LINCOLN PLANNING BOARD

October 28, 2015

APPROVED

The regular meeting of the Planning Board was held on October 28, 2015. This meeting was at the Lincoln Town Hall, 100 Old River Road, Lincoln, Rhode Island. Chairman Ken Bostic calls the meeting to order at 7:00 p.m. The following members were present Ken Bostic, Jeffery Almond, William Murphy, Mike Reilly, John Hunt, and Jeffery DelGrande. Member Olean was excused. Also in attendance were Town Planner Al Ranaldi, Town Engineer Leslie Quish and Town Solicitor Anthony DeSisto.

Chairman Bostic advised that six (6) members were present; have quorum.

CONSENT AGENDA

Chairman Bostic reminded members that the consent agenda is voted on in total unless a member motions to remove an item. Motion made by Member Reilly, seconded by Member Hunt to accept the consent agenda as presented. Motion was approved by all members present.

Land Development and Subdivision Regulations Public Hearing – 7:00 PM

Motion made to open the Public Hearing. Motion by Member Murphy and seconded by Member Reilly. Motion approved by all members

present. Town Planner Ranaldi stated that this is a general all encompassing subdivision amendment. What we have here is approximately five years worth of General Assembly laws that were either enacted as new additions to the subdivision regs or were amendments to certain sections.

There are two new amendments that are different from the General Assembly amendments and stand alone; Section 20-Land Development Projects-Rural Protection Zoning. This was a special zoning designation developed in the late 1990's. The board has never used it. No one has ever approached me about using this designation. We recommend that we delete the entire section. Also recommended is a new detail standard for a field marker. It's an option for us if there is a special feature that we want to delineate and preserve.

Chairman Bostic: Does anybody have any questions, comments? Does anybody from the public want to make a comment on the updated changes to the subdivision rules and regulations? If not I'll entertain a motion to close the public hearing. Member Reilly: I will make that motion, second by Member Murphy. Motion was approved by all members present.

Member Reilly: I make a motion to approve the proposed amendments as submitted and second by Member Murphy. Motion was approved by all members present.

Major Land Development Review

Twin River Casino Hotel AP42 Lot 24 Preliminary Plan Discussion /

-UTGR, Inc d/b/a Twin River 100 Twin River Road Approval

Town Planner Ranaldi: This application is a major land development and it's at the Preliminary Plan stage. This is under the 2005 Subdivision Regulations. It received a certificate of completion on October 20, 2015. The board has one hundred and twenty (120) days to make a decision which would bring us up to February 17, 2016. On September 15th the project received a Comprehensive Plan amendment, and also a Zoning Ordinance amendment. The Town Council passed them as presented to this board. Following that they submitted a Preliminary Plan which really is the engineering of the property and the Town Engineer worked with the Project Engineer and they have addressed all of Leslie's questions and concerns. What we are talking about here is the 79,400 square footprint of the hotel and the associated parking lot improvements, site improvements, loading and emergency access drive and a new stormwater management system. The TRC recommends that they proceed to a Public Hearing next month.

Mark Russo for Twin River: I want to add to what Al provided you. As you may remember when we were here last, there were a couple of neighbors that expressed some concerns. One was the buffering and that has been resolved. There was another concern about trash and the company has bought an adopt-a-highway spot and upped their presence out there. Those things have been addressed. I know that

was important to the board.

Chairman Bostic: I just want to make a comment on the trees that went in. They look great. And you took care of Mr. Perry's line of trees in his front yard. Maybe there should be something in place where like a maintenance program if something happens to those trees.

Craig Sculos: My name is Craig Sculos and I am the Vice President General Manager of Twin River. I have had several conversations with Mr. Perry to work out a mutually acceptable agreement. We have planted the trees in his front yard and it is important from the Company's standpoint not to submit a liability so once the trees have been planted going forward the trees will be his responsibility. The trees that were damaged on our property, we believe were damaged by State salting and sanding. We took the extra measures of putting the trees further back on our property as well as on Mr. Perry's property so this damage will not happen again.

Scott Lindgren: Pare Corporation. You have in your packet a set of documents that have taken the engineering to the next level. We worked with Town Engineer to provide a stormwater management system to handle the stormwater peak flow and also water quality as required from the State Stormwater Manual. We are providing two stormwater samples from our quality features to the North and West of the existing facility and proposed hotel as well as the new proposed employee parking lot. They have been reviewed and signed off by the Town Engineer. Also in the process of developing the plans we furthered the analysis of the parking lot for the employees who are

just to the South of the facility behind the hotel and the existing casino. Reconfiguration was done more efficiently. We restructured the parking lot and actually have increased the amount of parking spaces. Overall the hotel now is causing a loss of only two spaces from the employee parking lot. We have added eleven spaces. We have had conversations with Lincoln Water about where we are in terms of the design of the hotel and design of the water system. They will be forwarding a letter to you stating that they understand where in the process we are in. We have the hotel and the nature of the facility with the front entrance and the emergency drive around the East side of the facility. It is all the same design as you saw during the Master Plan. We just had some minor changes to the parking lot. We have submitted preliminary determination application to DEM as well as DOT physical alteration permit application. Both of those permit processes are in place.

Chairman Bostic: Does anybody from the Board have any questions?

Member Hunt: Do you have somebody in line to run the hotel? Scott Lindgren: No we are in that decision process now.

Member Murphy: I just want to commend you for taking care of the issues with the abutting neighbors. I am happy that you did that. They are our neighbors and they are our friends and I appreciate your stepping up and taking care of that issue.

Member Reilly: I will make a motion to move to a Public Hearing, second by Member Murphy. Motion was approved by all members present.

Quality Drive Solar Array AP28 Lot 23 Master Plan Discussion/Approval

-RJB Properties, LLC 640 George Washington Highways

Town Planner Ranaldi: this project is under a Master Plan Review. The applicant received a Certificate of Completeness on September 15, 2015. The Board has 120 days to make a decision that brings us up to January 13, 2016. This was in front of the Board last month and as you remember the Board had several questions of the applicant. What they are proposing is to install a Solar Array that would be 175 solar panels which would produce 1.4 MW of electricity. This parcel is large. It is about 12 acres. Approximately 5 acres are wetlands. So it is very limited in what can be developed on this parcel of land. One of the things that we discussed and was subsequently worked out was the public right of way that is the access to this property. There is a gate there and at first we recommended that they take down the gate. But upon further review, we felt that keeping the gate up would deter people from illegal dumping in the area. We have a common municipal lock on the gate and the owner of that property has a key. For the time being, both parties have keys and hopefully it will work out and if not we will have to address whatever problems may come up in the future. The property has been with a gate for a number of years and we have not had any reason to go back there. We also talked about snow storms and snow storage. The applicant and the Town are still working out the details on this but we are confident that it will be resolved. The stormwater runoff management system is still

a work in progress and will be fully developed at Preliminary Plan. They are leaning towards providing a type of grassy area with possibly some drainage areas in front of the panels. It would be accessible for maintenance. They also talked about a small area for parking at the beginning of the property. There will be public National Grid Utility poles in the public right of way servicing this property. Those poles would be met with a project utility pole on private property where there would be a transformer.

