

QUONSET DEVELOPMENT CORPORATION STRATEGIC PLANNING COMMITTEE MEETING

August 18, 2008

A meeting of the Strategic Planning Committee of the Quonset Development Corporation (the "Corporation") was held at 3:30 p.m. on Monday, August 18, 2008 at the offices of the Corporation located at 95 Cripe Street, North Kingstown, Rhode Island, pursuant to notice to all members of the Strategic Planning Committee and a public notice of the meeting as required by the Bylaws of the Corporation and applicable Rhode Island Law.

The following members constituting a quorum were present and participated throughout the meeting as indicated: John Simpson, Sav Rebecchi, and Barbara Jackson. Steven King, Managing Director, Heidi Green, Planning Specialist of Quonset Development Corporation, Edward Spinard of The Maguire Group, participated as indicated:

1. Call to order:

The meeting was called to order at 3:35 p.m. by Chairperson John Simpson.

2. Approval of minutes:

Minutes from the July 21, 2008 meeting were tabled until the next meeting.

3. Review of Agencies' comments to the Draft Master Land Use and Development Plan:

Mr. Simpson expressed appreciation for the efforts of the other agencies in providing their comments pertaining to QDC's Master Land Use and Development Plan.

Mr. Spinard stated The Maguire Group created a matrix consolidating the comments of RIDEM, CRMC, the Historic Preservation and Heritage Commission, and the draft comments from the Statewide Planning Council (SPC) (the matrix was created prior to receiving the final comments from the SPC). Mr. Spinard suggested that the Strategic Planning Committee focus on the final comments from the Statewide Planning and the Town's comments.

The Committee agreed to review the Matrix and provide feedback to Steven King and/or Heidi Green via email. **Matrix is attached at Exhibit A.**

Committee reviewed the Statewide Planning *Program Review Report* noting the following comments:

Page 4 – Suggested Amendments – QDC does not entirely agree with their suggested change of "policies that state that the recruitment of new users should be focused on uses that don't require large amounts of potable water for their operations." Should a potential user require large quantities of water, it is possible to work towards solution.

Page 5 – Projected Water Demand – Mr. King informed the Committee that QDC as a water supplier prepares a plan entitled the *Water Supply System Management Plan*. The Water Department has submitted a 5 year update to the Water Resources Board and that plan has been approved. The *Water Supply System Management Plan* contains language regarding water projections is slightly different. Statewide Planning has recommended that the Master Land Use and Development Plan be revised so that it is consistent. QDC agrees and will edit the document.

Page 7 - Part III Other Comments and Recommendations – contained discussion regarding inconsistencies with the Maps and the Master Land Use and Development Plan. QDC will review the maps and make them consistent.

Page 8 – Site Influences and Floodplains – Statewide Planning has made some suggested revisions. QDC will incorporate the recommendations.

Page 8 - Discussion regarding hazard mitigation plan – QDC agrees that is a separate document which should contain a risk assessment plan, identification of the areas at risk, and emergency plan. QDC will coordinate with Town’s Fire and Police Departments and the Emergency Management Agency.

Page 9 – e. Settlement Agreement Properties – The properties associated with the 1979 Settlement Agreement will be incorporated into the Master Land Use and Development Plan.

Page 9 – f. Sites Requiring Environmental Remediation – QDC will include the two known sites- (Site 16 Allen Harbor and Nike Site).

Page 9 – Mixed Used Development – QDC will change the “Land Use” category to “Commercial/Services” as recommended by Statewide Planning.

Page 9 – The Committee does not agree with the statement as contained in the Report, “It is also recommended that the previous Plan’s qualifiers related to the prevention of commercial strip development and restriction of ancillary retail sales to limit detrimental impacts be included in a revised “Commercial/Services” definition.

