



TOWN OF COVENTRY, RI
DEPARTMENT OF PLANNING & DEVELOPMENT

STAFF REPORT

Project Name:	Centre of New England
Plan Type:	Unified Development Review (Major Land Development w/ associated Dimensional Variance)
Plan Review Phase:	Master Plan
Owners:	Matthew J. McGowan, in Receiver for Commerce Park Properties, LLC; Commerce Park Associates 4, LLC; and Catapult Realty, LLC
Applicant:	Starr Capital LLC
Address:	Arnold Rd, Angelina Dr, Stephanie Dr, and Centre of New England Blvd
Plat / Lot / Zone:	AP 13 Lot 14 and AP 14 Lots 1 & 65 Portions of AP 14 Lot 1.2 and AP 15 Lot 98 Zone BP Lot Size 81.6 acres
Existing Use:	Vacant
Proposed Use:	Duplex-style (Lots 14 & 65) and multifamily (Lot 1) dwelling units
Description:	The applicant proposes to develop 362 dwelling units in duplex-style buildings, as well as 350 dwelling units in multifamily buildings, for a total of 712 residential dwelling units. The proposal includes associated utilities and infrastructure. This application requires a dimensional variance for parking requirements on Lot 1.

Please note that this Staff Report represents an updated version of the report which was submitted to the Planning Commission in advance of its August 28, 2024 meeting, when the Public Hearing for this project was initially opened. The Hearing was kept open and the matter was continued to the September 25, 2024 meeting. This version of the report builds upon the previous report and addresses all project information, including supplementary materials submitted during the intervening month, notably including a Traffic Study and associated Peer Review, as well as a justification for the requested dimensional variance from parking standards.

I. PROJECT INFORMATION

Overview

The applicant, who is the contract purchaser for seven parcels within Centre of New England and envisions a broader redevelopment to include residential, commercial, and open-space components, has prepared a Master Plan application for a total for 712 housing units on three lots: AP 13, Lot 14 (28 acres), AP 14, Lot 65 (30.5 acres), and AP 14, Lot 1 (23 acres).

In support of this proposal, which is being heard via Unified Development Review due to an associated dimensional variance request, the applicant has submitted substantive materials in the form of a Site Plan, Project Narrative, Fiscal Impact Study, Architectural Renderings, a Conceptual Landscape Plan, Traffic Study, and supplementary narrative materials

