

**PLANNING BOARD MEETING  
MINUTES**

**Held Thursday, April 14, 2022**

**Present:**

Jerome Squatrito, Chairman; Anthony Murgo, Vice Chairman; Armand Bilotti, Secretary; Member Steve Katz, Alternate Member Brian Clark, Alternate Member Richard Ruggiero, Alternate Member Charles Millard.

**Also Present:** Diane Williamson, Administrative Officer/Director of Community Development; Andrew M. Tietz Esq., Assistant Town Solicitor

Chairman Squatrito called the meeting to order at 7:00 p.m. and led the assembly in the Pledge of Allegiance.

A motion was made to accept the minutes of the March 10<sup>th</sup> and March 16, 2022 meetings (Murgo/Bilotti).

In favor: Clark, Murgo, Bilotti, Katz, Squatrito

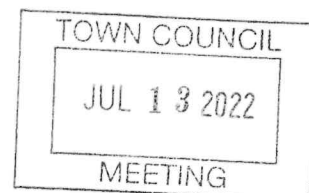
Opposed: None

A motion was made (Murgo/Bilotti) to re-open the public participation portion of the public information meeting, notice has been provided to within the radius list of this intended re-opening.

In favor: Clark, Murgo, Bilotti, Katz, Squatrito

Opposed: None

**Bristol Yarn Mill (Also Known as Robin Rug)** – Major Land Development – Continuation of Public Informational Meeting and Re-Opening of the public participation and possible action by the Board on the Master Plan review of the Major Land Development for the re-development of the Robin Rug mill to be known as “Bristol Yarn Mill” located at 125 Thames Street. Proposal has been revised for 127 residential apartment units and approximately 6,300 square feet of commercial space in the mill building. Proposal includes parking on the east side of Thames Street that is located approximately 130 feet south of the intersection of Church and Thames Streets. Planning Board also to make recommendation to the Town Council on the proposed Change of Zone request to amend the original zone change conditions on the mill property. Property currently zoned Waterfront Planned Unit Development with conditions, Waterfront and Downtown Zones and is also within the Bristol Historic District. Plat 10, Lots 1, 42, 43, 44, 49, 50, 60, 61, 62, 68, 71, 73, 74 and 76. Owners: Russ-Russ Realty Col, Russell Karian, Sentier Realty and Karian Realty Co./Applicant: Brady Sullivan Properties, LLC. Planning Board to also act on applicant’s request for extension on time frame for an additional 60 days to bring deadline for action to June 21, 2022.



Mr. John McCoy, 40 Westminster Street, Providence, RI, representing the applicant Brady Sullivan reviewed a letter he sent to the Board on March 31, 2022, which he highlighted. There was also a letter from Diane Williamson, dated April 4, 2022, and a subsequent memo from himself and a letter from Diane Williamson dated April 14, 2022.

On the first subject of density, Mr. McCoy explained that the current proposal is for 127 units. They reviewed this project in detail. The first proposal was originally 151 units, the public wanted 30 and they are now proposing 127. The 127, he believes is really the bottom line they can do going forward. As had been said in the past, they have to make sure the infrastructure supports those units and from the comments of the TRC, Bristol Water, Sewer, all said it could be supported. They will have a traffic report at the preliminary and will be peer reviewed, which should all support the infrastructure. The existing historic building is not new construction, and they are looking to put 127 units in an existing building.

In regard to the affordable housing, he believes they have reached an agreement on that, as shown in the comments and discussion session on March 16<sup>th</sup>. The applicant has noted it and it will be based on 15%, which includes the three units at 49 and 50 Thames Street; there will be a fee in paid in lieu 40,000 each.

Commercial space, he believes they have reached agreement on that issue, its 6,300 proposed.

They have withdrawn the request for Zone Change for the accessory lot. They feel that as long as the accessory lots are included as part of the project, they don't have a problem with withdrawing.

Physical Impact report will be peer reviewed.

In his March 31<sup>st</sup> letter they had felt a few things got them over the 10%. One being the waterway and the rights conveyed by the owner back in 2008, which was part of the 2008 Master Plan decision and required by the Town Council. It has since been decided that what they can do to meet the 10%, is that they could convey the Church Street parking lot to the Town. But to do that they loose 23 parking spaces and they need to get those back somewhere and that's what they are trying to do. They went back and looked through the plans to maintain as much buffer, particularly on the south side and reconfigure the spaces to get the required number in the Thames Street lot.

