

# **LINCOLN PLANNING BOARD**

## **APPROVED MINUTES**

**JANUARY 24, 2018**

**The regular meeting of the Planning Board was held January 24,, 2018. This meeting was at the Lincoln Town Hall, 100 Old River Road, Lincoln, Rhode Island.**

**Chairman Bostic called the meeting to order at 7:00 p.m. The following members were present Ken Bostic, William Murphy, Jeff Almond, Jeffrey DelGrande, John Hunt, Mike Reilly, and Gerald Olean.**

**Also in attendance were Town Planner Al Ranaldi and Town Engineer Leslie Quish and Town Solicitor Anthony DeSisto. Elizabeth Gagnon kept the minutes.**

**Quorum met.**

## **CONSENT AGENDA**

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

## **Major Land Development Review**

**a. Lincoln Ridge**

**AP 31 Lot 38**

**Pre-Application Discussion**

**-Washington Highway LLC**

**George Washington Highway**

**Town Planner Ranaldi: This application is in front of the Planning Board as a Pre-Application discussion. This is no time frame on this matter. The Board is free to review. We asked the applicant to put it as a Pre-Application. This is a redevelopment of a vacant 12 acre parcel of land. Some of the Board members remember this was permitted as a fifty-five (55) and over senior living care facility with condominiums. Basically fifty-five (55) and over you would stay in a condo and then you would move as you get older into care areas. That did not materialize. What is in front of the Board now is a 108 room hotel with associated parking and two forty-five unit (45) unit apartment buildings and associated parking. The main access point is originally from the Lincoln Mall area. This project is proposing it to be from the Sunoco /Courtyard Marriott driveway with a one way entrance into the hotel facility. That was a struggle for us and we spent a lot of time with that and a lot of things were explained to us and we had other questions back and forth for just about two weeks with all the experts that we have behind us. There is a lot to digest and that is why we wanted to have a Pre-Application discussion so the Board can take advantage of what Leslie and I were able to see and hear and discuss regarding this. There are three big concerns that we have. One is the traffic; the next is the zoning of how they are**

going to do this; and the other one is they are asking for a rather large reduction in the amount of parking. They statistics that back it up and that is something that we would have to look into and that is the least of the three main concerns. We have experts here and we are here we could add in whatever type of understatement we have. We felt that the Board should be in on these conversations because it is a lot to digest. It is a lot of explaining behind why a lot of things are proposed the way they are and I wanted to have the Board have an unrestricted direction with the applicant as opposed to a formal master plan presentation. So with that I would like to turn it over to the applicant and have them make their presentation.

**John Mancini:** For the record I am John Mancini I represent the applicant Washington Highway LLC. As AI noted this is a redevelopment of an existing approved development which was approved by the Town several years ago. The approval at that point was for in excess of one hundred and seventy (170) units. The units were to be juxtaposed in a manner that they would be age restricted, fifty-five (55) and over and then they would transition into assisted living and not a nursing facility but just shy of a nursing facility. So there were three types of uses on this one parcel consisting of twelve (12) acres. For whatever reason that did not materialize and the proposal today is to essentially take that twelve (12) acre parcel and subdivide it into two (2) parcels with a mixture of uses. Our proposal is a mixed use development and review of the zoning code. We obviously would come before this Board for a Master Plan

approval. We would then seek to obtain a Special Use Permit from the Zoning Board with regard to both the hotel use and the residential component of it. The mixed use component aspect of it is because of the (inaudible) which is going to be developed concurrently; the drainage, the traffic is all going to be done in on process. We think that is the most efficient and effective way to develop this parcel and to importantly make sure that it corresponds with what you already have there a key work being the characteristics of the area taking into account the Lincoln Mall and then also the existing Sunoco Gas station. The parcel is also encumbered by several easements and will as the process unravels I will explain those easements and ensure the Board that we have adequate and physical access to a right of way. One of the findings that the Board has to make during its approval process those easements are also going to be very important with regard to traffic. I did a great job of identifying the key components of what we are going to focus on in the approval process. And there is where the traffic has to travel. The Planning staff has been tremendous with us they have worked with us for the last few weeks to give us an opportunity to develop more information.

We thought that coming before you as a Pre-Application is a great idea and it is an opportunity for us to introduce you to the project and give you an understand of what we are thinking in our rationale and from additional information so that we can further delineate these two buildings and these two uses. We have brought on board DiPrete Engineering. Nicole Reilly is part of our design team and John Chevron from Pare Engineering is part of the traffic analysis. They

were also involved in the initial project that was approved by this Board. Unless you have any questions for me as to the process, I would like to have Nicole walk through the design as we have it set out and keep in mind the design itself may change a bit as far as the position of the buildings. You will see that back here at Master Plan but we don't think it will be significant. And parking may change a bit based on discussions that we had with the Town. We want to what some of the points of contention and address them and move this along. The applicant is serious about getting the shovel in the ground and I think that is important because this parcel has laid dormant for quite some time and it is a nice proposal for the area. In fact we think that you will hear from us as we go through this process showing how it compliments existing uses. One of the things that we will have to the Planning Board and the Zoning Board is again how this comports with the general characteristic of the area and how it comports with the overlay district.

