TOWN OF WARREN
PLANNING BOARD
Minutes of the October 27, 2014 Meeting

The Warren Planning Board held a Regular Meeting at the Warren Town Hall on October 27, 2014, at 6:30 p.m. The meeting had a quorum. Present members were S. Thompson, S. Piper, B. Heckert, J. Piepowski, F. Massie and D. Kallfelz. Absent was R. Mello. C. Thibaudeau entered the meeting late.

Chair F. Massie called the meeting to order at 6:35 p.m. He noted the agenda item 6 on the dry hydrant and stated that he would like to move that item up on the agenda. He summarized the GRF plan for a dry hydrant in Phase 1. The location of the hydrant became problematic. They moved the hydrant off of Touisset Road to the farm road off of Touisset Road to the west.

Request for recommendation on changes to the dry hydrant and drainage for the Touisset Farms Development

F. Massie asked John Massed, Director of Public Works, to summarize the issues. Mr. Massed said that the hydrant on Touisset Road was an issue, but also, upon the Fire Chief's review, the hydrant had to be at least a foot below the road with water in it all times. The maximum that he can pump up is 18 feet. The plan shows the hydrant about 150 feet off the road with about 15 feet of elevation. The pipe, with a pump, would be filled all of the time. Added two catch basins and run the pipe down the farm road and into the stream that flows into the pond.

F. Massie asked if there were any questions from the Board. He said that there has been a good deal of work between DPW and Fire. He asked Fire Chief Al Galinelli if he had anything to add.

Mr. Galinelli said that he and DiPrete Engineering reviewed the plans. The plan from 18 years ago showed the hydrant on Touisset Road, but this would be the wrong elevation relative to the plan. The hydrant needs to be submerged enough to have water in at all times, as recommended by the NFPA. Touisset Road is too high. The hydrant is 90 feet off Touisset Road now, which gives the required elevation even in drought conditions. Assistant Chief Souza and he agreed that this would be the best design. The Town would have to maintain it, and it would have a chain across it so people would not park there. The design in front of the Planning Board is their revised design which meets NFPA. This is the first dry hydrant in Warren with a pond.

B. Heckert asked about "worst case scenario" and how the pond was over the summer. Mr. Galinelli said that they checked the pond over this summer and there was water in it. Some maintenance would be required with the Fire Department, but that would be the case anyway.

D. Kallfelz asked about the access to the hydrant. Is it gravel? Is this going to mean that trucks will get stuck over time? Mr. Galinelli said the Town would have to maintain that road with fresh gravel. In the winter, the Town will have to lower the chain for plows so that they always have access to the dry hydrant if needed. The width of the laneway would be at least 20 feet.

Mr. Massed stated that the developer has posted a $10,000 bond.

S. Thompson asked if the dry hydrant issue and the drainage issue are the same. F. Massed said that the Town should have known and maintained the drainage there for years, so that is the Town's issue. Mr. Galinelli added for clarification that there is a house in development and is required to have a sprinkler system, so that would protect that family then they would be adequately protected. The hydrant will be ok to put in the spring.

S. Piper said that thought that they needed a motion to take the agenda items out of order. S. Piper motioned to take the items out of order. J. Piepowski seconded. All voted in favor; none opposed the motion.

S. Piper made the motion to accept the recommendation on the changes to the dry hydrant system as an amendment to the approved final plan. D. Kallfelz seconded the motion. All voted in favor of the plan; none opposed.

Public Hearing: Preliminary Plan for the Tourister Mill Preliminary Plan Application (Plat 1, Lot 4 and Assessor's Map 2, Lots 1, 2, and 19)

J. Piepowski motioned to go into a Public Hearing to discuss the Preliminary Plan for the Tourister Mill. S. Thompson seconded. All voted in favor to begin the Public Hearing.

F. Massie stated that this is the largest development to come before the town. They are looking at the entire plan, although it is a phased plan. John McCoy presented the Preliminary Plan application. He summarized the meetings thus far. The plan met with the TRC on October 15th and they recommended approval. They will go over the changes that were made since the last review.