Scott Lindgren: Pare Corporation. I am here representing RJB Properties and Southern Sky Renewable Energy. I have here with me Ralph Palumbo who is here to talk to you a little bit about Southern Sky and a little bit about what he has done and what this facility is all about. We spend some time reviewing both the questions from the last meeting and also the questions the TRC had for us. Our response is presented to the Board in a written form. We also discussed them during the TRC meeting last week. As Mr. Ranaldi indicated the items for the access drive are settled. We are working on the details of snow storage. There were also questions concerning the facility itself; access for maintenance, stormwater management was a question. We are looking at providing more of a pervious system that allows more infiltration. We have to adhere to the stormwater management regulations in the State of Rhode Island to provide water runoff management and water quality.

Chairman Bostic: We did receive all of the responses that you gave to the Board. Does the Board want to run through everything? Solicitor DeSisto: I consider this already part of the record I do not think it

needs to read. Chairman Bostic: Going through your answers, they do elude to the Town of Lincoln. Is there an agreement with the Town of Lincoln to buy or do anything with the power at this time? Ralph Palumbo: We thought it was only courteous to first offer the opportunity to the Town of Lincoln before anyone else since you are the host of the system. This is way we mention it our response. Chairman Bostic: I am intrigued a little bit about the virtual metering. Ralph Palumbo: Yes. I have a number of systems in Massachusetts' Municipalities and hospitals and other institutions. It is a simple concept. Solar generates electricity. In this particular facility, this amount generated depends on the ultimate sizing of the facility - it will probably generate about 1.4 MW. Just one correction, the TRC report states that there are 175 panels proposed, it will be closer to 4500 panels. It will produce close to two million kilowatt hours a year which are fed into National Grids transmission system. Before they are fed in there is a meter that measures how many kilowatt hours are fed into the system. Those kilowatt hours have a retail value. In the regulations, there is s form called Schedule G and appoint the value of those credits to a meter. It could be the Town of Lincoln's meter. It could be any municipality or any quasi state body but not a private entity. We appoint those credits and they show up on a bill. If you have a bill that is $500,000 a year they appoint the credits to the bill and it reduces it to 200 and we get paid depending on the ultimate negotiation of the credits value. So the Town or whoever the party is gets a spread of 20%. You don't pay until the credits show up on the bill and you pay a percentage of what the credits are. So there is no

capitol risk, there is no operating risk and there is no Town risk.

Chairman Bostic: Does anyone else have any other questions?

Member DelGrande: How often do you do an inspection? Ralph Palumbo: We do a monthly walk through. In the winter time when it's harsh we will probably not do that. A system like this will take an hour. The only other visits is twice a year to maintain the grass. Depending on the type of grass; we would plan to have a species that doesn't grow tall and not tall enough to reach the panel. You could leave the grass as is but we will maintain it.

Chairman Bostic: Is there a window of opportunity for this project?

Ralph Palumbo: The window of opportunity is driven by federal Investment Tax Credit. Right now there is a 30% investment tax credit. That will expire December 31, 2016 if the system is not commissioned by then. It will expire and go to 10%.

Member DelGrande: Do you have to submit any sort of cleanup plan. Do the panels have chemicals inside of them? Ralph Palumbo: There are still chemicals in the transformers. There is vegetable oil inside of the solar panels. I know that because that is a very important issue for the Towns is to make sure that there is no PCB's leaking out of the transformers.

Town Engineer Quish: I just want to say one thing. In front of the gate restricting the public right of way we met out there and initially we wanted to keep the gate where it was because a lot of people drive down the access road and dump material along the side. But I checked with the Town Solicitor and unfortunately we can't duplicate that so we do need to relocate the gate to another spot.

Ralph Palumbo: Mr. Chairman Maintenance as I said is cutting the grass. We don't wash the panels. We don't bring any chemicals out there. The panels have warranties. They have a 25 year life. The panels just sit there. It absorbs the sun. There is some noise created but it is less that a dishwasher. From 50 to 60 feet away you could not hear it. That is a common question.

Chairman Bostic: How many invertors are there for every panel?

Ralph Palumbo: It depends. There is this concept called string invertors and the string invertors get attached to the rack. I can't do the math but they probably would have 60 or to 70 of them attached to the rack. Or we can do what is called a central invertor. And there is just one big box that sits on a pad that's probably about 20 ft x 15 ft wide. We are leaning towards string invertors on this project.

Chairman Bostic: How would you arrive at that decision? Ralph Palumbo: It is an economic decision. I designed the project to go with string invertors. I am going to make a decision at the end of the day depending on the economics of it. String invertors are a little bit more expensive than a central invertor but the string invertors require less wiring.

Town Planner Ranaldi; the TRC recommends that they move to a Public Information Hearing in November. We strongly ask that Mr. Palumbo attends this meeting to answer any questions that the public may have. This is new to the Town.

Member DelGrande: What is the rationale between behind the grass? It seems that gravel would make more sense, water goes through it.

Scott Lindgren: You are correct but in speaking with the Town

Engineer and understanding what the State regulations are for stormwater management, they actually consider gravel surfaces to be pervious. The rational that is it will compact and over time will be less and less pervious. We are trying to stay away from as much gravel surfaces as possible and still maintaining a general access for convenience and still provide a stormwater management system that will meet the guidelines of the State.

Member Reilly: I make a motion to move this to a Public Informational Hearing. Motion seconded, Jeff Almond. Motion approved by all members present.

a. 304 New River Road AP35 Lot 23 Master Plan Discussion/Approval
-Mark Donfrancesco 509 Great Road

Town Planner Ranaldi: The next item on the agenda is under a Master Plan Review and is reviewed under the 2005 Subdivision Regulations. It is the development of two lots that will be combined into a total lot of 52,000 sq ft. The property's main access would be off of New River Road. It is a proposal to develop an 18 unit apartment building with associated parking area and stormwater management area. On October 20, 2015 the application received its Certificate of Completeness. The Board has until February 17, 2016 to make a decision on this Master Plan Review. Basically, half of the lot is wetlands. The front portion of the property closest to New River

Road is the area that is developable. This is where the 18 unit apartment building is proposed to be. They will need to go to zoning for this. They are in a RG-7 Zone and anything over two units needs a special use permit. Also inclusionary zoning is in place so they would need 20% affordable units which equals four units would have to be designated as affordable.