Mr. Shawn Martin, Fuss & O'Niel reviewed the new plans for parking on the Thames Street lot in detail. The presentation showed and compared the existing buffer and the proposed buffer and space details, along with the proposed lighting. The new plans show 10' x 18' spaces, double striped and comply with the Town's Dimensional requirements for parking. The new plan only allows for a 7' buffer in the middle of the parking lot, versus the original 10 feet. He pointed out the three specific buffer enhancements areas on the drawings and spoke in detail on those.

Including the underground parking garage there would be 274 parking spaces. The Thames Street parking lot, alone, with the new plan, would be 123 spaces in the main lot for the mill and 3 spaces for the units on Thames Street, for 126 spaces on site, per the April 5<sup>th</sup> parking plan, which would be 10' x 18' spaces

The alternative parking plan has 151 parking spaces, which would be 9' x 18', which was the original plan, with a tandem row of parking added. They would retain the 24' parking aisle. The 9' x 18' has been a Standard that has sufficiently a size to accommodate all sorts of vehicle types.

Mr. Martin reviewed the buffer and landscaping plans in detail.

Member Bilotti stated that to his recollection the Church Street lot was never included in any of the parking plans and asked why all of a sudden is it so important to give up the 23 spaces.

Mr. Martin stated that he believes that at the last hearing when the Board asked to comply with the parking Standards, it resulted in the result of parking spaces, and as Mr. McCoy stated, the Board has asked before for consideration of donating the Church Street parking lot. Mr. Bilotti again stated that the Church Street lot was never discussed as being included, so why now is it so important today to add spaces to the Thames Street lot. Mr. McCoy stated that Mr. Bilotti is correct that it was not part of the parking plan. The thinking was that when the Board said if you need Dimensional waivers and they lost 25 spaces. The thinking was that they could do that, but at least they had the Church Street lot, which would be a cushion or overflow in the event that they needed those spaces. Now, if they give those spaces to the Town, they lose that cushion.

A motion was made to open the public hearing (Clark/Bilotti)

In favor: Clark, Murgo, Bilotti, Katz, Squatrito

Opposed: None

Mr. Garry Holmstrom, 341 Hope Street stated that on the very good diagram shown with arborvitaes, where they have potentially planned to plant them. Just on the other side of that fence, he has a green house and arborvitaes are nice, but in winter he would get no light in the greenhouse. So, for consideration, can they consider loping them down to a reasonable height, in order to get sun into the greenhouse.

Mr. Robert Holt, 12, 10, 20 Constitution Street, stated that his property went up 40% over the re-evaluation and he thought he lived near the mill he'd get a break. But now with this development, is it really going to go up again? Can that be answered? Parking for the Elks, which he's been a member for 45 years, they do fund raisers, he doesn't know where they're going to park. They take up the whole street when they have a fund raiser, and he has tenants without a driveway. And now he would be forced to either put in handicapped parking out there or is the Town going to finally ticket on the sticker issue for night parking. He believes the

neighborhood is going to change drastically, especially on Constitution Street. He'd love to hear the traffic study. When you take a left or right on to Hope Street, first thing you notice is why don't they have no parking boxes on the corner, because you can't see anything, you have to sneak out and he can see cars backing up to get onto Hope Street. He was also concerned about the Flood Zone Issues. About three years ago he was told that from Thames Street they'd go up to Hope Street and changed the Flood Zone. If they can change all the way up to Hope Street, there must be a problem. He's also not happy with the 127 units; he knows it's a money maker and how you have to work, but he would like to see that a little bit lower.

Ms. Alayne White, 11 Constitution stated that she met with a couple of the neighbors and walked through the back lots, they had shown them the revisions to the parking, as far as the privacy fence, the extra arborvitaes, the ten-foot buffer zone on the south side and on the east side, all of which she's okay with. Her neighbors, Linda and John, on the corner of Thames and Church would prefer a 10-foot buffer zone and that has been reduced to a five-foot zone, because of the tandem parking spots. The only thing she really wants to make sure of is that they make a condition that there is no building of any kind ever allowed in that back space; garage, three-story garage, one, or two; just keep it as parking spots and that they can somehow make that a condition, which she believes is reasonable in that neighborhood.

