

Diane,

I highlighted the relief that has not been specifically approved by the Planning Board. I included a list of relief items for which the Board granted relief in the Master Plan decision.

1. *Sec. 28-251(2)(a). Minimum size of spaces. Standard parking spaces: Minimum width10 feet, Minimum length18 feet*

Notes: The proposed standard parking spaces for residential use are 9 feet wide. This condition is consistent with the Master Plan decision.

2. *Sec. 28-251(2)(b). For parking areas with more than 20 spaces, the painted lines for each parking stall shall be double-line striped, such that there is a minimum of two feet between each stall. This two-foot area shall be included in calculating the overall width of the parking space stall, provided that at least eight feet of width shall be provided between the inner edges of the stall.*

Notes: The proposed parking spaces inside the building do not have double painted lines. This condition is consistent with the Master Plan decision.

3. *Sec. 28-251(2)(c). The painted lines for each small car parking stall shall also be double-line striped, such that there is a minimum of two feet between each stall. This two foot area shall be included in calculating the overall width of the parking space stall, provided that at least seven feet of width shall be provided between the inner edges of the stall. The overall size of the small car space may be reduced to nine feet wide by 16 feet long.*

Notes: The proposed compact parking spaces inside the building are 8 feet wide between the painted lines. This condition is consistent with the Master Plan decision.

4. *Sec. 28-251(2)(c). For parking areas in the downtown or waterfront zones, 50 percent of the spaces may be reduced in size for small cars, provided also that such spaces shall be prominently signed for small cars only.*

Notes: Thirty (30) spaces inside the building are designated as compact, which represents 10.6% of the total parking spaces provided. This condition is consistent with the Master Plan decision.

5. *Sec. 28-251(2) Minimum size of spaces. (e) "Each loading space shall be marked by painted lines and contain the following minimum dimensions affecting the width, length and height. Minimum width14 feet, Minimum length60 feet, Minimum vertical clearance15 feet."*

Notes: A 12 feet wide x 26 feet long loading space is provided in the commercial parking lot at the north end of the mill complex. An 8 feet wide x 63 feet long loading space, divided into three independent spaces, is provided on Thames Street near the northeast corner of the mill complex. An existing loading space will be removed from Thames Street. The loading dock and lift associated with the existing loading space will also be removed.

6. *Sec 28-251. General Requirements (4) "All driveways shall be a minimum of 12 feet in width for each lane of traffic using such driveway." Review dimensions of the southern entrance into the off-site parking area.*

Notes: The driveway from Thames Street that provides access to the existing houses on Lots 49 and 50 on Map 10 is approximately 10 feet wide and is a pre-existing condition that was included on the approved Master Plan.

7. **Section 28-251(11)(a).** *“Along the street frontage, a three-foot planted strip with one shade tree for every 40 feet of frontage.”*

Notes: Two of the proposed trees are spaced 45 feet apart to maximize shading the parking lot, optimize the tree filter layout, provide safe sight-distance, separation from turn radii to the parking lot, and provide ample room for root growth. There is no reduction in the quantity of trees required. Landscaping figures are included to demonstrate the relief condition and justification.

8. **Section 28-251(11)(b).** *“Along interior lot lines, a three-foot planted strip with one shade tree for every 50 feet of interior lot lines. A hedge of compact evergreens or other suitable plantings may be substituted for the planted strip.”*

Notes: Proposed shade trees are not provided every 50 feet of interior lot lines. An existing hedge of evergreens along the south and eastern lot lines serves this purpose. At these and other locations, the existing vegetation currently provides shading and screening to adjacent properties and new plantings may not flourish in such close proximity to existing, mature vegetation. Landscaping figures are included to demonstrate the relief condition and justification.

9. **Section 28-251(11)(c).** *“The interior of such parking areas shall have a minimum of ten square feet of landscaping for each parking space, and shall be shaded by deciduous trees. At maturity, each tree shall be presumed to shade a circular area having a radius of 15 feet with the trunk as the center. There shall be sufficient trees so that, using this standard, 20 percent of the parking area will be shaded. Trees shall be surrounded by a minimum of 180 square feet of unpaved area, which may be counted towards calculating the required landscaping.”*

Notes: The zoning ordinance restricts the shading potential by presuming all trees provide a 15-foot radius of shade. In conjunction with the recommended spacing from the edge of pavement and required 180 square feet of unpaved area under the tree, the calculated shade provided per tree is significantly limited. The proposed method to calculate the shade requirement utilizes a value of 75% of the full growth for the specific species of tree instead of a presumed 15-foot radius for all trees. Landscaping figures are included to demonstrate the relief condition and justification. The 20% shading requirement can be met by utilizing this alternative method to calculate canopy from the proposed trees plus the existing on-site tree canopy.

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