



Town of Bristol, Rhode Island

Department of Community Development

10 Court Street
Bristol, RI 02809
bristolri.gov
401-253-7000

May 24, 2022

TO: Town Council

FROM: Diane M. Williamson, Director

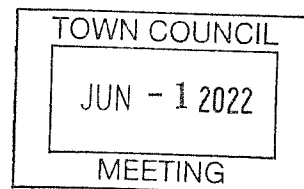
RE: **Change of Zone Map Conditions for Bristol Yarn Mill aka Robin Rug
Petition to Amend Section 28-284 (d)(2) of the Zoning Ordinance**

Diane W.

Attached is an application for a Change of Zone Map Conditions and Ordinance Amendment for the Bristol Yarn Mill (aka Robin Rug).

Please schedule this for a first reading and to schedule a second reading and public hearing. Three weeks of advertising is required prior to the second reading and public hearing.

The Planning Board has already provided a recommendation to the Town Council which is attached.



TOWN CLERK'S OFFICE
BRISTOL, RHODE ISLAND
2022 MAY 25 PM 12:31



Town of Bristol, Rhode Island

Planning Board

10 Court Street
Bristol, RI 02809
www.bristolri.gov
401-253-7000

DECISION OF BRISTOL PLANNING BOARD

Bristol Yarn Mill – Major Land Development

Master Plan

OWNERS: Russ-Realty Co., Russell Karian, Sentier Realty, and Karian Realty, Co.

APPLICANT: Brady Sullivan Properties, LLC

PROPERTY ADDRESS: 125 Thames Street

PLAT 10 LOTS 41, 42, 43, 44, 49, 50, 60, 61, 62, 68, 71, 73, 74, and 76

Motion:

“The Bristol Planning Board hereby acknowledges the applicant’s agreement to an extension of time frame on the action on the Master Plan for the Bristol Yarn Mill (a/k/a Robin Rug) for an additional 60 days to bring the deadline for action to June 21, 2022, and grants conditional approval to the Master Plan as revised April 13, 2022 submitted on April 14, 2022, and recommends to the Town Council that the 2008 Change of Zone conditions and ordinance text also be amended to allow a density of 127 residential units and 6,300 square foot of commercial space along with parking spaces being 9’ wide in lieu of the required 10’ wide and to allow single – striped parking spaces in the interior parking lot (see plan entitled “Master Plan Bristol Yarn Mill – Alternative Parking Plan”) on the east side of Thames Street on Plat 10 Lots 41, 43, 44, 49, 50, 68, 71, 73, 74, and 76.”

Approval is based upon the following findings of fact and conclusions of law.

I. Procedural History

1. In 2008, the Town Council approved a conditional Change of Zoning Map to apply the Waterfront – Urban Rehab Land Development “Urban Rehab Land Development” (a/k/a Waterfront Planned Unit Development) zone to the mill property at 125 Thames Street, Plat 10, Lots 42, 60, 61, and 62. Along with the Change of Zoning Map in 2008, the Town Council revised the Zoning Ordinance (Section 28-284 (d)(2) to provide a mix of residential and commercial uses with a residential density of 1 unit per 2,250 square feet of gross floor area. According to the Town of Bristol Tax Assessor’s records, the subject mill building contains 296,717 square feet of gross floor area (not including the basement

and the concrete building being demolished) which allows a residential density of 131 dwelling units. However, when the Town Council applied the Zone to the property, they conditioned the approval on a maximum density of 98 units, along with eight (8) other development conditions relative to public access to the waterfront, affordable housing, commercial space, water-related uses, traffic study, infrastructure mitigation, off-site parking, and existing historic buildings.

2. The 2008 Town Council adopted changes to the Zoning Ordinance Section 28-284 (d)(2) specific to this property and also granted a Change of Zoning Map with conditions. These original zone change conditions run with the land and apply to this proposal.
3. In June 2010, the Planning Board granted Master Plan approval with conditions to the original proposal; however, that approval has expired.
4. In May 2021, a concept review application was submitted by Brady Sullivan Properties, LLC as the applicant. A public Site Visit was held on June 8, 2021 and a concept review meeting with the Planning Board was held on June 10, 2021.
5. On October 15, 2021, Brady Sullivan Properties, LLC, as the applicant, submitted a Master Plan application, along with a petition to change certain conditions of the 2008 zone map change. The Master Plan application proposed a residential density of 151 units and a commercial use square footage of 6,300 in the mill. A petition to change the zone map from Waterfront and Downtown on the surface parking lot property, located opposite the mill on the east side of Thames Street, to the Waterfront Planned Unit Development was also submitted and later withdrawn.
6. The application was re-submitted on November 19, 2021 to address missing requisites and the application was certified complete on December 22, 2021. Planning Board action was needed by March 22, 2022 unless an extension was mutually agreed upon. Two extensions were mutually agreed upon bringing the deadline for Planning Board action to June 21, 2022.
7. The applicant requested a waiver of the architectural renderings which were then submitted on March 3, 2022. The applicant also requested a waiver of the draft legal documents which will be submitted at the preliminary phase; therefore, a waiver is not applicable.
8. A Technical Review Committee meeting on the Master Plan application was held on December 22, 2021.
9. A duly advertised public information meeting was held on January 13, 2022 and continued to February 10, 2022 and March 10, 2022.
10. One member of the Planning Board, Charles Millard, recused himself from consideration of the application. First Alternate Planning Board Member Brian Clark participated in lieu of Mr. Millard.
11. Following the March 10, 2022 meeting, the applicant revised the plans as to the residential density from 151 to 130 units and made revisions to the surface parking plan.
12. The Planning Board held a special meeting on March 16, 2022. The result of this meeting was a 5-0 vote of the Planning Board to direct the Solicitor and the Planner to draft a motion to deny, unless the applicant agreed to a continuance in order to revise its plans. Following this meeting, the applicant revised the plans for a density of 127 units and made

further revisions to the surface parking lot plan to eliminate any small car parking spaces and increase the buffer to the neighboring properties.

13. The public information meeting was then re-advertised and re-opened on April 14, 2022.
14. The Director of Community Development recommended approval of the revised plans with the density of 127 units subject to several conditions, including that the applicant convey the parking lot on the northeast corner of Church and Thames Streets to the Town for public parking to satisfy the 10% requirement for land area to be allocated to public or institutional use in Section 28-284 (g).
15. Upon receipt of this recommendation, the applicant revised the surface parking plan to create additional tandem parking spaces and 9' wide small car spaces, while keeping a buffer greater than the minimum required along the abutting properties; and, agreed that the parking on the corner of Church and Thames Street (Plat 10, Lot 32) be would be deeded to the Town. The Director of Community Development recommended approval of the alternate parking plan.
16. John McCoy, Esq. and John Rego, Esq. appeared as legal counsel on behalf of the Applicant. Several witnesses were presented in support of the application.
17. Members of the public were also present at each of the public informational meetings and provided testimony in support and in opposition of the proposed development for the Board's consideration. Written comments in support and in opposition to the proposed development were also received and entered into the record.
18. At the Planning Board's April 14, 2022 meeting, a motion was passed on a 3-2 vote to direct the Director of Community Development and the Town Solicitor to draft a motion for approval along with recommendations to the Town Council for changes to the conditions of the 2008 zone change.

II. Project Description

1. The proposed project is described on the plans prepared by Fuss and O'Neill entitled Bristol Yarn Mill Master Plan, Shawn Martin, P.E. Sheets G1.01- G1.02, C1.01-C1.03, revised November 19, 2021 as noted on the cover sheet G.1.01, and as further amended on a plan entitled Bristol Yarn Mill Master Plan Alternative Parking Plan, dated April 13, 2021 [*sic – the correct date is April 13, 2022*]. Said Alternative Parking Plan depicts 151 offsite parking spaces 9' wide by 18' long and a total parking count of 299 spaces for the proposed development. Included with the Master Plan are plans entitled Topographic and Boundary Survey prepared by Charles E. Lent, Registered Professional Surveyor of Control Point Associates, Sheets 1-3, dated October 1, 2021.
2. The subject Mill building property is located at 125 Thames Street and includes surface parking lot parcels which extend from Thames Street to Hope Street on : Plat 10, Lots 41, 42, 43, 44, 49, 50, 60, 61, 62, 68, 71, 73, 74, and 76.
3. The mill buildings will be renovated for the proposed 127 residential units and 6,300 square feet of commercial spaces. The rehabilitation and reuse of the buildings will be in accordance with the guidelines of the RI Historical Preservation and Heritage Commission and the Bristol Historic District Commission. None of the historic buildings are intended to be removed and no additions or significant modifications to the existing buildings are

- proposed. Only the non-contributing concrete masonry block building located near the Bristol Maritime Center is planned to be razed for the project.
4. The property includes residential dwellings on Thames Street (a duplex and a single family) as well as 2 commercial buildings on Hope Street and 2 apartments over one of the commercial buildings. The uses of these buildings are proposed to remain as existing. The residential dwellings on Thames Street will be dedicated as off-site affordable housing units.
 5. The project includes 11 parking spaces on the north side of the mill for the commercial uses, 137 parking spaces within the mill building and 151 parking spaces in the surface parking lot on the east side of Thames Street for the residential units. In the Waterfront Zoning District, the Zoning Ordinance allows for 50% of the required parking to be small car parking spaces. However, all of the parking spaces in the surface parking lot are proposed to be 9' wide versus the required 10' width. The interior parking spaces are varying in width due to the columns with the standard spaces 9' wide and the small car spaces 8' wide. The exterior surface parking lot will have double striped parking spaces; however, the interior parking spaces will not be double striped.
 6. The subject Mill building property is located on the east side of Bristol Harbor adjacent to the Town's Maritime Center.
 7. The property is also within the Downtown Historic District and subject to the jurisdiction of the Coastal Resources Management Council.
 8. The project contains a segment of the Town's harbor walk that will extend from the Maritime Center on the north to the property of the Elk's Lodge on the South. The applicant has agreed to partner with the Town in the Town's negotiations to extend the walkway to Constitution Street.
 9. The proposal for 127 units is consistent with the residential density of the zoning ordinance at 1 unit per 2,336 which is greater than the 2,250 square feet of gross floor area required; however, this density would still require an amendment to the original change of zone conditions by the Town Council.
 10. Along with the density modification to the original change of zone from 98 units to 127 units, the applicant is requesting that the minimum commercial space be modified from the required 22,000 square feet of area to 6,300 square feet of area and that the standard parking spaces be 9' wide in lieu of the required 10' width and the interior parking lot small car spaces be 8' wide in lieu of the required 9' wide and none of the interior parking spaces to be double striped

III. Findings of Fact and Conclusions of Law

The Board approves this application for the following reasons:

1. The proposed development is consistent with the purpose and objectives of the Urban Rehab Land Development, as set forth in Section 28-284 "Land Development Projects – Urban Rehab Land Development Project" because it rehabilitates an under-utilized and inefficient historic structure and it rehabilitates the urban waterfront. It encourages a design that is

friendly to pedestrians, protects the existing built environment and character which imparts a sense of place to the community while allowing beneficial new uses and rejuvenation, safeguards the physical fabric of the community from neglect and decay and prevents incongruous re-development, provides an appropriate change of use that is compatible with the architecture of the buildings on site and the surrounding neighborhood, and it enhances public access to the waterfront.

