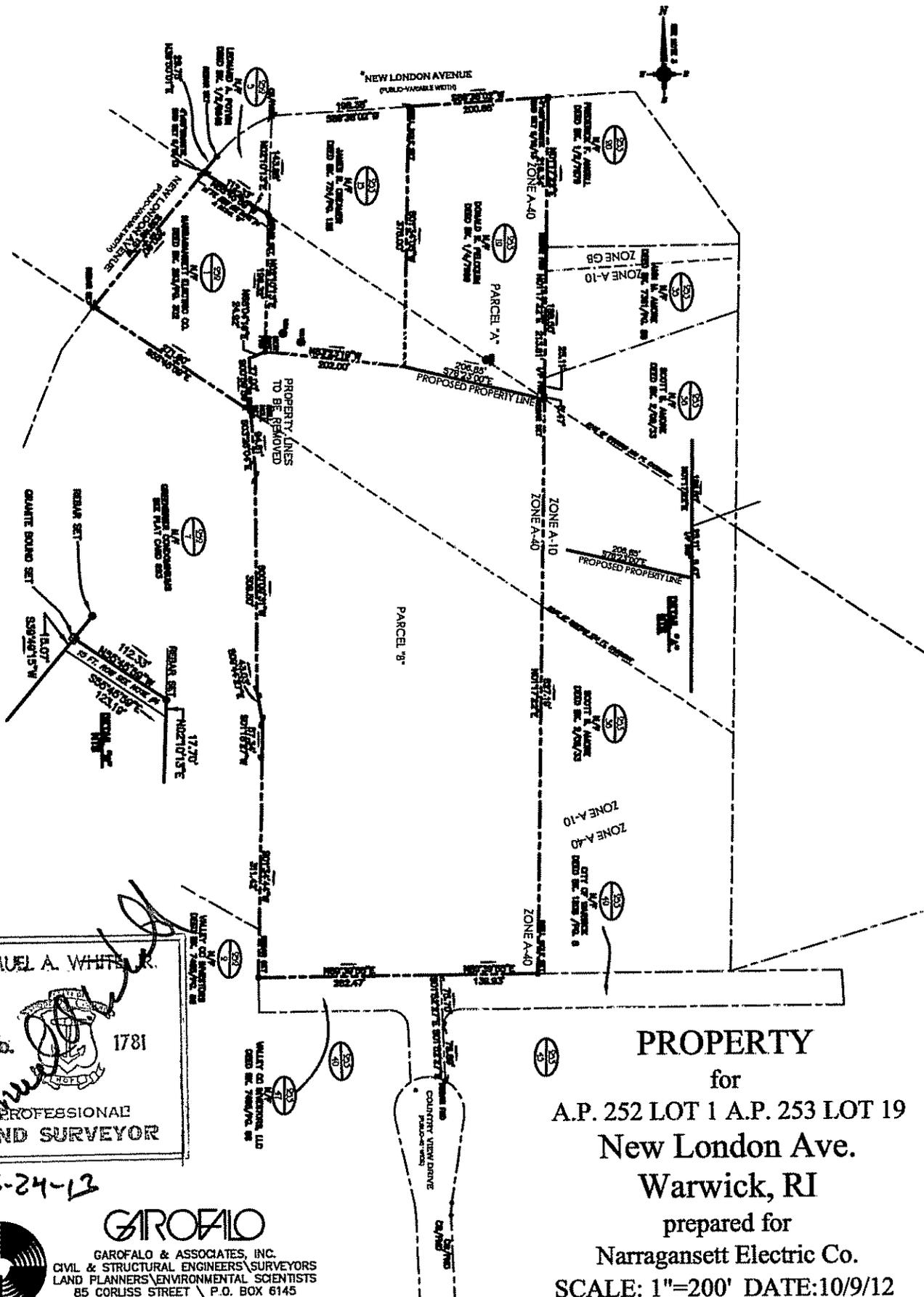
**SITE DEFINITION**

The Warwick Station Development District encompasses more than 95 acres of land in Warwick's Hillsgrove neighborhood, around T.F. Green Airport and the Northeast Corridor rail right-of-way. The Development District includes three subsidiary areas as defined in the Warwick Zoning Ordinance:

1. The **Intermodal District** contains approximately 37 acres immediately adjacent to the airport

and Warwick InterLink. The Intermodal District includes most of the area east of the rail corridor bounded by Post Road on the east, Montebello Road on the south, and Kilvert Street on the north. It also includes land west of the rail corridor on all four corners of the intersection of Jefferson Boulevard, Kilvert Street and Coronado Road. The recommendations and Design Guidelines included in this report focus particular attention on the Intermodal District as the most suitable area for mixed-use development within walking





SAMUEL A. WHITE, R.  
 No. 1781  
 PROFESSIONAL  
 LAND SURVEYOR

6-24-13

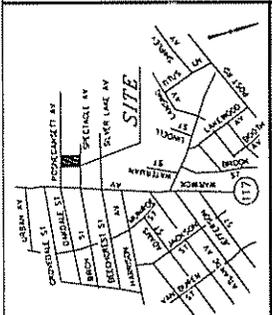


**GAROFALO**

GAROFALO & ASSOCIATES, INC.  
 CIVIL & STRUCTURAL ENGINEERS/SURVEYORS  
 LAND PLANNERS/ENVIRONMENTAL SCIENTISTS  
 85 CORLISS STREET \ P.O. BOX 6145  
 PROVIDENCE, RHODE ISLAND 02940  
 401-273-6000

**PROPERTY**  
 for  
 A.P. 252 LOT 1 A.P. 253 LOT 19  
 New London Ave.  
 Warwick, RI  
 prepared for  
 Narragansett Electric Co.  
 SCALE: 1"=200' DATE:10/9/12

