



CITY OF WARWICK

FRANK J. PICOZZI, MAYOR

**City of Warwick
Planning Board Recommendations
February 10, 2021**

Review and Approval of the January 2021 Meeting Minutes.

**Public Meeting
Minor Subdivision
Union Avenue & White Avenue
Preliminary**

Applicant: RWR Real Estate Investments Group, LLC
Location: 169 Union Avenue and White Avenue
Assessor's Plat: 363
Assessor's Lot: 678
Zoning District: A-7 Residential
Area: 25,756 square feet
Ward: 6
Surveyor: Ocean State Planners, Inc.

Project Scope

The Applicant proposes to subdivide (1) 25,756 square foot lot, to create (2) two lots; (1) one 8,302 square foot lot with an existing, non-conforming single-family dwelling having less than required front-yard and side-yard setbacks; and (1) one new 17,463 square foot lot for the development of a new single-family dwelling, in an A-7 Residential Zoning District.

Planning Department Findings

The Administrative Officer finds the proposal to be generally consistent with RIGL Section 45-23-30 *General Purposes of Land Development and Subdivision Review Ordinances, Regulations and Rules*, and Article 1 *Purposes and General Statements* of the City's Development Review Regulations, and Subdivision of Land, specifically, RIGL Sections 45-23-60, *Procedure – Required Findings*, as follows:

1. That the proposed development is generally consistent with the Comprehensive Community Plan 2033, which supports Residential land uses in the general area; the proposal is generally consistent with the existing neighborhood, which consists of other single-family dwelling parcels within the 200' radius, and:

- 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 of the surrounding area...”*
2. That the Subdivision, as proposed, is consistent with the general guidelines of the City’s Zoning Ordinance.
 3. That Natural Resource Services Inc., submitted a report dated September 28, 2020, which notes Coastal Wetlands, TYPE 1, within 200’ of the development. The subdivision will therefore require Coastal Resources Management Council (CRMC) Approval to determine environmental impact. CRMC Approval shall be required prior to Final Submission.
 4. That, at the Preliminary Phase, the development, as proposed, does not appear 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. CRMC Approval shall be required prior to Final Submission.
 5. That the subdivision possesses adequate access along Union Avenue and White Avenue.
 6. That the development, as proposed, will have access to Municipal Sewer and Water.

Planning Department Recommendations

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

1. That the Applicant shall submit a Final Development Plan and Record Plat that shall comply with the Rules and Regulations for Professional Land Surveying in the State of RI; Effective November 25, 2015.
2. That the Applicant shall submit a Final Development Plan and a Record Plat that shall comply with Appendix B, Minor Subdivision/Land Development Application, of the Development Review Regulation governing Subdivisions, Land Development Projects, and Development Plan Review, Effective January 1, 1996; Amended January 01, 2000 and March 14, 2001, which shall include, at a minimum, but not be limited to:
 - a. Convert contours to NAVD88 datum
 - b. Proposed contours and/or spot grades shall be shown for the Stormwater System. (SWS)
 - c. Note Monumentation, as required
 - d. Label benchmark on plan
 - e. Note Flood Zone (X & AE 11)