Nicole Reilly: My name is Nicole Reilly, DiPrete Engineering. Would you like a copy of my resume? Mancini: We are not going to offer her as an expert at this point. Nicole Reilly: My name is Nicole Reilly, DiPrete Engineering. My PE License is 8573. Looking at the board it is probably the most useful concession from a professional engineering perspective. It is adjacent to the Mall. Lincoln Mall would be to the left and 146 would be to the east and 116 to the south. We have been working on this property for a few months. In short we are looking to have two buildings; two buildings with 45 units each with

parking in the middle. There is a lot up here that the applicant does not own. As John indicated we have one way in off 116. And a two way access in and out to Mall over here. So John composed proposed improvement and studies to be looked at with respect to the Mall. Even though we are only at pre-application we have actually done a lot. We have met with DEM on December 15th the outcome of the meeting was positive. DEM is aware that there is an active permit on the site now from 10 years ago. We also met with the TRC. One thing that we are very keen on we want to work through the issues at pre-application before we come back for Master Plan to address the concerns of the Board.

**Chairman Bostic:** I think one our biggest concern is the entryway off 116. **Mancini:** From a planning perspective, this entrance is very, very critical for us for purposes of the hotel. The idea here is to insure that this has its own traffic flow coming in and out and it doesn't trip up as far as the apartments are concerned as well as the Mall itself. This is a critical component for what we are going to try to do here with this development as far as the hotel use is concerned. We will further explain that. We do have easements in place that allow to us have the access there so we don't see any issue there. It is a state roadway we are going to work with DOT so that we can make sure that we are not creating any exit deficiency and again John will further delineate that for you so you will have an understanding of how this works and the necessity if this. **Member Reilly:** You are aware now at that curb cut going into the Sunoco station is a major

issue. So if someone coming down 146 to take a right turn in and go into the hotel that would be one thing but someone coming from the opposite way taking a left turn in and now people are trying to take a left out and it creates more of an issue.

**Mancini:** The TRC they brought that to a head with us so we are focusing on that and John will speak about that. We have a recorded easement in place for this access so it is not something that we are will have to seek. We have it. **Member Olean:** Does the Town have that?

**Mancini:** Absolutely it is recorded in the Town evidence records. It is part of our submission. **Chairman Bostic:** Hold a

second **Mr. Mancini.** **Solicitor DeSisto:** It is appropriate to have staff ask questions and then comments. The only thing I would ask is to

allow the Traffic Engineer give his analysis and give his input. **Town Engineer Quish:** I want Mr. Mancini to clarify one thing. You have

said that your goal is to keep the hotel traffic separate from the apartment traffic. What has been presented to us is an entrance only.

So your hotel traffic going to mix. Could you clarify that? **Mancini:**

So from the hotels perspective they want to make sure that they have access coming off 116. Their main point of access is not going to be

the apartments. For their business plan, it makes sense that they are seen from 116 and that they have an access from 116. **Town Engineer**

**Quish:** An access in.

**Mancini:** Right correct. And when I say traffic flow; the traffic flow within this parcel here as it comes in so yes it is going to be shared

with the apartments but it is not to be considered a dual usage for traffic purposes from the hotel perspective. And that is just practical marketing common sense. You don't want to come to his hotel by way of the apartments. It is not something that they want to do. In addition, when we are at Master Plan we will have the representatives from the hotel. Member Reilly: The other thing that I would like to see is going to happen is that at the top of the hill as you are coming in the Mall that intersection. What is going to happen there people that are coming from the Cinemas down south they don't stop at that stop sign. It is a free for all over there now. So now, you are going to have more traffic entering that four corner. Mancini: That is why it is important to have John here. He will walk through his discussions with DOT about 116. We understand that the four things that come into play here are number one our easement, the second is going to be this entranceway, third will be this entrance way and then what is going to be done on 116.

Chairman Bostic: So your intent is when someone reaches the hotel they are going to come into that main entrance and then after that point, they stay and they go to get something to eat or whatever they will be encouraged to use the side. Mancini: Exactly. So our goal is to capture the use. So if you are coming in off the highway; you are coming in from Providence or Green Airport it is tough to know that you have to come in through this entrance to go to the Mall to get here. So we want to make it easier for them to get to the hotel. Once we got them here now it is easier to direct, them back out. Chairman

**Bostic:** You will put a do not enter sign to go back out. **Mancini:** Correct. **Member DelGrande:** No one is going to be exiting back on to 116. **Mancini:** Correct