Ms. Jane Laender, 50 Thames Street, stated that she was happy to see that the building is being developed after looking at it for 12 years and looking forward to looking out and seeing something improved. They supported the 98-unit plan back in 2008, they liked the plan that the Planning proposed the other night, which was 105 units and she wanted to thank the Planning Board for the great discussions at that meeting. The on-street parking is a concern because she sees people not bothering to go into the parking lot and parking up closer to Hope Street, but just parking in Thames Street and jumping into their building. So, she thinks they are going to lose a lot of public parking and it's always filled, they always use it. If they can't, go into the parking lot for the development she doesn't know where they'll go. Because every single day there are cars all parked on that side of Thames Street. The Church Street parking lot was a little bit of a surprise, as they hadn't heard about it before. Also, she walked the property also with the developer and the entry between the two houses, one of which abuts her house, that are planned for the affordable housing piece: that's a speedway and it's very dangerous. The people's steps go right out to that, they can not let their children out into the yard and they're planning on making that an entryway and the entryway and exit further down on Hope Street, which they were not aware of. And she thinks it's a very dangerous precedent and these people need to have a little bit of a back yard. At times when events are going on cars are pulled right up to the chain linked fence that divides her house with that yard and the child in the house can not go out. She also saw that on the property line, the fences, the fence doesn't go behind or in front of that large tree, which is directly a view from her patio area, and she did ask to add fencing in that area. The vinyl fencing that is shown in the pictures, she believes is not allowed in that area of Town. For lighting, she suggested lanterns like they have on Hope Street. And her husband and her support affordable housing, there are a lot of people who live in Bristol who would be eligible for affordable housing; it's a perfect spot where people can have access to many amenities.



Ms. Carolyn Jacobus, 35 Church Street, stated she represented Friends of Historic Bristol and they would like to unequivocally say that they are very much in support of the development of the Robin Rug Complex. That being said, they were very pleased at the results of the March 16<sup>th</sup> meeting. They were glad to hear Mr. Squatrito say that he could go along with 98 to 100 units. They were pleased to hear Mr. Bilotti speak that he thought that the adoption of the 105-density limit was appropriate. So, they are very concerned to see that Brady Sullivan is coming back with a proposal of a density of 127 units. She would like to state that this is not a legally supportable proposal. She stated that the Planning Board is required by law, by Bristol Code to conform to the dimensional requirements in the code. She read from Article 9, Section 28-6, regarding dimensional conformance. She then stated that back in 2008 that was calculated to be 78 units maximum. Now, unless Brady Sullivan can come up with other total square footage that is being devoted to the residential requirements of this complex, and that includes hallways, stairways, public usage spaces, community usage spaces; unless they can come up with a much larger square footage into which they are dividing the required 2,250 square feet per unit, they can't get above the 78 units, except they are allowed by Code, Article 9, Section 28-370, which was read aloud; which spoke to a density bonus allowing for reduction to the minimum lot per dwelling, which density bonus will be 20%. She continued and stated that 78 units was bumped up to 98 units back in 2008, that's the 20%. They are not allowed another bump up. They expect that the Planning Board will abide by the Code of Bristol.

Mr. Michael Sousa, 249 Hope Street, stated he is a registered professional engineer and used to be a consultant to the Town and he's the engineer of record on Stone Harbor. In general, he really doesn't have an issue with the 127 units; there is enough utilities to support that number of units. But he thinks for the trade off the Town deserves something. With Stone Harbor there's a water quality device right near Quitos on the Board walk and he would recommend that the applicant be required to put one of those at the outfall pipe from Constitution Street into the harbor; it will help clean up a lot of the hydrocarbons that are going into the harbor at that location. He thinks the public access is great, it complies with opening up the waterfront to the Town. However, for it to be a public access, they need to access it. So there needs to be a commitment to a hard connection on the north side. And on the South side where the Elks Club is, there's a 20-foot-wide fire access easement now and would request that the applicant be required to convert that to a public access easement and then modify their walk to hit that easement so the public can access this part of the waterfront. He doesn't think that the 9' x 18' spaces are really anything that is a concern and maintaining the 24'-aisle width will allow cars to easily back in and out of those spaces. One item he would say is walking through the American Tourister development; there's a reputation there with Brady Sullivan and needs to be said. The residents there can hear each other talking through the walls. He thinks the materials there were not very well selected; it's a very cheaper development. When he heard this information from residents of American Tourister it reminded him of Palacene's Plat and everyone knows about that, they don't want to see another development like that. He understands the Town is bringing on an Architectural Consultant and this project be subject to that architectural consultant's review, in terms of materials and quality standards. This development has been published quite a bit since 2008 and there's a lot of developers out

