

**Town of North Smithfield Planning Board Meeting**

**Kendall Dean School, 83 Green Street**

**Thursday, January 6, 2011, 7:00 PM**

**The Chair called the meeting to order at 7:03 pm.**

**1. Roll Call**

**Present: Chair Scott Gibbs, Gene Simone, Alex Biliouris, Dean Naylor, Dr. Lucien Benoit, Joe Cardello. Absent: Art Bassett. Also present was Town Planner Bob Ericson.**

**2. Approval of Minutes: December 16, 2010**

**Mr. Biliouris made a motion to approve the minutes of December 16, 2010. Mr. Naylor seconded the motion, with all in favor.**

**3. Stop & Shop Fuel Station: Major Land Development Preliminary Plan including public hearing**

**Owner/Applicant: Gas Development LLC**

**Location: 35 Eddie Dowling Hwy, Plat 21, Lot 67. Zoning: BN (Neighborhood Business)**

**Mr. Ericson updated the Board on the status of the application. He stated that the DEM permit has been submitted to the Board, along with the gap analysis study for Citizens Bank plaza, and comments**

from Casali Engineering. The recommendations from Casali have been reviewed and accepted by VHB. The applicant has addressed the recommendation that the HydroCad report be adjusted for a Type III storm instead of Type II storm.

Attorney S. Paul Ryan was present for the applicant. He stated that there are no significant changes to the plan from those presented at the July 2010 meeting. He introduced VHB engineer Conor Nagle to talk about the plans. Mr. Nagle stated the plan is to construct a 5-pump fuel facility on a currently vacant site. The grade slopes back from Eddie Dowling Highway to the Stop & Shop site. A detention basin is planned to mitigate the increased run-off, due to the increased area of impervious surface. Part of the DEM approval called for the addition of an infiltration system for the canopy. Access to the site will be the same as in the Master Plan, and a PAP has been obtained from RIDOT.

The Chair asked about the recommendation from Casali Engineering with regard to the HydroCad report. Mr. Nagle stated changing the Type II storm to a Type III storm has been done, and a new report will be submitted. There are no changes to the design anticipated.

Dr. Benoit referred to #6 in the Casali report, "The underdrains appear to be placed above the liner," and asked for an explanation as to whether this is the intent of the design. Mr. Nagle explained that it is an underdrain which is meant to collect and bring the water to the

basin. They do not want any of the water to infiltrate without pre-treatment.

Mr. Cardello asked whether the sidewalks can be widened in order to still be ADA-compliant when taking the utility pole into account. The plans show 4.5' wide sidewalks, which are ADA-compliant and match the existing sidewalks in the area, but Mr. Cardello stated that he would prefer to see it wider. Mr. Nagle stated that it would not be a problem. Mr. Cardello also stated that pre-cast concrete curbs have had many problems in past developments in town. He stated that they are seldom constructed correctly and suggested using something cast-in-place that will work as designed. Mr. Nagle agreed that they could do that.

Mr. Cardello also asked about the annual inspections and reports that should be submitted to the Town. Mr. Ericson stated that while that may be a requirement, he has never seen one submitted to his office. He suggested making it a condition for approval. Mr. Cardello stated that it could be added to the notes or stated as a condition, but he would like it to be done.

Mr. Cardello also asked about the inlet and outlet pipes which appear to be at about the same elevation. He questioned whether they would detain anything. Mr. Nagle explained the design and stated that it's meant to be a dry detention, which is not designed to hold water beyond the duration of the storm. Mr. Cardello stated that he will

**review the HydroCad report.**

**Mr. Ericson asked about the flow of traffic at the fueling points and whether it will be one-way, as it is at the Lincoln Stop & Shop facility. Mr. Nagle stated that it will not be one-way, and with the greater number of fuel pumps, he does not anticipate stacking of cars.**

**Traffic engineer Robert Clinton, also of VHB, stated that he has no problem with increasing the width of the sidewalk, but asked the Board if they had a specific width in mind. Mr. Cardello stated that he will leave it up to Mr. Clinton, but that it should remain ADA-compliant, even taking the utility pole into account. Mr. Clinton reported on the traffic study and the gap analysis. He stated that the type of service provided attracts mainly pass-by trips, as opposed to it being a destination point. Using a conservative analysis, a gap and delay study was conducted in both directions, and it was found that the actual delay will be about 11.4 seconds, which is a Level of Service B. The delay study concluded that it will not be excessive.**

**The Chair asked if there were any members of the public who wanted to speak about the application. There were none. The Chair stated that the public hearing will remain open.**

**Dr. Benoit made a motion to continue the application to January 20, 2011. Mr. Simone seconded the motion, with all in favor.**

**Mr. Naylor made a motion to defer the rest of the agenda until the next meeting due to lack of heat in building. Mr. Biliouris seconded the motion, with all in favor.**

**Dr. Benoit made a motion to adjourn at 7:31 pm. Mr. Biliouris seconded the motion, with all in favor.**