**Town Engineer Quish:** We will look for some sort of physical barrier so people can't exit that way. Whether it be a gate we have spoken about several options but some sort of physical thing that prevents from exiting. People are going to exit. **Member DelGrande:** Twice I almost got into an accident for that reason. **Town Engineer Quish:** So we will be looking in advance for something specifically to prevent a person from exiting. **Member DelGrande:** We appreciate you being well aware of the situation and not impacting a bad situation. Is there any way you can take advantage of this situation with DOT and the state to make maybe put a divider there to try and help resolve this situation. **Town Engineer Quish:** I am sure John will go into some of the details. I went to the DOT meeting with them. In the future that off ramp from 146 DOT is going to be teeing up that off ramp with 116 similar to the northbound off ramp. So the problem is there is always no guarantee. They have the off ramp provision scheduled to begin in 2018 the design contract. I miss spoke; the overpass going over 116 is scheduled to begin in 2018 for design. They are trying to get the provision for the off ramp done at the same time. So DOT in the next 3-5 years we are going to start seeing improvements to that off ramp. Actually there are no guarantees and when that happens that is going to eliminate those cars coming out of 116 merging right before they get to the gas station. So it will be a big improvement to

**this intersection but again that is in the future and there are no guarantees.**

**Mancini: One point that we want to stress is there could be a potential with the assistance of the Town in this project to seek with DOT to move some improvements along because there is a long capital improvement plan for that intersection. Perhaps with our application with the assistance of the Town we could urge DOT to move that along.**

**Member DelGrande: Leslie is the issue then exiting the gas station causing the two lines of traffic to take a left on to 116? Town Engineer Quish: That is the primary issue. Member DelGrande: The off ramp is key. Town Engineer Quish: When you are looking to make that left hand turn the cars coming on merging accelerating very fast it gives you no time to cross the lanes. If they had a light further down and they time that light with the other light hopefully they move off gas.**

**Town Planner Ranaldi: The Chief of Police in a letter to the State Highway Safety board and sent back a letter saying that they will not review that intersection because it is not a highway if is a driveway. So they won't review that. It is not a highway. Town Engineer Quish: I reviewed the traffic report. I have comments. I have questions. They have submitted a traffic report already and we have reviewed it. We have some comments and we have some questions mostly about**

the access to the gas station. Town Planner Ranaldi: One of the key things. DOT has to give them an entrance to the highway. Right now there is no entrance. It is a shared entrance. They have to give them an entrance. Do we want another curb cut at that 20, 40, 50 feet or try to make things a little better.

Member Olean: Let us hear from John. John Shevlin: John Shevlin from Pare Corporation. I am a Professional Engineer. I have done traffic work for almost thirty (30) years now. I have done numerous projects over the years one of which Twin River Casino. Just to go back a little bit we did a traffic study that was submitted back in December. We looked at the 146 northbound ramps, we looked at the Sunoco station, we looked at the east entrance into the Lincoln Mall, and also the west entrance to the Lincoln Mall and we also looked at the intersection within the Mall. We also looked at the southbound ramps on to 146. Our study that we put together we looked at traffic safety and capacity. So went through a series of peak doing traffic counts during peak hours and the morning and afternoon peak hours on a week day. We also looked at safety issues. We did ask the Lincoln Police Department for the crashes from 146 down to the Lincoln Mall west entrance, they came back, and it was a thousand accidents. Member DelGrande: What did you think of that? John Shevlin: That was high and I think I know why it was high. It includes the accidents within the Mall. And the reason I say that is because in 2013 we did a road safety on it. DOT has been looking at this area for several years. In 2013 we did a road safety. I think at that time the

accidents from 116 to the Sunoco station and 146 southbound. And the number of accidents over a three year period were 45 accidents. There are recommendations that will be made as far as road safety; as far as trying to improve the area. So we identified some of the short term and some of the long term. Some of the short term as far as stripping and signage to be put in. So of the longer term that we have is that the median and the refuge area so that when people do pull out of the Sunoco there will have a period where they can comfortably sit and we also recommend of having an acceleration rate. But that has not been done to date. As Nicole mentioned DOT out to design right now for a bridge and the Highway Safety Department is looking at approving. So they are looking to come in to tee up the intersections for both the northbound and southbound lanes on 116. We see it as a safety issue and we all agree that the median makes sense do go ahead and do the bridge. We did a safety and capacity analysis. Going into the Sunoco station was in the enter only. There could be an arm going up and down or something flashier. In our meeting with the DOT I think they are in agreement that they feel that this development would not make this area any more unsafe. The right turn only coming out of that site will not be an issue. The left turn once again it is the refuge area may help the traffic flow. We looked at this we have comments we have submitted. We have comments from back the Town and the Town Engineer for the most part these are very easy to address. There are some things that are in there that we typically do not do as far as traffic study. As far as counts on weekends we didn't feel that is was necessary. The

Town would like to see the differences so we will look at that and we up date our study. Member Reilly: Do you do counts at lunchtime at the Mall? I know that lunchtime even during the week I have been there where you go down the hill the traffic is backed up at the intersection during the week at lunchtime. John Shevlin: We did not do the counts there. We do have some recommendations to improve that intersection as far as the movements. Member DelGrande: Do you say that you spoke with the Chief or you got a letter from him? John Shevlin: We requested the cash data from the Chief. We are now asking one from DOT crash data base. I know Leslie expressed his concerns. One of the concerns in that area is that it is wide to pavement. So what we want to do is tighten that up. I think it will help the overall situation. There is no stop sign along here right now. We can control this better with crosswalks, stop signs. I think this going to help control the traffic better.