Page 10 – c. Transit Oriented Development – Residential Uses – The committee agrees that a new category and revised definition should replace transit oriented development. Residential uses generally included as supporting use in a transit oriented development will need to be carefully examined in an overall feasibility study. The study should consider whether a residential component would make West Davisville a more attractive location for transit oriented development. In the interim, there will be a new category called transit oriented commercial services which will also be added to the land use map.

Page 11 – b. Davisville Waterfront – QDC agrees to define this area on the map and to clarify the deed restrictions.

Page 12 – 1. The State Guide Plan – QDC agrees that a reference be added that indicates that the State Guide Plans have 128 elements.

Page 12 - 2. Local Comprehensive Planning – The Committee recommends QDC should be as consistent as possible, but may not be able, to attain full consistency with North Kingstown’s Comprehensive Plan.

Page 13 – 1. Internal Circulation System – QDC agrees to make revisions to maps.

Page 13 – 2. Parking – The SPC suggested that QDC reassess minimizing the amount of parking area required for projects. QDC does not agree with reducing the amount of parking required. Currently, QDC allows project proponents to submit plans showing the amount of parking required but permits proponents to initially build the amount of parking they need. However, QDC reserves the right to require more parking be built should there be expansion to the existing building or should the use of the building change.

Page 13 – 4. Strategies To Reduce Vehicle Trips – SPC has requested that the “Transportation Management Association” paragraph from the prior Master Plan be included on the latest version. QDC retained a consultant in the past that concluded that the density is not present to have a successful Transportation Management Association at this time.

Page 14 – 2. Wastewater System – SPC has recommended that QDC include information regarding their negotiations with the Town to provide sewer service to Post Road. Since these negotiations are ongoing, the Committee agrees that this may be premature at this point.

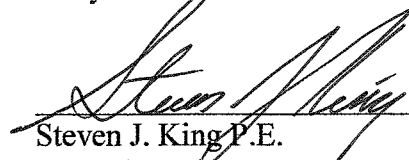
Next steps:

- Committee members should submit any additional comments to matrix via email to Steven King or Heidi Green.
- The Maguire Group will prepare a new matrix of all changes and submit a revised draft by September 15th.

There being no further business to come before the Committee, upon motion duly made by Mr. Rebecchi and seconded by Ms. Jackson the meeting was adjourned at 4:45 pm.

Respectively submitted

By:


Steven J. King P.E.
Managing Director

**Quonset Business Park
Master Plan – September 2008 Update
Matrix of Changes**

Requested Plan Change	Response
1.0 Introduction and Background	
Statewide Planning recommends that the 2003 statement of objectives and principles be reaffirmed in the 2008 Plan.	The formation of the QDC 2005 as a real estate subsidiary of RIEDC has redefined the vision for the park. Therefore, the QDC and its mission is the primary focus of this plan now and the QDC's goals are the primary guiding principals for the plan. As a result of this view no change was made.
2.0 Land Use	
DEM & CRMC Section 2.1 have different and sometimes conflicting classifications of the waters surrounding QBP. Coordination between agencies was undertaken and their classifications were explained.	Added text on DEM/CRMC explanation of the water classifications and the reason for the different classifications.
RIHPHC Allen Madison House is considered historic and worthy of preservation.	Text was revised to include the reference that the Allen Madison House is a historic resource worthy of protection.
RIHPHC identified two archaeological sites(RI 2104 & RI 2107) at Calf Pasture Point.	The text and the accompanying Figure 2-1 were revised to include a discussion on the archaeological sites and to show their locations Figure 2-1.
Statewide Planning recommended that the definition of Mixed Use Development should be revised as it generally implies residential development.	The definition of Mixed Use has been changed to Commercial Services. A new definition has been prepared for Commercial Services.
Statewide Planning along with the Town feels that the Plan should not preclude residential development.	The 2008 Master Plan does not support residential uses within the QBP in accordance with the economic development mission of QDC.
Statewide Planning identified that the Development Initiatives figure conflicts with the Proposed Land Use figure in that Mixed Use development was only identified on the Proposed Land Use figure for the only the Gateway area but the Development Initiatives figure was showing mixed use in other areas.	The figures were revised to change the Gateway to Commercial Services and to eliminate the designations of mixed use in the Development Initiatives figure.
CRMC wanted it to be noted that the proposed construction of an airport causeway could impact coastal features and water quality.	New text was added to include a discussion on potential environmental impacts and the need for close coordination with CRMC.
CRMC was concern with the potential impacts of development along Fry's Cove	New text was added to include a discussion on potential environmental impacts and the need for close coordination with CRMC
CRMC was concerns with aquaculture uses in Keifer Park	Aquaculture use was removed from Kiefer Park.
Statewide Planning identified inconsistencies between Section 2.0 Land Use Definition and Figure 2-2 Proposed Land Uses.	Figure 2-2 has been changed to Figure 2-3. For clarification Transit/Commercial/Services has been added to Figure 2-3. A definition of Transit/Commercial/Services has been included in the text. Section 2.6.5 references the designation of non-aviation uses within the Airport Areas.
Statewide Planning Section 2.1 should have a clear indication of the natural and other constraints affecting the QBP.	Section 2.1 has been revised to indicate that there are natural constraints affecting the site. Figure 2-1 has been revised to include areas with natural constraints; historic resources, open space/conservation/wetlands, recreation, archaeological, and natural/sensitive areas. Figure 2-1a has been added which indicates the flood

