Paul K. Sprague, Planning Director
Jacob Peabody, Assistant Planner
Gail Hardink, Planning Assistant
Kerrie Karwoski, Zoning Clerk
Robert Joyal, Town Engineer

Planning Commission
Minutes of February 26th, 2014 Meeting

1670 Flat River Road
Coventry, RI 02816

Meeting Called to order at 7:00 PM by Chairman Russell Crossman.

Chairman Crossman gave evacuation instructions for an emergency situation.

Members Present: Mr. Capwell, Mr. Flynn, Mr. Nunes, Mr. Crowe, Mr. Kalunian, Mr. Bouchard, Mr. Brault, and Mr. Crossman.

Members Absent: Mr. Osenkowski

Scheduled Sitewalk
"Leuba Road Subdivision"; Douglas Enterprises, Ltd.
Proposed Comprehensive Permit Application for a 42-Lot Subdivision w/12 Affordable In-law Units
AP 76, Lot 1; Zone RR2
Hope Furnace Road

Mr. Flynn stated that a sitewalk would be scheduled for Saturday, March 22nd at 9am with a tentative date of March 29th, at 9am.

All were in favor; so moved.

Approval of Minutes
January 22nd, 2014

A motion was made to approve the minutes of January 22nd, 2014 by Mr. Kalunian with the correction of spelling Ms. Chlebeck's last name; second by Mr. Bouchard.

All were in favor; so moved.

OLD BUSINESS

Pre-Application: **"Reserve at Hope Furnace"**; DBRJ Construction, Inc.
Proposed 32 Single Family Residential Cluster Subdivision and Street Creation
AP 89, Lot 3 & AP 97, Lot 6; Zone RR2
Hope Furnace Road

Attorney John Brunero approached the board representing the applicant. He began by stating that the Commission had done a sitewalk at the location in October, and that it contained 84 acres off of Hope Furnace Road. He introduced the Project Manager Nick Reuter who also worked on the Pine Ridge development. Mr. Brunero explained that the lot, zoned RR2, was 84 acres in area and the applicant proposed a 32 residential cluster subdivision 33.76 acres of open space. The applicant also submitted a conventional subdivision consisting of 32 lots with .6 acres of open space. He continued to state that the cluster design had been submitted for the benefit of the town. The Conservation Committee had recommended this cluster design project and stated that all standards had been met. Attorney Brunero hoped that with a favorable review of the cluster development at the pre-application stage the project could next proceed to the Master Plan level. He explained that the applicant would address the Conservation Committee's concern with lots 21 and 22 and their irregular shapes. He stated that the project is envisioned to be similar to the Pine Ridge development and that the applicant had been holding back on the project due to the national financial crisis on this land for a few years. He finished by stating that fruit trees would be planted and some brush would be removed.

Mr. Crossman stated that the board would be polled for preference of a residential subdivision or a cluster.

All members stated their preference for a cluster subdivision.

Pre-Application for Development Plan Review: **"Cumberland Farms"**; Cumberland Farms, Inc.
Proposed Store & Gas Station
AP 7, Lots 17, 18, 19, & 20; Zone 11
2293 New London Turnpike

Mr. Brunero approached the board representing the applicant. He stated that the project had been before the Town Council at their recent meeting and the Council unanimously changed the zone of the lots to a Business Park Zoning District. He continued that the only concern for the application was the cut through of Gay Street and the traffic circulation. Cumberland Farms Inc. pushed the building over ten feet to provide for deliveries to be made and trucks to exit behind the building. Mr. Brunero referred to the Planning Director Report about the amount of parking spaces and stated that the site would not have 21 spaces per suggestion of the Commission. He continued that a change had also been made on the Arnold Road exit to be right turn only. The gas tanks would be doubled walled unlike the USTs at Stop and Shop inasmuch as those triple-walled tanks related to the proximity of the USTs to the Mishnock Reservoir in order to protect the KCWA supply nearby. Mr. Brunero stated that the soils were good with the agreement of Mr. Duhammel.