Town Planner Ranaldi: John that is Mall property. They understand that this is going on and they are looking forward to working with you. The Mall is in favor entertaining this. Mancini: We will certainly keep you of the fact that we have notified them and we will do it by certified mail. It is in our best interests. I think it is an improvement that is good for them as well. Town Planner Ranaldi: The TRC had a lot of discussion about moving the actual physical entrance, gas station and the new hotel up a little further. John Shevlin: Moving it really is not much benefit. DOT we have a right to access to 116. There was also a discussion about having this a dedicated driveway

straight to 116. That is going a distance of about fifty or sixty feet and certainly will help the situation of cars pulling out of the Sunoco and at the time cars trying to pull in. Town Engineer Quish: I think it is important to find out from the DOT. They did actually say that they prefer not to use the Sunoco entrance. Five years out supposedly when this intersection is tee'd up the current location is better location. The current location will be more centrally located between the Lincoln Mall and in terms of the future. There is going to be a light there plus the light going south. The existing entrance is more centrally located. For long term it would create another gap for people to take that left.

Member DelGrande: Is there any thoughts for a light in front of Sunoco. John Shevlin: That has been discussed. It is too close and it is not going to help the situation at all. You usually want to have a distance of about 5 or 600 feet. The other intersection that we looked at is the 116 east entranceway. One of the things that we noticed out there is that you do get que in this lane and the left lane is supposed to be a through right on the right hand side. So I think that safety wise it would help to go ahead and have the dashed red line to keep them in that lane because you have cars that cross each other in this area. I think it has caused a lot of sideswipes.

Town Planner Ranaldi: John if the Board said that they would make this a condition of approval is DOT responsible for those improvements or is it the developer who is responsible. John

**Shevlin:** As we said before they are looking at improvements. That is something that would be worked on with DOT as far as timelines as far as what has to be done. There are changes in the phasing that may be the developer as far as context. **Town Planner Ranaldi:** That condition is under the developer not the mercy of DOT. **Member Reilly:** That is a good point AI because we want as a part of the approval process to make sure it happens. We do not want “well DOT said they were going to do it and they didn’t”. **Solicitor Desisto:** That is not unprecedented. In Johnston; what happens if the developer going through the process with the Planning Board have made arrangements with DOT where they would pay for the improvements. DOT approved that and they had an agreement to that. And down in Tiverton with the Twin River facility down there likewise Twin River is going to go ahead and do improvement to start the road and they already have the approval for the DOT and incorporated into the Planning Board approval for that facility. Therefore, it is not unprecedented. **Mancini:** Counter to that there is a big difference between that project and what is being proposed here. That project has to get designated and stamped by the Governor. As well as economic concern they are in urgency. We are in a bit of a different situation. We want to do something that is right and we want to work with you.

**Member DelGrande:** Will there be signage traffic merging across. It may not help but anything to help the situation is appreciated. **John**

**Shevlin:** I am sure any signs would help. Signals are on the

(inaudible). There are two systems. They are tied to each other.  
Town Engineer Quish: You said that intersection near the Dunkin Donuts and this intersection are coordinate together? John Shevlin: Yes.  
Town Engineer Quish: So when you phase that intersection is that going to force the other intersection to be coordinated with Dunkin Donuts? John Shevlin: It does not force it. You do have a long traffic exit coming out of the Mall.

Member DelGrande: Are you going to protect from leaving the apartments going to the Sunoco. John Shevlin: Ok they will not be able. Nobody is going to be able to come down from the apartments or the hotel to go to Sunoco. Member Olean: You are going to show us where that easement with the Sunoco and over there correct? John Shevlin: Correct. Member Olean: And it is only going to be a one way in. John Shevlin: Correct. Member Olean: What are you doing for sidewalks? John Shevlin: Within the site? Member Olean: Yes. John Shevlin: I think there has been zero loss as far as pedestrians. Member Olean: Part of the Traffic Study is safety on that street correct? John Shevlin: Yes. Member Olean: That is why I am bringing it up to you. This is a pre-application meeting and we are trying to put everything out there. Member DelGrande: Would there be sidewalks from the hotel? Member Olean: In the whole development, so that is everything. That is the way I look at it. Mancini: You are 100% correct. This needed mentioning and we will do it. Town Engineer Quish: We have been looking at that as well. Mancini: And what is important as well is remember the ultimate

success of the project in the hands of the end user. So that is going to be the hotel and the apartment complex. So we are going to coordinate with them. We have representatives from those entities here and they will be able to comment. They will give us a better assessment as to where based on their prior experience in developing over sites how to best locate and make the most efficient use of the sidewalks because to build a sidewalk just to have a sidewalk there is no meaning to it and there is no purpose in having it. So what we want to do is in doing the sidewalks we want them to be as effective as necessary as possible not only from a safety standpoint but also from a decorative standpoint, efficiency standpoint and a feasibility standpoint. So we will bring that plan back to the end user and make sure we have a plan for them.