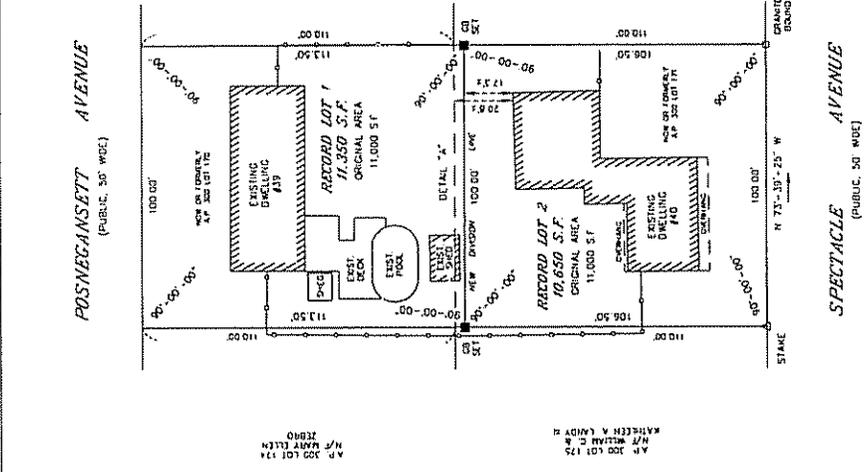




**LOCUS MAP**  
NOT TO SCALE



- LEGEND:**
- PROPERTY LINE TO BE DELINEATED
  - NEW DIVISION LINE
  - APPROXIMATE EXISTING FENCE
  - GRANITE BOUND (SET)



**CERTIFICATION:**

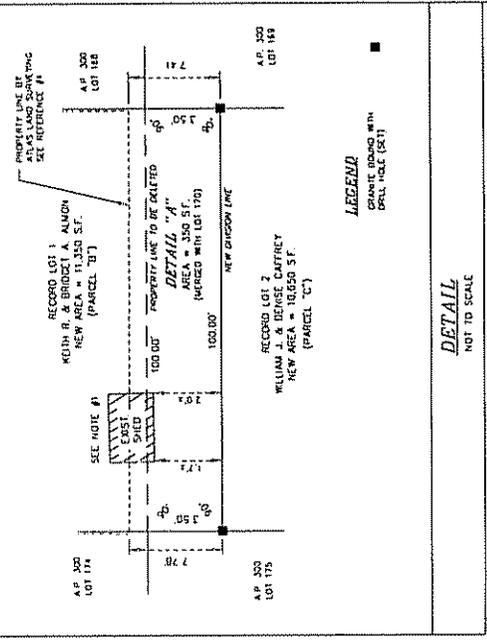
THIS SURVEY AND PLAN CONFORM TO A CLASS I STANDARD AS ADOPTED BY THE RHODE ISLAND BOARD OF REGISTRATION FOR PROFESSIONAL LAND SURVEYORS.

BEFORE SIGNING THIS SURVEY, I WAS ACTUALLY MADE SURE THAT THE SURVEY WAS ACCURATE AND CORRECT. THERE ARE NO ENCUMBRANCES EITHER WAY ACROSS PROPERTY LINES EXCEPT AS SHOWN.

LOTS DESCRIBED ON THIS PLAN (OR PLAN) SHALL NOT BE ALTERED UNLESS SPECIALLY NOTED IN THIS PLAN FOR ANY PURPOSE, WHATSOEVER, WITHOUT FIRST OBTAINING THE WRITTEN CONSENT OF THE SURVEYOR WITH THE CITY OF WARWICK DEVELOPMENT REVIEW REGULATIONS OF DECEMBER 31, 1995 (AS AMENDED).

81 REGISTERED PROFESSIONAL LAND SURVEYOR

**ANTHONY E. MUSCATELLI**  
No. 1718  
PROFESSIONAL  
LAND SURVEYOR



**LEGEND**  
GRANITE BOUND WITH  
DELT. HOLE (SET)

**DETAIL**  
NOT TO SCALE

RECORD LOT	EXISTING AREA	PROPOSED AREA
1	11,000 S.F.	11,350 S.F.
2	11,000 S.F.	10,650 S.F.

**ZONING A-10**

MINIMUMS:  
AREA 10,000 S.F.  
FRONTAGE 100'  
SETBACKS:  
FRONT 25'  
SIDE 20'  
REAR 20'

**OWNER/APPLICANT:**

LOT 170  
KEITH R. & BRIDGET A. ALMON  
40 SPECTACLE AVENUE  
WARWICK, RI 02886

LOT 171  
WILLIAM J. & ROSE CAFFEY  
40 SPECTACLE AVENUE  
WARWICK, RI 02886

**STREET INDEX**

SPECTACLE AVENUE  
POSNEGANSETT AVENUE



**INTERNATIONAL MAPPING & SURVEYING CORP.**  
LAND SURVEYING CIVIL ENGINEERING PHOTOGRAMMETRIC MAPPING  
19 INDUSTRIAL DRIVE, SMITHFIELD, RI 02917 (401) 232-2620

**ADMINISTRATIVE SUBDIVISION**  
"CAFFEY-ALMON DIVISION PLAT"  
07 SPECTACLE AVENUE & POSNEGANSETT AVENUE  
171 WARWICK, RI  
A.P. 300 LOTS 170 & 171