2. The proposed development is consistent with the approved 2016 Comprehensive Plan which includes the following references:
 - a. In the Economic Development Element, Action Item #ED-C-3 states that the Town should continue to work with the owner of Robin Rug property to encourage and facilitate the completion of the development proposal for a mixed use development-residential and commercial.
 - b. Land Use Element – Section 3 references this property and the proposed conversion of the property into a mixed use development with residential uses on the upper floors with commercial and parking on the first floors. (Page 45)
 - c. Land Use Element – Section 3 states that the Urban Rehab and Waterfront PUD which is intended to encourage the rehabilitation of and reuse of deteriorated, underutilized, and inefficient historic and/or nonconforming structures of conservation concern to the Town
 - d. Future Land Use Map designates this property as “Waterfront PUD – waterfront mixed use commercial and residential”
 - e. The Housing Element references the proposed Adaptive Re-use of the Robin Rug and the proposed affordable housing with the statement “While these units have not yet been built, they were a condition of the zone change for the re-use of the mill.”
3. The proposal complies with the density requirements in the Zoning Ordinance of Section 28-284 (d)(2)).
4. The proposal complies with the conditions of the Town Council Zone Change of 2008 other than to the density and the amount of commercial space which will need further Town Council action to amend both the zone map and the ordinance text. The density of the proposed development is not a substantive increase in density, complies with the Zoning Ordinance, and is appropriate for the site.
5. The Town Council Zone Change of 2008 set the requirements for affordable housing to be provided with a minimum of 10% and a maximum of 20% of the units by either off-site, on-site, or fee-in-lieu. Twenty units (15% of 127 units) are to be for Low-Moderate Income Housing with three of the units to be in existing dwellings on Lot 49 (existing 2 family dwelling) and Lot 50 (existing 1 family dwelling) and the balance to be fee-in-lieu (17 x \$40,000 = \$680,000) to be paid to the Town and placed in an affordable housing trust fund.
6. The proposal provides more parking than required by the Zoning Ordinance. The required parking is 144 parking spaces and the proposal provides a total of 299 spaces.
7. The proposal provides a greater buffer between the surface parking area and the abutting residential properties than required by the Zoning Ordinance. The Zoning Ordinance requires

a minimum buffer width of 3' (Section 28-251 (10)), and the proposal provides buffers that range from 5 to 25' wide.

8. The proposal includes the dedication of the existing parking lot at the corner of Church and Thames to the Town of Bristol for public parking to partially satisfy the 10% requirement for Public/Institutional uses per Section 28-284(g). Additional public space is a public walkway from Hope Street and the public access easement along the waterfront where a walkway is proposed.
9. Off-site parking is permitted in accordance with Section 28-255 and will be deed restricted to be connected with the mill building. The off-site parking design, lighting, drainage, fencing buffering and landscaping details, will be reviewed by the Planning Board as part of the Major Land Development preliminary application. The requirement of this Section for a separate TRC review is deemed met by the Planning Board review.
10. The proposal is consistent with the provisions of the Zoning Ordinance, including Section 28-284 d (2). As stated in this section of the Zoning, the Planning Board may allow the provision of otherwise allowed nonresidential uses in alternate locations within the building in lieu of the required retail and restaurant uses on the first floor within 50' of the front lot line. The Planning Board may also reduce the gross floor area of such required nonresidential uses by 20 %. When the change of zone was granted in 2008, the Town Council required 22,000 square feet of commercial space. The current proposal is 6,300 square feet of commercial. The Planning Board may reduce the amount by 20%; however, this reduction is greater and will require an amendment to the 2008 Change of Zone conditions.
11. There will be no significant negative environmental impacts from the proposed development as shown on the plan with all required conditions for approval including requirements for permits from the Coastal Resources Management Council, FEMA compliance for flood proofing and flood mitigation, compliance with the review by the Water Pollution and Control Facility (see letter of 12/24/21), maintenance of the proposed drainage by the owner, and compliance with any requirements of the Phase 1 and Phase 2 Environmental Site Assessments.
12. Sufficient evidence was presented to satisfy the required criteria for Master Plan approval including a Phase 1 Environmental Site Assessment, agreement for compliance with the requirements of the Bristol Water Pollution Control Facility that all stormwater currently going into the Town sewer will be removed, engineered plans that provide drainage mitigation to demonstrate that there will be no significant negative impacts on the health and safety of current or future residents of the community, subject to the conditions.
13. The proposed development will not result in the creation of individual lots which such physical constraints to development that building on those lots according to pertinent regulations and building standards would be impracticable because no new lots are being created.

14. The proposed development will have adequate and permanent physical access to a public street (Thames Street).
15. Section 28-284 (d)(1) of the Zoning Ordinance is not applicable, since the section of the ordinance that controls this proposal is Section 28-284(d)(2).
16. The proposed development is consistent with each of the general purposes of Article 1 of the Bristol Subdivision and Development Review Regulations as follows:
 - a. It was processed in accordance with the process set forth in the Regulations which provide for the orderly, thorough, and expeditious review of land developments;
 - b. It promotes high quality and appropriate design and construction of land development projects because it is a redevelopment and rehabilitation of an existing historic waterfront mill such that the building is preserved and restored;
 - c. It promotes the protection of the existing natural and built environment and the mitigation of all significant negative impacts on the existing environment, with the conditions of approval, because it is a redevelopment of the historic waterfront mill; there will not be any new buildings; it includes water quality measures for the drainage; it eliminates existing infiltration into the sewer system; and it provides enhanced buffering and screening from the existing parking lot to the abutting properties;
 - d. It promotes a land development that is well integrated into the surrounding neighborhood with regard to natural and built features and it concentrates the development in areas which can best support intensive use because of natural characteristics and existing infrastructure because it is a re-development project in an existing mill building with improvements to an existing surface parking lot with existing utilities that have the capacity for the re-development;
 - e. It reflects the intent of the Bristol Comprehensive Plan with regard to the physical character of the various neighborhood and planning areas of the Town because it is a redevelopment of an existing mill building that actually establishes the existing character of the neighborhood area;
 - f. The proposal was reviewed by the Planning Board's Technical Review Committee and the various Town department heads and local agencies including the Bristol County Water Authority;
 - g. The proposal dedicates public land, impact mitigation, and payment in lieu thereof that is based on clear documentation of needs because it complies with the required set aside of public land area including walkways, a harbor walk, as identified in the Comprehensive Plan, and properties for public parking.
 - h. The project sites improvements to allow for maximum protection of critical landscapes and resources as they relate to Bristol's historic and cultural values because it is the re-development of an existing historic mill building in the National Register Historic District and the improvement of the existing surface parking lot rather than new "greenfield" development.
 - i. The project continues the Town's historic policy of providing public access to the water because it includes a public harbor walk along the Bristol Harbor shoreline

along the west side of the mill property from the Bristol Maritime Center to the Bristol Elks Lodge;

- j. It was processed in accordance with the regulations which set forth the procedures for review and approval;
- k. The project promotes sustainable development practices because it re-develops an existing historic mill, located in the downtown, provides pedestrian connectivity and also provides opportunities for alternative transportation use including public bus, bicycle and boat.

17. Subject to the following Conditions:

- A. Change of conditions of the 2008 Town Council zoning map approval and ordinance text including residential and commercial density uses as well as modification to the width of the parking spaces and the double striping on the interior parking spaces.
- B. Dedication by deed of the parking lot on the northeast corner of Church and Thames Street, Plat 10, Lot 32 to the Town of Bristol for public parking as required by the zoning that there be 10% of the land area to be set aside for public institutional uses as required by Section 28-284 (g).
- C. Connection of the public walkway to the Maritime Center.
- D. A Traffic Study to include counts to be taken in the Summer months (June, July, August, or September), and be subject to the peer review of the Planning Board's consultant engineer, with the review fee to be reimbursed by the applicant in accordance with the regulations;
- E. A revised Fiscal Impact Study subject to the peer review of a consultant selected by the Planning Board with review fee to be reimbursed by the applicant in accordance with the regulations;
- F. Deed restrictions on both the mill building property and the surface parking lot across from the mill so that the parking is connected to the mill and cannot be separately conveyed;
- G. Deed restrictions, running to the Town of Bristol, on the surface parking lot that no structures be built on this property;
- H. Parking spaces in the surface parking lot to be double striped.
- I. All services to the residential units will be private including recycling and garbage pick-up, snow plowing, driveway and drainage maintenance. This shall be a deed covenant in Land Evidence Records.

Motion by Boardmember Anthony Murgo, Seconded by Boardmember Armand Bilotti.

Voting in Favor: Boardmembers Squatrito, Murgo, Bilotti

Voting Against: Boardmember Katz and Alternate Boardmember Clark.

Motion passes.

Being a decision of the Bristol Planning Board on May 12, 2022.

By: Diane M. Williamson, Diane M. Williamson, Administrative Officer

Date: May 16, 2022

Recorded May 16, 2022 at 03:25PM
Melissa Cordelino Town Clerk

BENGTSON
& JESTINGS, LLP
COUNSELLORS AT LAW

40 WESTMINSTER STREET, SUITE 300
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May 24, 2022

Ms. Diane Williamson
Director of Community Development
Town of Bristol
9 Court Street
Bristol, RI 02809

TOWN CLERK'S OFFICE
BRISTOL, RHODE ISLAND
2022 MAY 24 PM 5:22

Via Regular Mail and Email – dwilliamson@bristolri.gov

Re: Bristol Yarn Mill Redevelopment
Amended Application for Zoning Modifications/Zoning Change
AP 10, Lots 41, 42, 43, 44, 49, 50, 60, 61, 62, 68, 71, 73, 74 and 76
Thames and Hope Street, Bristol, RI
Our File No. 214474

Dear Ms. Williamson:

This letter supplements my prior letter to you dated December 1, 2021, and the attachments therein. Attached please therefore find completed and signed Amended Application for Zoning Map Change signed by the Applicant, Brady Sullivan Properties, LLC, with an attached narrative to comply with Item B of the Application Checklist.

I further attach the following items:

1. A detailed report by Pimentel Consulting, Inc., dated December 9, 2021, along with a CV for Mr. Pimentel. This report, among other things, goes into great detail regarding the consistency of the proposed Zoning modification and change with the Bristol Comprehensive Plan. It is noted that this Report was based upon the Applicant's prior proposal for 151 Units; and its conclusions should be applicable to the current reduced proposal of 127 Units.
2. A list of names and addresses of the current property owners within two hundred feet (200 ft.) of the perimeter of the area being rezoned.

Ms. Diane Williamson
Re: Bristol Yarn Mill Redevelopment
May 24, 2022
Page 2

3. A revised map showing the property within two hundred feet (200 ft.) of the perimeter of the area being rezoned.

I have copied the Town Council Clerk, Ms. Cordeiro, per your instructions. It is my understanding that this matter will be referred to the Town Council for a first reading on June 1 2022.

If you have any questions, please feel free to contact me directly.