Member Olean: Ok. The street behind the development is that is that Old Louisquisset Pike? Mancini: Yes it is. Member Olean: Is there any entrance or exit to Old Louisquisset Pike. Mancini: There is not. Member Olean: Has that every come into consideration? Member DelGrande: As far as the road have you had the Fire Dept. review this. Nicole Reilly: One thing I wanted to point is we have not had access. We have had discussions with Chief Andrews. So far he has asked questions about turning movement within the site. He seems generally to understand that there is more detail that we have to go by. Member Olean: The other site they had an entrance on Old Louisquisset Pike. Mancini: That is true and again I think that made sense for what was being proposed at that point being the more

residential component. We may investigate that and that may be a possibility. Certainly not for the hotel. I want to be clear on that. For the hotel this access is imperative. If there is no hotel without this access. And that is their game plan. But that is what they need in order to make it work. Restricting it one way that is feasible and again we can figure a proper way to do that. The other thing too that was just mentioned if we could find a way maybe get some of the Sunoco traffic on to here. That is something that is in the works as well. Member Olean: You also said that this was a subdivision. It says proposed subdivision lot line and it looks like it is coming right down the center. Mancini: It is right there. Member Olean: Is that the proposed lot line for subdivision? Nicole Reilly: We are still working through that. Mancini: One of the other things that we are going through the thought process of is I mention in the correspondence to the Planner was to do this as a planned unit development, which would incorporate this being one lot with two uses. We could put the hotel on a land unit condominium. Member Olean: When that comes back to us, we would like to have that decision made. Mancini: We do not have to. Town Planner Ranaldi: Zoning requires one parcel to have a mixed use on it. Member Olean: But what he is doing now is a divided lot. Mancini: You will know at Master Plan whether we are going for the subdivision or not. Member Olean: What I am saying is that is you put a lot line down there you have to deal with easements and everything else. Put everything on the table. Mancini: And the dictating fact as to whether we do a two parcel subdivision. Member Olean: That is your decision. Mancini: It is very important because it

gives an idea of how we are thinking. The dictating factor is going to be the variances that would be required. So if we to your point I am not disagreeing with that. In every development there is always moving parts. So what we are trying to figure out is how we do this in a way that you folks with your subdivision regulations and with your zoning regulations. So that initial thought was ok we are just going to do a subdivision. Most towns have planned unit developments and planned unit developments have their own use category.

**Town Planner Ranaldi:** Actually John if you did a subdivision the apartments would have an address off Old Louisquisset Pike.

**Mancini:** Right. At the end of the day, I think your point is key and that is you will know because when we will file a subdivision we will be there and part of that subdivision will incorporate the Special Use Permit because we will need a recommendation for special use from this Board.

**Town Engineer Quish:** So if you did do a subdivision would you not apply as a mixed use? **Mancini:** I do not think it would matter.

**Town Engineer Quish:** I have a section of the Zoning Ordinance here where it says under Section 260-9 of the Zoning Ordinance, "mixed use developments require a Special Use Permit and the combination of uses must be contained on one lot." If you subdivide it is technically not one lot. I do not know what that means you would need for Zoning.

**Mancini:** Correct and one of the things that we could do with that is we could a shared parking. If we do an easement and combine the shared parking we might be able to avoid that. We would subdivide the two parcels and then put crossing

between the two parcels that would allow us some type of shared parking. Member Olean: I do not want to be too far off the subject but since you brought up parking. Mancini: That is the next part; zoning and the Affordable Housing. Member Olean: We do not want to get into all the possibilities. You work that out with the TRC. Mancini: To give you a preview the 10% would be part of this project. And then there is also convoluted formula in our code we would try to figure that out as well. The way we read it, any development requires a 10%.