NO.	DATE	BY	REVISIONS
1	10/27/08	J.A.	PREPARED
2	11/02/08	J.A.	REVISED
3	11/02/08	J.A.	REVISED
4	11/02/08	J.A.	REVISED
5	11/02/08	J.A.	REVISED
6	11/02/08	J.A.	REVISED
7	11/02/08	J.A.	REVISED
8	11/02/08	J.A.	REVISED
9	11/02/08	J.A.	REVISED
10	11/02/08	J.A.	REVISED
11	11/02/08	J.A.	REVISED
12	11/02/08	J.A.	REVISED
13	11/02/08	J.A.	REVISED
14	11/02/08	J.A.	REVISED
15	11/02/08	J.A.	REVISED
16	11/02/08	J.A.	REVISED
17	11/02/08	J.A.	REVISED
18	11/02/08	J.A.	REVISED
19	11/02/08	J.A.	REVISED
20	11/02/08	J.A.	REVISED
21	11/02/08	J.A.	REVISED
22	11/02/08	J.A.	REVISED
23	11/02/08	J.A.	REVISED
24	11/02/08	J.A.	REVISED
25	11/02/08	J.A.	REVISED
26	11/02/08	J.A.	REVISED
27	11/02/08	J.A.	REVISED
28	11/02/08	J.A.	REVISED
29	11/02/08	J.A.	REVISED
30	11/02/08	J.A.	REVISED
31	11/02/08	J.A.	REVISED
32	11/02/08	J.A.	REVISED
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43	11/02/08	J.A.	REVISED
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73	11/02/08	J.A.	REVISED
74	11/02/08	J.A.	REVISED
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76	11/02/08	J.A.	REVISED
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78	11/02/08	J.A.	REVISED
79	11/02/08	J.A.	REVISED
80	11/02/08	J.A.	REVISED
81	11/02/08	J.A.	REVISED
82	11/02/08	J.A.	REVISED
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90	11/02/08	J.A.	REVISED
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92	11/02/08	J.A.	REVISED
93	11/02/08	J.A.	REVISED
94	11/02/08	J.A.	REVISED
95	11/02/08	J.A.	REVISED
96	11/02/08	J.A.	REVISED
97	11/02/08	J.A.	REVISED
98	11/02/08	J.A.	REVISED
99	11/02/08	J.A.	REVISED
100	11/02/08	J.A.	REVISED

**NOTE:**

- THE EXISTING GRID ON RECORD LOT 1 RECEIVED ZONING BOARD OF REVIEW DIMENSIONAL VARIANCE APPROVAL, PETITION NO. 9927, DATED OCT. 2, 2012.
- THE EXISTING GRID ON RECORD LOT 2 RECEIVED ZONING BOARD OF REVIEW DIMENSIONAL VARIANCE APPROVAL, PETITION NO. 9926, DATED APRIL 13, 2012.

SCALE IN FEET: 0 15 30 60

LAND SURVEYING/MAPPING/SITE PLANNING

410 TIQUOE AVENUE  
COVENTRY, RHODE ISLAND 02816  
401-821-8101

**SCITUATE SURVEYS, INC.**

PROFESSIONAL LAND SURVEYOR  
JOHN HENSINGER  
No. 1808

DATE: 6/24/13 TITLE

FOR STREET & ROAD UNDER THE UNDER  
BARKER STREET &  
SPRING GREEN ROAD

THE BOUNDARY SURVEY AND PLAN CONFORM TO A CLASS STANDARD AS ADOPTED BY THE PROFESSIONAL LAND SURVEYORS OF THE STATE OF RHODE ISLAND AND IS CORRECT IN ACCORDANCE WITH THE ACTUAL MEASUREMENTS AND THE DATA OBTAINED THEREFROM. THE SURVEYOR HAS CONDUCTED A VISUAL INSPECTION OF THE PROPERTY AND HAS FOUND NO EVIDENCE OF ANY UNRECORDED EASEMENTS OR INTERESTS THAT WOULD AFFECT THE SURVEY.

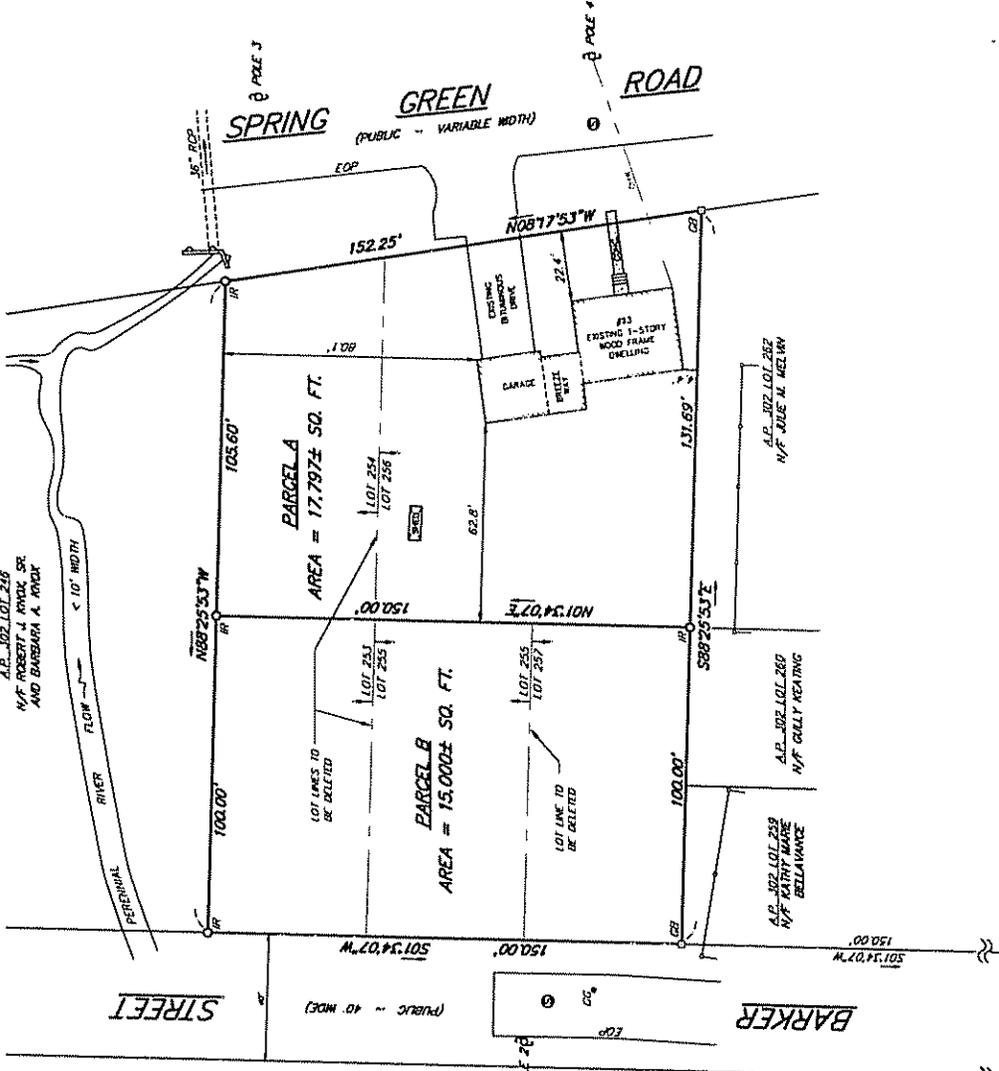
SCALE: 1"=50' DATE: MAY 1, 2013 REV: JUNE 24, 2013