Per the Zoning, they will need 36 parking spaces. Eighteen of these parking spaces and two ADA compliant parking spaces are shown on the abutting property owners land with potential easement. This does not meet Zoning. If they choose to go in that direction they would need a zoning variance for parking from Article V. Utilities are existing in New River Road and they would have to comply with all of our requirements. Wetlands/Stormwater/Runoff all depends on the parking area. Right now the plan is showing an above ground retention basin. There may be an underground retention basin. It depends on the ultimate design of the parking area. Traffic is a concern for us. The Northern Elementary School is almost directly across from this property. Parents park on both sides of the road to pick up and drop off their kids. So we would need a level of confidence that entrance is appropriate at the Master Plan Stage. It doesn't have to be a full blown out traffic study, that would be required at Preliminary Plan Stage, but we need a level of comfort to move this forward. The TRC asks that the applicant address our comments and comes back in November for another TRC review.

David D'Amico: Good evening board members my name is David D'Amico. I am a professional engineer in the State of Rhode Island

with the firm of D'Amico Engineering Technology, Inc. We have offices at 2080 Mineral Spring Avenue in North Providence, Rhode Island. I am here tonight representing as the engineer 1383 Atwood Realty, LLC and which is the company of Mark Donfrancesco. I would like to go over the project and give you our thought process on how we got to this point. Right now it is two lots, Lot 132 and 133, and it kind of peculiar in shape. The two lots are divided by paper streets. There is an existing house structure on one of the lots. It is vacant at this time. When the property was flagged, we noticed that there was a stream back there but it wasn't running. A biologist flagged the intermittent stream with no wetlands associated with it. We had to verify its width and it averages 10 ft over its entire length so we have a 100' buffer associated with this area. Obviously to the back of the lot, you can see the tightness of the contours, it drops down in elevation. It is wooded back here. There is a large multi family or apartment complex and condo to the south and the same to the north. The zoning for the area is RG-7.

The new building is proposed to go all the way to the left side where the topography is flat. We wanted to see if we could do a multifamily structure. It would be cost prohibitive for a single family home with apartments and condos to the north and to the south of it. We choose to go to the Council to see if could get the paper streets abandoned. Essentially we will be able to make one lot that will be 1.5 acres. We have gone through the process and we could record this right now. We have not recorded the abandonment to date. One of the things brought out through the negotiations with the abutter and the Council

was that the abutter wanted the Council to consider allowing access from this development through to his development. The owners came together and they agreed that they would do that.

Chairman Bostic: So he is going to have to create an easement with the neighbor's property?

David D'Amico: Correct. That is what we were going to do. It would need to be a perpetual easement in the deed for the access. We showed the easement area as parking. It does a lot for us because it just eases up the development if you are able to put 20' over to the next property. We are proposing 18 units; 12 two bedroom, and 6 single studio units. The studio would be one bedroom. There are two rooms with one bedroom. And those are the ones that are primarily in the center of the building.

David D'Amico: We need a special use permit because it is over three units. Anything in this zone over three units has to get a special use. We also have to go for frontage because we need technically 240' of frontage. We have 125 so we would be asking for a variance. That is a major dimensional variance that we would be asking for. It is needed due to the configuration of the lot itself.

Member Almond: Have you submitted this project to the Fire Department for review or does the TRC make the submission? Mark Defrancesco: No. It is going to be a sprinkler building under the fire code and the building code does not require 360 degree access.

David D'Amico: I did take a look at the trip generation. The trip generation for an 18 unit apartment is about sixty- five (65) trips a day. When we converted this to the peak hour, you are looking at 14

cars at the peak hour. That is leaving and returning. So that is about a vehicle every four minutes. This road gets about 2900 vehicles a day. There is no way I am going to put 14 cars at the peak and show any impact relative to levels of service. Relative to stressing levels of services no one is going to be able to show that there is going to be any type of traffic issue relative to capacity on roadways.

Town Planner Ranaldi: I think we are concerned about the exchange of parents and cars and children and people coming out of the apartment building and going into the apartment building. David D'Amico: There is no way that I can give you a report that is going to say someone is properly going to make a left and avoid people. Chairman Bostic: I am just a little concerned as far as the parking goes on both sides of the road being an Elementary School. It is a little bit of a tricky traffic situation. David D'Amico: We could look at it. I don't know whether they park this far up. If parking along the streets is limiting your vision that should definitely be controlled.

Solicitor DeSisto: You are going to have to address the school. We have to see it in a report. This matter should be continued for further information. Member Reilly: It probably wouldn't be a bad idea to talk to the Police Department. See what the Chief thinks. Does he see any issues over there? Solicitor Desisto: I will suggest that the application be referred to the TRC for submission of revisions to the plans as well as submission of a traffic study addressing the concerns of this hearing.

Motion by Member Reilly and second by Member Almond to refer the

applicant to the TRC for submission of amended plans and a traffic report in accordance with the Planning Board's concerns. Motion approved by all members present.

Major Subdivision Review

a. Sables Road Subdivision Phase 1 AP 44 Lot 33

Guarantee Bond

Leslie W. Sables Angell and Whipple Rd.

Review/Approval

Town Planner Ranaldi: Sables Road Subdivision withdrew their application. They are going to need a couple of more weeks. So we will have to place it on the November agenda.

Comprehensive Permit

a. The Residences at Stone Creek AP 43 Lot 34

Recommendation to Town

-Break Hill Development, Inc Breakneck Hill Road Council

Bond Release

This is a recommendation to the Town Council to release the bond. Everything is stable on the property. Town Engineer and Director Public Works inspected the property and recommend approval of releasing this bond and sending a positive recommendation to the Town Council to release the $21,000 bond.

Member Hunt makes a motion to release the remediation bond, second by Member Reilly. Motion approved by all members present.

b. Conceptual Dunkin Donuts AP 43 Lot 34
Pre-Application Discussion
-1672 Realty Associates, LLC Old Louisquisset Pike

Town Planner Ranaldi: This is a Pre-Application. There is no time limit for the Board. This is a development of 1.56 acres at the corner of Old Louisquisset Pike and Twin River Road. It is located in RS-20 (residential district) zone. This proposal is to develop a six (6) unit condominium complex with associated parking and stormwater management area next to a restaurant with a drive through window. Parking for the restaurant would be in the front of the building. The parking for the six (6) unit condominium complex would be on the side of that building. There is a queuing driveway to the rear of the property. The applicant is proposing to come under a Comprehensive Permit where the (6) units would be deemed affordable by Rhode Island Housing.
The entrance is off of Twin River Road and Old Louisquisset Pike. There is a concern with the Twin River Road access. It is 20' wide and we recommend that it is widened in the middle. We have some concerns with the mix of residential parking and commercial parking. Where are the visitor parking spaces and ADA parking spots?
Zoning is a concern. We usually deal with Comprehensive Permits where it is solely a residential development. This is a residential

development and a commercial venture. They are separate but they are on the same lot. What we request is that the applicant provides us with a memorandum as to how this meets the requirements of a Comprehensive Permit.

There are utilities accessible from the Pike and Twin River Road. That will be reviewed during the course of Preliminary Plan review stage. Stormwater Runoff is shown on the plans. We feel comfortable at this point that the applicant would be able to accommodate any type of design to handle any runoff.