3. That water access is available through a 6” water main along White Avenue; the Water Division requires a 1” water service for the proposed dwelling.
4. That backflow protection shall be noted on the Final Plan.
5. That existing cesspools and sewer pipes, shall be removed prior to Certificate of Occupancy for the proposed dwelling.
6. That the design of the Stormwater System (SWS) shall meet RI Stormwater Design and Installation Standards Manual, dtd, December 2010. That the Operations and Maintenance Plan shall be submitted with the Final Plan packet for review and approval. Additionally, the designer shall prepare an as-built plan noting any significant deviations from the approved plan; changes to the approved plans shall require prior authorization from the Approving Authority.
7. That the proposed sanitary sewer connection for Parcel A shall be relocated to prohibit the creation of a lot for development with such physical constraints to development that building on those lots according to pertinent regulations and building standards would be impracticable. The proposed location prohibits/limits the future use of the back-yard for additions, pools, etc.
8. No work shall be proposed/noted within the City’s sanitary sewer easement. The proposed rain gardens (SWS) shall be relocated north of the existing sewer easement.
9. That the Applicant shall receive all necessary CRMC Approvals prior to the submission of Final Approval; failure to receive aforementioned approvals shall prohibit the subdivision from receiving Final Approval.
10. That the Developer shall be responsible for the restoration of all disturbed areas due to utility installation.
11. That the Applicant/Developer shall provide a Landscape Plan prior to Final Application, that shall depict, at a minimum, but not be limited to:
 - a. That existing trees, not directly impacted by the proposed single-family dwelling or other required infrastructure, shall be preserved and protected. Dripline tree protection shall be installed prior to the commencement of construction.
 - b. That the final Development Plan shall note (1) one 2”-2.5” deciduous shade tree for every 50’ of frontage along the existing and proposed lots, with the exception of the area within the wetland. If due to construction constraints the Applicant is unable to install all required Landscaping, the Applicant/Developer shall pay a “Fee-in-Lieu” of Landscaping, prior to the Recording of the Record Plat.
12. That the Applicant shall submit Final Development Plan-set that shall note all approval, stipulations and conditions.

13. That the City of Warwick Comprehensive Plan 2033, (Plan) Section 5, entitled “Parks, Open Space and Recreation” pgs. 5.13-5.16, Subsection, F, Recommendations Goal 2, calls to “preserve, maintain, and enhanced a broad range of neighborhood recreational facilities., in accordance with the aforementioned, the Applicant shall dedicate “Funds-In-Lieu of Open Space” equal to (1) one lot to the City of Warwick for Recreational District 4, prior to the recording of the Final Record Plat.
14. That, the Applicant shall provide a Performance Bond for Monumentation and Landscaping, prior to the recording of the Record Plat.
15. That the existing shed shall be removed, prior to the issuance of a Building Permit.
16. That the Applicant shall receive a soil erosion and sedimentation permit for the City’s Building Department, prior to the issuance of a Building Permit.
17. That, prior to the issuance of a Certificate of Occupancy, the Applicant shall install all Monumentation and Landscaping, as depicted on the Final Development Plan/Record Plat.

Public Information Meeting
Major Land Development Project
0 Hallene Road
Master Plan

Applicant:	NorthPoint Development
Owners:	Airport Road, LLC
Location:	0 Hallene Road
Assessor’s Plat:	311
Assessor’s Lot:	191
Zoning District:	Light Industrial (LI)
Area:	46.48 +/- acres
Ward:	3
Engineer:	VHB

Project Scope

The Applicant is requesting Master Plan Approval of a Major Land Development Project to construct one 541,000 SF +/- warehouse/ distribution facility, with associated parking and loading areas, on the subject parcel. The parcel is currently utilized for farming activities. Primary access and egress to the site will be provided by two full movement curb cuts on Commerce Drive.

Planning Department Findings

The Administrative Officer finds the following related to RIGL Section 45-23-30 *General Purposes of Land Development and Subdivision Review Ordinances, Regulations and Rules*, and Article 1 *Purposes and General Statements* of the City's Development Review Regulations, and Subdivision of Land, specifically, RIGL Sections 45-23-60, *Procedure – Required Findings*:

1. That the proposal is generally consistent with the *City of Warwick, Comprehensive Plan 2033*, or must satisfactorily address issues where there may be inconsistencies, as follows:
 - a. The proposal is consistent with *Chapter 1, Vision for the 21st Century Warwick* element which encourages preserving industrially-zoned land for non-retail uses and a commitment to land use that promotes a strong, stable tax base.
 - b. The proposal will involve a high volume of large truck traffic that can have adverse impacts on the local transportation network. *Chapter 9, Transportation and Circulation* element identifies Airport Road as a principal east-west arterial roadway that carries some of the largest traffic volumes in the City and where the greatest truck volumes occur. This keeps large vehicles away from impacting local roadways, and is therefore consistent with the Comprehensive Plan.
 - c. A stated land use issue relating to Airport Road in *Chapter 12, Section J, of the Comprehensive Plan, Future Land Use, Zoning and Urban Design* element is the "potential traffic impacts of future development or redevelopment." Planning staff are concerned about the large amount of additional truck traffic associated with the proposed development, and the resulting impact on Airport Road, as outlined in the Comprehensive Plan. The applicant will need to perform further traffic analysis to clarify traffic impacts and propose appropriate mitigation measures in order to maintain consistency with the Comprehensive Plan.
 - d. A stated policy in *Chapter 12 of the Comprehensive Plan, Future Land Use, Zoning and Urban Design* element is to "ensure that proposed new residential, business and industrial uses are compatible with the character and surrounding area." The proposed project area is located in an appropriately zoned light industrial (LI) district and abuts similar commercial/industrial uses to the east and west. Planning staff remain concerned about the visual impact of the project from the abutting farm and residential uses to the North of the site. The Applicant will need to propose appropriate mitigation measures to address these concerns in order to maintain consistency with the Comprehensive Plan.

- e. *Chapter 12 of the Comprehensive Plan, Future Land Use, Zoning and Urban Design* states as an action to “prevent commercial intrusion into residential neighborhoods.” The subject parcel is located approximately 200’ from the nearest residential dwelling to the northeast along Jonathan Court and over 600’ from the nearest residential developments located along Grotto Avenue. Planning staff remain concerned about the visual impact of the large building footprint, loading, and parking on these abutting areas. The Applicant should propose appropriate measures to mitigate these concerns in order to maintain consistency with the Comprehensive Plan.
 - f. *Chapter 4, Natural Resources* section of the Comprehensive Plan states as a goal that Warwick’s natural resource systems, sensitive water resources and natural habitats be preserved and protected for future generations, with a companion policy to “protect, preserve and enhance natural resource areas adjacent to developed or potentially developed areas.” The Applicant must incorporate appropriate measures to mitigate stormwater runoff, provide pretreatment and TSS removal, and other best management practices (BMP’s) in order to maintain consistency with the Comprehensive Plan.
2. That the proposal is in compliance with the standards and provisions of the City’s Zoning Ordinance in consideration of the following:
 - a. The subject parcel is located within a Light Industrial (LI) zoning district.
 - b. The proposed project is a warehouse/distribution facility, which is listed under *Table 1 – Use Code Regulations*, under *Code 804 - Distribution center, parcel delivery center, delivery warehouse*.
 - c. The proposed use is permitted by right within the district so designated.
 - d. The project has been deemed to conform with all other aspects of the City’s Zoning Ordinance by the Building Official.
 3. That there will be no significant negative environmental impact from the proposed development on the final plan provided the Applicant conforms to all conditions of approval.
 4. That the development, as proposed, 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 in consideration of the following:
 - a. The development, as proposed, is contained solely on a single lot (AP 311/ Lot 191) and the Applicant has sufficiently demonstrated that the lot can appropriately support development while remaining in conformance with pertinent regulations and building standards.

5. That the proposed development possesses adequate and permanent access to a public street provided:
 - a. The Applicant conduct a traffic and impact study and conditions assessment of Airport Road and Commerce Drive.
 - b. An assessment is conducted of the potential impact of additional traffic flow onto Airport Road and Post Road leading to Route 37 and the Airport Connector.
 - c. The Rhode Island Department of Transportation (RIDOT) is notified of the project and provides input on required improvements along Airport Road which may include:
 - i. Adjustments/enhancements to the existing traffic signal.
 - ii. Modifications to the existing curb cuts to accommodate the wider turning radius of large tractor trailers.
 - iii. Expansion of the eastbound left hand turn lane leading to Commerce Drive.
 - iv. Other recommended enhancements as required to properly accommodate traffic volumes along Airport Road.
 - d. The Applicant coordinates with the City's Engineering Division regarding improvements along Commerce Drive which, depending on the Traffic Study, RIDOT recommendations, and the City's engineering assessment, may include:
 - i. Widening of the roadway to accommodate the large volume of truck traffic.
 - ii. Modifications to the existing bridge to accommodate the weight and volume of the truck traffic.
 - iii. Inclusion of a dedicated left-hand and right-hand turn lane heading southbound onto Airport Road.
 - iv. Other required enhancements to reduce the impact to existing commercial developments and properly accommodate traffic volumes along Commerce Drive.