WARRICK, RHODE ISLAND  
BARKER STREET & SPRING GREEN ROAD  
LOTS 253, 254, 255, 256 & 257  
ASSESSOR'S PLAT 302  
**HUGHES PLAT**  
FINAL ADMINISTRATIVE SUBDIVISION

PROJECT NO.: SS2550  
DRAWING NO.: SS3963  
SHEET 1 OF 1

**NOTES**

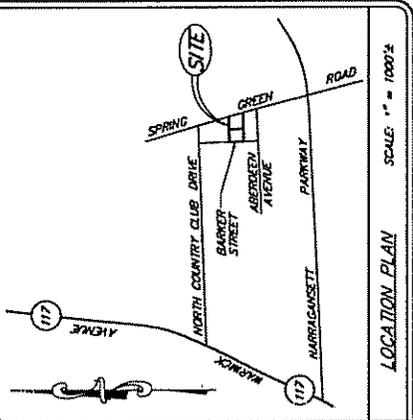
- LOTS DEPICTED ON THIS PLAT SHALL NOT BE ALTERED DIMENSIONALLY OR IN FORM INCLUDING THE ENLARGEMENT OF LOTS OR MOVING OF ANY LOT LINE FOR ANY PURPOSES WITH THE EXCEPTION OF THE LOT LINE FIRST BEING A NEW SUBDIVISION INDICATION IN SCALE 100FT TO AN INCH, MEASUREMENT IN U.S. STANDARD FT. RECORDED ON PLAT CARD 50.
- THE PURPOSE OF THIS SUBDIVISION IS TO MERGE THE EXISTING LOTS INTO TWO LOTS. PARCEL A INCLUDES LOTS 253 (RECORD 9), LOT 254 (RECORD 10), AND LOT 255 (RECORD 12).
- SEE DEED BOOK 1052 PAGE 285 FOR THE DEED TO JOHN J. HUGHES, JR. TRUST FOR ALL OF THE SUBJECT LOTS.



**NOTE:**  
THIS MAP WAS DESIGNED TO BE VIEWED AT A SCALE OF 1"=50' ON A SHEET SIZE OF 16"X22". ANY VERSION THAT DOES NOT MEET THIS SPECIFICATION IS NOT AN AUTHORITY COPY.

**RECORD PLAT REFERENCE**

\*MERGED PROVISION: RIVER PLAT OF HOUSE LOTS IN WARRICK, RI BELONGING TO ELLIOTT C. BAKER DRAWN BY W.H.S. HANES JAN. 1874 SCALE 100FT TO AN INCH, MEASUREMENT IN U.S. STANDARD FT. RECORDED ON PLAT CARD 50



**ZONE: RESIDENCE A-7**

MINIMUM LOT AREA: 7,000 SQ. FT.  
MINIMUM LOT FRONTAGE: 70'  
MINIMUM LOT DEPTH: 25'  
MINIMUM LOT AREA: 25'  
MINIMUM LOT DEPTH: 20'  
MINIMUM LOT AREA: 20'  
MINIMUM LOT DEPTH: 35'  
MINIMUM LOT AREA: 100'

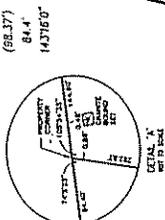
MAXIMUM STRUCTURE HEIGHT: 10 FT  
MINIMUM LANDSCAPED OPEN SPACE: 10 FT

**LEGEND**

A.P. ASSESSOR'S PLAT  
SQ. FT. SQUARE FEET  
N/F NOW OR FORMERLY  
EOP EDGE OF PAVEMENT  
IP IRON PIPE FOUND  
OP IRON ROD WITH SURVEY CAP SET  
GIB GRANITE BOUND SET  
UTILITY POLE  
OVERHEAD WIRES  
CHAIN LINK FENCE  
STOCKPILE FENCE  
SEWER MANHOLE  
GAS VALVE  
RECORD LOT NUMBER

**LEGEND:**

- EXISTING UTILITY POLE & NUMBER
- EXISTING CATCH BASIN
- UNDERGROUND UTILITY
- REG. ROAD FRONT
- GRANITE BOUND
- ASSESSOR'S MAP AND LOT REFERENCE
- SUBJECT PROPERTY LINE
- PROPOSED PROPERTY LINE
- EXISTING LOT USE TO BE REMOVED
- ADJUTER LOT USE
- EXISTING BUILDING
- EXISTING OVERHEAD ELECTRIC WIRE
- EXISTING VEGETATION
- EXISTING PROPERTY LENGTH
- PROPOSED PROPERTY LENGTH
- PROPERTY ANGLE