Requested Plan Change	Response
Statewide Planning Section 2.3 The classification of Mixed Use Development should be revised to Commercial/Services.	zones. The designation of Mixed Use has been revised to Commercial Services.
Statewide Planning Section 2.3 The Waterfront Development definition is inconsistent with Section 2.6.4 in that the definition only includes port/commercial uses while the Davisville District discussion identifies public access activities.	Water dependent public access activities has been added to the Land Use definition of Waterfront Development.
Statewide Planning Section 2.3 Add a category for Transit Oriented Development. Include potential residential uses.	Transit/Commercial/Services have been added. Residential development is inconsistent with the ODC objectives.
Statewide Planning Section 2.4 The Plan should not preclude the potential study of residential uses associated with Transit Oriented Development.	It has been noted in Section 2.4 that residential development is inconsistent with the QDC objectives. The sites have been cleaned to an industrial/commercial standard and are not appropriate for residential uses.
Statewide Planning Section 2.4 The definition of mixed use development should be revised to correspond with the land use definition recommendations. Revisions should be made to indicate the Gateway being constructed with distinct mix of uses has already been approved. Substantial changes would require further review and approval by the State Planning Council.	Mixed Use Development has been revised to Commercial Services Development. Revisions have been made to the text to indicate that the Gateway is currently under construction with distinct mix of uses. Substantial changes to the types of uses would require further review and approval by the reviewing agencies.
Statewide Planning Section 2.4.4 Public Access has not been shown on Figure 2-1 as indicated. There are inconsistencies between Figure 2-1 and the CRMC approved Public Access Plan.	Open Space/Conservation/Wetlands Areas and Public/Recreation Areas have been included on Figure 2-1
Statewide Planning Section 2.6 Areas designated as “undevelopable” should be broken down to areas undevelopable due to environmental constraints and those committed to other uses.	The undevelopable areas have not been separately identified between developed and environmental undevelopable. Environmental areas are shown on Figure 2-1.
Statewide Planning Section 2.6.1 Plan should be revised so as not to prohibit residential use in the West Davisville area.	Residential development is inconsistent with the QDC objectives.
Statewide Planning Section 2.6.4 Uses area inconsistent with USMA restrictions. QDC should pursue written consent.	The uses identified in the USMA area are port related and are consistent with the USMA restrictions. The text has been revised to indicate that any proposed use inconsistent with USMA restrictions will require QDC to obtain written consent from USMA to pursue non – port development and operations activities.
Statewide Planning Section 2.6.5 The length of runway included differs from that of the Statewide Planning records.	The runway length has been revised to 7,504 linear feet to be consistent with the Statewide Planning Records.
Statewide Planning Section 2.6.7 Wetlands within the infill area located in the northern end of the district should be designated as conservation areas.	See above comment concerning developed areas.
3.0 Context	
Statewide Planning Section 3.0 Include an expanded list identifying relevant Elements of the State Guide Plan and provide a reference to the Statewide Planning Program’s Website.	The text has been revised to indicate: “There are many elements of the State Guide Plan that the Office of Statewide Planning uses to evaluate consistency of development at the Quonset Business Park with the State Guide Plan” The address of the web site has been added to the text.