there that now are realizing that the Robin Rug development is coming back to life. He says this because he doesn't want the Board to be in fear, they all want to see that area developed, but he doesn't think that for a second that if you don't hold the standards to what is needed, that it won't be. He thinks that other developers would be very interested if there was an opportunity.

Ms. Jaceline Jarest, 183 High Street, she thanks the developer and team for taking in some of her consideration she had in terms of parking and aisle width into consideration when they changed the plan. However, she still doesn't think a five-foot wide planting buffer is enough for the residents on some sides, because you're not going to get a shrub tall enough. She is a landscape architect and believes that you're not going to get a shrub tall enough to do any memorable screen at five feet wide. She also doesn't think that the bio-retention basin is adequate to handle any of the roof runoff. She supports affordable housing in Bristol, there are a lot of people in Town who can't afford to live in Bristol any more.

Mr. Gary Warner, 423 Hope Street, stated he lives at the Belvedere and they have a parking deck out back and he has to say they have the narrower parking spaces with double lining. He recommends that they put that in, as if they don't have that, they will have cars too close to one and other. He wrote a letter to the Editor that week suggesting that one way the developer could meet the 10% public access requirement would be to turn over the rights for up to 15 slips spaces that was part of the riparian rights deal with the Town signed in 2010. His thought is that if you want to apply an area, you take the area of each of those slips and apply that against the 10% requirement. He assumes the developer has a responsibility for paying the annual fees for those slips, so its not a financial situation. It's a situation where we have probably in excess of 200 people waiting for slips and a lot of them have been on the list for some time and are paying \$10 a year to get a potential spot. There's nothing he saw in the deed that required the developer to put those slips in that list. If the developer turns those rights back to the Town, then those slips would be allocated to the Harbor Master's list. In regard to the parking spaces, a similar area provided for public use. Anybody who lives in the project would be eligible be able to sign up as a resident of Bristol to get on that list, so you're not excluding them from that possibility. He's against the 127 units, and if for some reason the Town does decide to go to a higher unit density, he would suggest, in accordance with the current Zoning Law, which requires a 20% no in lieu fee requirement, that any additional units above the 98 would all be affordable housing.

Ms. Gina McDonald, 180 Ferry Rd., stated she's spent many, many years doing commercial real estate and finance. The people talking about 98 units versus 105, versus 127, should really acquaint themselves with the proforma and the sub cost of infrastructure and understand what return on investment is for any developer. She's not a member of enemies of historic Bristol, which are mostly people who are new to Town, who seem opposed to any kind of development. If you look at what happened to the proposal from Mr. Groiter at the corner of State Street, it's a shame that wasn't built. She would encourage the Board prudently to approve this and he agrees with the suggestions that were made for soundproofing. Because she thinks its very important in multi-family housing to have it be livable. She would like to see

a quality development there, whether its 127 units, 130 units, she thinks the Town is far better off with something we can all be proud of. She also thinks that in terms of affordable housing, its important that people understand the only units that count for affordable housing are those developed under an Affordable Housing Program. If you have 20 units that you pay for yourself, that were not done under a government program, that rent for half the price of "affordable housing units", those do not count. She would encourage them to do the right thing.