Bruce Hagerman, Crossman Engineering, summarized the application and plan revisions. The unit count has been reduced to 290. Commercial units reduced to 93,000 square feet. This is because the second floor of Storehouse B is now residential. Parking is at 742 spaces on site. Additional landscaping provided as requested. They put all of the designs on one sheet, per the TRC recommendation, which he gave to the Planning Board. The sea wall and boardwalk design maintains the existing wall wherever they could. The total length of the boardwalk also increased. F. Massie asked if they had CRMC approval yet. Mr. Hagerman said that they did not. They added screening to adjacent housing. They submitted their documentation to RIDOT and RIEMA. He discussed the comments from the TRC, such as aggregating green spaces where possible. This was difficult, but in Phase 2, they were able to maximize the size of the green space in Phase 2. In addition, the TRC and Fuss & O'Neill asked for more shade trees, which they did. They did want to keep some of the shrubs, although Fuss & O'Neill asked them to be reconsidered.

B. Heckert asked for the total shade tree change. Mr. Hagerman said that he thought they added about 10 trees. In some cases, they had changed out ornamentals for shade trees.

Mr. Hagerman said that the TRC asked to remove the center access to the Phase 2 to allow pedestrian only path through the garage. They have relocated the paths, so the driving and walking lanes were not combined. He also discussed on the pedestrian paths and the boardwalk. F. Massie asked if the walkway would be open 24 hours. Mr. Hagerman said that it would. He discussed the pervious pavement and signage indicating where those areas are for maintenance, so they would not be sanded. He also discussed the sewering of the site. They are discussing with Woodard and Curran (the Town's engineer), and the best option would be to extend a force main to the Wastewater Treatment Plant.

F. Massie asked that the funding for this is still up in the air? Mr. Hagerman agreed. F. Massie asked if there is a funding solution on the table. Mr. Hagerman said no, not yet. S. Thompson asked if they had an estimate for the costs for wastewater. Mr. Hagerman said that this was in the $500,000 range. S. Piper asked if the option was to install a new pump station. Mr. Hagerman said he was not sure, it could involve an upgrade of the existing pump station. D. Kallfelz asked if it is assumed that the pipe down Water Street would be combined with the Water Street streetscape improvement. C. Wells said that the Water Street Streetscape does not involve the roadway and that the Town does not have any current plans to upgrade the sewer lines.

F. Massie asked if there is sufficient capacity in the Wastewater Plant. Mr. Hagerman said that this was the concurrence of the Town's consulting engineer.

F. Massie said that the pump station would not handle the increased load? Mr. Hagerman replied that the pump station would not. In wet weather conditions, the pump station exceeds the load. The flow from this project would represent about 40%. B. Heckert asked if they would use that as a basis for negotiation. Mr. Hagerman said possibly. F. Massie said that without this upgrade, the development could not move forward. Mr. Hagerman said that he agreed. S. Thompson asked if Brady Sullivan were offering to pay a percentage of the cost.

F. Massie said that any action is predicated on a solution of this issue. He asked about traffic, and whether RIDOT signed off on the plan or is there an issue with the proposed ingress and egress. Mr. Hagerman said that they received comments from RIDOT, which required sidewalk replacement on Main Street. F. Massie asked him to show the three points of access. Mr. Hagerman pointed out the entrances. Russ Crossman of Crossman Engineering approached the Board. He has comments from RIDOT and the Town's engineer. F. Massie said that there were concerned about aggressive drivers making left hand turns on to Main Street, and asked if they going to put in a light? Mr. Crossman said that they were not required or asked to put in a light. At master plan, they had more units but with the reduction, their levels of service have improved. Those left turns during the PM peak hours will operate at a level of service E (during a full build out). A "D" is acceptable to RIDOT. Crossman responded that those people will not be impacted. With the location of the adjacent traffic signal, they believe that there will be gaps in the traffic to allow a left hand turn. People will also seek an alternate route on Water Street or use the other drive.

D. Kallfelz asked about the access to Water Street during Phase 2 construction. Mr. Crossman said that the eastern side of the construction during Phase 2, all of the traffic will have access, but the traffic on the south side of the Phase 1 building; they will have "part time" access. It will be closed off during construction times for safety.

S. Piper asked about cars to unit ratio. Mr. Crossman said that at full build out, trips at the AM peak 87 would enter and 155 leaving. At PM traffic 435 (229 entering and 206 leaving). Mr. Crossman said that the reduction has been factored into these traffic counts.