Existing Conditions

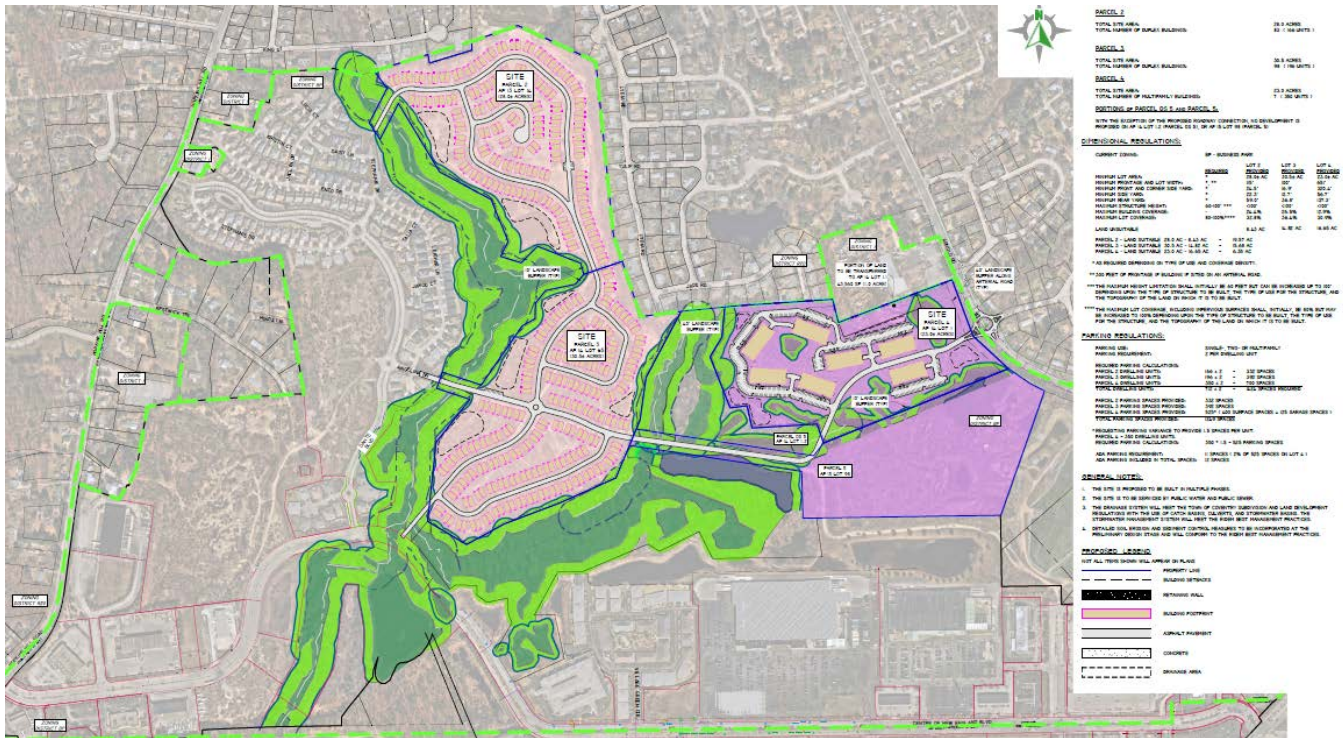


The subject properties lie within a triangular area generally bounded by Arnold Road, Hopkins Hill Road, and Centre of New England Boulevard. AP 14, Lot 1 has direct frontage on Arnold Road; AP 13, Lot 14 and AP 14, Lot 65 are presently landlocked.

All three properties are zoned BP (Business Park) and consist of undeveloped land. Collectively, they represent the northernmost extent of Centre of New England's BP-zoned land; as such, the abutting properties to the north/east are zoned R-20 (Residential), aside from a single I-1 (Industrial)-zoned abutter of Lot 1.

The applicant indicated in its Pre-Application narrative that wetlands and contaminated soils can be found on-site, owing to the property's former industrial vocation, and permits will be required to remediate or otherwise address these factors.

Proposed Conditions



The applicant has submitted a site plan and narrative indicating its intent to develop 362 townhouse-style residential units in duplexes (with associated parking, landscaping, and utilities) on Lots 14 and 65, which will be accessible from the completion of Centre of New England Boulevard, as well as 350 residential units distributed across seven multifamily buildings on Lot 1, which will be accessible from Arnold Road. As stated in the Pre-Application staff memo, this is only one component of a comprehensive and coordinated redevelopment of multiple vacant parcels within Centre of New England.

In response to the Planning Commission’s interest in seeing a low and moderate income (LMI) housing component to the proposal, the applicant has stated that it is working with the Receiver Entity to request the Court allow a 15% LMI component for the total, 712-unit proposal in spite of the Consent Judgment’s prohibition on LMI units. Staff understands that the LMI units will be offered at 80% of area median income if rental, or 120% of area median income if ownership, and shall be deed-restricted for a period of not less than 30 years.

Based on the density of development shown on the conceptual site plan, it is understood that public sewer and water connections will be a critical component of the project. The applicant has indicated in its Narrative and during the August Planning Commission meeting that connections are available through nearby streets and that water modeling is ongoing with Kent County Water Authority. The capacity of the sewer infrastructure distribution system will be studied further in the coming months.

Zoning

The subject parcel is currently zoned BP (Business Park), and multifamily residential is not an allowed use in that zone. However, the applicant indicated in its Master Plan narrative that “The zoning requirements for this Property and the subject application are controlled by Consent Orders entered by the Rhode Island Superior Court Receivership matter (C.A. PM No. 2013-0350 and PB No. 2013-5001), which effectively permit multifamily use of the property with limited dimensional regulations.”

As discussed in the Pre-Application staff memo, because of the legal circumstances unique to the subject properties, the applicant’s proposal must conform to the dimensional and use regulations as they existed in 1997, and the 1997 version of the Zoning Code is the relevant benchmark against which this project shall be reviewed for zoning conformance.