Ms. Nancy Chase, 21 Constitution Street, stated that she abuts the parking lot property and its towards the back of the property that typically hasn't been used and its grassy. And in that historic area there hasn't been any lighting for 200 years. When it was used as a factory, whether it was one, two or three shifts, even when they weren't there, you wouldn't be having cars all times of night in that area, it wouldn't be lit up, you wouldn't have 24-hours a day, 7 days a week activity. She feels like no matter what she does, they're going to have diminishing of her property. The quiet part of her property is her back yard, and this will greatly impact her privacy. She has been told from people in the industry that typical buffer zones should be 20 to 35 feet. Everybody is reaching for the Town to have this parking lot, but literally she will have headlights in her face and hearing the cars coming and going. She needs for the whole parking lot situation look at in a historic area without diminishing the quality of life in the area and that the developer be made to follow the historic districts requirements when building, such as she has had to follow on her property.

Ms. Catherine Zipf, 32 Greylock Road, stated that in regard to Tax payers, she wanted to voice something that she hasn't heard, but what concerns her greatly is what happens in 30 years when you can not drive on Thames Street because it is under water. Are these people going to come to the Town for a bail out? Is this Town complicit in developing a property that we know full well may not survive climate change? Are those people going to come to the taxpayers of Bristol and look for a bail out for the money that they've invested. Please, if this moves forward, make anyone associated with this project sign a waiver saying that they will not come to the Town of Bristol, as that would bankrupt us.

Mr. Mario Texira, 12 Bellcourt Ave., he's lived in Bristol for 55 years, if nothing happens with the complex it won't be a big loss to the Town, he feels that we're going to lose as is; so lets make sure that it stays at less than 105 units and no in lieu of; that's a scam. Listen to the people who live in this beautiful Town of Bristol.

Ms. Beth Engell, 18 Church Street, stated that she abuts the parking lot, but her whole thing is that she lived at 50 Thames Street years ago when it was a working factory. She's lived there when it was working before and was told that there were two, three shifts going at a time, but really, they used to bus them in, they didn't all park there, they brought three busses in the morning and at night. So, parking wise to compare it to the working factory, there's no comparison. She's looking at the cars and slips and that's over 200 cars, maybe in the summer for the slips; but you really have to consider what's going on and the more units the more cars.

Ms. Williamson reminded the Board of the events that happened in 2008, the density that was approved and how it came to be. Before the Zone change was granted in 2008, this property was zoned Waterfront Zone. The density was calculated by the lot area. This is a huge building on a relatively small lot of about 3 acres. When you did the math, based on the density per lot area, you came up with a density of 32 or 33 units, totally unsustainable in a building that size. So, the owner at the time came to the Town and applied for a proposal for 98 units. The Ordinance and the zone change on the property itself were done concurrently. They took the square footage of the building and divided it by the number of units and that's how the Ordinance language was proposed and approved. She believes there might have been a little bit of a deviation if you did the math; she believes it was one for 2,900 square feet. Because, regardless of the Ordinance, the Town Council granted a Zone change, which runs with the property for 98 units. Not 78, it was never 78. There was no inclusionary bonus for affordable housing, because there was no inclusionary zoning in 08. In fact, they had a consultant evaluate the proposal at the time to guide them on what they should do for affordable housing, because they didn't have any official requirements at the time in the Ordinance. The consultant made recommendations based on the Affordable Housing Production Plan, which the Town had approved. In negotiations with the developer at the time, the condition on the Zone change was 10% affordable and it could be in fee in lieu of site or off site. So, the notion that it was 78 and then it somehow had an incentive bonus for affordable is just not what happened. And regardless of the Ordinance, and she knows there was a quote about "you shall comply with the Ordinance"; this has to go to the Town Council, the Town Council is the Board that creates zone changes, creates ordinances; so anything out of the ordinance or above the zone change conditions that were on this property will go back to the Town Council for ultimate approval. They did a similar thing with the project on Wood Street, where the Council approved any use at all in the zoning code because they wanted to see something happen there and they gave them the ultimate flexibility. This is somewhat similar conditions, where there are changes from the original zone change.

Mr. McCoy responded to comments that he was going to respond to the Town Council's zone change, but he thinks Ms. Williamson eloquently said pretty much everything. The only addition would be that there was something mentioned about the 10% and the donation of the Church Street lot and slips. If they do the donation of the Church Street lot, its 8,700 square feet, that gets them to 12.6% by his calculations on the 10%.