This is a pretty busy corner and we will be looking for a traffic report. Currently, lot 123 has an existing house on it and behind that house is an accessory barn. The barn is considered an accessory because it was originally an agricultural barn. It is now being used for storage of vehicles. This proposal will cut that lot in half. So it would cut the accessory use from the main use. That is a zoning problem and we don't know how that is going to be addressed in this proposal.

William Landry: I represent the applicant. There are a lot of things going on in that general area such as the multiple uses over at the Twin River Casino, a Public Safety facility across the street, residential scale housing for sure, and state highway access on both sides of our property. We view it as a parcel that is suitable for some type of creative mixed use such as a combination of a commercial element and a residential element. The sellers of Lot 123, the Perry's, have the property next door. They have this quasi commercial type garage structure next to us. Unlike a lot of other Comprehensive Permits, this one is not in the middle of a neighborhood trying to pile

a lot of extra market rate units on a lot to get a few affordable units. The Town has to create almost 300 units to get to the minimal 10% level. These mixed use sites lend themselves to some type of presence for affordable units. Now it doesn't happen every day that that the zoning concession that's in the Comprehensive Permit involves a mixed use. There is always a zoning concession. The Planning Board is always asked to sit as if it were the Town Council on a zoning change. In this case, it is not a density subsidy that we seek from the municipality. It is a different kind of zone change that would allow a mixed use in this zone. We think it is consist with the affordable element of the Town's Comprehensive Plan which is really the thing that is supposed to be the overarching consideration. There is substantial language in that plan about encouraging a diversity housing types, village type proposals, mixed use and it's not unusual for there to be a mix of use with a commercial element and affordable housing. These six (6) units are not low income units. This is for sale worker housing. It is condominium style ownership for earners of 80% or less of medium income. It is not rental housing. These units are 1400 sq foot two bedroom units. Not for everybody in this location. Someone raising a family is not going to want to be on this parcel.

We don't anticipate any difficulty in being able to market these units. It is usual to have 100% affordable and that doesn't happen for a private developer without a subsidy. Only a non-profit get financial subsidy and those are usually growing projects, mostly rental projects. Private projects don't get a dime so that the subsidy that

allows the six (6) affordable units has to come from some other kind of municipal subsidy in the form of zoning relief. We are requesting a mixed use concept. I think this site lends itself to it.

Dave Pare is here from Pare Engineering. He can explain any technical issues associated with the site. We know that we have to do a traffic study. We were asked by the TRC to pay attention to the drive up queuing. We can give consideration to some buffering on the North side of the site along Louisquisset Pike beyond us so there is a distinct break between this corner and the residential zone.

We have a secure letter of eligibility from Rhode Island Housing. That is our ticket to enter the Comprehensive Permit process. The residential building parking there has two spaces per unit. We combined a place for guest parking and agree that is best not to mix that with the parking for the Dunkin Donuts. Al also mentioned the 20' width for the entrance. That is designed to have drivers come in a more efficient way and if that is wider you would get sloppy turns.

David Pare: Pare Corporation, the engineer of the site plan. There was a statement at the TRC that there would be a right turn only. That was in error. Right now we don't know. We are putting together a traffic study and we have some work to do. They are both DOT roadways so we have to go through the Physical Alteration Permit process. Regarding the width of that right turn, I believe that width came from looking at the DOT curb cut requirements. Lighting will be detailed on the Master Plan submission. The hours of operation are not set in stone right now.

Chairman Basic: I just want to verify one thing. Did you say that the

barn was quasi?

Solicitor Desist: I will tell you what the issue is. With the subdivision that is shown here it will be a standalone lot. So that use would be lost because now it's separate and apart from the existing residential structure.

Solicitor Desist: I would like a legal memorandum on this. I don't view this as 100% affordable because one of the units is commercial. It doesn't appear to me that there will be a subdivision. You really have a second unit development here. Six would be residential, one would be commercial. I do think that is something that needs to be addressed. As Bill said I think there are commercial factors that are driving this and also a defined restaurant under the zoning ordinance. But the fact that you have this intense commercial use and you have a lot of traffic coming into and out of the Dunkin Donuts next to a residential. This would not be the traditional mixed use. I think it does need to be some type of case made as to why that fits in and why a Dunkin Donuts should be approved under the Comprehensive Permit. You need to determine under the Moderate Income Housing Act as to this commercial use. I understand that an argument needs to be made as to the feasible of the project. Those are the factors that need to be taken a look at. I do think you would have to address at the Master Plan level; as to how the condominium itself is going to be set up with the rights of these residents, the association, what role Dunkin Donuts would have.

Chairman Bostic: I think a lot of these issues could be ironed out if you take a quick look at the Comprehensive Plan and then maybe talk

to Al a little more about some of it.

William Landry: Yes, there is a lot of language about diversity and housing types and creative combinations. I don't think the mixed use concept is foreign.

William Landry: To have mixed use, there are three pieces to it. One is that the Planning Board has the authority to grant any kind of zoning relief that the Council would grant. Secondly the Comprehensive Plan Housing Element is a key thing in these Comp Permits and there is substantial language that we are relying on those points in favor of these types of creative submissions on scattered sites and suitable locations. The third thing is the letter of eligibility.

Town Planner Ranaldi: One of the big things the Board has relied on over the years is, is this project consistent with the area. And that is something that the board would have to consider and it is the pivotal point of allowing the Comprehensive Permit to forward or not.

Chairman Bosic: And I agree with that. It is all part of our Comprehensive Plan. Chairman Bostic: Staff Reports, general discussion. No further questions or comments?

Member Reilly made a motion to adjourn, second Member Almond. Motion approved by all members present.

Meeting adjourned: 8:50pm

October Technical Review Committee Report

October 23, 2015

Town of Lincoln – Planning Board
100 Old River Road
Lincoln, RI 02865

Dear Honorable Members,

On October 20, 2015 at 3:00 PM and a special meeting on October 23, 2015 at 2:00 PM, the Technical Review Committee met to review the agenda items for the October 28, 2015 meeting of the Planning Board. In attendance were Al Ranaldi, Leslie Quish, Peggy Weigner, Michael Reilly, and Russell Hervieux. Below are the Committee's recommendations.

Land Development and Subdivision Regulations Public Hearing – 7:00 PM
Proposed Amendments Discussion / Approval

The proposed Land Development and Subdivision Regulation amendments are to incorporate all enacted regulations by the General Assembly since the 2005 revision of the Town's regulations. These amendments have not been officially incorporated into the Town's regulations but have been implemented during each application review since the amendments were enacted. The proposed

amendments also contain the elimination of Section 20 – Land Development Projects – Rural Protection Zoning, and the addition of a marking system in the detail section.