Recognizing that this version of the Zoning Code is not readily accessible on the Town’s website, the following provides a brief sample of relevant performance standards from that era:

Section 1464 – Height Requirements: “...buildings in a Business Park may be 60 feet in height, and...depending on the type of use, type of building, and topography of the land, may be up to 100 feet in height...”

Section 1472 – Distance Between Multi-Family Buildings on Same Lot: “The minimum distance between two (2) buildings or any (2) row of buildings substantially parallel to each other shall be fifty (50) feet. The minimum distance between two (2) abutting ends of buildings in the same general plane or row shall be forty (40) feet.”

Section 1473 – Distance Between Multi-Family Buildings and Property Line: “The minimum distance from side and rear property lines shall be forty (40) feet.”

Section 1475 – Walkways: “Pedestrian walkways shall be provided for all multi-family dwellings to provide safe and convenient access. Pedestrian crossings at edges of the development shall be safely located, marked and controlled.”

Section 14101 – Minimum Open Space Requirements: “A minimum of forty (40) percent of the total tract in a Land Development Project shall remain as permanent open space. ...Required yard areas of lots in private individual ownership, land area within the right-of-way of a public or private street, and land area between walkways or sidewalks and buildings shall not be considered open space for purposes of this Section.”

Section 1730 – Minimum Landscaped Buffer: Table 17-1 shows the minimum landscaped buffer for a multifamily dwelling is 10 feet if the abutter is single-, two- or multi-family residential and 50 feet if the

abutter is Business Park or Industrial. Meanwhile, for a two-family dwelling, there is no minimum landscaped buffer for an adjacent single- or two-family abutter; a 10-foot buffer if multifamily; and a 50-foot buffer if Business Park or Industrial. Note that “existing woodlands which meet these minimum sizes may substitute for landscaping.”

In a letter dated September 11, 2024, the applicant addressed how its proposal complied with each of the performance standards listed above. It also provided 1997 code citations, which have been incorporated into the list above. (In the initial, August 2024 version of the Staff Report, the line numbers for cited sections of code dated to 2003.) Staff feel that the letter substantially addressed those areas which were identified in August as warranting additional clarity.

Waivers/Variations

The applicant seeks a Dimensional Variance from § 255-XII-1220 of the 1997 Zoning Code (“Minimum Off-Street Parking Requirements”), namely the provision of two dedicated off-street parking spaces per single- two-, and/or multi-family dwelling unit, as shown in Table 12-1. The applicant proposes to provide 1.5 parking spaces per multifamily dwelling unit located on Lot 1. (Duplex-style units on Lots 14 and 65 will comply with the 2-space minimum.) In support of its request, the applicant provided a letter from DiPrete Engineering that showed on a per-bedroom basis, the proposal on the table (1.5 spaces/unit = 1.13 spaces/bedroom) exceeds industry standards and therefore would be adequate to serve Lot 1’s parking needs. The applicant also made a more qualitative argument in a separate letter: bearing in mind that Lot 1 hosts affordable housing units, it contrasted its own request for 1.5 spaces/unit with the state’s own by-right threshold of just 1 space/unit for Comprehensive Permit applications. Pare Corporation, serving as Peer Reviewer for this project, has reviewed this component of the application and concluded that 1.5 spaces/unit is acceptable in this circumstance.

The applicant has indicated that it intends to seek waivers from Articles XIII, Section B and Article XIV of the Subdivision Regulations, but will define and formally request those waivers at Preliminary Plan. (To clarify questions raised in the previous version of the Master Plan staff report concerning sidewalks on Lot 1, the applicant verbally indicated that it does intend to provide sidewalks/walkways serving the multifamily buildings.) As no formal requests have yet been made, this Master Plan review does not incorporate any waivers.

Interdepartmental Review and Comments

Please see the attached report from the Technical Review Committee (dated August 19, 2024) for interdepartmental comments on this application.