Very truly yours,


JOHN P. MCCOY, ESQ.

jmccoy@benjestlaw.com

JPM:vjo

Enclosure

Cc: Mr. Chris Reynolds, Brady Sullivan (letter only)
Mr. Shawn Martin, Fuss & O'Neill (letter only)
Andrew Teitz, Esq. (Zoning @utrlaw.com)
Ms. Melissa Cordeiro (MCordeiro@Bristolri.gov)



Town of Bristol, Rhode Island

10 Court Street
Bristol, RI 02809
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401-253-7000

* AMENDED

* APPLICATION FORM FOR ZONING MAP CHANGE

1. Name of Applicant Brady Sullivan Properties, LLC

Address 670 North Commercial Street, Suite 303

Manchester, NH 03101

2. Name of Owner Russel Karian

Address 4 Owen Lane

Barrington, RI 02809

If Owner is different from applicant, a notarized statement from the owner authorizing the applicant to make the zone change request on their behalf is required.

3. Property Address 125 Thames Street, Bristol, RI

4. Tax Assessor's Plat(s) 10 Lot(s) 42, 60, 61, 62, and 73

5. Current Zoning WPUD (HDO)

6. Requested Zoning WPUD * (Applicant is seeking a modification of certain of the conditions attached to the conditional zoning Change for this Property adopted by the Town Council in 2008 -- see Narrative attached.)

7. Area of Subject Property 142,226 sq. ft. (in square feet or acres)

(3.265 acres) (Building Site-Lots 42, 60, 61, 62 and 73)

8. Is the subject area:

Yes In a Flood Zone ; if yes, indicate which one _____

Yes In the Historic District;

Yes Serviced by Public Water;

Yes Serviced by Public Sewer.

I hereby certify that all information provided above and on any attached maps and reports is correct and true and that all requirements for a zone change have been met.

Signed [Signature]

Date May 23, 2022

Print Name Arthur

Sullivan

**ATTACHMENT TO AMENDED APPLICATION BY BRADY SULLIVAN
PROPERTIES, LLC. FOR ZONING MAP CHANGE AND MODIFICATION**

The Applicant, Brady Sullivan Properties, is seeking to redevelop and reuse the Robin Rug Mill Complex on Thames Street and additional parcels on both Thames Street and Hope Street. The Project includes 127 residential apartment units, and approximately 6,300 square feet of leasable space for commercial uses.

The mill buildings will be renovated for the proposed residential and commercial spaces. The renovations and reuse of the buildings will be in accordance with the guidelines of the Rhode Island Historical Preservation and Heritage Commission and the Bristol Historic District Commission for the Renovations of Historic Buildings. None of the historic buildings are intended to be removed and no additions or significant modifications to the existing buildings are proposed. Only the noncontributing concrete masonry block building located near the Bristol Maritime Center is planned to be razed for the Project.

On July 31, 2008, the Town Council granted a Conditional Zone Change for the Main parcels in the Project from "W" to "W-Urban Rehab Land Development Project" ("Decision"). That Zoning Decision was recorded on October 29, 2008, in Book 1457 at Page 176 of the Bristol Land Evidence Records. A copy of that Decision is attached to this Application as Exhibit A. The Decision incorporated eight development conditions set forth by the Planning Board in its recommendation to the Town Council. These conditions and the Decision were further incorporated in Section 28-284 of the Bristol Zoning Code entitled "Land Development Projects – Urban Rehab Land Development Project". The Applicant is also seeking to amend the text of Section 284 (d) (2) to remove the minimum Gross Floor Area for this Property. The proposed Amendment is attached as Exhibit B.

The Applicant is now seeking to modify two conditions that were set forth in the Decision and that have been also promulgated in Section 28-284. The conditions and provisions seeking to be modified are as follows:

1. Density – The Applicant is now seeking to construct one hundred twenty-seven (127) residential units. The Decision established a Density of 98 Units, which was directly correlated to the size of the existing Structure by the following statement: "the actual density calculation would need to be 2,900 square feet of building area per Unit to achieve the proposed Density". This statement would suggest that the Council based the maximum number of units on a Gross Floor area of 284,200 square feet (i.e., 2,900 square feet/unit x 98 units = 284,200 square feet). On the same date of July 31, 2008,, Section 284(d)(2) of the present Zoning Ordinance was also enacted. This Section allows a lower minimum density of two thousand two hundred fifty square feet (2,250 sq. ft.) per dwelling unit for an "Urban Rehab Land Development Project which contains a historical building greater than one hundred thousand square feet (100,000 sq. ft.)"; which is the case in the present Project. Thus, there clearly appears that there was an expectation that more Density be allowed under the revised Ordinance. In its recommendations to the Council ("Recommendations"), the

Planning Department cites the Town of Bristol Tax Assessor Records, which lists the subject mill building as containing two hundred ninety-six thousand seven hundred seventeen square feet (296,717 sq. ft.) of gross floor area. One Hundred Twenty-Seven (127) units would translate to two thousand three hundred thirty-six square feet (2,336 sq. ft.) per dwelling unit, which is in excess of the minimum required under the above statute.

Notwithstanding the above different square footage figures, since the 2008 Town Council Decision allowed a density of 98 residential units, the Applicant, must still seek a modification for the current proposal of 127 units. Consistent with the Planning Board Decision, the Applicant also requests that the text of Section 284(d)(2) be amended to remove the minimum Gross Floor area requirement. This change would eliminate the inconsistency between the 2008 Decision and Section 284(d)(2) and would be more appropriate for an existing historic building of this size and type on a constrained lot.

2. Minimum Commercial Space - Condition 3 of the Decision stated that there shall be no less than 22,000 square feet of commercial space in the building. The Applicant is proposing approximately 6,300 square feet of leasable space for commercial uses. The Planning Board supported this Request.

Public or Institutional Use – Section 28-284(g)(1) provides that at least 10% of the land area must be reserved for public or institutional use. Consistent with Condition No. 1 of the Decision, and Comp Plan LU element pp 44-45, the Applicant is providing public access along the shoreline of Bristol Harbor from the Bristol County Elks to the Bristol Maritime Center. The Applicant has also modified the original Application and has agreed with the Planning Board to dedicate the existing parking lot at the corner of Church and Thames Street to the Town of Bristol for public parking to satisfy the ten percent (10%) requirement for public institutional uses. The total of these two items equals 12.6%, which is in excess of the ten percent (10%) required, so this condition is now satisfied.

The Applicant is also requesting minor deviations from the required parking space on site dimensional requirements set forth in Section 28-251(2)(a) and (4) of the Zoning Code. Specifically, these requests are as follows:

- a. 28-251(2)(a) Off-street parking space dimensions must be ten feet wide by eighteen feet long. The proposed spaces are nine feet wide by 18 feet long.
- b. 28-251(2)(a) Double line parking space stripes are required in parking lots with more than twenty spaces. The proposed interior parking lot use single line markings due to the narrower space width.

All of the above parking space requests are made because the Applicant is constrained by the existing dimensions of the building, including the support columns in the lower level of the existing building. The Applicant is seeking to reuse the existing building using best practices

and within the constraints of the State and Local Historic District Commissions. The Applicant would therefore also request relief from the Council for those parking constraints.

As a side note, the Applicant requested relief under Section 28-255 from the Planning Board Technical Review Committee to allow off-street parking for the site. The Applicant notes that this was a specific condition (No. 7) of the Decision which required the Developer of this Site to use off-street parking as additional parking for the Development. This Request was approved by the Planning Board as part of its conditional Master Plan approval.

With respect to Condition 2 of the Decision, as noted in Section III 5 of the Planning Board's Findings of Fact and Conclusions of Law, the Applicant will be complying with that Condition at a rate of 15% by setting aside three of the units in the existing dwellings as affordable units, and the balance of 17 Units to be paid in fee in lieu equal to seventeen units at Forty Thousand Dollars (\$40,000.00) per unit. These will be placed in the Bristol Affordable Housing Trust Fund.

Section 3 of the Bristol Comprehensive Plan 2016 update, entitled "Land Use" specifically references this Property as one to be converted into a mixed-use development with residential uses on the upper floors and with parking and commercial uses on the first floor (Comprehensive Plan Page 45). In addition, the Future Land Use Map included in the Comprehensive Plan has a category entitled "Urban Rehab and Waterfront PUD". It states that this area is intended to encourage the rehabilitation and reuse of deteriorated, unutilized, and inefficient historic and/or nonconforming structures of conservation concern to the Town. (Comp Plan LU pg. 52). As noted above in this narrative, the Applicant is seeking to reuse the existing historical Robin Rug Building consistent with the historical guidelines, and at the same time provide predominantly residential apartment units in the downtown area, as contemplated in the Comprehensive Plan. Further, under the Comprehensive Plan, Density bonuses are to be targeted, among other things, to the preservation of historical resources. Attached to this Application as Exhibit C is an Analysis by Edward Pimental of Pimental Consulting dated December 9, 2021, that concludes that the Project is consistent with the Bristol Comprehensive Plan. The Applicant, therefore, respectfully requests the Town Council's consideration and approval of this request.

Concurrently with this Application, the Applicant also filed a Master Plan Application for the Project with the Planning Board. That Master Plan received conditional Planning Board Approval on May 12, 2022.

TOWN OF BRISTOL, RHODE ISLAND

TOWN COUNCIL

Kenneth A. Marshall, *Chairman*
Raymond Cordeiro, *Vice Chairman*
Mary A. Parella
David E. Barboza
Halsey C. Herreshoff



00007545
176

Council Clerk
Louis P. Cirillo, CMC

D E C I S I O N

Re: Robin Industries, Inc., Russell Karian

On July 31, 2008 with a quorum present (Councilman Cordeiro absent), the Bristol Town Council voted unanimously to grant a conditional zone change to the subject property; further defined as Assessor's Plat 10, Lots 42, 60, 61, 62, and 73 from "W" to "W - Urban Rehab Land Development Project" as recorded in the Council Records of the Town of Bristol Book 65 beginning on Page 597 as follows:

Barboza/Parella - Motion made and seconded to grant the zone change based upon the finding of fact and consistency with the Comprehensive Plan as outlined by the Planning Board; incorporating the Planning Boards eight (8) Development Conditions:


1. Public Access to the Waterfront
2. Affordable Housing
3. Commercial Space
4. Water-Related Uses
5. Traffic Study
6. Infrastructure Mitigation
7. Off-Site Parking
8. Existing historic buildings

and as further refined in the Planning Board's memorandum of July 23, 2008*; and

Herreshoff/Barboza - Voted unanimously to amend this motion to include the condition that the absolute number of residential units shall not exceed ninety-eight (98); and

Voting unanimously in favor of the motion, as amended, were Council members Marshall, Parella, Barboza and Herreshoff.

Attest:


Louis P. Cirillo, CMC, Council Clerk

* Attached



Town of Bristol, Rhode Island

Planning Board

10 Court Street
Bristol, RI 02809
www.BristolRI.us
401-253-7000
253-7010

June 23, 2008

TO: Honorable Town Council

FROM: Jerome Squatrito, Chairman
Bristol Planning Board

RE: Petition to Change of Zone Ordinance relative to
Density and Commercial uses for Robin Rug

The Planning Board reviewed the above at their regular meeting of June 10, 2008. The Board heard a presentation by the applicant's attorney as well as testimony from the public. The Planning Board also considered the April 11, 2008 report from Mr. Kenneth Buckland of The Cecil Group and the Department recommendation. Mr. Buckland was commissioned by the Department, and partially funded by the applicant, in order to evaluate the petition.