The Technical Review Committee reviewed the proposed amendments and recommends Approval of the proposed amendments. These amendments simply reflect the current law to date, eliminate regulations that were never used by the Planning Board, and add a new detail.

Major Land Development Review

a. Twin River Casino Hotel AP42 Lot 24 Preliminary Plan Discussion /

-UTGR, Inc. d/b/a Twin River 100 Twin River Road Approval

This application is under the 2005 Subdivision Regulations and represents the addition of a hotel to the existing casino complex. On September 15, 2015, this project received a Comprehensive Plan amendment, and a Zoning Ordinance amendment. The Technical Review Committee reviewed the proposed major land development project at the Master Plan review stage.

On October 20, 2015, the project received a Certificate of Completeness. According to our Subdivision Regulations, the Planning Board shall, within one hundred twenty (120) days of certification of completeness or within such further time as may be consented to by the applicant, approve the preliminary plan as submitted, approve with changes and/or conditions, or deny the

applicant, according to the requirements of Section 8. A decision on the preliminary plan review must be made by February 17, 2016, or within such further time as may be consented to by the applicant.

The preliminary plan submission included the following:

- **Twin River Casino Hotel, 100 Twin River Road, Lincoln Rhode Island, Sheets 1-32, prepared by Pare Corporation, dated September 29, 2015 (revised and uploaded to Pare Corporation's FTP site on October 9, 2015 and revised on October 23, 2015).**
- **Submission Letter regarding Preliminary Plan Review, prepared by Pare Corporation, dated September 20, 2015.**
- **Stormwater Operation and Maintenance Plan Long Term Pollution Prevention Plan, Twin River Casino Hotel, AP 42, Lot 24, 100 Twin River Road, Lincoln Rhode Island, prepared by Pare Corporation and dated October 9, 2015.**
- **Soil Erosion and Sediment Control Plan, Twin River Casino Hotel, AP 42, Lot 24, 100 Twin River Road, Lincoln Rhode Island, prepared by Pare Corporation and dated October 9, 2015.**
- **Responses to Comments for Preliminary Plan for Twin River Casino Hotel dated October 6, 2015, prepared by Pare Corporation and dated October 9, 2015.**

Site Layout

The Technical Review Committee reviewed the project submission at the Preliminary Plan review level. The entire property contains a total of 191.59 acres of land and is bounded by Twin River Road to the

north and Louisquisset Pike to the east. The proposed application is to construct a 250-bed, four story 225,980 gross square foot (79,400 square foot footprint) hotel, associated exterior site improvements, parking, loading, emergency access drive, and new stormwater management system. This hotel will be connected to the existing casino and is proposed to be located where the former dog racing track was located. The hotel entrance will be east of the Twin River Casino North Entrance. The existing parking areas will serve as parking for the hotel guests as well as the casino guests. New employee parking is proposed to be located behind the proposed hotel.

Utilities

Public sewer and water are currently servicing the property and is available to the hotel. The preliminary plan submission successfully addresses the Town's requirements to tie into the existing public sewer system. Public water already services the property. The Lincoln Water Commission is in discussions with the applicant to connect the hotel to the existing system.

Wetlands/Stormwater Runoff

Several wetlands resource systems and a stormwater runoff collection system exist within the site. Stormwater runoff is presently collected by catch basins and conveyed both north and south to an existing detention basin at the northeast side of the existing VIP parking area. Both of the existing wetlands resource systems and

stormwater runoff systems will be affected by the development of the proposed hotel. The proposed stormwater management system successfully meets the requirements of the Rhode Island Storm Water Design and Installation Standards Manual. Wetlands approval from the Rhode Island Department of Environmental Management will be required as a condition of preliminary plan approval. The Applicant's Engineer has stated this application will be submitted to RIDEM in early October.

Parking

The existing casino complex contains 5,832 parking spaces. Based on the Town's zoning ordinance, the existing casino facility and proposed hotel will require 3,561 parking spaces. Therefore, the existing casino complex has 2,271 parking spaces over what is required by our zoning. Several existing parking areas will be impacted by the proposed hotel development. The plan submission show how the affected parking areas will be relocated within the site.

Traffic

An extensive traffic analysis was conducted during the redevelopment of the casino facility in 2005. Several major roadway improvements were installed on Twin River Road and Louisquisset Pike in order to improve and mitigate any anticipated traffic impacts to the surrounding roadway network. The original traffic impact analysis (TIA) for the redevelopment of Twin River was completed by

Pare Corporation in 2005.

Since the original TIA in 2005, Pare Corporation has conducted or obtained several traffic counts at multiple intersections within the surrounding area. According to a letter provided in this submission and dated July 1, 2015, Pare Corporation has reviewed all of the data it has collected and has concluded that the actual traffic volumes of surrounding roadway network are significantly less than what was projected under the 2005 Twin River TIA. The submitted letter summarizes the difference in the projected future volumes from the 2005 TIA and the actual traffic volumes collected post Twin River redevelopment volumes.

The submitted traffic assessment is acceptable to the Town and shall be reviewed and approved from the Rhode Island Department of Transportation under the Physical Alternation Permit program. A Physical Alternation Permit from the Rhode Island Department of Transportation will be required as a condition of preliminary plan approval. The Applicant's Engineer has stated this application will be submitted to RIDOT in early October.

Site Buffering

Extensive vegetative buffering between the complex and the surrounding neighborhoods was a requirement of the project approval in 2005. The submitted project is proposing additional vegetated buffering areas that will complement the existing buffer. According to the project Submission Letter regarding Preliminary Plan Review, prepared by Pare Corporation, dated September 20,

2015, the site buffering will be installed in four phases. The submission letter outlines the areas that will be installed as well as the approximate time frame for execution. The Technical Review Committee reviewed the submitted landscaping/buffering plan and finds that this plan successfully addresses the concerns of the Technical Review Committee. The proposed landscape/buffering plan will be reviewed in-depth during the upcoming Area of Planning Concern meeting.

The Technical Review Committee finds that the applicant has successfully addressed the requirements of a Preliminary Plan review stage. No further review is required at this stage of the process. Therefore, the Technical Review Committee recommends that the application proceed to a Public Hearing during the November Planning Board meeting.

b. Quality Drive Solar Array AP28 Lot 23 Master Plan Discussion /
- RJB Properties, LLC 640 George Washington Highway Approval

This application is under the 2005 Subdivision Regulations and represents the development of a vacant parcel of commercial land into a 175 panel, 1.4 MW solar array and associated exterior site improvements. The project requires a special use permit and dimensional variance, and a major land development review.
On September 15, 2015, the project received a Certificate of Completeness. According to our Subdivision Regulations, the

Planning Board shall, within one hundred twenty (120) days of certification of completeness or within such further time as may be consented to by the applicant, approve the master plan as submitted, approve with changes and/or conditions, or deny the applicant, according to the requirements of Section 8. A decision on the master plan review must be made by January 13, 2016, or within such further time as may be consented to by the applicant.