Planning Department Recommendations

The Planning Department recommendation is to grant Master Plan approval with the following stipulations:

1. That all Plans shall comply with "Rules and Regulations for Professional Land Surveying in the State of Rhode Island", effective date November 25, 2015.
2. That the Applicant shall submit a Preliminary Land Development Plan that complies with Appendix C, Final Application, of the City's Development Review Regulations Governing Subdivisions, Land Development Projects, and Development Plan Review, last amendment dated March 14, 2001.
3. That a Storm Water Management Plan shall be submitted in accordance with the Rhode Island Storm Water Design and Installation Standards Manual, dated December 2010, that is designed to demonstrate zero-net runoff from the proposed development.

4. That the project engineer shall propose a stormwater management system that includes best management practices (BMPs) that meets or exceeds current RIDEM stormwater standards, in consideration of the fact that the project is located within a sensitive environmental area that contributes to the Warwick Pond and Buckeye Brook Watersheds, which have been impaired by non-point source pollution from the high level of imperviousness throughout the watersheds. The goal is to consider the impacts of current climate change and address pathogen inputs to the tributaries to the maximum extent possible, in an effort to help improve the water quality entering Warwick Pond and Buckeye Brook and, ultimately, Narragansett Bay.
5. That the site design for the Preliminary review phase include areas adequate for snow storage and/or develops a practical method of removal and disposal of snow.
6. That an Operation and Maintenance Plan for the proposed stormwater collection system be included with the Preliminary submission to the Planning Department.
7. That a traffic study be completed for Commerce Drive Airport Road and major travel routes. The report must show:
 - a. That Commerce Drive can appropriately accommodate the proposed traffic flow or be redesigned to accommodate the new traffic flow.
 - b. That the operation of the existing traffic signal at the intersection of Commerce Drive and Airport Road is sufficient to handle the new traffic loads or be redesigned to accommodate the new traffic flow.
 - c. That Commerce Drive and the intersection of Airport Road is sufficient to carry new traffic loads or be redesigned to accommodate the new traffic flow.
 - d. The impact of proposed traffic flow on Airport Road and Post Road leading to Route 37 and the Airport Connector.
8. That the Project Engineer shall meet with the City of Warwick DPW engineering staff to review the proposed drainage system and traffic impact report documents prior to submission to the Rhode Island Department of Environmental Management (RIDEM) or RIDOT.
9. That the traffic study and any proposed improvements be reviewed and approved by RIDOT and that the Preliminary phase site plans incorporate RIDOT design recommendations.
10. That all RIDEM, RIDOT, and other related state permits must be obtained prior to the Preliminary phase submission.
11. That the Applicant provide a letter from the Federal Aviation Administration (FAA) and/or the Rhode Island Airport Corporation (RIAC) verifying that the proposed building and related improvements meet height restrictions and will not interfere with airport operations.