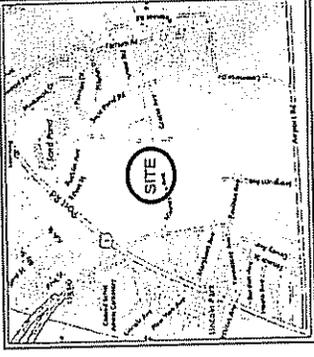


**ZONING TABULATION:**

DIMENSIONAL REGULATIONS LIGHT INDUSTRIAL DISTRICT (LI)	REQUIRED	PROPOSED	RECORD LOT #	RECORD LOT #
MINIMUM LOT AREA	6,000 S.F.	60 FT. x 60 FT.	73,317 S.F. (1.68 AC.)	300.0 S.F. (0.93 AC.)
MINIMUM LOT FRONTAGE/WIDTH	25 FT.	15 FT.	35.3 FT.	35.5 FT.
MINIMUM SETBACKS	15 FT.	20 FT.	10.4 FT. (EAST)	115.4 FT.
FRONT YARD	20 FT.	45 FT.	EXISTING	EXISTING
SIDE YARD	10 %	10 %	EXISTING	EXISTING
REAR YARD				
MAXIMUM BUILDING HEIGHT (MAH)				
MINIMUM OPEN SPACE				

**LOT AREA TABLE:**

MAP/LOT	EXISTING AREA	PROPOSED AREA	PORTION TO BE TRANSFERRED
309/749	1.73 ACRES	1.68 ACRES	- 0.05 ACRES
309/748	0.89 ACRES	0.93 ACRES	+ 0.05 ACRES
TOTAL	2.61 ACRES	2.61 ACRES	



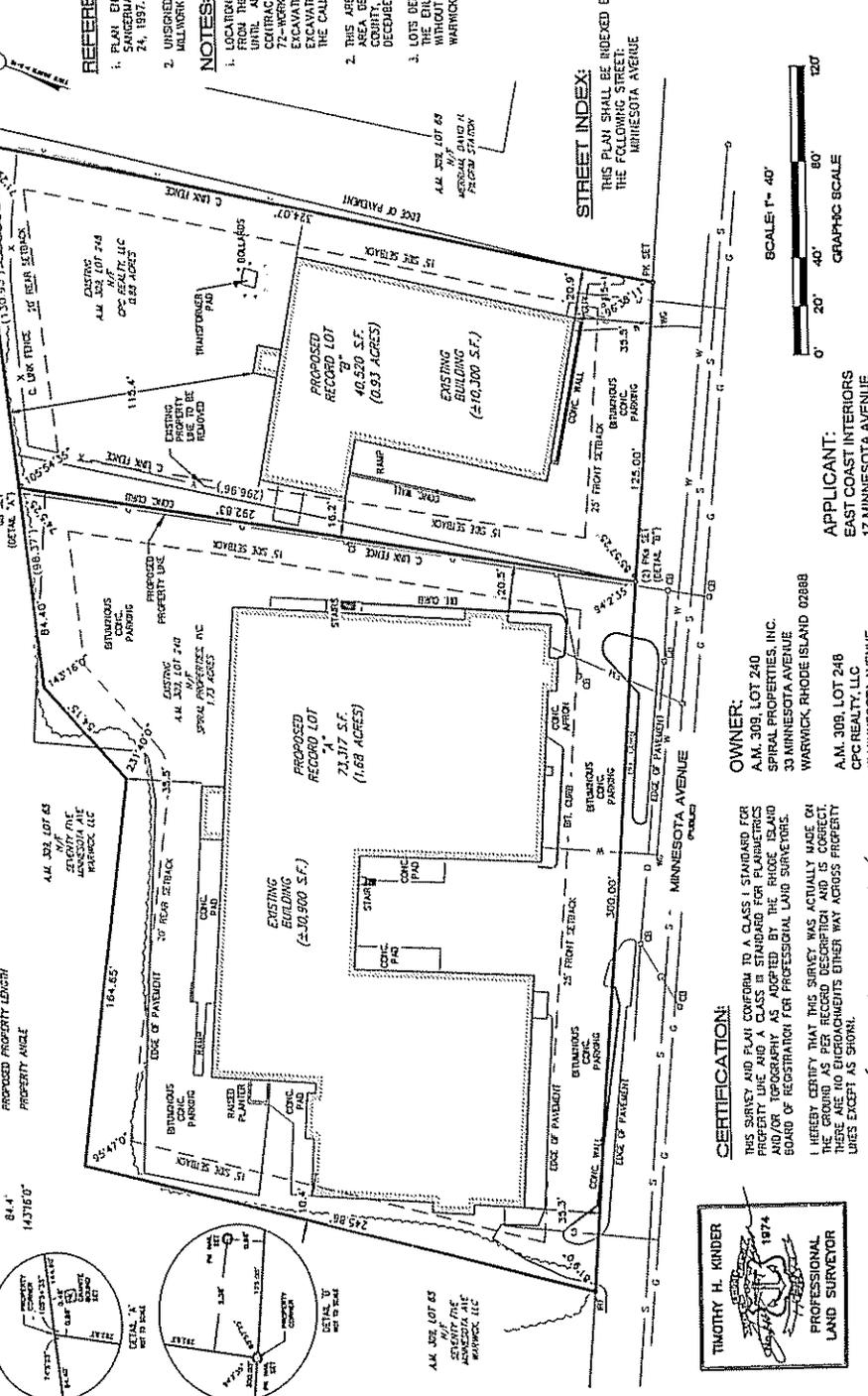
**LOCUS MAP  
NOT TO SCALE**

**REFERENCES:**

- PLAN ENTITLED "PLAN OF SURVEY, VILLAGE RETIREMENT COMMUNITIES, PREPARED FOR SANKERHANG CONSTRUCTION, INC., PREPARED BY DAVID D. GARDNER & ASSOCIATES, INC., JULY 24, 1997.
- UNRECORDED PLAN ENTITLED "EXISTING CONDITIONS SURVEY W/ TOPOGRAPHY," PREPARED FOR MALLONER ONE, PREPARED BY CAROPALO & ASSOCIATES, INC., APRIL 27, 2007.