The petition requested an amendment to zoning ordinance text to

- 1) exempt part of the property from the requirement to have retail business uses and/or restaurants, cafes and delis on the first floor within 50' of the front lot line; and,
- 2) amend the density calculation to a minimum of 4,000 square feet of gross floor area per dwelling unit for contributing buildings on the National Register of Historic Places in excess of 25,000 square feet (Robin Rug building).

The above amendment to the density calculation is to allow a density up to 98 residential units by calculating the density based on the gross floor area of the existing building. It was noted, in review of the proposal by The Cecil Group, that the existing building will have an atrium that will reduce the gross floor area such that the actual density calculation would need to be 2,900 square feet of building area per unit to achieve the proposed density. The applicants will be revising their petition accordingly.

Page 2

A motion was unanimously passed to find that the petition to allow up to 98 residential dwelling units and revised commercial space is consistent with the Comprehensive Plan and the General Purposes of Zoning as follows, WITH CERTAIN DEVELOPMENT CONDITIONS AS NOTED BELOW.

Comprehensive Plan Update of 2003

Figure G- Housing Plan concepts – are mapped for potential rehab/redevelopment includes housing.

Action Item OSR18 – “The development or redevelopment of the Bristol Waterfront will include a Harbor’s Edge Walk that connects the public parks and access points between Independence Park and the Coast Guard Station. As part of the Town’s historic policy of providing public access to the water, the walk will be pieced together through easements and acquisitions during the development review process.

Action Item ED11a – In any redevelopment of the current Robin Rug building on Thames Street, the Town should encourage a mixed use development with retail and/or parking on the first floor and office and/or residential on the upper floors. Any residential use on the first floor should be limited to the waterside of the building with commercial uses on the Thames Street side in order to keep the commercial vitality on Thames Street. Redevelopment of this building shall include a continuation of the public downtown harbor boardwalk (see OSR18) as well as the demolition of buildings (or portions of buildings) to open up view corridors and reduce the bulk on the waterfront. In conjunction with the redevelopment, the Town will also explore access through the site to the boardwalk along with an access point at the southern terminus of the boardwalk.

Affordable Housing Production Plan of 2005

Action Item 2.2 – Adaptively reuse underutilized site and buildings to create mixed-use, live/work communities containing affordable housing. Bristol has placed a high priority on maintaining and preserving industrial land, both undeveloped and underutilized parcels. However, these sites may present opportunities for mixed-use development, combining multi-family residential commercial office and or light industry. With mixed – use adaptive reuse, underutilized buildings can be revitalized, industrial uses can be maintained, and multi-family housing can be incorporated into a vibrant live/work environment. Residents would be able to walk to work, and could have access to other services such as shopping and public transportation.

Action Item 2.5 – There are sites in Bristol which could be developed as affordable housing if their current uses as industrial site were to cease. The Town will monitor these identified locations to facilitate the properties development as affordable housing if they become available.

DEVELOPMENT CONDITIONS:

1. Public Access to the waterfront. Developer shall construct at his expense a boardwalk all along the frontage of the property, with exact location to be determined as part of permitting process, provided that the northern end shall go beyond the property line and tie directly into Town owned land or public street. Crossing of Elk's parking lot at southern end is allowed, provided that extensive use of signs and materials (e.g. brick or stone walkway, railings, etc.) makes it clear to public where it is. No gates allowed. Limited closing allowed on same terms as Stone Harbor boardwalk.
2. Affordable Housing. The developer is to provide a minimum of 10% and no more than 20% affordable units, either onsite, offsite, or by fee in lieu to Affordable Housing Trust Fund as agreed to by the Planning Board during the Major Land Development Process.
3. Commercial Space - There shall be no less than 22,000 square feet of commercial space in the building. The commercial space shall be located in the building along Thames Street, north of Lot 42 on Plat 10, along Church Street, the waterfront and the proposed courtyard with a percentage allowed to be located above the first floor as agreed to by the Planning Board during the Major Land Development Process.
4. Water - Related Uses - A minimum percentage of said non-residential commercial space to be reserved for "water related" uses for a reasonable time frame to achieve such uses. This will also be further examined and decided as part of the Major Land Development Process to the satisfaction of the Planning Board.
5. Traffic Study - A Traffic study/traffic mitigation plan will be required as part of the Preliminary Plan application for the Major Land Development. Scope of the traffic study will be subject to Planning Board approval when density and mix of units is determined. Traffic study to be commissioned by the Developer with review of same by the Planning Board's engineering consultant. Fee for the review of the traffic study by the Planning Board's engineering consultant shall be reimbursed by the developer. If traffic mitigation is needed Developer will provide as a condition of any Planning Board approval on the Major Land Development.
6. Infrastructure Mitigation - Upgrade of off-site sewer and drainage facilities, or fee in lieu of, as well as payment of the Inflow and Infiltration funds to handle increased flow will be a condition of the zone change and must be paid prior to final approval of the Major Land Development application, or within a timeframe as mutually agreed by the Town and the Developer.

7. Off-Site Parking - The existing off-site parking lots to the east of Thames Street are connected to the improved property of the Robin Rug building. The Application for the Major Land Development must include this land owned by the applicant on the east side of Thames Street as part of the overall development. The Planning Board will require parking in excess of that required by the Zoning Ordinance and therefore one of the off-site parking lots must be used to provide parking for the development as part of the Master Plan approval for the Major Land Development. This provision does not include the parking lot currently leased by Aiden's Restaurant located at the southeast corner of the intersection of John Street and Thames Street.
8. Existing historic buildings - Change of zone is tied to existing historic buildings, consistent with the Rhode Island Historic Preservation and Heritage Commission. If any historic building or portion is demolished, voluntarily or involuntarily, prior to final permits, zoning is void. If demolished subsequent to final permits, the building can only be rebuilt exactly as before, without further Town Council zone change.

cc: Rob Stolzman, Attorney for Applicant

Jerome H Squatrito

Recorded Oct 29, 2008 at 09:59:09A.
Louis P. Cirillo Town Clerk

Exhibit B

Sec. 28-284. - Land development projects—Urban rehab land development project.

(a)

Purpose. The rehabilitation of deteriorated, under-utilized and inefficient historic and/or nonconforming structures of conservation concern is of primary importance to the health, safety and welfare of town residents. It is vitally important for the economic well-being of town that these resources be rehabilitated for long term reuse.

(b)

Zones where mandatory and optional.

(1)

Mandatory. A rehab LDP shall be mandatory for any development in the rehab LDP overlay zone.

(2)

Optional. A rehab LDP shall be permitted in the M zone or the W zone, but only on a parcel that contains an existing building formerly used for commercial or manufacturing use, of at least 20,000 square feet GFA. New construction may take place in addition to the existing building, provided that the existing building is rehabilitated and used as part of the LDP..

(c)

Permitted uses. The following uses shall be permitted in a rehab land development project, subject to the planning board's determination that such uses as proposed form a harmonious mixture for the subject site:

(1)

Residential: Multi-household dwelling, nursing home ^{iv} congregate care facility, hotel, community residence.

Note— ^{iv} A nursing home is not permitted in a V or A zone floodplain.

(2)

Institutional and governmental services: Medical clinic, hospital ^v, family day care home with six or less persons, day care facility with more than six persons, church, synagogue or religious educational building, civic/convention center and assembly hall, library, museum, fire station, government office building, schools: K-12, commercial or technical trade school.

Note— ^v A hospital is not permitted in a V or A zone floodplain.

(3)

Office uses: Office of a professional or business agent, or political, labor or service association including the following: insurance agent, insurance adjuster, investment agent, bonding agent, finance agent, accountant, advertising agent, architect, artist, dentist, chiropractor, engineer, government, landscape architect, lawyer, massage therapist, office business machine agent, physician, optician, optometrist, realtor, employment agent, travel agent, veterinarian or bank.

(4)

Service business: Restaurant, cafe, or deli without liquor sales, restaurant, cafe, or deli with liquor sales, tavern/bar/nightclub, catering, sign painting, laundry, self-service, drycleaning without on-site plant, appliance repair, mechanical equipment repair, printing, blueprinting and photocopying, photographic development, hairdresser/barber.

(5)

Retail business: Antique store, appliance store, auto parts sales—new, bait shop, bakery, book store, book store/cafe, clothing sales, convenience store, florist, furniture store, general merchandise store, gift shop, grocery store, liquor store, mechanical equipment sales, newsstand, pharmacy, shopping center (>2 stores), variety store, video rental and sales.

(6)

Wholesale business: Wholesale trade within enclosed structure, warehouse/distribution facility.

(7)

Industrial: Food and kindred products-manufacturing including canning or packaging, processing of bakery products, textile mill products and apparel manufacturing, lumber and wood products, furniture and fixtures manufacturing, rubber and miscellaneous plastic products manufacturing, stone, clay, and glass products manufacturing, pottery products manufacturing, fabricated metal products manufacturing, boat building and repairs, instruments and scientific equipment manufacturing, jewelry, silverware, plated ware, costume jewelry manufacturing, manual assembly of jewelry parts and crafts, lighting manufacturing.

(8)

Recreation: Bowling alley, skating/rolling rink, pool room, health club, theater, playground/park, open space, nonprofit community center, boat yard, marina, yacht club.

(9)

Marine trade industries. The design, fabrication, construction, maintenance, transport, storage, and retail and wholesale sale of boats and other marine products, equipment, systems and parts.

(d)

Density. The density for a urban rehab land development project shall be as follows:

(1)

Residential density. Density shall not exceed the existing residential density of the surrounding neighborhood, if not further defined by this chapter or the comprehensive plan, including any site specific reuse plan or neighborhood plan adopted by the town for inclusion in the comprehensive plan. Residential density for projects with an underlying "W" zone shall be based on the requirements of dimensional table C in this chapter. Other factors to be considered in determining density will be the ability of infrastructure, town services and the environment to accommodate such density. Even in a predominantly residential development, the developer will be required to use at least 25 percent of the site for commercial, institutional, and/or public use.

(2)

Residential density for historical buildings greater than 100,000 square feet in the W zone. Contributing buildings on the National Historical Register located in the W zone that are in excess of 100,000 square feet of gross floor area shall have no a minimum GFA/DU (gross floor area per dwelling unit) ~~density of 2,250 square feet per dwelling unit, but density shall be determined based upon the ability of the infrastructure, town services and the environment to accommodate such density.~~ In such buildings, in lieu of required retail and restaurant uses on the first floor within 50 feet of the front lot line (see footnote to section 28-82 table A in the W zone), the planning board may allow the provision of otherwise allowed nonresidential uses in alternate locations within the building. The planning board may also reduce the gross floor area of such required nonresidential uses by up to 20 percent.

(3)

Nonresidential density. Number and type of manufacturing, commercial, institutional and public uses shall be guided by the ability of the site and the surrounding area to accommodate parking, projected traffic levels, noise, sewer, water and storm drains. In a predominantly commercial development, the developer will be strongly encouraged, but not required, to use at least 25 percent of the site for residential use.