12. That the Applicant shall commission a Phase I(c) archaeological survey of the subject property to determine the presence or absence of archaeological sites thereon as a project planning element in accordance with comments provided by the Rhode Island Historic Preservation and Heritage Commission (RIHPHC) in a letter dated January 25, 2020[*sic*] (RIHHC# 210125.01).
13. That the Preliminary phase submission shall include a summary of findings from the Phase I(c) survey and letter from RIHPHC indicating either a finding of no significant impact or additional actions required to satisfy RIHPHC requirements.
14. That an adequate number of fire hydrants be provided throughout the development spaced 300 Ft. apart and providing a minimum of 1000 GPM. Sprinklered buildings require a hydrant within 100 Ft. of the Fire Department Connection (FDC). In addition, the Fire Department shall review all plans for compliance with all life safety codes and issues.
15. That the Applicant shall comply with all of applicable requirements of the Warwick Sewer Authority, including the Collection, Industrial/Commercial Pretreatment and Billing Departments.
16. That the Preliminary phase submission include a landscape plan prepared by a registered landscape architect, approved by the City's Landscape Coordinator, that meets all requirements under Section 505 of the City's Zoning Ordinance, and includes the following:
 - a. A contiguous evergreen planting buffer located along the entire property line abutting AP311/Lot 193 and the northeast corner of the site adjacent to AP312/Lot 452 to buffer views of the building, loading, and parking from nearby residential areas.
 - b. A fence, berm, or similar structure shall be installed between lots 191 and 193 to clearly denote and separate land uses as well as mitigate nuisances likely to occur such as migrating trash, fertilizer, or unauthorized storage.
 - c. Enhanced landscaping as practicable within and around stormwater management basins and swales, including native grasses, perennials, and shrubs that will assist in the control of erosion, uptake and treatment of stormwater, and reduction of any fertilizers or nutrient supplements.
 - d. Planting of native trees and shrubs along the northern edge of the existing wetland area located to the south of the site to help reduce erosion, mitigate runoff, provide wildlife habitat, and protect sensitive land areas.
 - e. To the extent possible, landscape enhancements at the corner of Airport Road and Commerce Drive as well as planting of street trees along Commerce Drive where appropriate.

17. That the Preliminary Plan submittal include a photometric site plan, and specifications for all exterior lighting. Site lighting shall be Dark Sky compliant, to the extent practicable. All exterior lighting and signage shall be designed to minimize negative impacts on neighboring properties. Glare from outdoor lights, signs, and from the movement of vehicles on site shall be shielded from the view of adjacent properties.
18. That the Preliminary Plan submittal shall include a signage plan, for all proposed tenants at that time, to include all sign locations, sizes, and styles. All signage shall be subject to approval by the Administrative Officer to the Planning Board and conform to the standards of the Warwick Zoning Ordinance, Section 800. LED advertising message boards are strictly prohibited.
19. That, as part of the Preliminary phase submission, the Applicant shall provide a summary of business operations noting the hours of operation, shift changes, timing of typical peak traffic flow, and any other relevant information for all proposed tenants at that time.

Public Hearing
Major Land Development Project
1160 Post Road/Pond Plaza
Preliminary

Applicant:	Cenicor, LLC
Owners:	PRW Holdings, LLC
Location:	1160 Post Road
Assessor's Plat:	298
Assessor's Lot:	18
Zoning District:	General Business (GB) abutting Residential A-7
Area:	4.19 +/- acres
Ward:	3
Engineer:	DiPrete Engineering

Project Scope

The Applicant is requesting Preliminary Plan Approval of a Major Land Development Project to redevelop a parcel with an existing building (a portion of which will remain), to construct a three (3) story addition to the building to be used as a self-storage facility, and reconfigure the parking area. The total building footprint is proposed to be 46,038 sf – 33,388 sf of the footprint dedicated to storage use (100,014 gsf), and 12,650sf related to retail use. The front portion of the existing building will remain and be renovated for the retail uses. The rear portion of the existing building is to be demolished to provide for the development of the self-storage facility.

The development site is currently occupied by Pond Plaza, a building which houses various commercial retail uses including a pizza restaurant, hair salon, nail salon, daycare, and a laundromat.

The site shares a parking lot and driveways with a commercial building to the northeast which is currently used as a restaurant. Sand Pond is located to the southwest of the proposed development with residential properties located to the northeast and southeast.

