Design Review Committee (DRC) and Hearing Panel
Public Hearing Minutes
October 1, 2012

Members: John Gregory, DRC Chairman
Stephen Coutu, DPW Director
Jeanne Boyle, Executive Director
Bruce Chick
Jacob Harpootian, Hearing Panel

Consultants: Glen Fontecchio, Architect
Bradley Leach, Traffic engineer

Staff: Roberta Groch, AICP

Chairman Gregory called the meeting to order at 6:30PM.

1. Approval of Meeting Minutes
VOTE: A motion was made to approve the minutes (with changes) from the August 14, 2012 DRC meeting: the motion was seconded and was approved unanimously, without discussion.

2. New Business-
A. Public workshop- Kettle Point development project preliminary plan
The project team was in attendance, along with representatives of Churchill & Banks, the proposed project developer. A presentation to the DRC and other City officials in attendance was made by: Mr. Dennis DiPrete of DiPrete Engineering, the project engineering firm; Mr. John Carter of John Carter & Company, the project landscape architect; and Mr. Donald Powers of Union Architects, the project architect. The project will have a total of 436 residential units: 360 as apartment units, some in twelve-unit apartment buildings (forty percent will be one-bedroom units). Units will be in duplexes and seventy-six residences in "family units" with 2+ bedrooms. There will also be a community building. There will not be any commercial uses in the project. No building will be taller than three stories, plus a roof, approximately thirty-five feet tall and all buildings will be at least one hundred feet from Veteran's Memorial Parkway (VMP). There will be some sort of a homeowner's association put in place.

The developer will provide the required ten percent affordable units: these may be in the form of elderly-only residences, but this is still under discussion. Ms. Boyle reminded the team that the affordable units must be scattered throughout the project: concentrating all of the affordable units in one building will require Waterfront Commission approval.

The main loop road and the Bike Path parking will be public. The point that juts out into the Bay would be a wonderful park space: although the City has stated that it does not want to own the park or maintain it, perhaps the RIDEM would be interested in acquiring it, given its signature location. Parking for larger buildings will be internal to the blocks, leaving the street edge free of driveways and garages; duplex condominiums would be accessed through the interior of the block as well. On-street parking will also be provided: the site is currently underparked, with

approximately eight hundred spaces. Ms. Boyle requested that the team look at ways to safely get pedestrians across VMP.

There is a network of pedestrian ways, both public and semi-public. The open spaces have been sited at the high points on the site, for the best views up and down the Bay. The project will try to incorporate access to the adjacent Squantum Woods park. Maintenance of the parks would be through a homeowner's association. A pedestrian connection across Veteran's Memorial Parkway (VMP) to the development may be an amenity that the surrounding neighbors would want: this will be explored. The developer agreed that the site should make the most of its dramatic elevation change over Squantum Woods, if not physical then visual. Michael Bartlett stated that the Parks Dept. would agree to the moving the entrance to Squantum Woods to be solely through the development.

The main access road will have a boulevard feel that will link three areas of open space. The southern access will be perpendicular to VMP and will be defined be a structure that frames the westerly view. There will not be a marina in the current proposed project: there is discussion about a kayak launch area and a sailing center, but these are still preliminary concepts.

The northern half of the site has not been remediated environmentally to residential standards: the southern half has. BP (the current owner) and the RI Dept. of Environmental Management are very close to reaching an agreement for the rest of the work. The master plan takes into account several hotspots on the site.

The team is currently pursuing State permits and has spoken with the Department of Transportation and the Coastal Resources Management Council. The developer will use August and September to incorporate feedback from the City and Waterfront Commission and to develop concepts for the project. Engineering work will start in October: public amenities will be constructed first. The project will not be phased. It is hoped that all plans will be approved in one year and that the development will be open for business in September of 2014.

Mr. Gregory opened the workshop to members of the public. Mr. Wesley Plante of 193 Waterman Ave. in East Providence opposes the project and wants to see the site developed as 5,000 sf lots for elderly housing. There were no other comments from the public.

VOTE: A motion was made to close the public workshop: the motion was seconded and was approved unanimously without discussion. The workshop was adjourned at 7:40PM.

VOTE: A motion was made to open the public hearing for Sky Zone: the motion was seconded and was approved unanimously without discussion. The public hearing was called to order at 7:40PM

B. Public Hearing- "Sky Zone" indoor trampoline park project located at 70 Pawtucket Ave. (plans and application previously submitted to DRC). Applicant: Jump City Providence, LLC.

Ms. Christine Engustian, attorney for the project, introduced Ms. Stella Downie, operator and general managing member of Jump City Providence LLC.

Ms. Engustian asked that the resume of Mr. Brandon Carr of DiPrete Engineering, project engineer, be entered as Exhibit #1 and to qualify Mr. Carr as an expert.

VOTE: A motion was made to accept Mr. Carr's resume as Exhibit #1: the motion was seconded and was approved unanimously without discussion.

VOTE: A motion was made to qualify Mr. Carr as an expert: the motion was seconded and was approved unanimously without discussion.