(e)

Objectives. These land development projects are designed to encourage the rehabilitation of urban waterfront and industrial areas of historic and/or conservation concern by pursuing the following objectives:

(1)

Minimizing traffic congestion and maximizing energy savings by reducing the number and length of automobile trips and by encouraging design friendly to pedestrians;

(2)

Promoting greater independence for the elderly, the young and physically or mentally handicapped individuals by providing greater accessibility and by bringing needs for daily life within walking distance of neighborhoods;

(3)

Enriching community identity by providing the opportunity for a broad range of housing types and work places consistent with traditional town character;

(4)

Protecting aspects of the built and natural environment and character which impart a sense of place to the community while allowing beneficial new uses and rejuvenation;

(5)

Safeguarding the physical fabric of the community from neglect and decay and preventing incongruous development and redevelopment;

(6)

Ensuring that changes of use, where they are allowed to occur, are appropriate and compatible with the architecture of the buildings on-site and the surrounding neighborhood;

(7)

Protecting the character of the area by encouraging development or redevelopment that does not generate excessive vehicular activity, noise or other nuisances, and which may jeopardize the continuing occupation and use of the neighboring properties.

(8)

For those rehab land development projects within the waterfront zone, maintaining and enhancing public access to the waterfront.

(f)

Minimum requirements. These land development projects are designed for mixed use which encourages the reuse of older structures or older areas within designated areas in town. Each rehab land development project shall be guided by the mix of uses of the surrounding area or district. The developer shall demonstrate to the satisfaction of the planning board the availability and adequacy of public and/or private circulation systems, services and utilities. The planning board may approve a phasing plan for the development based upon the availability of such services. The entire tract of land may either be one lot or a series of lots. If buildings straddle lot

lines, the developer shall be encouraged to reconfigure the lots so that buildings do not straddle lot lines. Each lot must have access to a public street or publicly accessible area.

(g)

Public or institutional use. At least ten percent of the land area must be allocated for public or institutional use including, but not limited to, publicly accessible parks, squares, green spaces, waterfront access, interior spaces, public view corridors and buffer areas. The purpose for this public space is to promote and enhance the vitality of the project and the neighborhood, while also achieving public health, safety and welfare standards.

Major Land Development Project and Rezone Application

Mixed-Use (151-Unit) Mill Redevelopment

**125 Thames Street - Assessor's Plat 10, Lot(s) 41, 42, 43, 44,
49, 50, 60, 61, 62, 68, 71, 73, 74, and 76**

Prepared for: Brady Sullivan Properties, LLC

By: Pimentel Consulting, Inc.

9 December 2021

INTRODUCTORY STATEMENT

Brady Sullivan Properties, LLC ("Applicant") has retained my professional land use planning and zoning consulting services, in order to evaluate the proposed redevelopment of historical and well under-utilized property situated within the Town of Bristol 'Historic Downtown Core' area. The subject proposal is actually not the first attempt at redeveloping the historic waterfront-oriented 'Robin Rug Mill,' the initial successful rezoning failing to be realized because of a change in the economy; a condition that was neither foreseen nor within the control of the prior developer. Conditions are now more than appropriate for realizing much-needed housing, as evidenced by a shortage both locally and State-wide. Although, a predominantly residential development, it will also incorporate some commercialism as envisioned by the Comprehensive Plan. The referenced mixed-use redevelopment will not only realize revitalization of a long-standing historic asset in an architecturally significant manner, but also much-needed site amenities, such as waterfront public access.

The referenced redevelopment is defined as a Major Land Development Project ('Major LDP'), necessitating three-stages of formal review and approval, namely Master, Preliminary and Final Plan. In addition, a 'slightly modified' zone change is necessary. However, as will be evidenced via specific goals and objectives of the Comprehensive Plan, the referenced zone change is nevertheless 'still' consistent, inclusive of the corresponding land use classifications. Albeit, the prior approval was slightly different in residential circumstances (i.e., reduced density), this report will nevertheless detail the appropriateness of the increased number of units; evidencing why the proposed redevelopment is not only necessary and needed, but also quite compatible with surrounding land uses.

In light of the stated redevelopment proposal, this land use consultant has thoroughly reviewed all submission materials, as well as the following regulatory documents:

- o Town of Bristol 2016 Comprehensive Community Plan - Adopted by Town Council: 25 January 2017 - Approved by State of Rhode Island: 2 February 2017 ("Comprehensive Plan");
- o Town of Bristol Zoning Ordinance ("Ordinance"); and,
- o Town of Bristol Subdivision and Development Review Regulations - As Amended Through 9 May 2017 ("Development Regulations").

This report will evidence consistency with the overall goals and objectives of the Comprehensive Plan, specifically the Land Use and Housing Elements, thereby reaffirming redevelopment appropriateness and renewal of the prior zone change with slight modifications..

PRESENT PROPERTY CONDITIONS

The subject property is addressed 125 Thames Street, further designated Assessor's Plat 10, Lot(s) 41, 42, 43, 44, 49, 50, 60, 61, 62, 68, 71, 73, 74, and 76 ("Property"), and improved with a variety of buildings and accessory parking areas as individually described below.

1. Assessor's Plat 10, Lot 41 - Addressed 0 Thames Street: The subject parcel is presently improved with accessory off-street parking and zoned Waterfront District. The parcel contains approximately 12,854 square feet in total lot area pursuant to the applicant's submission package.

2. Assessor's Plat 10, Lot 42 - Addressed 0 Thames Street: The subject parcel is presently a component of the overall mill complex and zoned Waterfront Planned Unit Development District. The parcel contains approximately 78,586 square feet in total lot area pursuant to the applicant's submission package.

3. Assessor's Plat 10, Lot 43 - Addressed 317 Hope Street: The subject parcel is presently improved with a one-story, commercial facility dedicated to retail sales and accessory off-street parking. The referenced structure has an approximate 462 square foot building footprint and likewise approximately 462 square feet of useable gross floor area. The parcel is zoned Downtown District. The parcel contains approximately 8,856 square feet in total lot area pursuant to the applicant's submission package.

4. Assessor's Plat 10, Lot 44 - Addressed 0 Thames Street: The subject parcel is presently improved with accessory off-street parking and zoned Waterfront District. The parcel contains approximately 7,939 square feet in total lot area pursuant to the applicant's submission package.

5. Assessor's Plat 10, Lot 49 - Addressed 70 Thames Street: The subject parcel is presently improved with a two-story, two-unit residence and zoned Waterfront District. The referenced structure has an approximate 1,248 square foot building footprint and likewise approximately 2,160 square feet of useable gross floor area. The parcel contains approximately 13,900 square feet in total lot area pursuant to the applicant's submission package.

6. Assessor's Plat 10, Lot 50 - Addressed 60 Thames Street: The subject parcel is presently improved with a two-story, single-family residence and zoned Waterfront District. The referenced structure has an approximate 756 square foot building footprint and likewise approximately 1,570 square feet of useable gross floor area. The parcel contains approximately 2,525 square feet in total lot area.

7. Assessor's Plat 10, Lot 60 - Addressed 125 Thames Street: The subject parcel is presently improved with a rather sizable four-story aged mill facility (Robin Rug) and zoned Waterfront Planned Unit Development District. The referenced structure has an approximate 85,250 square foot building footprint and likewise approximately 300,450 square feet of useable gross floor area. The parcel contains approximately 51,624 square feet in total lot area pursuant to the applicant's submission package..

8. Assessor's Plat 10, Lot 61 - Addressed 0 Thames Street: The subject parcel is presently a component of the overall mill complex and zoned Waterfront Planned Unit Development District. The parcel contains approximately 6,978 square feet in total lot area pursuant to the applicant's submission package.

9. Assessor's Plat 10, Lot 62 - Addressed 0 Constitution Street: The subject parcel is presently a component of the overall mill complex and zoned Waterfront Planned Unit Development District. The parcel contains approximately 2,311 square feet in total lot area pursuant to the applicant's submission package.

10. Assessor's Plat 10, Lot 68 - Addressed 0 Thames Street: The subject parcel is presently improved with accessory off-street parking and zoned Waterfront District. The parcel contains approximately 4,613 square feet in total lot area pursuant to the applicant's submission package.

11. Assessor's Plat 10, Lot 71 - Addressed 325 Hope Street: The subject parcel is presently improved with a mixed-use commercial and residential two-story facility, and zoned Downtown District. The referenced structure has an approximate 2,100 square foot building footprint and likewise approximately 4,300 square feet of useable gross floor area. The parcel contains approximately 3,615 square feet in total lot area.

12. Assessor's Plat 10, Lot 73 - Addressed 0 Constitution Street: The subject parcel is presently a component of the overall mill complex and zoned Waterfront Planned Unit Development District. The parcel contains approximately 2,727 square feet in total lot area pursuant to the applicant's submission package.

13. Assessor's Plat 10, Lot 74 - Addressed 0 Hope Street: The subject parcel is presently improved with accessory off-street parking and zoned Downtown District. The parcel contains approximately 5,098 square feet in total lot area pursuant to the applicant's submission package.

14. Assessor's Plat 10, Lot 76 - Addressed 0 Hope Street: The subject parcel is presently improved with accessory off-street parking and zoned Downtown District. The parcel contains approximately 7,177 square feet in total lot area pursuant to the applicant's submission package.

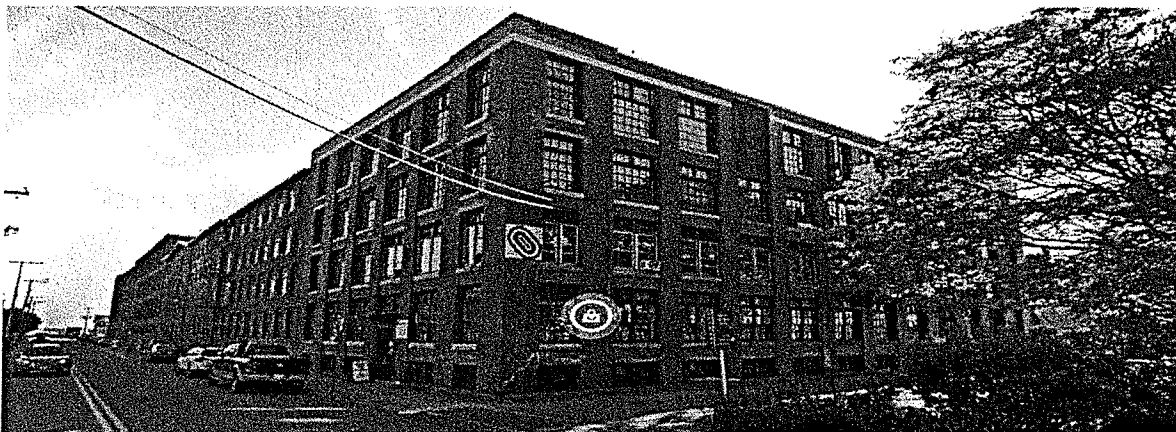
Therefore, the proposed redevelopment entertains 14 distinct parcels. Lot(s) 42, 60, 61, 62, and 73, are physically located along the Westerly, waterfront side of Thames Street, and contain a total land area of approximately 142,226 square feet. Alternatively, all remaining parcels, to include Lot(s) 41, 43, 44, 49, 50, 68, 71, 74, and 76, are all located along the Easterly side of Thames Street, and contain a total land area of approximately 70,987 square feet. Property location and configuration is illustrated below, as excerpted from the Town's Geographic Information System ("GIS").