Mr. Flynn stated his concern for the stacking at the light on Arnold road and asked if the entrance could be moved back or removed.

Mr. Brunero stated that it would be needed for decongestion of the lot. He suggested that the entry could be used solely for entrance and no exit.
Mr. Crossman stated that this would work better.

Mr. Brunero, addressing the concern about Gay Street, stated that more pavement could be added to widen the road provided that the landscape requirement for the lot could be waived.

NEW BUSINESS

PUBLIC HEARING

Preliminary Plan: **"Stonehill Estates";** Centreville Builders, Inc.

Proposed 22-Lot Major Subdivision w/ Open Space and Street Creation

AP 69 Lot 45; Zone R20

Station Street

Attorney John Revens approached the Commission representing the applicant. He explained that Mr. Duhamel was familiar with the project and would give the Commission information.

Mr. Duhamel stated that project was at the Public Hearing Preliminary Plan Stage; that at Master Plan the application had been approved for 23 lots; and the drainage analysis showed the increased size of the drainage basins on site. Twenty-two (22) lots are now being proposed serviced by KWCA public water available and OWTS. The roadway system was designed as an extension of Boulder Drive with one access onto Station Street. The ROW is 50 feet in width with 30 feet of pavement, 28 ft of road and 1 ft on each side with berms and 4foot wide sidewalks on each side. He continued to state that 8 lots had frontage onto Station Street, lots 1-3, 20-22, 12, and 13. Lots 12 and 13 do not have access onto Station Street. Each lot is designed so that they do not have to back out of the driveways onto Station Street. The project would be divided into two phases, the first phase consisting of 6 lots and the second phase consisting of 16 lots. The biggest issue during the previous hearing was the effect on drainage. Improvements made to the plan would decrease runoff to the adjoining property, and an access would be incorporated to the location with a temporary pump; there would have a gravel access drive and pad area accommodating previously stated requirements. The plan would be an improvement to Station Street and the entrance was located at the optimum sight distance area for safety. A utility pole at the edge of the pavement would be relocated and ledge outcrops would be removed to improve sight distance. Signage would be provided respecting the approaching intersection. Approval had been received from the Fire Department for hydrant locations. Approval was made for the light poles, as well as approval from DEM for site suitability for the septic systems. The intent of the hearing tonight was to hear from the public and the Commission, as well as to seek approval.

Mr. Revens stated that lots 20 and 21 would have a common access point with intended hammer heads instead if seen fit. He continued that the applicant was asking for a reduction of the impact fees because of the relocation of the utility pole and removal of boulders and signage for sight improvement. A

reduction in the amount of impact fees not to exceed the sum of $60,000 was requested by the applicant.

Mr. Crossman asked for clarification that the property being affected, such as the utility poles and the ledge, was town-owned property and not property of the applicant. This was confirmed. He continued that the sight distance of the road posed issues, and asked if the utility pole was relocated on town property that the Town Engineer review the estimates before reducing impact fees.
Mr. Peabody stated that the reduction would be the actual cost of the work as reviewed and approved by the Town Engineer.

Mr. Revens stated that the reduction would be in agreement with suggestion from the Town Engineer, and that if a cap needed to be put on it that would be fine.

Mr. Crossman, referring to the staff report, asked if the nine requirements had been met.

Mr. Duhamel stated that roof runoff was incorporated on each dwelling.

Mr. Crossman clarified that everything was done as asked. Mr. Duhamel confirmed the same.

At 7:45 PM, Mr. Bouchard made a motion to open the public hearing, second by Mr. Nunes.

Mr. David Jervis, of 300 Abbots Crossing Road approached the Board. He asked if stormwater flow would increase onto his property with the new development.

Mr. Duhamel stated that there would be no increase in run off or volume, that the bit of drainage that would be left over would go back to the wetland, that all was approved by DEM and the Town Consultant Engineer.