Planning Department Findings

The Administrative Officer finds the following related to RIGL Section 45-23-30 *General Purposes of Land Development and Subdivision Review Ordinances, Regulations and Rules*, and Article 1 *Purposes and General Statements* of the City's Development Review Regulations, and Subdivision of Land, specifically, RIGL Sections 45-23-60, *Procedure – Required Findings*:

1. That the proposal is generally consistent with the *City of Warwick, Comprehensive Plan 2033* or must satisfactorily address issues where there may be inconsistencies, as follows:
 - a. The proposal includes the redevelopment of a worn retail shopping center and is consistent with *Chapter 12* of the *Future Land Use, Zoning and Urban Design* element which finds that shopping centers and neighborhood retail east of I-95 need redevelopment to meet contemporary needs and that reducing the amount of low-density, low-value retail and services along major corridors is a challenge for the city.
 - b. The proposal includes a high density of mixed land uses on a single site which is consistent with *Chapter 12*, of the *Future Land Use, Zoning and Urban Design* element which states as a Goal that Warwick have a sufficient diversity of land uses to support a strong and stable tax base, and to continue to balance land uses, particularly between regional retail and non-retail commercial uses.
 - c. A stated policy in *Chapter 12*, of the *Comprehensive Plan, Future Land Use, Zoning and Urban Design* element is to “ensure that proposed new residential, business and industrial uses are compatible with the character and surrounding area.” Planning staff remain concerned that the height and scale of the building relative to the character of the surrounding area is inconsistent with this element of the Comprehensive Plan. The applicant has attempted to mitigate this inconsistency through the inclusion of landscape enhancements and planting buffers along the periphery of the site abutting residential areas. However, the Board must determine if the measures taken to date satisfactorily address this inconsistency or if additional measures are required to reduce the building height or size to make the structure more compatible with the surrounding area.

- d. The proposal includes demolishing a portion of the existing retail building and elimination of underutilized pavement parking areas for active use that will include landscape enhancements within the site and along Post Road, a highly traveled commercial corridor in the City, which is generally supported by the Comprehensive Plan. Over 60 percent of Comprehensive Plan survey respondents indicated that improving the appearance of major roads and commercial corridors is “very important.”
- e. *Chapter 12, of the Comprehensive Plan, Future Land Use, Zoning and Urban Design* states as an action to “prevent commercial intrusion into residential neighborhoods.” Planning staff remain concerned that expansion of the current building footprint further toward the existing residential zone is inconsistent with this element of the Comprehensive Plan. The applicant has attempted to mitigate this inconsistency through the inclusion of landscape enhancements, planting buffers, and preservation of existing mature trees along the periphery of the site. However, the Board must determine if the measures taken to date satisfactorily address this inconsistency or if additional measures are required to reduce the height, size, or setback of the structure to make it more compatible with the surrounding area.
- f. *Chapter 12, of the Comprehensive Plan, Future Land Use, Zoning and Urban Design* element, characterizes this area of Post Road as containing “a mixture of residential and well-worn dense commercial strip development, with large expanses of impervious surfaces and multiple curb cuts characterizing the commercial and multi-family development sites” and goes on to cite one of the land issues in this area “To upgrade and modernize obsolete commercial strip development uses and design, with design and development standards to be applied to development projects.” The proposal specifically includes the modernization of an existing obsolete strip mall and will be required to adhere to current building codes and standards.
- g. That *Chapter 4, Natural Resources* section of the Comprehensive Plan, states as a Goal, that Warwick’s natural resource systems, sensitive water resources and natural habitats are preserved and protected for future generations, with a companion policy to “protect, preserve and enhance natural resource areas adjacent to developed or potentially developed areas.” The project will result in a 30% reduction of impervious surface area and include underground infiltration devices and other proprietary devices to provide pretreatment and TSS removal prior to stormwater discharge from the site.