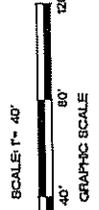
**NOTES:**

- LOCATION AND DEPTH OF ALL EXISTING UTILITIES ARE APPROXIMATE AND HAVE BEEN PLOTTED FROM THE BEST AVAILABLE INFORMATION. NO EXCAVATION SHALL BE DONE AT THE PROPERTY UNTIL ALL INVOLVED UTILITY COMPANIES ARE NOTIFIED 72-HOURS IN ADVANCE. THE CONTRACTOR SHALL BE RESPONSIBLE TO NOTIFY DIG-SAFE (1-800-485-5849) PRIOR TO THE START OF ANY 72-HOURING HOLES. EXCLUDING NECESSARY HOLES TO BE MADE PRIOR TO THE START OF ANY EXCAVATION AND/OR ERECTING WORK MUST BE SUPPLIED TO DIG-SAFE, IF IT IS DIFFERENT FROM THE CALLER.
- THIS AREA LIES WITHIN ZONE "X" OF THE NATIONAL FLOOD INSURANCE RATE MAPS (FIRM) - AREA DETERMINED TO BE OUTSIDE THE 500-YEAR FLOOD PLAIN AND IS SUBJECT TO FIRM HEIGHT COUNTY, RHODE ISLAND, MAP NUMBER 440000010G, PANEL 131 OF 224, EFFECTIVE DATE DECEMBER 3, 2010.
- LOTS DEPICTED ON THIS PLAN SHALL NOT BE ALTERED DIMENSIONALLY OR IN FORM, INCLUDING THE DIMENSIONMENT OF LOTS OR JOINING OF LOTS, IN ACCORDANCE WITH THE CITY OF WARWICK DEVELOPMENT REVIEW REGULATIONS OF DECEMBER 31, 1998. (AS AMENDED)



**STREET INDEX:**

THIS PLAN SHALL BE INDEXED BY THE FOLLOWING STREET: MINNESOTA AVENUE



SCALE 1" = 40'  
GRAPHIC SCALE

**MINNESOTA AVENUE PLAT  
FINAL PLAN SUBMISSION  
ASSESSOR'S MAP 309, LOTS 240 AND 248  
MINNESOTA AVENUE**

SITUATED IN:  
WARWICK, RHODE ISLAND  
PREPARED FOR:  
EAST COAST INTERIORS



ILLSTONE  
ENGINEERING, P.C.

CIVIL ENGINEERING LANDSCAPE ARCHITECTURE LAND PLANNING  
250 CENTERVILLE ROAD, BULLOCK BUILDING #12, WARWICK, RHODE ISLAND 02886, (401) 871-3344 F. (401) 871-3320

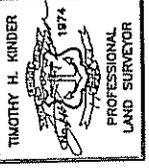
JANUARY, 2013

FILE NO.: 12.104.144

**CERTIFICATION:**

THIS SURVEY AND PLAT CONFORM TO A CLASS I STANDARD FOR PROPERTY LINE AND A CLASS II STANDARD FOR PLANNING AND/OR TOPOGRAPHY AS ADOPTED BY THE RHODE ISLAND BOARD OF REGISTRATION FOR PROFESSIONAL LAND SURVEYORS. I HEREBY CERTIFY THAT THIS SURVEY WAS ACTUALLY MADE ON THE GROUND, AS PER RECORD DESCRIPTION AND IS CORRECT, THERE ARE NO ENCUMBRANCES EITHER WAY ACROSS PROPERTY LINES EXCEPT AS SHOWN.

BY: *[Signature]* DATE: 1/31/13  
PROFESSIONAL LAND SURVEYOR



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This plat is the property of ILLSTONE ENGINEERING, P.C. and is loaned to you for your use only. It is not to be reproduced or distributed without the written consent of ILLSTONE ENGINEERING, P.C.