Mr. Jervis stated his concern with water quality with development.

Mr. Duhamel stated that runoff would be filtered through infiltration and a receiving basin before discharge to the wetlands.

At 7:50 PM, due to no other public comment, Mr. Bouchard made a motion to close the public hearing. Motion seconded by Mr. Nunes.

Mr. Flynn made a suggestion to cap reduction of impact fees at $40,000.

Mr. Revens stated that the $60,000 was the best estimate without formal bids for the work and asked if that could be the cap.

Mr. Kalunian questioned the amount for the current impact fees.

Mr. Peabody stated that it was at $7,596 per house.

Mr. Crossman questioned how much of it went to roads and recreation.

Mr. Sprague stated that $1900 goes to roads, $1140 to recreation, $2280 goes to schools, and the rest is split by human services and the police.

Mr. Kalunian stated that roughly $174,000 total for impact fees.

Mr. Crossman read the planning departments recommendation. He questioned if the Commission preferred a bermed sidewalk or curbed.

Mr. Nunes stated his preference for a berm.

Mr. Flynn stated that the impact fee reduction should be capped at $60,000.

Mr. Revens stated that the improvement to roadway and utility pole would be in phase 1, and that it would not be unreasonable to receive the reduction after the work was complete upfront versus disbursed evenly throughout the construction.

Mr. Kalunian made a motion to approve the Preliminary plan as presented. The plan is consistent with the Comprehensive Community Plan. The proposed Preliminary Plan 22 lot Major Residential Subdivision is generally consistent with the Town's Comprehensive Community Plan. The area is designated as Medium Density Residential (MDR) on the future Land Use Map of the plan which recommends 1 dwelling unit/.5 acres- 1 DU/2 Acres. Most of the lots in the proposed subdivision are consistent with the future Land Use Map. The proposed subdivision is consistent with a recent state statute which allows for an inconsistent zoning map to control land use discussions until the zoning ordinance is updated so as to be consistent with the Comprehensive Plan. Providing adequate measures are undertaken by the developer to protect the wetlands there will be no significant negative impact to the environment. The developer has secured a Preliminary Subdivision Determination from RI DEM. RI DEM verified the wetlands. The proposed drainage plan will reduce storm water runoff to adjacent properties. Each of the lots in proposed subdivision meets the minimum dimensional requirements of the Town's Zoning Ordinance. Each of the lots has adequate and permanent access to a public street. Each dwelling unit which abuts Station Street and the new street shall provide vehicle driveway access to the new roadway. An ERT performed by an independent engineer made recommendations respecting the applicant's plans which were thereafter adopted by the developer. The updated Traffic Analysis for the 22 lot subdivision states there is significant sight distances for vehicles entering and exiting the proposed development. The applicant shall implement sight distance improvements as depicted on the plans to include signage, selective trimming of trees and brush and relocation of the utility pole. Up to $60,000 of the plan may be off set to impact fees and shall be applied to first lots until there is no more balance. The developer shall install roof runoff drainage systems on the new dwellings. Granting of this proposal will not be inimical to public, health, safety, & welfare. Applicant shall use berm instead of curbing as edge to the new roadway. Final approval will move on administratively. This motion was second by Mr. Bouchard.

The motion was amended to include no sharing of driveways on Station Street. This was seconded by Mr. Bouchard.

All were in favor, so moved.

<u>Recommendation to Town Council</u>

Capital Improvement Program and Budget

Mr. Kalunian made a motion to recommend the issue to the Town Council, motion was seconded by Mr. Bouchard by incorporating the Planning Director's Report.

DISCUSSION

OTHER BUSINESS

Planning Commission Issues of Interest
None

Public Works Director
None

Planning Director Report
None

Public Comment
None

Mr. Nunes made a motion to adjourn; motion was seconded. All were in favor of adjournment; so moved.

Meeting Adjourned at 8:30pm.