The majority of the Property is either unimproved, thereby being well under-utilized, or improved with aged and dilapidated land uses. The area necessitates rehabilitation and reinvestment, especially in regard to the historic Robin Mill. The Robin Mill is presently not contributing in any reasonable and beneficial manner. Redevelopment will not only assure the preservation of the mill and surrounding mill site, but also realize much needed housing, commercial development, and off-setting affordable housing. It must also be reemphasized that all regulatory bodies have already previously acknowledged the appropriateness of the Robin Mill for mixed-use purposes, albeit at less residential density. Regardless, there will be no further intensification of the Property from a massing and scale perspective, and therefore an increase in the number of residential units really has no resulting impact. It is now well understood that quantity of bedrooms, as compared to number of physical units, is what truly matters. Therefore, developments that are predominantly one and two-bedroom oriented, are far less intensive, especially from a physical (vehicular) perspective. It has been well documented that multiple rental unit developments that are predominantly one and two-bedroom oriented, exceeding 100-units in overall design, generate the fewest children. Furthermore, need for off-street parking is severely curtailed, ranging from 0.75 to 1.5 spaces per unit.

The arrangement of parcels located Westerly of Thames Street are uniquely situated, being bordered along the Westerly property boundary by the Bristol Harbor. They are also defined as a corner-lot, being situated at the intersection of Thames Street and Constitution Street. The combination of parcels located Easterly of Thames Street are similarly uniquely configured, being defined as a through-lot, having physical frontage along both Thames Street and Hope Street. Multiple lot frontages permits flexibility in site access for purposes of accommodating the public and emergency personnel. All of the preceding unique Property details are illustrated below and on the following page, as excerpted from Google Earth and the Town's GIS, respectively.

View looking South along Thames Street [Credit: Google Earth]



View looking North from the intersection of Thames and Constitution Streets
[Credit: Google Earth]



View looking Southeasterly from Thames Street - Easterly arrangement of properties
[Credit: Google Earth]



View looking Northeasterly from Thames Street - Easterly arrangement of properties
[Credit: Google Earth]



Aerial View of Robin Mill proper - Arrangement of parcels
located Westerly of Thames Street [Credit: Town's GIS]



Aerial view of arrangement of parcels located
Easterly of Thames Street [Credit: Town's GIS]



To reiterate, the Property is both uniquely situated as well as having an unusual configuration, dispersed across multiple roadways. Multiple frontages, especially those with such unique scenic character, affords greater pedestrian street-access and unimpeded upper-story view corridors. This all contributes to the type of development that is clearly called-for by the Comprehensive Plan, as evidenced by the following:

Goal 2. *"Ensure that neighborhoods are livable places."* [Pages 83 - 84]

Policy D. *"Connectivity must be maintained between neighborhoods as essential to quality of life, as well as for safety and convenience."*

Policy J. *"Promote good design in all future developments."*

Economic Development - Statement of Goals and Policies: *"The singular goal of Economic Development goal is the sustained, viable growth of business to provide for improved standard of living and economic health of Bristol. It is important that such pursuit be built upon Bristol Values, including:"* [Page 102]

- o *"Developing a vibrant downtown of regional stature."*

Furthermore, pursuant to the Rhode Island Department of Transportation ("RIDOT"), Thames Street is classified a 'Major Collector' roadway. The referenced roadway classification is defined by RIDOT as follows:

Major Collector - "Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network..."

Therefore, Thames Street is recognized for its ability to accommodate greater traffic volume and incorporation of multi-modal transportation. Reuse of the Property for mixed-use, predominantly residential purposes, is compatible with the character of the surrounding neighborhood. The Property borders the Bristol Harbor to the West, otherwise it is surrounded by a variety of commercial and residential entities, ranging from single-family to large multi-story, multi-unit facilities. In all instances, the subject proposal is neither out of character from a massing / scale nor density perspective.

Besides being entirely situated within the Historic District Overlay Zone ("HDO"), the parcels that comprise the proposed redevelopment are dispersed across several distinctive zoning designations. The combination of parcels bounded by Bristol Harbor and Thames Street, to include Robin Mill proper, are all appropriately zoned Waterfront Planned Unit Development District ("WPUD"). However, the combination of parcels lining the Easterly side of Thames Street are zoned Waterfront District ("W District"), and those lining Hope Street are zoned Downtown District ("D District"), necessitating a zone change. The referenced zoning districts (illustrated on the following page) are individually defined by Section 28-3 'Establishment of Zoning Districts,' of the Ordinance, in the following manner:

(2) Commercial zoning districts - "Commercial zoning districts shall be as follows:"

Downtown Zone - "This zoning district is intended for the preservation of downtown commercial areas."

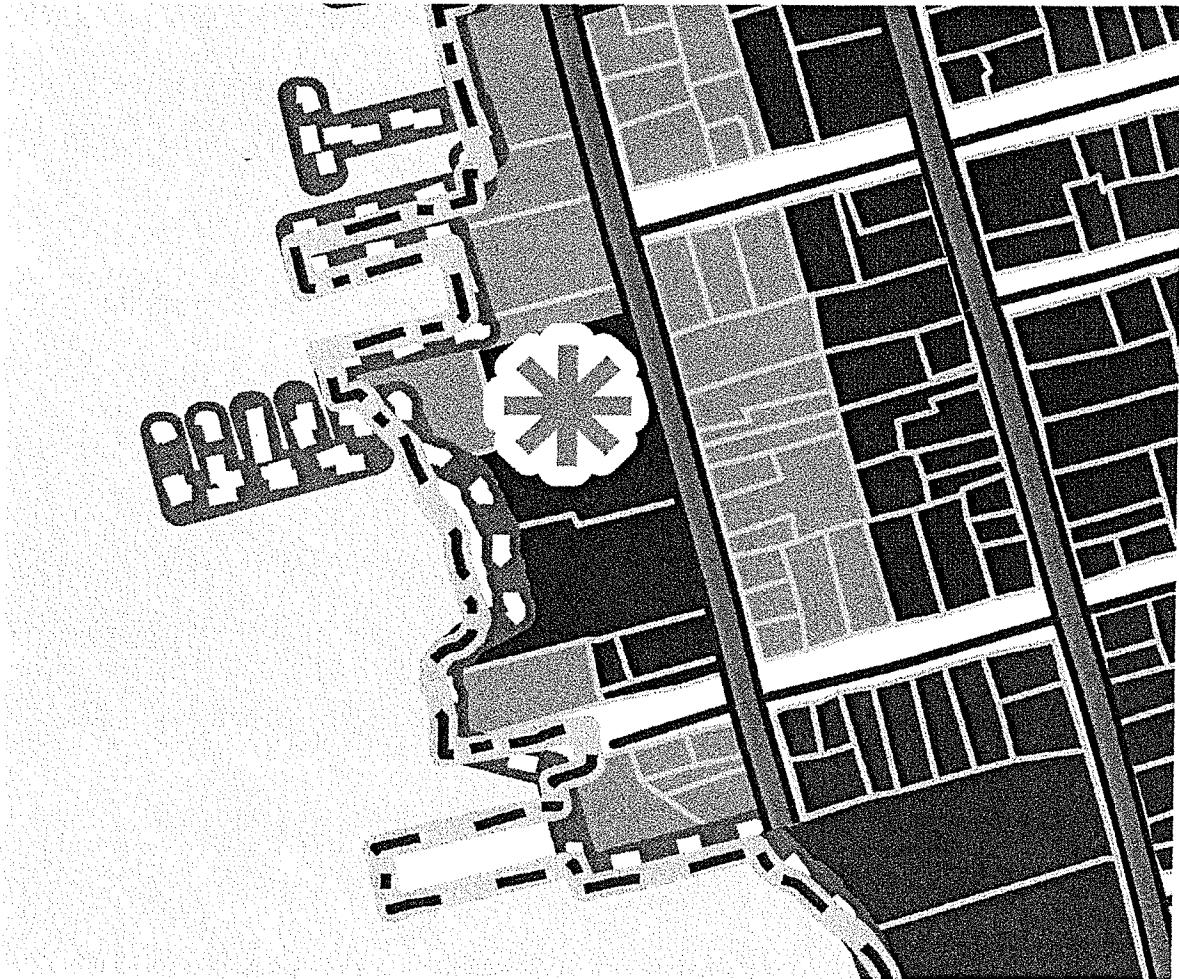
(5) Waterfront zoning district - "The waterfront zoning district shall be as follows:"

Waterfront Zone - "This zone is intended for mixed use residential, commercial, and limited industrial use along the downtown waterfront with an emphasis on preservation, economic development, recreation, and open space."

(7) Special zones - "Special zones shall be as follows:"

Historic District Overlay Zone - "This overlay zoning district is intended to preserve the heritage of the town by placing additional design standards for buildings or other structures and lots, either within an historic district, or designated as an individual historic district."

The combination of districts do not necessarily impair the Applicant's ability to redevelop the Property, but given the uniqueness of parcels and the former Robin Mill facility alike, traditional zoning simply falls short of addressing the unique nuances needed to realize successful redevelopment, most notably lot density and need to maintain on-site parking. This is



Legend

..... Bike Path	—— Major Road	□ Bristol	■ Water Body
✱ Original Zone Change Conditions Apply		Zoning R-80 (Residential 80,000 sq. ft. lot size)
■ Bristol Historic District		■ R-6 (Residential 6,000 sq. ft. lot size)	■ HPC (Historic Preservation and Conservation)
■ Route 136 (Metacom Avenue) Overlay		■ R-8 (Residential 8,000 sq. ft. lot size)	■ OS (Open Space)
—— Roads		■ R-10 (Residential 10,000 sq. ft. lot size)	■ EI (Education Institutional)
□ Parcels		■ R-10SW (R-10 w/ sewer, water)	■ WPUD (Waterfront PUD)
/// Resource Conservation and Creative Development (RC & CD) Overlay		■ R-15 (Residential 15,000 sq. ft. lot size)	■ PUD (Planned Unit Development)
		■ R-20 (Residential 20,000 sq. ft. lot size)	■ RPUD (Rehab. PUD)
	 R-20SP (R-20 w/ Conditions)	■ LB (Limited Business)
		■ R-40 (Residential 40,000 sq. ft. lot size)	■ W (Waterfront)
	 R-40-W (R-40 w/ Water)	■ D (Downtown)
			■ MMU (Metacom Mixed Use)
			■ GB (General Business)
			■ M (Manufacturing)

corroborated by the successful pursuit of the prior zone change. However, that too now fails to meet present housing shortage need in an economically feasible manner. Greater density is therefore an absolute. It is now well recognized that unit density is a myth, bedroom density being the most important factor in determining redevelopment appropriateness. Larger units containing more bedrooms generate increased traffic and need for more parking, as well as attracting a larger number of inhabitants, inclusive of school-aged children. It is for this reason why the subject proposal predominantly entertains smaller one and two-bedroom units. However, given the vast size of the present mill facility and corresponding economic resources needed to realize successful redevelopment, a large number of units is necessary, to include a small quantity of three-bedroom units. Regardless of the increased density and presence of several additional less significant deviations, Comprehensive Plan consistency is nevertheless affirmed.

The Property, as well as immediately surrounding neighborhood(s), are all located within the 'Downtown Core Planning Area,' whose primary objective is to realize preservation and successful reuse of historic properties, such as the Robin Mill. The subject redevelopment proposal will not only assure preservation of the Robin Mill in an architecturally significant manner, but also provision of more than sufficient off-street parking, a very limiting Downtown Core site design feature.