Member Reilly: As regarding the parking, what is shown as opposed to what is required at this point? Nicole Reilly: We do have a parking summary. So essentially our interpretation of this is under temporary lodging it is one space per bed plus one for two employees. So essentially a half space. We came up with 121 spaces required for the hotel use and that is what we are providing. Member Reilly: What about the apartments? Nicole Reilly: So for the apartment's piece it requires two spaces. So if you do that it is 180 spaces required. Do we do have a variance of 44 that we would be requesting. Member Reilly: If you put thirty-five (35) Units as opposed to forty-five (45) will the numbers work for you? Town Planner Ranaldi: I think the developer is in the position of showing existing apartment buildings and that they work with 1.5. Member Reilly: The other project that we brought in with apartments or condos we have been holding them to the two (2) parking spaces per unit. I cannot see why we would do anything different. Mancini: That would be a dimensional variance

that we would seek with Zoning Board. We come here with this application for your recommendation to the Zoning Board. When we get into that process we will have the end user describe their calculations this is what they do. And part of the reason why they chose this site is because they liked the aspect of having many of these very close and then Stop and Shop is right there and people are going to walk there. It is a development that doesn't require a necessity to drive everywhere. And it is a plus. Member Olean: Mr. Mancini appropriate area for future parking. You are looking for relief for forth-four (44) parking spaces. Mancini: Correct. Now just for the apartment aspect. Member Olean: Ok do you have site for extra fort-four (44) parking spaces in the future? Say yes or no. Mancini: Well it is never a yes or no. Member Olean: Do you have room for forth four (44) more additional parking spaces on the site for the additional parking?

Mancini: That is an engineering question. Nicole Reilly: To answer your question. We actually had a discussion on how to look at compact spaces. We tried to look at spaces that might be overflow parking to address your question. We could do something that is not pavement. I'm not if the Town would consider that. We have a variety of different apartments across the tri-state area. There is probably a chance that we could add parking but it may not be pavement parking. Member Olean: I do not need to know about what you have done in New York. All my question was is there an additional parking space that you could find. Nicole Reilly: Counting that forty-four (44)

(inaudible). Member Olean: So in other words you cannot find forty-four (44). Put it all on the table so when these issues come up later on you cannot say this was never discussed. Nicole Reilly: We hear you loud and clear and we have looked at all the different towns and states. Member Olean: Let me explain something this Planning Board is in Lincoln and Mr. Mancini knows this. I don't care what you did in Cumberland or Portsmouth. I don't care what they did at the Casino in Tiverton.

Member DelGrande: You did mention about shared parking. Mancini: Yes it did. I just wanted to bring that up. We also haven't determined the specificity whether we are going to have one bedrooms, two bedrooms and studios. That is also a big impact on to what happens with parking. The other idea is exactly that and to minimize the variance or to eliminate it entirely would be some type of shared parking between the two uses. That again in the preliminary discussions because there is two barriers for that or obstacles. One is the hotel might not like the idea of the residents using their parking. So we have to make sure that we keep good neighbors and good graces. And secondly there is a significant drop off of topography between these two parcels and the back. We don't want to have a situation where people have to go down stairs to get to the parking just to meet your code. The goal here is to keep it within the general character and we want to have this work nicely with the Mall and easy access off 116 coming in. Hotel parking the end user will describe for you. Hotel parking is not a necessity as you think it

would be. The Marriott will describe that for you. Member DelGrande: Do you need any sort of letter of agreement from Sunoco. Mancini: We have an easement. Member DelGrande: What are you doing for the sewer tie-in? Nicole Reilly: We have just started discussions with them.

Town Planner Ranaldi: Nicole one of the questions I on this very tough site how are we going to make storm water work? And I know in a very general sense could you tell the Board. Nicole Reilly: There is a solution. This does have a valid DEM Permit today. I thought I would mention that quickly. Member Reilly: But that is for the other project not for this project. Nicole Reilly: I am just mentioning that. Member Reilly: It is not valid. Nicole Reilly: Well to me it is as an Engineer. I am not saying it is valid as a part of entitlement but in an engineering perspective it would be valid to me because it is a lot more pervious compared to back ten years ago then currently. In short we have taken a look a ledge; we have taken a look at groundwater. We have met with DEM and we are very confident. Member Olean: Just one question about the DEM approval that you had. You are using that as a means, you are not going to use the same permit. In other words, you are going to alter their existing permit. Nicole Reilly: Yes. We will update it for the current configuration.

Member DelGrande: Leslie and Al do you think all these issues will be resolved? Town Engineer Quish: I will not say 100% yes. It needs

to be proven. Town Planner Ranaldi: If everything comes together, it will not make it worse. There is a strong indication that it will make it better. Member Reilly: Down the road, I cannot see how initially it is going to make things better. Town Planner Ranaldi: It is not going to compound. I hope that it will be a very minor gap between the two. Member Reilly: I think it is important that you have that dialog with the Lincoln Mall and make sure they are on board with improvements that are going to have to be made to that area as well. Mancini: The last thing that you want to do is send a notice and have them appear here (inaudible).

Chairman Bostic: The hotel what is it four stories? Mancini: It is a four-story building. Member Olean: It think it was mentioned before about the airport. One other thing and this was a pre-application meeting we are open to all kinds of discussions. However, once you come in and have a definite plan; if it one parcel, two parcels, subdivisions, easements. Town Planner Ranaldi: I definitely think the Zoning aspect has to be finalized before they submit. Member DelGrande: Leslie do they need any letters from DOT? Town Engineer Quish: They are going to have to get a Permit for DOT. I went to the meeting and the design that they have proposed is the preferred point of access. They prefer to keep the entrance where it is in the long term when they tee up that off ramp gives it a better location. They prefer then to use the Sunoco access versus the one way in.