TRAFFIC

The applicant commissioned a Traffic Impact Study from Crossman Engineering (dated August 2024) to review the anticipated impacts of the proposal on the surrounding roadway network. Trip generation estimates are as follows in the table below, extracted from the p.20 of the Study:

TABLE 1 – Trip Generation Estimate

	<u>Description</u>	<u>Enter</u>	<u>Exit</u>	<u>Total</u>
<i><u>AM PEAK HOUR</u></i>				
ITE Land Use Code 215	Single Family Attached	54	120	174
ITE Land Use Code 221	Multifamily (Mid-Rise)	64	214	278
	TOTAL	124	338	462
<i><u>PM PEAK HOUR</u></i>				
ITE Land Use Code 215	Single Family Attached	117	89	206
ITE Land Use Code 221	Multifamily (Mid-Rise)	179	114	293
	TOTAL	303	212	515

The study concluded that “the proposed residential development project access and circulation plan has been designed to provide a level of traffic safety and efficiency on the servicing roadway system” and that “the estimated increase in traffic during the peak periods resulting from the proposed residential development project will have a negligible impact on overall traffic operations along both Hopkins Hill Road and Arnold Road specifically during the weekday peak periods when the site and adjacent servicing roadways would service their greatest daily traffic volumes.”

That being said, it also acknowledged an exception, namely “the main access from the west at the Hopkins Hill Road intersection with Centre of New England Boulevard, where estimated delays for left turning vehicles from the minor street result in queuing between 5 and 10 vehicles during the future buildout daily peak periods. This delay and queuing if realized, may result in the need for additional control including signalization in order to provide adequate access to the major route from the Centre of New England for left turn exiting traffic.”

The Town of Coventry retained the services of Pare Corporation to conduct a Peer Review of the applicant’s Traffic Impact Study, which concluded in its September 18, 2024 letter that “Pare is of the opinion that for the Master Plan traffic study, the methodology and the data and analyses provided is acceptable. However, the applicant is aware that a more detailed study needs to be provided at the Preliminary phase as better information will be known regarding traffic flow and distribution will be better understood once the Centre of New England Boulevard with Hopkins Hill Road connection is made and will be taken into account when proceeding through the approval process.”

As discussed in the previous version of the Master Plan Staff Report for this project, the Receiver Entity has been repaving the top layer of Centre of New England Boulevard along its full length and aims to complete construction of the Boulevard's "missing" segment by or before Spring 2025, establishing a through-connection from Hopkins Hill Road to New London Turnpike, as separate actions outside the scope of the applicant's 712-unit major land development proposal.

With this context in mind, the Peer Review recommended that the intersection of Hopkins Hill Road and Centre of New England Boulevard be given interim safety measures, including signage and temporary traffic signals, with a permanent signal being installed based on coordination with Town officials.

An additional Traffic Impact Study is anticipated at the Preliminary Plan stage of review to evaluate how the new through-connection of Centre of New England Boulevard has altered travel patterns in the study area. It will also expand the study area to include New London Turnpike between Arnold Road and I-95, account for additional projects in the vicinity of the study area, and incorporate Saturday peak hour traffic counts.

The applicant verbally indicated that the proposed roadway connection between AP 14, Lots 1 and 65 is not currently envisioned for passenger vehicle traffic; accordingly, the Traffic Impact Study evaluated travel patterns for AP 14, Lot 1 as being distinct from (not interconnected with) those of AP 13, Lot 14 and AP 14, Lot 65. Should the applicant subsequently decide to establish this roadway as a new passenger vehicle connection as part of future stages of review, the impacts of this new interconnection will also need to be incorporated into the next study.

Finally, as stated in the previous version of this Staff Report, both Lots 14 and 65 have small, westward-facing "panhandles" which would facilitate roadway connections to the Highlands at Hopkins Hill condominium development off Hopkins Hill Road. In response to a question raised during the August Technical Review Committee Meeting, the applicant provided a copy of a Consent Order dated April 5, 2024 confirming the applicant's right to use of Highlands' roadways as well as to tie-ins to the water and sewer lines under those roadways.

II. DIMENSIONAL VARIANCE

Findings of Fact

Staff has conducted a review of the Dimensional Variance component of this application for conformance with required standards set forth in RIGL Section 45-24-41. Staff's findings are as follows:

RIGL § 45-24-41. General provisions – Variances. (d)(1) states, "That the hardship from which the applicant seeks relief is due to the unique characteristics of the subject land or structure and not to the general characteristics of the surrounding area; and is not due to a physical or economic disability of the applicant, excepting those physical disabilities addressed in § 45-24-30(a)(16)"

1. The subject parcel contains a number of wetland features which impact how the buildings, roadways, and surface parking areas can be configured. The applicant has indicated that it intends to devote the ground floors of the multifamily residential buildings to parking, so some of the site's parking needs will be contained within the footprints of the buildings themselves.