B. Heckert asked about the left turn and Fuss & O'Neill's comments that drivers tend to become more aggressive in their behavior. He said that they are depending on a reduced speed, and they are all concerned about the left hand turn on to Main Street. Mr. Crossman said that RIDOT was not concerned about that. He is sensitive to the issue, but this is not uncommon. The average delay at that location would be 30 seconds during Phase 1 and 42 seconds after Phase 2. He said that people will

search an alternate route. S. Thompson added that if we determine that the service level is not good, what solutions are available? Mr. Crossman said that typically they ask RIDOT for wider driveways (right now they are proposing one lane). That is possible. F. Massie asked if they could not allow left turns at one of the access points. Mr. Crossman said that they can restrict left turns there, but that puts more turns on Water Street. S. Thompson added that they are concerned with safety and it is tough getting out now. People come fast around the corner. The delay concerns him less.

Mr. Crossman said that they measured the speed with a radar gun. RIDOT wanted some advanced warning sign at the crosswalk to let people know that there is a cross walk there. This could be supplemented with signage if needed. They do not know who will be in the commercial uses at the site, but the commercial use will have to go to the Zoning Board for a Special Use Permit. They are looking for smaller boutique style uses, and the Zoning Board can review this.

J. Piepowski asked about the access during construction, which could take a long time. Mr. Crossman said that during construciton, he does not anticipate having as much traffic as during AM/PM after construction. Mr. Piepowski said that traffic trailers, etc. Mr. Crossman said that when the mill was operable and had shifts, they could have had more traffic then will happen here. Mr. Hagerman said that they submitted a construction access management, and they would restrict truck access to Water Street to limit access here.

S. Thompson asked what happens if they have it wrong. What are their options? Mr. Crossman said that they will know if it is not working after Phase 1. Brady Sullivan will be on site.

F. Massie asked what the speed limit is on Main Street. Mr. Hagerman said 25 mph, but most people drive faster than that.

D. Kallfelz said that there a set amount of access points. What can be done retroactively if they find that they have a problem, and can any of that be considered now? It is not clear that there is any alternative. S. Piper added that once people know that the Tourister Mill is filled with people, then people will expect to slow down around the curve. Mr. Crossman said that he would work with RIDOT to put up signage in both directions, and ask RIDOT to amend the physical alteration permit to allow left hand lane turns onto Main Street from the site. This would mean that the site has two lanes for ingress and egress on to the site.

F. Massie asked for public comment. The following speakers commented:

- Andy Asselin discussed the effect of the development on the Town and said that it would amount to a 10% increase. He questioned the impacts on wastewater and Town services.
- Davison Bolster mentioned that he was concerned about run off, green and open spaces. He talked about intermodal services and the river walk.
- Mike Gerhardt discussed the fiscal impact analysis and said that it was misleading in its statement of effects on government services.

Dave Wescott (Mason and Associates) said that his calculations in the fiscal impact analysis were based on standard methodology and demonstrate an overall benefit to the Town.

The Planning Board voted to close the public hearing based on a motion from J. Piepowski and seconded by D. Kallfelz. The Planning Board voted unanimously to close the public hearing. D. Kallfelz made the

motion to draft a decision for the Preliminary Plan application for the Tourister Mill development with the following conditions:

- Propose an expansion of the Main Street access points to 34 and 35 feet wide to the Rhode Island Department of Transportation;
- Reach a suitable agreement between the project developers, Brady Sullivan, and the Town of Warren to design and apportion all costs for needed upgrades to the wastewater infrastructure prior to the submittal for Final Plan approval;
- Submit a revised traffic plan.

The motion was seconded by S. Piper. The Planning Board voted 6-1 in favor of the motion. F. Massie, J. Piepowski, B. Heckert, S. Thompson, D. Kallfelz and S. Piper voted in favor of the motion. C. Thibaudeau voted against the motion. Based on the vote, the Planning Board directed the Planning Director to draft a decision for review by the board at the November 10, 2014 meeting.

All business being concluded, S. Piper motioned to adjourn the meeting, seconded by C. Thibaudeau. The Planning Board voted unanimously to adjourn the meeting at 9:45 PM.

Submitted by C. Wells