- h. A *Challenge* outlined in *Chapter 12*, of the *Comprehensive Plan, Future Land Use, Zoning and Urban Design* element is to “Support economic development without adverse impacts on residential neighborhoods and traffic.” Planning staff remain concerned that the height and overall scale of the building, as well as the intensity of development, will have an adverse impact on the abutting residential neighborhoods and is therefore inconsistent with this element of the *Comprehensive Plan*. The applicant has attempted to mitigate this inconsistency through the inclusion of landscape enhancements, planting buffers, reductions in parking area, and preservation of existing mature trees along the periphery of the site. However, the applicant has not attempted any mitigation measures that would result in a reduction of the overall building height or size of the footprint. The Board must determine if the measures taken to date satisfactorily address this inconsistency or if additional measures are required to reduce the height, size, or setback of the structure to make it more compatible with the surrounding residential neighborhoods.
- 2. That the proposal is in compliance with the standards and provisions of the City’s Zoning Ordinance in consideration of the following:
 - a. The project received Zoning Board of Review approval (Petition#10592) for the following:
 - i. A Special Use Permit for Use Code 807. Ministorage and mini-warehouse facility in a General Business (GB) zone.
 - ii. A Special Use Permit for more than one nonresidential use or building on a lot under Section 304.5.
 - iii. Dimensional relief, Section 701.7 Off-street parking space requirements for less than required parking spaces.
 - b. The project has been deemed to conform to all other aspects of the City’s Zoning Ordinance by the Building Official.
- 3. That there will be no significant negative environmental impact from the project in consideration of the following:
 - a. The site stormwater system has been designed utilizing current best management practices (BMP’s) to the maximum extent practicable to mitigate post development flows. Underground infiltration systems are designed to control runoff and provide pre-treatment including TSS (total suspended solids), generated by impervious areas.
 - b. A Stormwater Management Report was prepared by DiPrete Engineering, Inc., and stamped by David Russo, a registered professional engineer, which states that “the site will show no net increase in stormwater runoff from predevelopment to post development conditions, and... proposed BMPs will provide water quality treatment for stormwater runoff.”

- c. The Rhode Island Department of Environmental Management's Office of Water Resources (RIDEM) determined that the project may be permitted as an insignificant alteration to freshwater wetlands with terms and conditions (Wetland Application No. 19-0324)
 - d. The Rhode Island Department of Environmental Management's Office of Water Resources (RIDEM) issued a stormwater infiltration system permit (Groundwater Discharge/UIC No. 001953) after reviewing the project proposal for compliance with DEM Stormwater Discharge Rules (250-RICR-150-05-4).
 - e. The Rhode Island Department of Environmental Management's Office of Water Resources (RIDEM) issued a final authorization to discharge stormwater associated with construction activity (RIPDES No. RIR101975) after reviewing the project proposal for compliance with 2018 RIPDES General Permit for Stormwater Discharge during Construction Activity ("CGP").
 - f. A Stormwater System Operation and Maintenance Plan for the proposed storm water collection system was prepared by DiPrete Engineering and approved by RIDEM.
 - g. All existing trees on the subject parcel bordering Sand Pond will remain with limited pruning of deadwood as approved by the City's Landscape Coordinator to ensure there is no additional erosion on the existing embankment and the positive effects existing vegetation has on stormwater treatment and quality remain.
4. That the development, as proposed, 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 in consideration of the following:
 - a. The development, as proposed, is contained solely on a single lot (AP 298/ Lot 18) and the Applicant has sufficiently demonstrated that the lot can appropriately support development while remaining in conformance with pertinent regulations and building standards.
 5. That the proposed development possesses adequate and permanent access to a public street in consideration of the following:
 - a. The project includes two full width/ full service curb cuts onto Post Road (Route 1), a public roadway under the care, custody, and control of the Rhode Island Department of Transportation (RIDOT)
 - b. The Rhode Island Department of Transportation (RIDOT) has authorized the modification/relocation of existing curb cuts requested as part of the applicants Physical Alteration Permit (PAPA No. 191119-B) for the two full width curb cuts located on Post Road (Route 1).