**Enrico Degregorio:** Owner, developer. When we met that day we said that we were going to do something to temporarily keep the Town happy but once the road is tee-off we could do an in and out of the Sunoco. **Town Engineer Quish:** They said it is possible. **Member Reilly:** I am glad you brought it up because would that warrant coming back to the Board for approval? If something like that changed? **Town Planner Ranaldi:** This is the first I have heard of this. **Member Reilly:** I think if there was going to be a change like that made, it was proposed one way in, and then you wanted to make that in and out then I think that this would have to come back to this Board and get a change. **Mancini:** Absolutely. It needs to go back to the Board but the hotel may stay down the road and we are going to have an in and out. **Town Engineer Quish:** Then you would have to be a new application for the Town and DEM. DOT was not committing to approving that in the future. **Mancini:** The reality of it is the Board knows once you approve it what you approve is what is going to be done. If there is any change to that it is a modification.

**Chairman Bostic:** Tony how would that work it would come back to the Planning Board? **Solicitor DeSisto:** The final approval. There is provisions to enable that and in the subdivision regulations for modification of the approved final plans. I am assuming that if the application were to be approved there would be a condition along the lines we talked about. They would have to go to DOT first to get a modification in their EAP Permit and then they would have to come to Planning Board to modify their final plan. **Chairman Bostic:** I think

we are talking about five years down the road to place is up and running and they decide that the State makes a change and they decide that they want to make a two lane. They are going to be required to come back to the Planning Board. Member Reilly: I would want to see another traffic report based on what the trips are going to be and everything like that. Town Planner Ranaldi: It is not a given. There is a process. Town Solicitor Desisto: The question is does the Town have a say if that were to happen and the answer is yes. Member Olean: Where do we stand on this right now? Mancini: We have to submit to be complete and then the clock starts ticking. Member Olean: The more information that you have is going to help.

Mancini: Just so that we are clear we won't at Master Plan a physical alteration permit. We won't see that until Preliminary. We have a lot more information at Master Plan with regards to traffic and same thing with DEM. However, we will not have DEM permits. Town Planner Ranaldi: I think the question to the Board is, are you comfortable with them putting them together with the traffic and presenting. Mancini: Keep in mind also that the approval of this stage is only a conditional aspect because we will need some zoning relief. So the process will be a conditional Master Approval here a recommendation to the Zoning Board in regards to our variances and then back here for Preliminary. We have to have all the conditions at Master Plan completed and all the check lists at Preliminary also complete. There is a lot we have to do with it. Town Planner Ranaldi:

At pre- app, I want you to understand or if you wanted more

information now is the time to ask. Leslie went to the meeting she has a very good feeling for what DOT wants. I am confident in what she represented to me and to the Board. Member Olean: All the traffic should go through Leslie because she will present it to the Board. Mancini: We will do that. We have no issues doing that I just don't believe we are required to and I don't want that requirement placed on us especially when it is going to be a conditional one anyway. Town Engineer Quish: Some of the issues we are going to want to have everything laid out; know what you are going to be proposing at these intersections and that we make it a lot more comfortable. Mancini: That makes complete sense to us because obviously we don't want to go through this process if at Zoning Board we get a variance come back here and you tell us that you don't like the traffic. Chairman Bostic: I think the one way is definitely a step in the right direction. I think that will cut down on more than 50% of the issues at that intersection because if you are coming off 146 you will be able to go right into the hotel and if you are going to come out you come out by the Mall. Member Murphy: The lines that we talked about would really help because there is direction when those cars come out of there. Town Solicitor DeSisto: The purpose of the pre-app is get the Board familiar with the application and also make sure that the Applicant get some direction for it would have to go with their application. Member Olean: Are we all set? Chairman Bostic: I think so yes. Mancini: Yes. Thank you.

Chairman Bostic: Item five correspondence? Town Planner Ranaldi:

The state is offering in person or on line workshops if the Board wants to go. It is more appropriate to the coastal community. Member Olean: I would like more information on when it has to be done. Town Planner Ranaldi: Ok will do.

No Solicitors Report. Town Solicitor DeSisto: One thing I do want to say. We filed our briefs on the Dunkin Donuts affordable housing project. Al was very helpful on that. We are still waiting for a hearing on the development across the street we haven't got that yet. After that hearing they will be schedule the Dunkin Donuts: Whipple-Cullen first and Dunkin Donuts second. I think they will probably hear it sometime in the spring. They basically schedule their hearings several months apart and they don't have a docket. They hear one at a time and when they finish one then they go on to another one.

Chairman Bostic: Secretary's Report.

Member Olean: I make a motion to dispense the reading of the draft minutes of the meeting of November 29th, second by Member DelGrande. Motion approved by all members present.