The master plan submission included the following:

- **Quality Drive Solar Array, Quality Drive, Lincoln, Rhode Island, Master Plan Submission, dated September 1, 2015 and prepared by Pare Corporation and revised on October 22, 2015.**
- **Master Plan Report for Quality Drive Solar Array, Assessor's Plat 28, Lot 23, Quality Drive, Lincoln, Rhode Island, dated September 2015**
- **Letter from Southern Sky – Renewable Energy RI, to the Town of Lincoln Planning Board, dated October 15, 2015.**
- **Letter from Southern Sky – Renewable Energy RI, to the Town of Lincoln Technical Review Committee, dated October 15, 2015.**

Site Layout

The Technical Review Committee reviewed the project submission at the Master Plan review level. The property contains a total of 12.03 acres of undeveloped land. However, the property is divided by a significant wetlands complex. Approximately 5 acres of the southerly portion of the property will be utilized for the proposed development. The property is bounded by a food manufacturing facility on the

north, a condominium complex to the east, a warehouse facility to the west, and wooded area to the south. The proposed application is to construct a 175 panel solar array facility that would produce 1.4 MW of electricity.

Zoning

The proposed use of this property will require a special use permit under section 260-19Z: Renewable Energy – Utility Scale Facility. The applicant is requesting a dimensional variance for side and front yard setbacks. This proposal is in front of the Planning Board because it is a new commercial development which requires a Major Land Development Review.

Utilities

The proposed solar farm will not require any public utilities. It is anticipated that proposed development will be connected to an overhead electric wire that runs along Quality Drive and the existing gravel public right-of-way (ROW) at the end of the pavement of Quality Drive leading to the property. The pole that will carry the overhead electric wires will be owned and maintained by the National Grid (a public utility). One privately owned and maintained utility pole will be installed on the property. This pole will be located next to the proposed transformer.

Wetlands/Stormwater Runoff

As stated above, this property is vacant and is divided by a

significant wetlands complex. The proposed solar farm will require stormwater mitigation to handle the increase in stormwater runoff to the existing wetland complex. At this stage in the review process, the applicant has acknowledged the need to design and install a stormwater management system in accordance with the State of Rhode Island Storm Water Design and Installation Manual prepared by the Rhode Island Department of Environmental Management (RIDEM) dated December 2010 and amended March 2015. Stormwater mitigation will be addressed at the Preliminary Plan stage of review. In addition, a Wetlands Permit from RIDEM is required.

Parking

This proposed development will not require any dedicated parking spaces. However, space will be provided for service vehicles.

Traffic

The proposed solar farm, after the initial installation phase, will not generate any traffic to or from the property. The facility will undergo regular maintenance visits from one or two technicians. Visits are usually made in a single pick-up truck or SUV.

Access to this property is provided by an existing gravel public right-of-way (ROW) at the end of the pavement of Quality Drive. This gravel portion is the technical frontage for AP 28/Lot 112 (Town owned property) and AP 28/Lot 22 (Harvey Building Products) and cannot be abandoned for private use. The Applicant proposes to improve the gravel Town ROW, to a 12' wide gravel road and continue

to utilize it for access to his property. The Town is amenable to this proposal. However, the Applicant must be clear that the Town will not plow or in any way maintain the existing or improved gravel road. If the Applicant wishes for the Town to be responsible for the maintenance of snow removal of the gravel road, the road would have to be developed to meet Town road standards (30' wide pavement, granite curbing, etc.) unless waivers are requested and granted for specific items.

The Town currently stockpiles snow at the end of the paved portion of Quality Drive. The Applicant needs to address the Town's snow storage. There appears to be a turnaround at the end of the paved portion of Quality Drive, on the western side of the road. The plans do not depict the property line between AP 28/Lot 112 and AP 28/Lot 121 to determine if this is Town owned land to stockpile snow on. Add this property line to the plan for further analysis.

A gate has been installed near the end of the paved portion of Quality Drive restricting access to the Town Right of Way. The Director of Public Works inspected the gate and determined that it would be in the best interest of the Town if the gate remains. The existing gate prevents people from dumping along this gravel roadway. The property owner has agreed to use a town issued security lock on the fence in which the property owner and the Town will possess the key.

There is an existing culvert crossing the gravel road. This culvert allows water to flow between the wetlands. The Town does not know the condition of this structure. This culvert should be investigated

and improved if necessary by the property owner as a condition of approval.

Site Buffering

According to §260-23: Business and Manufacturing Districts, all Manufacture Limited (ML) and Manufacture General (MG) uses shall be at least 100 feet from Residential or Commercial Recreation Zoning Districts. The proposed project exceeds this requirement. There is an existing mature vegetated buffer approximately 388 feet between the proposed solar farm and the condominium complex to the east, and approximately 450 feet between the proposed project and the Longmeadow Neighborhood to the south.

Solar Facilities

This proposal is the first one of its type to be permitted in town. Several members of the Planning Board had a variety of questions. The applicant has submitted two letters in their attempt to answer the questions. A representative from Southern Sky – Renewable Energy RI will be available to answer any additional questions the board may have at the Planning Board meeting.

The Technical Review Committee finds that the applicant has successfully addressed the requirements of a Master Plan review stage. If the applicant has successfully addressed any outstanding questions that the Planning Board may have, the Technical Review Committee recommends that this application advance to a Public

Information Meeting in November.

c. 304 New River Road AP35 Lot 132 & 133 Master Plan Discussion /
- Mark Donfrancesco 509 Great Road Approval

This application is under the 2005 Subdivision Regulations and represents the combination and redevelopment of two residential lots into an 18 unit apartment building with associated parking area, and stormwater management area. The property owner received approval from the Town Council in August 2015 for the abandonment of the abutting right-of-ways recorded as Central Street and Avenue "D". The area that made up the right-of-ways was divided between the abutting property owners. The subject property has a combined area of 52,011 square feet. An administrative subdivision is needed to finalize the two road abandonments.
On October 20, 2015, the project received a Certificate of Completeness. According to our Subdivision Regulations, the Planning Board shall, within one hundred twenty (120) days of certification of completeness or within such further time as may be consented to by the applicant, approve the master plan as submitted, approve with changes and/or conditions, or deny the applicant, according to the requirements of Section 8. A decision on the master plan review must be made by February 17, 2016, or within such further time as may be consented to by the applicant.

The master plan submission included the following:

• Master Plan Review Set for Proposed Residential Development AP 35 Lots 132 & 133, 304 New River Road, Lincoln Rhode Island, prepared by D'Amico Engineering Technology, Inc. and dated February 2015, and stamped October 2, 2015.

• Project Narrative Report for A Proposed Residential Site Development, 304 New River Road, AP 35 Lots 132 and 133, Lincoln Rhode Island, prepared by prepared by D'Amico Engineering Technology, Inc. and dated October 2, 2015 and revised October 22, 2015.