Planning Department Recommendations

Should the Board see fit to grant Preliminary Plan approval, the Planning Department recommends the following stipulations:

1. That all plans shall comply with "Rules and Regulations for Professional Land Surveying in the State of Rhode Island", effective date November 25, 2015.
2. That the Applicant shall submit a Final Land Development Plan that complies with Appendix C, Final Application, of the City's Development Review Regulations governing Subdivisions, Land Development Projects, and Development Plan Review, last amendment dated March 14, 2001.
3. That the end of the parking area be redesigned to provide turning capabilities for fire apparatus per NFPA 1 (RIFC), 2015 edition. Acceptable turnarounds can include a cul-de-sac, a T-turn, or a Y-turn. Minimum length of T or Y turn equal to length of longest fire apparatus.
4. That, prior to Final Plan submittal, the Warwick Fire Department shall review the plans for compliance with all life safety codes and issues.
5. That the project engineer shall coordinate with the Warwick Sewer Authority and Warwick Water Division on necessary permits and approvals.
6. That the Applicant shall work with the Planning Department Staff as directed by the Administrative Officer to reduce the height and/or size of the rear portion of the building to make it more compatible with the surrounding residential area and satisfactorily address inconsistencies with the City's Comprehensive Plan related to the compatibility of the proposed structure with the surrounding residential area and intrusion into residential areas.
7. That the final plan submittal shall include 3-dimensional visual studies and/ or renderings of current and revised building designs as requested by the Administrative Officer so the Board can determine:
 - a. If the revised building plan suitably meets the goals and policies outlined in *Chapter 12, of the Comprehensive Plan, Future Land Use, Zoning and Urban Design* including:
 - i. Ensuring that proposed new residential, business, and industrial uses are compatible with the character and surrounding area;
 - ii. Preventing commercial intrusion into residential neighborhoods;
 - iii. Supporting economic development without adverse impacts on residential neighborhoods and traffic;

- b. That the design of building, in particular the large scale multi-story addition, is compatible with the residential character of the surrounding area with consideration of the following purposes and general statements of the *Development Review Regulations*, and the *Design Standards* contained in the *Development Review Regulations* including:
 - i. The protection of existing built environments and mitigating the significant negative impacts of proposed development on those environments;
 - ii. Promoting land development designs that are well-integrated into surrounding neighborhoods;
 - iii. Providing for design and improvement standards to reflect the Comprehensive Plan with regard to the physical character of the City and its neighborhoods;
 - iv. Compatibility with existing conditions in any given area. Developments should be compatible with existing areas in order to preserve property values in the existing development and to insure that social organization of neighborhoods are advanced.
8. That the Final Plan submittal include scale drawings of the building structure to include colored elevations of each façade.
9. That the Final Plan submittal include a signage plan, to include sign location, size and style. This shall be subject to approval by the Administrative Officer to the Planning board. All signage shall conform to the standards of the Warwick Zoning Ordinance, Section 800. Please note that LED advertising message boards are prohibited.
10. That the Final Plan submittal include a photometric site plan, and specifications for all exterior lighting. Site lighting shall be Dark Sky compliant, to the extent practicable. All exterior lighting and signage shall be designed to minimize negative impacts on neighboring properties. Glare from outdoor lights, signs, and from the movement of vehicles on site shall be shielded from the view of adjacent properties.
11. That as part of the Final Plan submission the Applicant provide a summary of business operations noting the hours of operation, shift changes, timing of typical peak traffic flow, and any other relevant information.
12. That a Soil Erosion and Sediment Control Permit shall be obtained from the Building Department prior to beginning any site work.
13. That the Applicant shall comply with all of the stipulations of the Warwick Sewer Authority, including the Collection, Industrial/Commercial Pretreatment and Billing Departments.
14. That all comments provided by the City's Landscape Architect on the landscape plan shall be addressed prior to Final Plan approval.
15. That the final plan review shall be conducted by Planning Board with a public hearing.