Land Use - Statement of Goals and Policies: *"Land use planning and management, in a sustainable manner that respects Bristol's environment and unique character for present and future generations, is paramount and is intended to support all other comprehensive planning goals of the Town of Bristol. Based on the critical issues described in the Introduction and the overarching goal stated above, this section presents the goal and policies developed by the Town of Bristol to guide its land use planning. This goal encompasses goals expressed in the other elements of this plan."* [Page 57]

Goal 1. *"Promote land use patterns that are sensitive to the Town's character and assets, recognize the Town's resource constraints, are economically sound, and facilitate smart growth to build capacity in sustainability and climate resiliency in Bristol."* [Page 57]

Policy B. *"Respect the historic resources that link Bristol's present with Bristol's past and use these resources as guidelines for managing future growth."*

Policy D. *"Maintain a strong tax base, favorable tax rate and identify alternative revenue sources."*

Policy E. *"Maintain the character of Bristol and make sure that new development does not adversely impact the integrity of the Town."*

Policy F. *"Embrace Smart Growth principles, conservation development zoning and encourage sustainability of our resources in all land use decisions made by the Town of Bristol."*

The primary reason why dense residential development is directed to locales such as the 'Downtown Core,' is because of dwindling land resources, availability of requisite public utilities (most notably sewer and water), as well as maintaining neighborhood character. The community also desires preservation and protection of the few remaining rural and environmentally sensitive areas.

Services and Facilities

Goal 3. *"Manage growth so as not to overtax the sewer system."* [Page 18]

Policy A. *"Plan for growth in areas that are, or can be, served by the sewer system."*

Policy B. *"Direct growth away from areas that have no sewers and lie over or near critical environmental resources."*

Service and Facilities - Statement of Goals and Policies: *"Continually seek to strengthen the quality of all of the Town's public facilities, including maintaining high quality school facilities, sufficient and high quality public water and sewer systems to meet projected growth, and provide adequate services and facilities for emergency situations. Growth management policies will ensure sustainable services and facilities for present and future generations. The Town should lead by example and design facilities that meet LEED (Leadership in Energy and Efficiency Design) neighborhood design silver certification. The Capital Improvement Plan with a five year horizon and annual capital budget should continue to be updated and implemented. Based on the critical issues described in the Introduction and the overarching goal stated above, this section presents the goals and policies developed by the Town of Bristol to guide its services and facilities. These goals encompass goals expressed in the other elements of this plan."* [Page 178]

Goal 4. *"Maintain a favorable tax base."* [Page 180]

Policy A. *"Encourage balanced growth."*

Policy B. *"Manage growth in concert with the fiscal capacities of the community."*

REDEVELOPMENT PROPOSAL

The present proposal, unlike the prior approval, entails redevelopment of the Robin Mill facility for mixed-use purposes, but realizing a slightly lesser quantity of dedicated commercial floor area, and an increase in residential density. The present proposal anticipates provision of 6,300 square feet of leasable commercial floor area, and 151-units of housing. The referenced residential units will be dispersed in the following manner: 46 one-bedroom (30.4%); 86 two-bedroom (57%); and, 19 three-bedroom (12.6%) units. Therefore, 87.4% of the overall units will

be consist of one and two-bedrooms. This will realize a vision so desired by the community, as evidenced by the Comprehensive Plan.

"Vision Statement Bristol shall become a model seaside community for the 21st century. It shall become "the gem of the East Bay." Bristol will be exceptional in the degree to which it will offer a small town, historic character *blended with varied living and working environments, all closely connected with the water.*" [Page 1]

Policy B. *"Respect the historic resources that link Bristol's present with Bristol's past and use these resources as guidelines for managing future growth."* [Page 3]

In addition, and equally pertinent, is the provision of a fee in lieu to procure affordable housing; quantity that will off-set the 10% impact to be realized by the subject redevelopment. In other words, a fee suitable to realize approximately 15-units (or 10% of the 151-units proposed) in an alternate, more appropriate location. Once again, housing is in short supply, most notably smaller scale rental housing units that serve a wide range of individuals.

Housing Goal 1. *"Work for a continued range of housing opportunities so that Bristol can continue to be home to our traditionally diverse population."* [Page 3]

Policy B. *"Address the needs of Bristol's special demographic groups, to include: working families, single parent families, parents whose children are grown, persons living alone, and the elderly."*

Policy E. *"Work toward a range of housing types to match residents' differing preferences and resources for their physical environments."*

Policy F. *"Encourage a range of housing ownership and rental options to match residents' differing preferences and resources, to include: home ownership, rental, accessory apartments, condominium, cooperative, and congregate."*

In addition to a full rehab of the Robin Mill facility, is the introduction of more than sufficient off-street parking, an accessory site feature that is quite lacking throughout the 'Downtown Core.' However, in order to realize requisite off-street parking, a portion will be physically located across Thames Street, to include several parcels that are already used for such purposes. Finally, is the provision of certain site design features that are either deficient or missing altogether (e.g., on-site drainage, landscaping, etc.) and amenities serving the public good, such as physical shoreline access along Bristol Harbor. These are all well desired development features, as evidenced by the Comprehensive Plan.

Goal 1. *"Maximize the public's ability to gain access to, and enjoy, the waterfront and bay areas that surround the Town."* [Page 9]

Goal 2. *"Ensure that neighborhoods are livable places."* [Pages 83 - 84]

Policy C. "Sidewalks are encouraged for safety and sustainability purposes in new developments."

Goal 3. "Manage growth so as not to overtax the sewer system." [Page 18]

Policy A. "RePlan for growth in areas that are, or can be, served by the sewer system."

Policy C. "Reduce the amount of stormwater infiltration into the sewer system during significant storm events."

Goal 6. "Promote water quality improvements to bay and other waterways in Bristol." [Page 11]

Policy A. "Incorporate water quality benefits in all developments and reconstruction projects undertaken by the Town."

Goal 5. "Provide adequate parking facilities for auto users without losing key elements of the town's character." [Page 17]

Policy J. "Protect the environment from parking area stormwater runoff."

Goal 3. "Support economic development through a well-planned transportation system." [Page 15]

Policy D. "Explore means to provide additional parking in the downtown to support economic development while protecting the areas character."

Goal 5. "Provide adequate parking facilities for auto users without losing key elements of the town's character." [Page 17]

Comprehensive Plans do not typically provide commentary on any specific property or development, unless there is some associated significance. The Property, being improved with a rather sizable historic structure and located directly along the waterfront, has such significance. Furthermore, the prior approval was granted under somewhat different circumstances and imposed conditions of approval that now preclude the redevelopment in question. The subject proposal, albeit generally consistent with the Comprehensive Plan, nevertheless necessitates a rezone, primarily to amend the noted conditions of approval.

"The Town also has been committed to keeping residential uses in the downtown. The Stone Harbor Condominiums, which redeveloped the former Premier Thread waterfront mill buildings into 82 residential units, was completed in 2008. The Stone Harbour project included construction of a segment of the Town's Downtown Harbor Boardwalk from Independence Park to the Thames Street Landing property. There are currently plans in the review process for converting the Robin Rug waterfront mill into a mixed use development with residential uses on the upper floors and with parking and commercial uses on the first floor. The project will also include a major link in the Town's Downtown Harbor Boardwalk which will run from the Town's property at the Armory at Church Street to the Elks Lodge at the end of Constitution Street. The owner of the Robin Rug property

has deeded the riparian rights of this property to the Town and there is a concept plan in place to develop a town-owned marina at this location." [Pages 44 - 45]

To reiterate, although the present proposal is somewhat different than the prior approval, primarily in regard to residential density, the more pertinent components remain the same thereby likewise evidencing Comprehensive Plan consistency. Such components include mixture of land uses, utilizing upper floors for purely residential purposes, and providing public access to the waterfront. Furthermore, in regard to residential density, the Comprehensive Plan acknowledges support when pertinent elements are proffered.

"Density bonuses can be offered only to promote a mix of housing types, reduced roadway pavement, and to achieve certain public purposes such as preservation of open space, historical and cultural resources; provision of recreation amenities; and necessary housing alternatives. Density bonuses are not intended in areas that have no public water or sewer facilities." [Page 49]

Downtown corridors in general greatly benefit from permitting mixtures of land uses, especially when ratio of residential greatly outweighs commercial usage. Downtown commercial entities are literally dependent upon on-site residential presence, rather than tourism, for their long-term success. This is why regulations oriented towards limiting density are archaic at best. Furthermore, smaller units have corresponding fewer bedrooms, and therefore less off-street parking demand.

One final point is in regard to provision of affordable housing. Although, the subject redevelopment does not entertain provision of any physical units, it is nevertheless offering compensation in lieu. This is a very standard regulatory technique, and one that is used widespread throughout many communities. The reason why such a technique is invaluable, is because there very well could be more suitable locales, but not the necessary funding to develop. The community thus benefits from a new continuous revenue generator, while also realizing affordable housing in areas that have been thoughtfully vetted. The Comprehensive Plan corroborates this point.

Goal 4. "Create affordable housing opportunities and diversify the housing stock." [Pages 84 - 85]

Policy F. "Strengthen partnerships and build community support for affordable housing development." [Page 85]

Policy G. "Identify existing and new resources for affordable housing development." [Page 85]

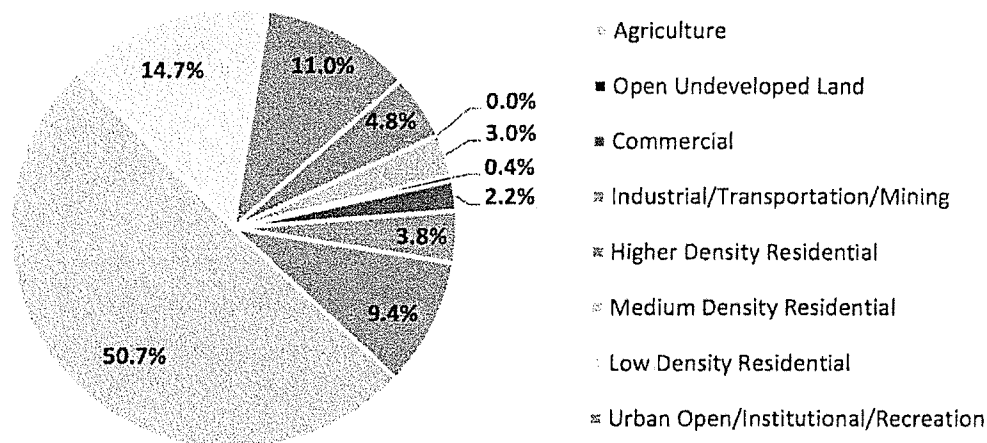
Policy H. "Encourage public / private partnerships for the creation of affordable housing which will provide additional funding opportunities such as grants." [Page 85]

DENSITY ANALYSIS

Pursuant to the Ordinance's 'Use Schedule' and corresponding Zoning Map, 'high-density' residential development is predominantly relegated to and concentrated within the Downtown Core Area. There are a number of reasons for this, most notably being its historically densely developed nature. In addition, all requisite public resources, to include utilities, are present. Furthermore, alternate modes of transportation, to include mass transit are similarly present. In other words, the community has directed all such development to the general area. The following information, excerpted from the Comprehensive Plan [Pages 23 - 24], illustrates that less than 10% of all town-wide acreage is dedicated to high-density land resources.