Site Layout

The Technical Review Committee reviewed the project submission at the Master Plan review level. The proposed project is to remove the existing house, combine the two lots and construct an 18 unit apartment building, associated parking area, and stormwater management area. The building will be located on the eastern side of the parcel fronting on New River Road. The western portion of the parcel contains a wetlands complex. The proposed apartment building will be three stories and a mix of one bedroom and two bedroom units. Access to the property is from New River Road.

Zoning

The property is located within a RG-7 zoning district and will require a special use permit under section 260-9C: Multi-family, 3 or more units. Under Article VII – Inclusionary Zoning, the project will require a minimum of 20% affordable units (4 units).

The proposed site plan shows a total of 36 parking spaces. The plans show 18 parking spaces and two ADA compliant parking spaces proposed to be located on the abutting property via a perpetual parking and access easement. The site plans also show an access point from the abutting property onto the subject property. This parking arrangement will require a variance from Article V – Parking and Loading. The TRC discussed the need for zoning relief with the applicant. The applicant will explore other design scenarios.

The proposed project does not address for the following zoning requirements: §260-31F of the Zoning Ordinance that requires an opaque fence between parking areas and adjoining residential areas for parking areas with more than 20 cars, §260-31B (1) of the Zoning Ordinance that requires 9'x20' parking spaces; 9'x18' parking spaces are proposed, and §260-31B (6) of the Zoning Ordinance requires parking areas for more than 20 cars to be illuminated. A lighting plan will be required at the Preliminary Plan stage.

Utilities

Public utilities are available within New River Road. The utility details and proposed connections will be reviewed at the Preliminary Plan review stage. Sewer flow calculations are required at the Preliminary Plan stage.

Wetlands/Stormwater Runoff

The western portion of this property has a significant wetlands

complex and associated 100 ft. riverbank wetland buffer. The applicant shows an open vegetative stormwater management area abutting the proposed parking area. A storm water analysis is required at the Preliminary Plan review stage. Clarify the stormwater treatment system as Sheet 3 states it is a sand filter while Sheet 4 states it is a Bio-Retention Swale. Any stormwater management system must be designed and installed in accordance with the State of Rhode Island Storm Water Design and Installation Manual prepared by the Rhode Island Department of Environmental Management (RIDEM) dated December 2010 and amended March 2015. Stormwater mitigation will be addressed at the Preliminary Plan stage of review. In addition, a Wetlands Permit from RIDEM is required.

Parking

As presented above, the proposed project requires 36 parking spaces. The site plan shows 18 parking spaces and two ADA compliant parking spaces located on the abutting property via a perpetual parking and access easement. This arrangement will require a variance from Article V – Parking and Loading. The site is limited by the existing wetlands complex and associated 100 ft. riverbank wetland buffer. The TRC brought this out to the applicant and discussed several design scenarios.

This parking area is also constructed upon a segmental block wall along the southern edge of parking. The applicant must explore methods that will ensure the wall is protected from future vehicular impact. This will be reviewed at the preliminary plan review stage.

Traffic

The proposed project is located within close proximity to Northern Elementary School which is located on the eastern side of New River Road. Many parents park along both sides of New River Road when they drop off and pick up their children. A traffic analysis will be required at Preliminary Plan stage. The analysis must include the impact during morning and afternoon school arrivals and departures. A Physical Alternation Permit from the Rhode Island Department of Transportation is required during the Preliminary Plan stage.

Based on the project's submission, the Technical Review Committee feels that the applicant should address the comments and concerns presented above and return to the TRC and Planning Board next month for further review.

Major Subdivision Review

a. Sables Road Subdivision – Phase 1 AP 44 Lot 33 Guarantee Bond

Leslie W. Sables Angell and Whipple Road Review /Approval

This application is under the 2005 Subdivision Regulations and represents the subdivision of one lot into 17 single-family residential lots. The project is proposed to be constructed in two phases. Phase one represents the development of 9 single-family residential lots and one new cul-de-sac off of Angell Road. Phase two presents the

development of 8 single-family residential lots along East Lantern Road. The applicant has successfully installed the public improvements per the submitted plans. These improvements have been inspected and approved by the Town during a site inspection on October 13, 2015. A guarantee bond needs to be reviewed and established by the Planning Board in order for the final plan to be recorded.

The town engineer reviewed the submitted project and calculated a guarantee bond of $89,000. This bond covers the bituminous surface course for phase 1, including curb to curb paving of Angell Road, granite bounds, street trees, and fence and gates around the detention basins. The Technical Review Committee reviewed the proposed guarantee bond amount and recommends that the Planning Board approves this amount.

Comprehensive Permit

a. The Residences at Stone Creek AP 20 Lot 15 Recommendation to Town

- Break Hill Development, Inc. Breakneck Hill Road Council Bond Release

On January 26, 2011, this project was approved as a fifty-four (54) unit age restricted condominium complex. This approval was modified on June 25, 2012 to a sixty-one (61) unit age restricted condominium complex with sixteen units dedicated as affordable home ownership units. This entire complex is serviced by the public

sewer and water systems. Access within the site is from a private roadway. The project is complete and was inspected for site stabilization by the Engineering Department on October 15, 2015. The applicant has requested release of his remediation bond. The TRC recommends the approval of the release of the applicant's remediation bond in the amount of $21,000. If approved, this recommendation will be given to the Town Council for consideration at their next meeting.

b. Conceptual Dunkin Donuts AP 43 Lot 34 Pre-Application Discussion

- 1672 Realty Associates, LLC Old Louisquisset Pike

This application is in front of the Planning Board for a Pre-Application Discussion under the 2005 Subdivision Regulations. A pre-application discussion project does not have a time frame for review nor does it require a vote of the Planning Board. This application represents the combination of two residential lot and the development of a 6 unit condominium complex, associated parking and stormwater management area, and the development of a restaurant with drive-thru window. The site plans show the associated parking area, stormwater management area, and vehicular drive-thru land. All the units proposed for the condominium complex will qualify as affordable by Rhode Island Housing. The total acreage of the combined property is 1.56 acres and is located at the corner of Old Louisquisset Pike and Twin River Road. It is located in a RS-20

(residential, 20,000 sqft).

This pre-application submission contained the following:

- **Conceptual Dunkin Donuts, Site Development, Lincoln, Rhode Island, prepared by Pare Corporation and dated October 22, 2015**

Site Layout

The proposed development shows an access point from Old Louisquisset Pike and one access point from Twin River Road. The residential building is proposed to be located in the middle of the lot. The restaurant is proposed to be located south of the residential building. The following concerns were noted by the Technical Review Committee:

1. The entrance/egress off Twin River Road will experience significant traffic but is proposed to be 20 feet wide. A wider entrance/exit may be warranted.

2. Does the 20' wide aisle for the drive thru comply with fire code?

3. Is there visitor parking for the residential building? Consider visitor parking to avoid parking conflicts between residents and the Dunkin Donuts.