Ms. Engustian made a presentation to the Commission about the project. The application is for property located in the Pawtucket Avenue Waterfront Sub-district. The Applicant seeks approval for a proposed change in use of the 25,000 square foot addition of an existing building from warehouse to entertainment. The building will be occupied by Sky Zone Indoor Trampoline Park, a company that currently has locations in Massachusetts.

Peak hours for the facility tend to occur when neighboring industrial users are slow or closed. The facility's busiest days will most likely be Saturday and Sunday: during the week, the business generally gets busier as the day goes on.

Using a peak customer parking estimate of twenty-eight (28) vehicles and assuming that the average customer purchases sixty (60) minutes of jump time results in a turnover of twenty-eight (28) vehicles per hour. Twenty-eight (28) vehicles entering the site and twenty-eight (28) leaving equals a peak hour rate of fifty-six (56) vehicle trips. The peak rate has not been associated with a traditional AM or PM peak hour, as this use does not operate in a typical fashion. The peak hour for this use is most likely later in the evening, possibly from 7PM to 9PM. By this time of day, other traffic is diminishing and additional trips will have fewer impacts on surrounding streets. Approximately 25% of the anticipated traffic from the warehouse will not be using the surrounding streets.

The increase in traffic resulting from the initial analysis had little effect on the overall traffic operations on Pawtucket Avenue. All turning movements on surrounding streets that were included in the TIS functioned at a Level of Service of B or higher: only exiting the site driveway had a lower Level of Service. The TIS reports that there will be an increase in the level of traffic on the surrounding roads generated by the proposed development, but the analysis indicates that the roadway network in the area can accommodate the site traffic in a safe and efficient manner.

Since the proposed change in use warrants an increase in parking for the property, it will have a separate entrance located near the northern end of the building. Additional parking is proposed adjacent to the new entrance.

Sky Zone expects to hire 8-10 full time employees, including four (4) managers, and approximately thirty-five (35) part time employees. Sky Zone offers its employees health and dental benefits as well as a 401k plan. Based on experience in its current facilities, Sky Zone's annual payroll is projected to be approximately $600,000.

Mr. Gregory opened up the hearing to questions from the Committee. In response, the Applicant stated that they have a long-term lease for the building and that there will be no structural

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changes to the building. The Applicant stated that DiPrete Engineering had already been in contact with the Commission's landscape architectural consultant, Sara Bradford, regarding her comments on the initial landscape plan. The team has revised the landscape plans according to Ms. Bradford's suggestions.

Mr. Gregory opened up the hearing to the public. Mr. Paul Valois of 88 Pawtucket Ave., a neighbor, stated that trucks pull onto the property at 11:30PM and stay overnight in the parking lot with their engines idling and radios on, which is very noisy and disruptive. Ms. Adele Beck, the developer of 10 New Rd and 70 Pawtucket Ave., said that she would obtain the truck log books from Baer Supply for the next Waterfront Commission meeting.

VOTE: A motion was made to close the public hearing for Sky Zone: the motion was seconded and was approved unanimously without discussion. The public hearing was closed at 8:45PM.

VOTE: A motion was made to open the Hearing Panel public hearing for Sky Zone: the motion was seconded and was approved unanimously without discussion. The public hearing was opened at 8:45PM.

Ms. Engustian explained the reasons that the Applicant was appearing before the Hearing Panel: to obtain a conditional use permit for indoor entertainment and to receive a waiver for the number of parking spaces provided, which is less than required.

VOTE: A motion was made to enter the testimony of Ms. Downie and Mr. Carr before the DRC into the Hearing Panel record; that the evidence admitted to the DRC also be admitted to the Hearing Panel; and that Mr. Carr be qualified as an expert before by the Hearing Panel. The motion was seconded and was approved unanimously without discussion.

Ms. Engustian explained that the indoor entertainment use would not be detrimental to either the surrounding businesses or residences. The use shall be limited to that which ensures the convenience and welfare of the public and does not substantially or permanently injure the value of neighboring property. She stated that neither the proposed use nor its location on the site would have a detrimental effect on the public health, safety, welfare or morals.

Ms. Engustian said that the Applicant assumes that, using a maximum occupancy of eighty-five jumpers and an average of three or more jumpers per vehicle, twenty-eight vehicles/parking spaces are needed at maximum occupancy. The combined total of employee and patron parking needed is thirty-five parking spaces, with two of these spaces designated as handicapped-accessible parking. Based on this information, the Applicant and the engineer feel that sufficient parking is provided for the proposed use.

VOTE: A motion was made to grant the conditional use permit to the Applicant: the motion was seconded and was approved unanimously without discussion.

VOTE: A motion was made to grant the waiver for the number of parking spaces provided: the motion was seconded and was approved unanimously without discussion.

VOTE: A motion was made to close the Hearing Panel public hearing for Sky Zone: the motion was seconded and was approved unanimously without discussion. The public hearing was closed

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at 9:10PM.

VOTE: A motion was made to adjourn the meeting: the motion was seconded and was approved unanimously without discussion.

The meeting was adjourned at 9:10PM.

Respectfully submitted,

JEANNE M. BOYLE
Executive Director

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