Member Bilotti stated that as he's evaluated what's going on, starting with the density. One of the things that the Board agreed to pretty much was that, and although he's a firm believer that this is a new proposal, has nothing to do with 2008, we agreed to reduce commercial space by almost 19,000 square feet. In his mind he thought about it and he believe what that did, based on the 98 units, was leave a big void of space, 18,700 square feet. He understands the desire to go to 127. And he believes that by allowing additional units, based on full occupancy in both scenarios, that there won't be any more cars for visitors or the residents. So, in terms of additional traffic, he doesn't see that as a big problem. And he would support more units. The affordable housing, the developer has agreed to meet the consensus of this Board to increase that and to give 15%. Although he's not in agreement with the payment in lieu and he hasn't



been since day one of discussions on this project, if they get the percentage of units, he'll find a way to be okay with it. In terms of the parking lot and the zone, they basically have agreed to do everything that the Town has asked. So, he thinks that has been addressed and documentation to show it. There will be a peer review, an impact study and they will be doing at some point a new traffic study at an appropriate time of the year. The negatives, they weren't at the 10% previously, but they are getting closer and thinks that the fact that the Town can control that lot, he can live with that. The riparian rights he doesn't believe should count towards the 10%; but they have options on the 10%. So, in general he is pretty much okay with what's been proposed, as long as the Town crosses its T's and dots the I's.

Member Katz stated that his thoughts on this was that when the Board met at the special meeting on March 16<sup>th</sup>, the end result of that meeting was a unanimous 5-0 motion to deny, unless the developer met all of the Town's demands. And it appears that they have met many of them. The one thing that absolutely stands out in his face is the density. He will not agree on 127. They were at 105, and if the Board recalls, his target was 98 and he agreed to go to 105, and that's what the five Board members collectively agreed upon. He doesn't understand the 127, doesn't know where they got that. Mr. McCoy has told the Board that is his best and final offer, if they don't get 127, they walk away and, in his opinion, if that's the deal, then walk away, he's okay with that, because he does believe that the property is very valuable and he does believe that another developer would come in here and essentially meet what the Town needs and wouldn't have this constant back and forth. So, he also is a huge believer in affordable housing; he's not a fan of payment in lieu. He can go along with it, but he's not a believer in it. He would like to see a 20-foot buffer. There isn't a traffic study yet and they haven't even addressed the potential negative revenue to the Town. He will not agree to a negative revenue to this Town. His hot button issues, in addition to the negative revenue, is the density. He's at 105 and that is his best and final decision.

Vice Chairman Murgo stated that he's totally fine with the project with the latest proposal, he believes the developer has met all the Board's expectations. They've made changes, the only thing is the density, but he totally understands it and 127 is fine with him and he's ready to vote to grant it if he could.

Member Clark stated that he was trying to understand how at the last meeting with a 5-0 vote for a motion to deny, all in agreement with 105 units, how that several weeks later they're okay with 127. He just doesn't understand how this Board can vote one way a month ago and then come back. The parking lot "gift"; this isn't horse trading; this is whether the plan meets requirements to the Town and the Comprehensive Plan. This really bothers him that this turns around from the Board; he would not vote for anything more than 105 units this evening. The other thing on his mind was, even though not relevant to the actual development, but the process and how they arrived there is what is concerning to him. When a member of the Board starts the meeting by saying if that parking lot is not included, you put the project in jeopardy, he doesn't believe is called for.

Member Katz stated that just to clarify, in his remarks this is not about him. He listened to all of the people who have spoken, he listened to this developer, who put forth a nice plan. But he also listened to all of the people who spoke out, who live here in Town, who surround this property. And his goal has always been, as a member of this Board, honesty, ethics, integrity and to do what's best for this Town and honestly, he doesn't care who the developer is, he will do what's best for the Town and that's why he stands firm on 105.

Vice Chairman stated that the only thing is that Mr. Katz isn't doing what's best for the Town, that he's speaking for a few neighbors that live around there. These people own this property and have a right to develop it. You will never make everybody happy. The people that live around there knew that one day this place was going to be developed and that parking lot was going to be developed. They knew it when they bought the property. He has lived in Town for 67 years and there's not going to be other developers that are going to jump in. They'll look at what happened to these developers and say they're not even going to bother.

Member Katz stated that its not a use it or lose it situation.