Zoning

The property is located within a RS-20 (residential, 20,000 sqft) zoning district. Multi-family buildings as well as commercial uses are not permitted in the zone. While a Comprehensive Permit could be utilized to permit and develop the 6 unit affordable condominium

complex, the Technical Review Committee questioned how a separate commercial use could be included within this development. The TRC would like the applicant to submit a memorandum stating their reasoning for allowing this combination of residential and commercial development on one lot.

Currently, Lot 123 has an existing house and accessory building on the lot. The proposed project will divide the accessory building from the residential use. This project will cause this area to become its own standalone lot and not meet zoning. This issue would need to be resolved before this application moves forward.

Utilities

Public utilities are available within Old Louisquisset Pike and Twin River Road. Access to these utilities would be reviewed at the preliminary plan review stage.

Wetlands/Stormwater Runoff

Any stormwater management system must be designed and installed in accordance with the State of Rhode Island Storm Water Design and Installation Manual prepared by the Rhode Island Department of Environmental Management (RIDEM) dated December 2010 and amended March 2015. Stormwater mitigation will be addressed at the Preliminary Plan stage of review.

Parking

Parking for the residential use is located to the north of the building.

Parking for the commercial use is located in front of the building and along one side of it. The TRC noted the following: is there visitor parking for the residential building? Consider visitor parking to avoid parking conflicts between residents and the Dunkin Donuts. Should ADA compliant parking spaces be provided in the 12 spaces provided for the residential use?

Traffic

The proposed project is located at the corner of two well traveled roadways. A traffic analysis would be required at Master Plan stage. A Physical Alternation Permit from the Rhode Island Department of Transportation is required during the Preliminary Plan stage.

Zoning Applications (*) – November Zoning Applications

RJB Properties, Inc., 640 George Washington Highway, Lincoln, RI/Quality Drive LLC, 640 George Washington Highway, Lincoln, RI - Application for Special Use Permit for the installation of a utility scale solar array for property located on Quality Drive, Lincoln, RI.
AP 28, Lot 23 Zoned: ML 05

Members of the Technical Review Committee visited the site and reviewed the submitted plans and application seeking a Special Use Permit for the installation of a utility scale solar array for property located on Quality Drive, Lincoln, RI. The Technical Review

Committee recommends Approval of this application according to the submitted plans and application. The undeveloped parcel of land is located within an existing industrial park. However, the land has several development constraints that limit its ability to accommodate an industrial use. The proposed utility scale solar array is a good use for this particular parcel of land.

According to §260-23: Business and Manufacturing Districts, all Manufacture Limited (ML) and Manufacture General (MG) uses shall be at least 100 feet from Residential or Commercial Recreation Zoning Districts. The proposed project exceeds this requirement. There is an existing mature vegetated buffer approximately 388 feet between the proposed solar farm and the condominium complex to the east, and approximately 450 feet between the proposed project and the Longmeadow Neighborhood to the south.

The Technical Review Committee feels that granting a special use permit will not alter the general character of the surrounding area and will not impair the intent and purpose of the zoning ordinance and the Comprehensive Plan.

RJB Properties, Inc., 640 George Washington Highway, Lincoln, RI/Quality Drive LLC, 640 George Washington Highway, Lincoln, RI - Application for Dimensional Variance for front and side relief for the installation of a utility scale solar array for property located on Quality Drive, Lincoln, RI.

AP 28, Lot 23 Zoned: ML 05

Members of the Technical Review Committee visited the site and reviewed the submitted plans and application seeking a dimensional variance for front and side relief for the installation of a utility scale solar array for property located on Quality Drive, Lincoln, RI. The Technical Review Committee recommends Approval of this application according to the submitted plans and application. The property contains a total of 12.03 acres of undeveloped land. However, the property is divided by a significant wetlands complex. The property is bounded by a food manufacturing facility on the north, a condominium complex to the east, a warehouse facility to the west, and wooded area to the south. The proposed dimensional variance will enable the solar array to be placed closer to the industrial uses. The Technical Review Committee feels that the applicant presents the least relief needed. The TRC feels that granting the side yard dimensional variance will not impair the intent or purpose of the Zoning Ordinance, nor the Comprehensive Plan.

Lucille Plasse, 19 Old Great Road, Lincoln, RI – Application for Special Use Permit seeking permission to have chickens on property for personal use.
AP 40, Lot 28 Zoned: RS 20

Members of the Technical Review Committee visited the site and reviewed the submitted plans and application seeking a Special Use Permit to have chickens on their property for personal use. The Technical Review Committee recommends Approval of this

application according to the submitted plans and application. The property is surrounded by a commercial use on two sides. The proposed chicken coop will abut the commercial property. The Technical Review Committee feels that granting a special use permit will not alter the general character of the surrounding area and will not impair the intent and purpose of the zoning ordinance and the Comprehensive Plan.

Russell Holt 3 Andrews Drive, Lincoln, RI / Dryzone Basement, 850 Bedford Street, Bridgewater, MA – Application for Dimensional Variance seeking side setback relief for addition of emergency egress window well for property located at 3 Andrews Drive, Lincoln, RI.
AP 14, Lot 113 Zoned: RS 12

Please note: Russell Hervieux recused himself from this recommendation.

Members of the Technical Review Committee visited the site and reviewed the submitted plans and application seeking a side yard setback relief for the installation of an emergency egress window well. The Technical Review Committee recommends Approval of this application according to the submitted plans and application. According to the submission, the applicant wishes to convert their basement into living space. The building code requires that a bedroom space must have two means of egress. This emergency egress window well would serve as a means of egress. The Technical

Review Committee feels that the applicant presents the least relief needed. The TRC feels that granting the side yard dimensional variance will not impair the intent or purpose of the Zoning Ordinance, nor the Comprehensive Plan.

Carl Benevides, 85 Industrial Circle, 15 Moshassuck Road, Lincoln, RI – Application for Special Use Permit to allow a mixture of uses including live/work units for a mill conversion project for property located at 85 Industrial Circle, 15 Moshassuck Road, Lincoln, RI.
AP 2, Lots 88 and 92 Zoned: MG 0.5

This application is the first project being reviewed under Mill Conversion Overlay District. The Technical Review Committee has been working with the applicant in developing this project. The applicant has made significant strides in providing the Town with the required information. Many of the Town's concerns have been addressed. However, one major concern remains. The applicant met with the Lincoln Water Commission (LWC) onsite on October 21, 2015. The 6" fire water line is of great concern to the LWC due to its age. The domestic water line feeds off of the fire water line. The LWC presented several resolutions to their concern. Therefore, the Technical Review Committee recommends that the application be continued in an effort to all of the outstanding concerns.

Correspondence/Miscellaneous (*)

a. Staff Reports

Respectfully submitted,

Albert V. Ranaldi, Jr. AICP

Albert V. Ranaldi, Jr. AICP

Administrative Officer to the Planning Board