Snapshot of Bristol - Existing Land Use: "Bristol has a diverse yet predominantly residential land use pattern. Nearly 75% of Bristol's land is used for residential purposes, among which more than 50% of the total is classified as medium density residential with lot sizes ranging from a quarter to 2 acres; almost 15% is occupied by low density residential with lots larger than 2 acres; and 9.4% for high density residential with lots smaller than a quarter acre (see Figure 2.1)." [Pages 23 - 24]

Figure 2.1: Existing Land Use in Bristol, RI



Source: Town of Bristol GIS data

The Comprehensive Plan further acknowledges that there has been a several decade reduction in overall household size. What is most definite is the preferred housing development choice has been multi-unit, possibly reflecting this ever-changing household characteristic. And yet,

there are limited land resources necessary to accommodate such growth. Therefore, it is imperative that appropriate 'infill' development be supported, when it avails itself.

Household Characteristics - *"From 2000 to 2010, Bristol's total household grew by 197 households or 2.3%. Other indicators that experienced growth included nonfamily households, increased by 886 or 15.4%; nonfamily households with householder living alone, increased by 297 or 11.9%; and nonfamily single person household with householder age 65 and over, increased by 113 or 10.3%. There are 290 fewer family households in Bristol from 2000 to 2010 or a 5.4% decrease. In addition, both the average household size and the average family size declined slightly, indicating an overall smaller household size of Bristol's households (see Table 2.1), which also mirrors national trends." [Page 26]*

Housing Stock by Type - *"Table 2.3 compared the change in the number of different types of housing units in Bristol from 2000 to 2012. Single family detached housing comprises the majority, 62.1%, of the Town's housing inventory, while the second largest share is multi-family housing with two to four units per structure. From 2000 to 2012, Bristol's housing stock grew by 10.6%. Multi-family housing with three and more unit per structures, particularly ten or more unit structures, appear to be the fastest growing segment. Single family detached units also increased by 13% or 687 units. In contrast, single family attached units and two family housing decreased by nearly 29% and 9% respectively due to the significant increases in other housing types." [Page 30]*

MAJOR LAND DEVELOPMENT REGULATIONS - GENERAL REQUIREMENTS

Section 8.6. Required Findings. *"For all subdivision or development project applications, the approving authority, whether Administrative Officer or Board, shall address each of the general purposes stated in Article 1 of these Regulations and R.I.G.L. Section 45-23-30, and shall make positive findings on each of the following provisions as they apply to the application under review, as part of the proposed project's record prior to approval. Where all findings are positive, approval may not be withheld by the Board. The requirement to address the purposes of these Regulations and make written findings on each of the following provisions shall also apply in the case of a vote to deny an application."*

A. Consistency - *"The proposed development is consistent with the comprehensive community plan and/or has satisfactorily addressed the issues where there may be inconsistencies."*

A thorough review of the Comprehensive Plan has concluded absolute consistency. The proposed redevelopment will not alter the general character of the surrounding area or impair the intent or purpose of either the Ordinance or Comprehensive Plan.

B. Compliance with Zoning Ordinance - *"The proposed development is in compliance with the standards and provisions of the Town's zoning ordinance."*

A proposed zone change is necessary to realize successful redevelopment because the conditions of approval associated with the prior approval are entirely limiting and incompatible. Therefore, all identified Lots situated Easterly of Thames Street will be similarly rezoned to the

WPUD District, and any dimensional inconsistencies incorporated as special exceptions. The proposed zone change is entirely consistent with the Comprehensive Plan, both textually and in regard to the Future Land Use Map ("FLUM"); also realizing consistency with the parcels situated Westerly of Thames Street, to include the Robin Mill site proper. The present FLUM acknowledges that there are several land use classifications associated with the Property, all of whom are not contrary to the proposed WPUD District. However, it is the vast textual support, as detailed throughout this report, that evidences absolute 'consistency.'

"In the instance of uncertainty in the interpretation of any map in this Comprehensive Plan – 2016, the text shall govern in determining the goals, policies, and action items of any applicable element of the Comprehensive Plan." [Page vii]

3. Can the Plan be changed? Yes. "State Law allows a Town to amend the plan up to four times per year. The intention of this plan is not to set in stone requirements that the town must follow but rather to record policies and actions that make sense for Bristol today and to put in place a process of careful deliberation if those policies or actions are questioned or should be changed in the future. As with all good plans, it is a living document subject to periodic amendment as conditions, resources and town preferences evolve." [Page viii]

Policy I. "Take into account existing land use patterns when designing new zoning regulations." [Page 5]

C. Environmental Impact - "There will be no significant negative environmental impacts from the proposed development as shown on the final plan, with all required conditions for approval."

D. Buildable Lot - "The...development project, as proposed, will not result in the creation of individual lots with such physical constraints to development that building on those lots according to pertinent regulations and building standards would be impracticable."

The subject redevelopment project will be thoroughly served by appropriate infrastructure and reflects the massing and scale of the surrounding neighborhood, and thus the reason for permitting greater density. Professional respective testimony will be provided.

E. Street Access - "All proposed development projects and all subdivision lots shall have adequate and permanent physical access to a public street. Lot frontage on a public street without physical access shall not be considered compliance with this requirement."

The subject redevelopment will have direct and permanent physical access to Thames and Hope Streets.

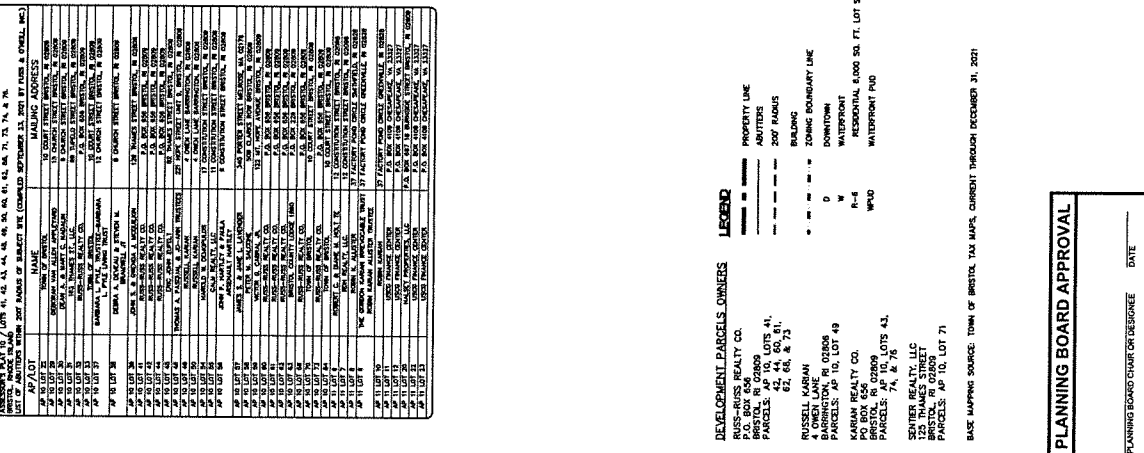
CONCLUSION

It is this Consultant's professional opinion that the proposed redevelopment is consistent with the Comprehensive Plan and furthers the respective Policies, Goals and Objectives. My professional opinion is based upon the manner in which the redevelopment can be incorporated into the overall fabric of the general area. All approvals must carefully consider the many benefits posed by the applicant's redevelopment, including much-needed rental housing in the Downtown Urban Core, provision of sufficient off-street parking in a visually enhanced and pleasing manner, and waterfront access, all of which are incorporated into an architecturally significant and neighborhood compatible building.

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REEI
BRISTOL, RHODE ISLAND

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PLANNING BOARD APPROVAL

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on-line: edaicp@yahoo.com

SUMMARY of QUALIFICATIONS

Forward-thinking, pragmatic urban planning professional with twenty (20+) years of practical experience. Skilled in a variety of neighborhood and commercial planning and zoning activities, frequently in a supervisory or managerial capacity. Solid track records with proven effectiveness in, but not limited to, the following areas:

- ⇒ **Zoning Boards of Review**
- ⇒ **Community Planning and Consulting**
- ⇒ **Planning Boards / Commissions**
- ⇒ **Subdivision Review and Planning**
- ⇒ **City / Town Councils**
- ⇒ **Superior Court**
- ⇒ **Code Enforcement**
- ⇒ **Residential, Commercial and Industrial Development**

SELECTED EXAMPLES of ACCOMPLISHMENT

- Testified before numerous boards, commissions and councils on matters of residential, commercial, and industrial development, as well as changes / amendments to Zoning Ordinances and Comprehensive Plans.
- Testified before Municipal and Superior Court on matters of code enforcement and general land use planning.
- Authored various documents including Cost of Community Services Study, Revitalization Plans, Zoning Ordinances, Comprehensive Plan Amendments and the first Telecommunications Ordinance in the State of Rhode Island.
- Responsible for reviewing all development associated with the Quonset Point / Davisville Industrial Park, an approximately 3,500 acre industrial park, site of the former Sea Bee Navy Base, numerous mill rehabilitation projects, including Pocasset Mill, Johnston, RI (Comprehensive Plan Amendments).
- Responsible for reviewing numerous residential subdivisions, especially expert in the field of Comprehensive Permits (Affordable Housing). Work product cited by the Rhode Island Supreme Court.
- Represented clients before numerous Zoning Boards of Review throughout the State of Rhode Island, on a variety of variance and special use permit petitions, with a greater than 90% success rate.
- Extensive energy and renewable energy projects, including solar, wind and gas-fired eccentric generating assets.

EDUCATION

MASTERS OF COMMUNITY PLANNING AND DEVELOPMENT

University of Rhode Island - Masters Received 1994

University of Florida - Studied City Planning - 1991 / 1992

BACHELOR OF ARTS – URBAN AFFAIRS; MINORS IN MATHEMATICS AND PHILOSOPHY

University of Rhode Island - BA Received 1990

ACCREDITATION: AMERICAN INSTITUTE of CERTIFIED PLANNERS – May 1996

PROFESSIONAL EXPERIENCE

Land Use Consultant

East Providence, Rhode Island

PIMENTEL CONSULTING, INC.

Zoning Officer

East Providence, Rhode Island

CITY OF EAST PROVIDENCE

Consulting Town Planner

Barrington, Rhode Island

TOWN OF BARRINGTON

Town Planner

Wayland, Massachusetts

TOWN OF WAYLAND

Principal Planner

North Kingstown, Rhode Island

TOWN OF NORTH KINGSTOWN

Assistant Planner

East Providence, Rhode Island

CITY OF EAST PROVIDENCE

Planning Consultant

Newport, Rhode Island

NEWPORT COLLABORATIVE

Planning Intern

Orange City, Florida

CITY OF ORANGE CITY

RHODE ISLAND AIR NATIONAL GUARD

Plans and Implementation Communications Specialist

Rhode Island Air National Guard 1995 – Retired 2013

Security Police Officer

Rhode Island Air National Guard 1987 – 1990

CIVIC

WGBH – Community Advisory Board Member
Cambridge, Massachusetts 2000 - 2003

SPECIAL SKILLS AND TRAINING

- Fluent in Portuguese