OWNER:  
A.M. 309, LOT 240  
SPIRAL PROPERTIES, INC.  
33 MINNESOTA AVENUE  
WARWICK, RHODE ISLAND 02888

APPLICANT:  
EAST COAST INTERIORS  
17 MINNESOTA AVENUE  
WARWICK, RHODE ISLAND 02888

WARWICK, RI  
 A.P. 317 / LOTS 297 & 299  
 HARRY & SHEILA CURRAN  
 LOCATION

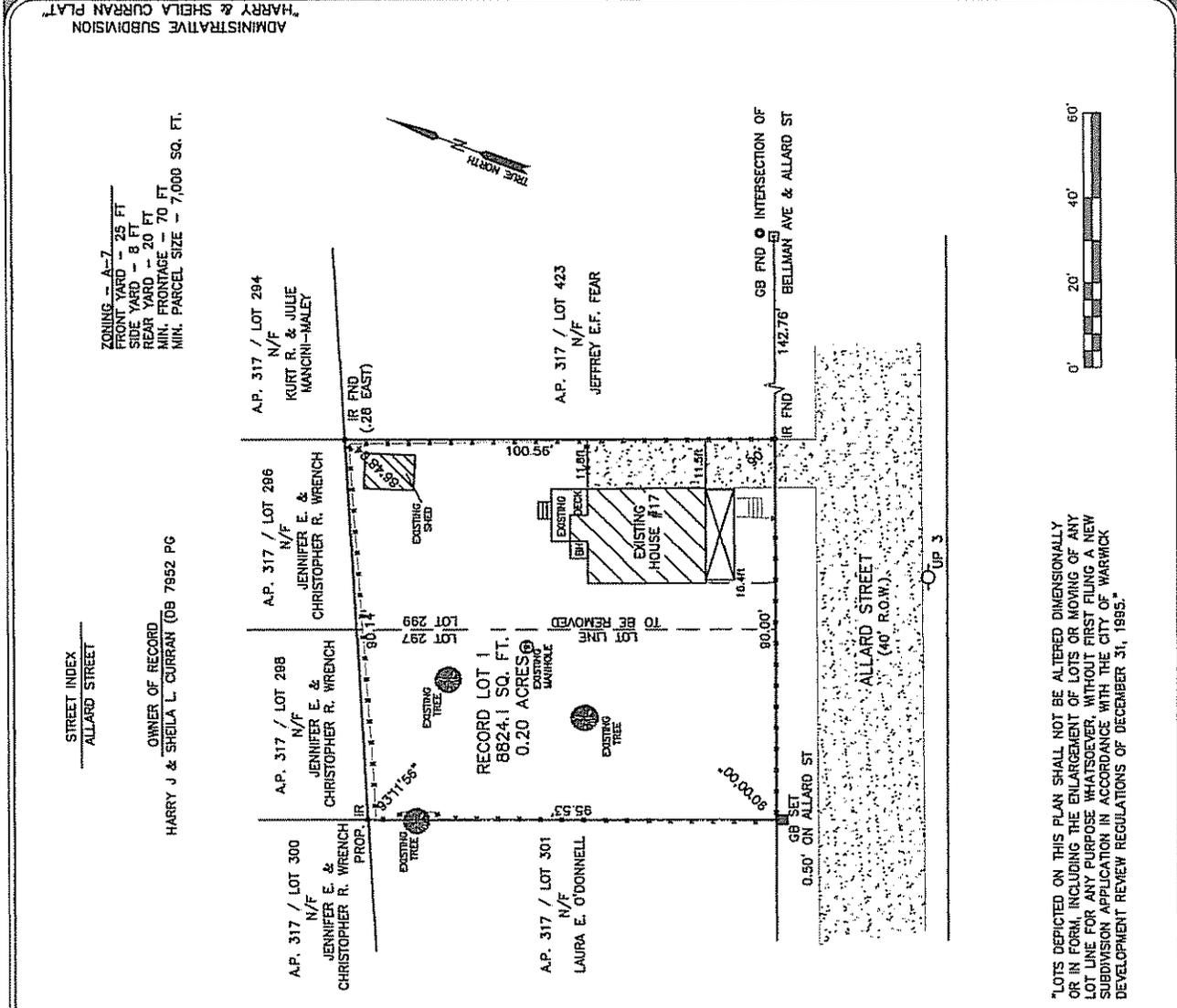
REVISIONS

NO.	DATE	DESCRIPTION
1	3-7-13	PREPARED FOR HARRY & SHEILA CURRAN

Checked By: K.O.A.  
 Drawn By: E.L.I.

K ANDREWS ASSOCIATES  
 LAND SURVEYING AND SITE PLANNING  
 1050 MAIN STREET  
 EAST GREENWICH, RHODE ISLAND 02816  
 PHONE (401) 333-2231

Sheet 1 of 1 sheets



ZONING - A-7  
 FRONT YARD - 25 FT  
 SIDE YARD - 8 FT  
 REAR YARD - 20 FT  
 MIN. FRONTAGE - 70 FT  
 MIN. PARCEL SIZE - 7,000 SQ. FT.

OWNER OF RECORD  
 HARRY J & SHEILA L. CURRAN (DB 7952 PG)

STREET INDEX  
 ALLARD STREET

ADMINISTRATIVE SUBDIVISION PLAT  
 HARRY & SHEILA CURRAN

RECORD LOT 1  
 8824.1 SQ. FT.  
 0.20 ACRES

LEGEND

UP ##	EXISTING UTILITY POLE
GB FND	EXISTING FENCE LINE
IR FND	GRANITE BOUND FOUND
GB SET	IRON ROD FOUND
PROP. IR	GRANITE BOUND SET
	PROPOSED IRON ROD

REFERENCES

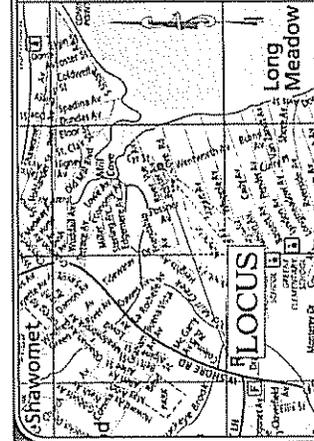
- PLAT OF HOUSE LOTS AT CONIMIGUIT, RI BELONGING TO IDA E. WRIGHT BY FRANK E. WATERMAN JAN. 1907 1"=60"
- FEAR ADMINISTRATIVE SUBDIVISION PLAT A.P. 317 LOTS 292, 293 & 295. PREPARED FOR JEFFREY E.F. FEAR 1"=20' N. VELTRI SURVEY, INC
- CITY OF WARWICK TAX MAP 317
- WWW.MAPQUEST.COM

THIS SURVEY AND PLAN CONFORM TO A CLASS "1" STANDARD AS ADOPTED BY THE RHODE ISLAND BOARD OF REGISTRATION FOR PROFESSIONAL LAND SURVEYORS.  
 I HEREBY CERTIFY THAT THIS SURVEY WAS ACTUALLY MADE ON THE GROUND AS PER RECORD DESCRIPTION AND IS CORRECT. THERE ARE NO ENCROACHMENTS EITHER WAY ACROSS PROPERTY LINES EXCEPT AS SHOWN.