Requested Plan Change	Response
Statewide Planning Section 3.0 QDC should consult with the Town to attain consistency with the Town's Comprehensive Plan..	The QBP Master Plan specifically provides a discussion between the consistency of the Plan with North Kingstown's Comprehensive Plan.
4.0 Transportation	
Statewide Planning Section 4.1.2 & Figure 6.1 have inconsistencies regarding designations of arterials and the naming of the New Connector Road.	The major arterial roads and collector roads have been called out on Figure 4-2. The label on the figures for the New Connector Road has been revised to Romano Vineyard Way.
Statewide Planning Section 4.3 The QDC parking standards should be reassessed for possible reduction of parking area required.	This section has been revised to indicate that during the Design Review process QDC has taken an active role in minimizing land for parking.
Statewide Planning Section 4.6.2 The commuter rail discussion should be revised to acknowledge the proposed setting for the station within the Transit Oriented Development.	The area designated for Transit Oriented Commercial Services has been indicated on Figure 2-5. The potential location is included in Section 4.6.2.
Statewide Planning Section 4.10 & 4.11 QDC should continue to work with tenants to reduce the number of Vehicle Trips.	Potential transportation options available for the development are included in section 4.9.
5.0 Infrastructure	
CRMC Section 5.2.2 Figure 5-2 should include WWTF outfall and dilution area.	The wastewater system figure has been revised to include the WWTF outfall and dilution area. Additional text has been added to Section 5.2.4 mentioning the outfall and dilution area.
Statewide Planning Section 5.1 Replace the 2 nd , 3 rd and 4 th paragraph in this section and replace with the text provided.	The text has been replaced as requested.
Statewide Planning Section 5.1.3 Replace section with Section 4.0 Anticipated Future Demands of QDC WSSMP.	The section has been revised to include both the 2003 water use estimates from the WSSMP and the 2006 water use estimates.
Statewide Planning Section 5.1.4 Delete the 1 st sentence of the 2 nd paragraph.	The 1 st sentence has been deleted as requested.
Statewide Planning Section 5.1 The Plan should address the stipulations placed on the WSSMP by the Water Resources Board.	The stipulations are addressed in the QDC WSSMP.
Statewide Planning Section 5.2 The QDC should consider the Town's planning of Post Road in determining Projected Wastewater Demands.	This has been addressed under Section 6.1.1 Sustainable Operating Model.
Statewide Planning Section 5.3 Low Impact Design requirements should be included.	The Master Plan has been revised to include the requirement for Low Impact Drainage designs in accordance with the latest Stormwater Design and Installation Manual.
6.0 Development Program	
CRMC Section 6.3.1 Concern regarding reference to potential desalinization facility.	The desalinization text was revised to include a sentence about the need for CRMC review of such a facility with regard to the discharge of concentrated saline brine from the facility into the bay.
RIDEM Reference the Cleaner Bay Act.	Text included which recommends that the SWMP be updated to include the "Smart Development for a Cleaner Bay Act" (H6143) which requires low impact development (LID) techniques as the "primary method of stormwater control."
7.0 Implementation	
Statewide Planning Section 7.0 Reference USGS Report, QDC WSSMP, and SGP 721-724.	References to the USGS Report and the SGP 721-724 were added to the citation list. The WSSMP was already listed under the Pare Engineering Corporation.