RIGL § 45-24-41. General provisions – Variances. (d)(2) states, "That the hardship is not the result of any prior action of the applicant"

2. The applicant has submitted a letter from DiPrete Engineering dated September 11, 2024 with calculations to support its assertion that the minimum standard from which it seeks relief (two spaces per unit) would exceed the development's actual parking needs based on industry data. Pare Corporation, serving as Peer Reviewer, concurs with applicant's calculations that 1.5 spaces per unit is acceptable.

RIGL § 45-24-41. General provisions – Variances. (d)(3) states, "That the granting of the requested variance will not alter the general character of the surrounding area or impair the intent or purpose of the zoning ordinance or the comprehensive plan upon which the ordinance is based"

3. Notwithstanding the fact that the Consent Judgment supersedes Zoning, both the Zoning and Future Land Use designations of the subject parcel are Business Park. The multifamily residential use is allowed through the Consent Judgment.
4. Multifamily residential provides a comparatively lower-intensity buffer between the single-family residential neighborhood to the north and the commercial properties within Centre of New England to the south. Accordingly, the subject parcel will likely generate less traffic and parking demand with a multifamily use than it might otherwise have generated if its use were commercial.
5. As written, the Zoning code applies a blanket minimum parking standard for single-, two-, and multifamily residential uses. The applicant provided calculations to support their contention that the studio- and one-bedroom units within their multifamily development require fewer parking spaces and therefore the site can adequately meet its parking needs without providing

as many spaces as would otherwise be required by code. Pare Corporation, serving as Peer Reviewer, concurs with applicant’s calculations that 1.5 spaces per unit is acceptable.

RIGL § 45-24-41. General provisions – Variances. (d)(4) states, “In granting a dimensional variance, that the hardship suffered by the owner of the subject property if the dimensional variance is not granted amounts to more than a mere inconvenience, meaning that relief sought is minimal to a reasonable enjoyment of the permitted use to which the property is proposed to be devoted. The fact that a use may be more profitable or that a structure may be more valuable after the relief is granted is not grounds for relief. The zoning board of review, or, [planning board] in unified development review, has the power to grant dimensional variances where the use is permitted by special-use permit.”

6. Viewed in light of both the natural constraints imposed by wetlands and stormwater retention space, and the applicant’s intention to devote the ground floors of its multifamily residential buildings to accommodate parking, the request to reduce the number of required parking spaces appears minimal.
7. The applicant’s Zoning Narrative is well-conceived and provides a foundation of information for positive consideration of the requested Dimensional Variance.

Recommendation

Staff finds this proposal consistent with the standards for required Dimensional Variance findings of fact set forth in RIGL Section 45-24-41. Staff therefore recommends that the Planning Commission adopt the documented findings of fact and approve the Dimensional Variance application with a condition that the applicant receive approval of its Final Plan – Major Land Development application.

III. MAJOR LAND DEVELOPMENT

Findings of Fact

Staff has conducted an orderly, thorough, and expeditious technical review of this Preliminary Plan application for conformance with required standards set forth in RIGL Section 45-23-60, as well as in the Town of Coventry’s Subdivision and Land Development Regulations, and finds as follows:

RIGL § 45-23-60. Procedure – Required findings. (a)(1) states, “The proposed development is consistent with the comprehensive community plan and/or has satisfactorily addressed the issues where there may be inconsistencies.”

1. The Comprehensive Plan’s Future Land Use designation for the subject parcel is Business Park. Although this area was envisioned to host “retail, service, office and light industrial

development,” the subject parcel is subject to a Consent Judgment which allows residential uses as well.

2. The proposed development is consistent with several key aspects of the Comprehensive Plan’s intent for the Business Park land use designation, namely that development would be coordinated across multiple sites, with less intense uses serving to buffer more intense uses from the surrounding area.

RIGL § 45-23-60. Procedure – Required findings. (a)(2) states, “The proposed development is in compliance with the standards and provisions of the municipality’s zoning ordinance.”

