



BRISTOL PLANNING BOARD JUNE 8, 2023 MINUTES

TOWN HALL
10 COURT ST.
BRISTOL, RI 02809
401-253-7000

Held: June 8, 2023 in person

Present:

Anthony Murgo, Vice Chairman; Armand Bilotti, Secretary; Member Steve Katz; Member Brian Clark; Alternate Member Richard Ruggiero

Also Present:

Diane Williamson, Administrative Officer/Director of Community Development; Andrew M Teitz Esq., Assistant Town Solicitor

Not Present:

Charles Millard, Chairman; Alternate Member Michael Sousa

Vice Chairman Murgo called the meeting to order at 7:05pm and led the assembly in the Pledge of Allegiance.

A motion was made (Bilotti/Katz) to accept the April meeting minutes.

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

Opposed: None

A motion was made (Katz/Murgo) to move agenda item C1 to the end of the meeting.

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

Opposed: None

C2. Public Hearing and Preliminary Plan Phase Review and possible action by the Planning Board on the Major Land Development for the re-development of the Robin Rug mill to be known as

“Bristol Yarn Mill” at 125 Thames Street. Proposal is for 127 residential apartment units and approximately 6,300 square feet of commercial space in the mill building. Proposal includes parking on the east side of Thames Street that is located approximately 130 feet south of the intersection of Church and Thames Streets. Proposal includes requests for waivers for the design and layout of parking spaces, parking lot aisles, loading spaces, parking lot landscaping, and driveways per section 28-284 (f) of the Zoning Ordinance “Land Development projects - Urban rehab land development project”. Property currently zoned Waterfront - Urban Rehab Land Development “Urban Rehab Land Development” a/k/a Waterfront Planned Unit Development with conditions, Waterfront Planned Unit Development with conditions, Waterfront, and Downtown Zones and is also within the Bristol Historic District. Plat: 10, Lots 41, 42, 43, 44, 49, 50, 60, 61, 62, 68, 71, 73, 74 and 76. Owner: Thames Street Nashua, LLC Applicant: Brady Sullivan Properties, LLC

John McCoy, Esq. gave a summary of the recent procedures. Master plan was approved by the Planning Board on May 12, 2022. The plan was reviewed by the Town Council on August 3, 2022; there were nine conditions that have all been addressed. The plan went to the TRC three

weeks ago; there were nine recommendations that have all been addressed. There was a very detailed letter from the neighbors last week; all points were reviewed, some are within the applicant's control and some are not. A proposed deed restriction has been sent to Assistant Town Solicitor Teitz that says no structures will be built on the surface parking lot. Traffic studies were peer reviewed. The rest of the concerns will be addressed in the presentation.

Secretary Bilotti mentioned that his primary concern is in regards to the waivers. He asked how they are different from when the master plan was approved, and how it will impact both the project and the neighbors.

John McCoy, Esq. responded that Shawn Martin will address the waivers in more detail, but most of the waivers are related to landscaping and tree coverage.

Director Williamson informed the Board that both the civil and traffic peer review engineers are present and can address questions.

Shawn Martin of Fuss & O'Neill presented. He first outlined that the number of units and square feet of commercial space are consistent with the master plan.

There will be 125 parking spaces in the mill building, which is 17 fewer than what was provided in the master plan; this is due to columns in the structure's basement. The total number of spaces is now 282 compared to 299 in the master plan. The layout of the parking has not changed. The widths of the spaces will be 8 feet for compact, 9 feet for standard and 10 feet for commercial.

The only change to the landscape buffers is the maximum width went from 25 feet in the master plan to 24 feet in this updated plan, which occurs on the east side of Thames Street. The canopy coverage is now 28.6% vs. the 20% in the master plan; the calculation used includes estimated 75% of full growth.

The dedication of the Church Street and Thames Street lot is 10% public use. There will be a public easement from Hope Street., a public easement along the north side of the mill complex, and an easement along the waterfront by the Maritime Center.

The project has received approval from DEM, RIPDES, Remedial Action Workplan through Land Revitalization Department. CRMC is reviewing the application; no comments on storm water but they do have comments on the species selection and variance requests. The applicant believes the project will be approved with the variances due to its historic nature and location.