Chairman Bostic: Are the minutes all set? Everybody, look at the minutes. Member Reilly: Who was at the meeting? Town Planner Ranaldi: Actually, I am glad that you reminded me of that. I will make those adjustments. Member Olean: I make a motion to accept the minutes of the Planning Board meeting of November 29 as corrected,

**second by Member Hunt. Motion approved by all members present.**

**Chairman Bostic: Entertain a motion to adjourn.**

**Member Reilly: I make a motion to adjourn, second by Member DelGrande. Motion approved by all members present.**

**Meeting adjourned at 8:40 pm.**

**Respectfully submitted,**

**Elizabeth A. Gagnon**

**Secretary to the Planning Board**

**January 24, 2018 – Technical Review Committee Report**

**January 19, 2018**

**Town of Lincoln – Planning Board**

**100 Old River Road**

**Lincoln, RI 02865**

**Dear Honorable Members,**

**On Tuesday, January 16, 2018 at 3:00 PM, the Technical Review Committee met to review the agenda items for the January 24, 2018 meeting of the Planning Board. In attendance were Al Ranaldi, Russell Hervieux, Leslie Quish, Michael Gamage, Peggy Weigner, and Jeffery Almond. Below are the Committee's recommendations.**

### **Major Land Development Review**

#### **a. Lincoln Ridge AP 31 Lot 38 Pre-Application Discussion - Washington Highway LLC George Washington Highway**

**This application is in front of the Planning Board for a Pre-Application Discussion under the April 2016 Subdivision Regulations. This pre-application discussion does not have a time frame for review nor does it require a vote of the Planning Board. Please note: The submitted plans and supporting documentation are working documents and may contain items that have changed since the plans were produced.**

**This application represents the development of a vacant 12.22 acre parcel of land located on the north side of George Washington Highway (Rte. 116), between the Lincoln Mall and Route 146. A Sunoco Gas station and Courtyard Marriott Hotel are located immediately south of the site. The proposed development will consist of a 108-room hotel and associated parking and two (2) 45-unit apartment buildings and associated parking.**

**The main access to this proposed development will be via an easement from the Lincoln Mall entrance driveway. An additional**

**entrance will be provided through the Sunoco/Courtyard Marriott driveway. This entrance will be designated as a one-way driveway into the site.**

**The Technical Review Committee reviewed this project under a Pre-Application/Master Plan review stage criteria. Three major concerns were discussed. They are: traffic safety in and around the proposed project, zoning requirements including the Town's affordable housing requirements, and parking. Due to the magnitude of this project, the Town hired a traffic consultant to assist in our review. Members of the TRC and the town's traffic consultant met several times with the development team. The majority of the meetings were to discuss traffic safety. Several complicated traffic design approaches were discussed.**

**At the TRC meeting, the Committee felt that the project's design is heading in the right direction but the design approaches are complicated. Therefore, the TRC recommended that the applicant appear in front of the Planning Board at a pre-application stage in order to slowly walk the Board through each design approach. The TRC encourages the Planning Board to ask as many questions as they may have in order for the Board to become comfortable with the direction the project is heading in.**

### **Zoning Applications (\*) – February Zoning Applications**

**Anthony Martin, 44 Rhodes Street, Cumberland, RI/ACM Properties LLC, 44 Rhodes Street, Cumberland, RI - Application for Special Use**

**Permit for a delivery/takeout pizza business in a professional plaza located at 879 Smithfield Avenue, Lincoln, RI.**

**AP 06, Lot 371 Zoned: VCMU**

**Members of the Technical Review Committee reviewed the submitted plans and application for a Special Use Permit for a delivery/takeout pizza business in a professional plaza located at 879 Smithfield Avenue, Lincoln, RI. The committee had a tough time figuring out if the application meets the town's parking requirements. The TRC recommends that the applicant develop and provide a clearer parking plan for the Zoning Official to review.**

**The Technical Review Committee recommends Approval for a Special Use Permit for a delivery/takeout pizza business in a professional plaza located at 879 Smithfield Avenue, Lincoln, RI. The Technical Review Committee feels that the 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.**

#### **Correspondence/Miscellaneous (\*)**

##### **a. Staff Reports**

**b. George M. Prescott AP 06 Lots 213, 214 & 408 Administrative Subdivision**

**c. Charles & Robert Svitil et al AP 44 Lots 13, 15 & 132 Administrative Subdivision**

**d. Howard R. Smart Tr. et al AP 15 Lots 30 & 31 Final Plan**

**Subdivision**

**AP 19 Lot 129**

**e. Hugh & Kristin McCunaghy AP 43 Lots 71 &  
127 Administrative Subdivision**

**f. Robert & Marina Zabinski AP 12 Lots 109 & 359 Administrative  
Subdivision**

**Lake Realty, Inc.**

**Respectfully submitted,**

**Albert V. Ranaldi, Jr. AICP**

**Albert V. Ranaldi, Jr. AICP**

**Administrative Officer to the Planning Board**