3. The subject parcel is subject to a Consent Judgment dated February 23, 2004 which establishes that “Article 14 of the Coventry Zoning Code, as enacted on January 13, 1997 and as amended on August 20, 2001, ...shall apply to the Centre of New England, including the permitted right to erect a multi-family development including but not limited to single dwelling units, duplex dwelling units and multifamily dwelling units within the Centre of New England project.”
4. The applicant proposes to provide 1.5 parking spaces per dwelling unit for the multifamily residential development to be located on AP 14, Lot 1. The proposal meets all other Zoning standards.
5. Master Plan approval is conditioned upon obtaining relief in the form of a Dimensional Variance.
6. The proposal will not alter the general character of the surrounding area or impair the intent or purpose of the Coventry Zoning Code.

*RIGL § 45-23-60. Procedure – Required findings. (a)(3) states, “There will be no significant negative environmental impacts from the proposed development as shown on the **final** plan, with all required conditions for approval.” (emphasis added)*

7. This finding pertains specifically to the final plan; however, no significant environmental impacts are anticipated based on the Master Plan level of detail required at this stage. Further details on environmental components and mitigations will be reviewed and addressed at future stages of review to demonstrate how the application complies with this same finding at each stage.
8. The March 2023 update of the Rhode Island Natural Heritage map shows that the subject parcel falls within a Natural Heritage Area overlay.

RIGL § 45-23-60. Procedure – Required findings. (a)(5) states, “All proposed land developments and all subdivision lots have adequate and permanent physical access to a public street. Lot frontage on a public street without physical access shall not be considered in compliance with this requirement.”

9. AP 14, Lot 1 currently enjoys adequate permanent physical access to a public right-of-way (Arnold Road). Other parcels will be connected to private rights-of-way with easement access provided.

10. The Traffic Impact Study and associated Peer Review concur that the proposed development provides for safe and adequate circulation for vehicular traffic as well as for emergency vehicles as currently envisioned at the Master Plan stage. An additional Traffic Impact Study is anticipated at the Preliminary Plan stage of review to address items raised in the Peer Review.

Recommendation

Staff finds this proposal consistent with the standards for required findings of fact set forth in RIGL Section 45-23-60 as well as with the Town of Coventry's Subdivision and Land Development Regulations. Staff therefore recommends that the Planning Commission adopt the documented findings of fact and **approve** the Preliminary Plan application, subject to the conditions denoted below.

Conditions of approval

1. Master Plan approval is conditioned upon strict adherence to the associated Dimensional Variance Application as presented and approved.
2. The applicant shall provide a percentage of units to be deed-restricted as low- and moderate-income housing across the entire, 712-unit development proposal which is based on consensus of the Planning Commission. It is understood that all LMI units can be provided within the multifamily residential development on AP 14, Lot 1.
3. The applicant shall provide a letter from Kent County Water Authority confirming water availability with its Preliminary Plan application.
4. A Traffic Impact Study addressing the comments raised by the Peer Reviewer, dated September 18, 2024, shall be submitted with the Preliminary Plan application.
5. The applicant shall submit a Soil Erosion and Sedimentation Control Plan, a Grading Plan, a Utility Plan, and a Drainage Plan with its Preliminary Plan application.
6. Dumpster enclosure locations shall be noted on the Preliminary Plan set as applicable.

Pursuant to Article XII. Appeals, Subsection A. Procedure for Appeals to the Board of Appeal of the Coventry Subdivision Regulations, the decision of the Planning Commission herein may be appealed in writing by any party aggrieved by said decision to the Coventry Board of Appeal. Any such appeal shall be made within 20 days of the day of the decision is recorded and posted in the Town Clerk's Office.



TOWN OF COVENTRY
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TECHNICAL REVIEW COMMITTEE REPORT

DATE: August 19, 2024
PROJECT NAME: "Centre of New England"
PROPERTIES: AP 13, Lot 14; AP 14, Lots 1 & 65;
Portions of AP 14, Lot 1.2 and AP 15, Lot 98
ADDRESS: Arnold Rd, Angelina Dr, Stephanie Dr, and Centre of New England Blvd
ZONE: BP (Business Park)
OWNERS: Matthew J. McGowan, in Receiver for Commerce Park Properties, LLC;
Commerce Park Associates 4, LLC; and Catapult Realty, LLC
APPLICANT: Starr Capital LLC

This matter came before the Coventry Technical Review Committee at its August 19, 2024 meeting as a Pre-Application for a Major Land Development project in accordance with Article V, § D.4. of the Coventry Subdivision & Land Development Regulations.