BY: KIRK D. ANDREWS PLS NO. 1684  
 DATED: 6/25/13

"LOTS DEPICTED ON THIS PLAN SHALL NOT BE ALTERED DIMENSIONALLY OR IN FORM, INCLUDING THE ENLARGEMENT OF LOTS OR MOVING OF ANY LOT LINE FOR ANY PURPOSE WHATSOEVER, WITHOUT FIRST FILING A NEW SUBDIVISION APPLICATION IN ACCORDANCE WITH THE CITY OF WARWICK DEVELOPMENT REVIEW REGULATIONS OF DECEMBER 31, 1985."





**Location Map**  
NOT TO SCALE

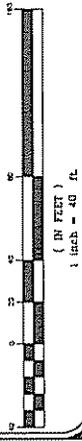
**Zoning A-7**

- MINIMUM AREA 7,000 SQ. FT.
- FRONTAGE 70 FEET
- BUILDING SETBACKS
  - FRONT YARD 25 FEET
  - SIDE YARD 8 FEET
  - REAR YARD 20 FEET
  - MAX. STRUCTURE HEIGHT 35 FEET

**Legend**

- ORIGINAL LOT LINE
- STOCKPILE/WYPI, FENCE
- CHAIN LINK FENCE
- OVERHEAD UTILITY WIRES
- EXISTING UTILITY POLE
- WATER METER COVER
- CONCRETE COVER (SANITARY)
- IRON PIN-SET
- EXIST. GRANITE BOUND
- PROPOSED GRANITE BOUND

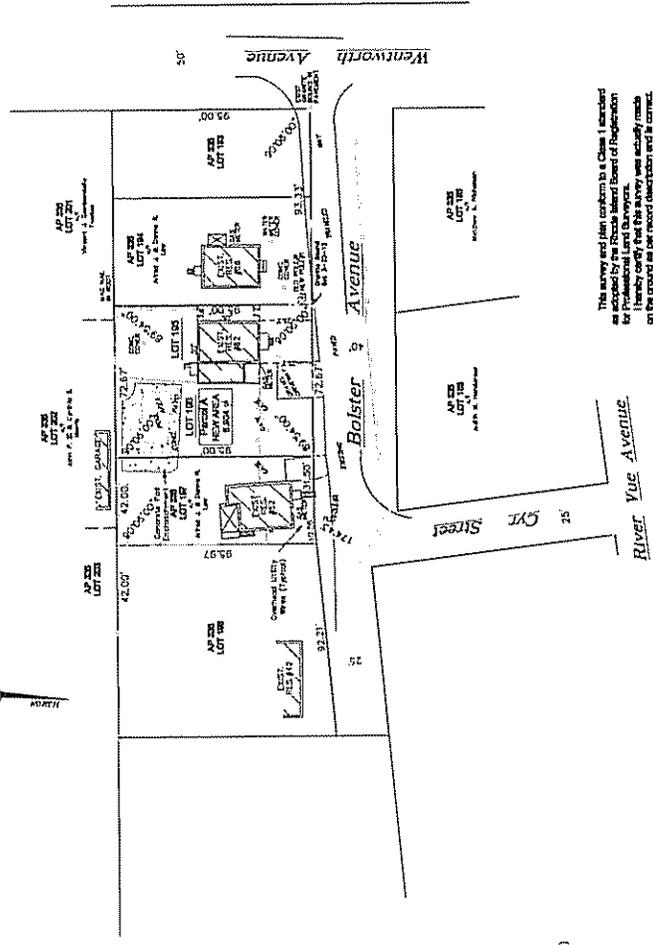
**GRAPHIC SCALE**



**References:**

- 1) Subdivision of part of lot 35 on the River View Plat, Warwick, RI, By J.A. Latham & Son, April, 1922, 1-427. City of Warwick Plat Book 7 Page 13 & Plat Card 300.
- 2) Survey for Kevin C. & Kathleen L. Blannan Property Line - Elevation Survey by Robert B. Boyer Stake: 1-1-307 Date: Dec, 1999 Plat Book 314400.
- 3) Deed Book 7269 Pages 234, 235.

Dig Safe Locations:  
All utilities shown herein are taken from visible observations. Contractor is responsible to verify all locations and elevations prior to the start of any construction or excavation. Dig Safe must be notified, 1-800-344-7233



The survey and plan conform to a Case I recorded as a subdivision of land for the purpose of registration for Professional Land Surveyors. I hereby certify that this survey was actually made on the ground as per record description and is correct. I am a duly licensed Professional Land Surveyor and have executed as shown.

By: \_\_\_\_\_  
Registered Professional Land Surveyor

- GENERAL NOTES:**
- 1) OFFSETS SHOWN ARE FROM CORNERS OF FOUNDATION.
  - 2) FOOTPRINT OF BUILDING WILL REMAIN THE SAME WITH THE ADDITION OF SHADED AREA.

Note: Lots depicted on this plan shall not be altered dimensionally or in form, including the original survey, until a new subdivision application in accordance with the City of Warwick Development Review Regulations of December 31, 1986 (As amended).

**The Law Plat**  
PREPARED FOR  
ADMINISTRATIVE SUBMISSION  
BY: \_\_\_\_\_  
DATE: \_\_\_\_\_

Lot No.	Area (sq. ft.)	Remarks
195	2,914	Old Lot 195
196	3,590	Old Lot 196
NEW COMBINED LOT	6,504	

**Owner / Applicant**  
LOT 195 & 196  
Sarah Low  
63 Bolster Avenue  
Warwick, RI 02880

**BOYER ASSOCIATES**  
1200 MAIN STREET  
WEST WARWICK, RI 02891  
TEL: (401) 931-1100 FAX: (401) 931-1100

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