Member Bilotti stated that at the last meeting, they were looking to form a consensus about what they thought was in fact the Board's position. The Board didn't vote on anything, other than that they would authorize the Solicitor to prepare a document and they were under time constraints also. The Solicitor would prepare a denial if the developer didn't either come back with what the Board asked for in the consensus or ask for an extension for the purpose of coming back with another proposal. He has said in the past that he is willing to walk away if the Town doesn't get what they want. But they're doing things here that he believes are appropriate. They helped by saying they would cut down the commercial space, by doing that they were given 19,000 square feet of empty space.

Ms. Williamson stated that she thinks that the Board is struggling with the question of the density, but 98 units has been the zoning density since 2008. There have been a lot of people looked at it, had different ideas, none of which would be feasible in terms of historic preservation, uses. So, 105 is seven more than 98 and thinks that if its 105, its practically 98 and really there's no sense in considering anything else. She thinks that she's looked at this, they've met the parking requirements, they've got the sewer capacity, they're helping to remove the existing roof drains from the sewer, the water capacity is there. They're going to be doing the amenities that the Town is looking for, in terms of the board walk, they've offered the parking lot on the corner, they've agreed with the affordable housing requirement. She thinks it is in some respects what they call form-based zoning, where just like Stone Harbor, she doesn't believe that anybody on the street even knows how many units are in there, because you can't tell. As to parking and traffic, a lot of people in apartments today; it's a different world, they work remotely, you may not even take your car out of the parking spot. Where in normal residential units you take your car out once a day in the morning and bring it back at night. There are opportunities to get on Bus 60, the bike path is right there; you've got a lot of opportunities for people to not even need a car, which is phenomenal. In terms of having the density downtown, it's a good thing, you want that vitality downtown, you want people living

downtown. She thinks that's what has made Bristol so successful; its not a place where its all businesses that close up at 5 o'clock, you've got life downtown.

Ms. Jane Lavender, 50 Thames Street stated that at the last Planning Board meeting that was zoomed, it ended with the Board standing firm on 105 units. Then she receives a letter saying 127 and no one seems to know how that changed. He did try calling a few of the members and it seemed they were just as surprised. She would like to know who changed it and why. Also, they talk about cars, emissions, and talking about expanding bike paths and then add a few hundred cars on and have a huge emission problem. Do we want clean air, or propose more bikes, when you have that many more cars you won't have bikes going down Thames Street? It's a little bit of an insult that the Town thinks that the people are just speaking for the neighbors, they're not, they are speaking for whole Town, because the whole Town can not afford rents from \$1,700 to \$2,800; who can afford those. So, the people that can't get a chance to at least have some affordable housing in the downtown, handy to a bike path, great place for kids, playgrounds. If they get in lieu of housing, they could be someplace where they need a car. They would support the plan of 105, but what is happened, and she hates to see it is that the greed is taking over. It's a beautiful historic neighborhood, where people take pride in their homes and now, they're hearing exception after exception. They don't get exceptions for anything, which is fine, because those are the rules, and they play by them. So, they're expecting the developer, who doesn't have a good history, play by the rules.

Mr. Rick Chase, 21 Constitution Street stated that he borders on the south side of the parking lot and just wanted to touch on that there should absolutely be a deed restriction on the parking lot to make no structures or electricals are put in that back parking lot. He does appreciate all recent enhancements to the buffer and the fencing. The density is too high. There are 11 curb cuts on that short little section of Constitution Street; with the additional traffic and people trying to back in and out of the driveways and to have a driveway is going to create problems. The parking that will be taken up by the residents of Robin Rug on the street is going to be pushed people elsewhere.

Ms. Williamson stated that the 127 units resubmitted by the applicant is his counter offer to the Board; that's why we're here tonight, that's why we've re-opened the public hearing, so that everybody could see it and comment on it and it will be decided. There are housing issues in the State and apartments are necessary. One of the things they've talked about is the fact is that there are a lot of people in Town who may want to move into these units. She's heard a lot of people say they can't wait for them to be built, they live in Town, they have a big house, they want to downsize. She's hoping that it will help open up the real estate market a little bit. We need the young families to be here and not everybody can afford a house, so renting is a good option; that market is somewhat closed as well. Also, in terms of the on-street parking; that's why she supports the proposal from the developer to reduce the parking so that he can accommodate the units in the parking lot and deed the parking lot to the Town for public parking. The public parking is a huge piece of this. Without that, she does see that it would be an impact from the lack of public parking.