An application and plan were submitted for review on August 2, 2024. The applicant proposes to develop 362 dwelling units in duplex-style buildings, as well as 350 dwelling units in multifamily buildings, for a total of 712 units. The proposal includes associated utilities and infrastructure. This application requires a dimensional variance for parking requirements and will be heard via Unified Development Review.

The members of the Technical Review Committee reviewed the following documents related to this application when preparing the below comments:

Centre of New England - Fiscal Statement - 2024-07-31.pdf
Centre of New England - Public Comment - Village Green Condo Assn - 2024-08-05.pdf
Centre of New England - Signed Dimensional Variance App.pdf
Centre of New England - Project Narrative.pdf
Centre of New England - Architectural Renderings.pdf
Centre of New England - Plan Set.pdf

TOWN ENGINEER

- It is a priority that all drainage be designed and constructed correctly due to the project's density and proximity to existing neighborhoods. Post-development stormwater runoff conditions must not result in peak run-off increases in rate or volume from than pre-construction conditions

- Engineering recommends that peer reviews be conducted for drainage and traffic engineering at the Preliminary Plan Phase. Additional review will be performed at a further stage of design and after the peer reviews are completed
- The adequacy of the existing sewer infrastructure in both the Centre of New England and New London Turnpike needs investigation and confirmation. Engineering recommends that a review be conducted ASAP

PRINCIPAL PLANNER

- Planning Staff seek information or documentation (such as an access easement) which might establish the applicant's right to connect to, and facilitate passage over, the private roadways within AP 13, Lot 22.
- Sheet 6 of the site plan indicates that AP 13, Lot 14 and AP 14, Lot 65 would be dedicated to "single-family / townhouse" use. For clarity, Staff requests the applicant confirm they have decided to construct townhouse-style duplexes on these lots, as indicated on the following sheet of the plan set as well as in the Project Narrative.
- A Traffic Study is anticipated as part of this immediate Master Plan review to provide further detail on key aspects of the proposal and will be subject to peer review.
- The proposal will require a variance from parking requirements. The applicant seeks to provide 1.5 parking spaces per multifamily dwelling unit on AP 14, Lot 1, where the Zoning Code requires 2 per unit as a matter of course. Planning Staff seek additional justification and/or expert information regarding the rationale for the request.
- The applicant has requested waivers from Article XIII, Section B ("Street Design Standards") and Article XIV ("Specifications for Construction of Required Improvements") of the Subdivision Regulations. They also requested waivers from providing three plans – a Soil Erosion and Sedimentation Control Plan, a Grading Plan, and a Utility Plan – at Master Plan, instead proposing to submit these with its Preliminary Plan application.
- Please provide a more precise estimate of anticipated height for the four-story multifamily residential buildings on Development Parcel 4.
- Recognizing that the Landscape Plan is conceptual at this point in time, Staff seeks additional detail on generalized landscaping/buffering treatments for visual screening between the multifamily residential buildings and single-family residential abutters.
- Planning Staff requests that the applicant submit a brief letter or narrative itemizing the specific aspects of the relevant Subdivision Regulations for which waivers are sought (where such details are available at this time).

PUBLIC WORKS DIRECTOR

- Parcel #2: The North and East sides of the project. The landscape buffer should be increased to 40'
- All Parcels: Please note the locations of all dumpster enclosures
- Are the specified 'visitor parking areas' sufficient for the entire parcel? Will multiple areas be considered spaced throughout the parcels?

FIRE REPRESENTATIVE

- Needs to meet NFPA fire flow requirements Buildings/Hydrants

- Fire access to include limiting dead ends
- If there are cul-de-sac must be of size to turn around fire apparatus
- Streetlights (private development) not fire district responsibility

POLICE CHIEF

- Awaiting traffic study and peer review for comments.

PLANNING COMMISSION CHAIR

The Planning Commission Chair recused as this item will be heard before the Planning Commission.