A motion was made to close the public hearing (Bilotti/Murgo)

In favor: Clark, Murgo, Bilotti, Katz, Squatrito

Opposed: None

Member Clark asked if tenants get a parking spot with their rent. Mr. Teitz stated that they get a parking space outside as part of their rent. If they want to park indoors, they pay extra for that.

A motion was made vote to direct Mr. Tietz and Ms. Williamson draft a written findings of fact motion to grant Master Plan Approval, along with a recommendation to the Town Council and accept the extension request for time to ask till June 21, 2022; based on plans submitted at this meeting. (Murgo/Bilotti)

In favor: Murgo, Bilotti, Squatrito

Opposed: Clark, Katz

Motion passes 3-2

Member Bilotti stated he wants to make sure that we're going to take care of the things the Board fought for the neighborhood, the parking lot and the street access, walking access to Hope Street, eliminating the entrance to the parking lot between houses.

Mr. Tietz stated that there were also specific things for preliminary, a new parking study that will be peer reviewed and the same thing about the impact study, a new environmental and economic impact study that will also be peer reviewed by someone of the Town's choosing at the applicant's expense.

Member Bilotti stated and include the deed restrictions for the parking lots, so that there's no constructing parking decks or the like.

**180 Mount Hope Avenue – Bristol Self Storage – \*PUBLIC HEARING CLOSED. BOARD DISCUSSION AND VOTING ONLY.** Action by the Board on the Major Land Development and Subdivision Proposal for re-development of the subject property as follows. The property is currently improved with a former restaurant building, former commercial building, a former mixed-use building, and a daycare that is currently operating. The development proposal is to subdivide the property into 2 lots and construct a three-story self-storage facility with a total of 86,892 square feet on proposed Lot #1 with and area of 281,623 square feet of land and the existing day care will be relocated to a new building on proposed Lot #2, which will have 20,000 square feet of land. All other buildings on the site to be demolished. Property located at 80 Mount Hope Avenue: Plat 41, Lot 4. Owner: Mount Hope LLC/Applicant: DXD SS F1 Land, LLC. Zoned: General Business. Recommendation to the Zoning Board on Special Use Permit and Variances needed for parking and loading areas.



Member Clark stepped down from the Board and alternate member Millard sat on.

Mr. Peter Regan, representing DXD Capital stated that they have presented everything that they had to present at the last public hearing and was present for any questions that the Board might have. They reviewed the draft decision and are ready to move on.

Ms. Williams stated that Mr. Regan did see the draft motion and he asked that it be revised the provision on the dedication of open space. They wanted to make it a little bit more understood, and the recommendation is to change the language of Condition No. 2. To read as follows:

"Deed covenant and conservation to the Town of Bristol for the land to the south of the 50-foot perimeter wetlands on the property to remain undeveloped and be permanent protected open space, to be submitted at the Preliminary phase, documents also subject to review of the Town Solicitor".

Mr. Regan stated that once they get approval on the wetlands and the drainage plan, they will no exactly what property can be used and can't; they are fine with putting a conservation easement on the entirety of what they can not use.

Mr. Regan stated the elevation plans for the new day care facility will be ready for the preliminary.

Mr. Regan stated the sidewalk will go all the way to the eastern edge of the property.

In regard to the 10' fence requested by the abutting property owner, Ms. Williamson stated that the Ordinance states that unless its approved by the Board as part of a development project, so since its part of a development project it can be authorized.

A motion was made to grant Master Plan approval for this project. (Murgo/Katz). Also make a recommendation to the Zoning on the Special Use Permit. We are incorporating all of the findings of fact, to adopt the written decision.

In favor: Millard, Murgo, Bilotti, Katz, Squatrito

Opposed: None

Member Katz declared the meeting adjourned at 9:01 p.m.

Respectfully Submitted \_ Susan E. Andrade, Recording Secretary.

Date Approved: \_\_\_\_\_ Planning Board: \_\_\_\_\_