The project received a certificate of appropriateness from the Bristol HDC, and has been approved by the Bristol County Water Authority and the Bristol Water Pollution Control.

Shawn Martin went on to explain that the Bristol Water Pollution Control issued a conditional permit. Existing roof drainage and sewage drains need to be removed.

Bristol County Water Authority asked for engagement with National Grid gas to see if the water main needs to be relocated; National Grid agreed that the water main should be relocated. The developer has also agreed to replace the water main between Constitution Street and Church Street.

The applicant has engaged with the Elk's Club about the public access along the waterfront. The Town of Bristol has obtained easements to provide public access from Constitution Street along the waterfront.

Shawn Martin explained that the team met with Director Williamson and Ed Tanner to discuss the landscape design. Recommendations were taken and are included in the updated plan. The most significant change is the addition of street trees along Thames Street.

Shawn Martin noted concerns from the abutters about noise, pollution and lighting. The lighting plan has been revised, but the pedestrian scale light fixtures with no globes or fixtures hanging below the ornamental components. The lighting provided in the parking lot is enough to keep the residents safe, but not too bright for the neighbors.

The amount of landscaping and buffer space has been increased between Elks club property and the mill.

Vice Chairman Murgo asked about lighting on the sidewalk. Shawn Martin responded that no street lighting is being proposed. Director Williamson added that the lighting is on the east side of Thames Street.

In the parking lot along Thames Street, 4 new trees are proposed with 45 feet spacing. There is no decrease in the number of trees.

On the south side of the parking lot, there is 10 feet of buffer proposed. The existing arborvitae will remain and a stockade fence will be added as a sound and visual barrier. The fence will be on the north side of the arborvitae so the abutters will still see the trees instead of the new fence. The same approach will be taken for the east side. Wheel stops are also being proposed at these two locations to keep cars from driving into the landscaped area.

Member Katz asked for confirmation that when snow is plowed it will end up between the fence and the wheel stops. Shawn Martin confirmed.

Shawn Martin continued and stated that the other relief item that is mentioned is the trees along the perimeter. There was a request to augment the existing hedge with an additional row. The applicant proposes having someone representing the town help physically place the trees after the landscaping is done to augment.

Member Katz asked who is responsible for the arborvitae that will be on the opposite side of the fence. Shawn Martin responded that Brady Sullivan will be responsible for the trees.

Shawn Martin discussed the request to resurface Thames Street along the project disturbance area, which has been incorporated in the plans. The sidewalk along the building frontage on Thames Street is also proposed to be replaced, as well as a portion of Constitution Street.

He then discussed the loading dock that raised some concerns during TRC. The new proposal is to include on-street, short term loading zone space on the north side of Thames Street. It is 63 feet long and will be for food deliveries and moving vehicles since the previously proposed alcove loading space is too small and inconvenient. He also mentioned that the new plan includes parking striping.

Shawn Martin then discussed traffic concerns. The project is in a downtown area with lots of businesses, which is an ideal opportunity for people to use bikes, scooters, take the bus and walk. This does not alleviate the problem of cars that people own. The parking study was conducted in July 2022, submitted for peer review; comments were reviewed and the study was expanded to include streets further north in January 2023. The amended report was submitted, peer reviewed and the findings were that there will be no significant impacts to the surrounding streets.

Vice Chairman Murgo asked for more detail on the Silva Cell tree system. Shawn Martin responded that this system has been around for a while, but is being used more in urban areas with challenging ground water conditions. There will be an underground sand filter system as well.

Member Katz asked if Mr. Barnes' request about an easement so he can access his property has been addressed. Shawn Martin responded that Mr. Barnes and the applicant have discussed this but have not yet reached an agreement.

Member Katz then asked about ADA parking inside the building. He recalled that the residents would have to pay for parking inside the building, and was concerned that they were going to charge residents for the ADA parking. Shawn Martin responded that he will verify but that they will comply with accessibility.

Member Clark asked for confirmation that there were originally 299 parking spots, but are now down 17 spaces. Shawn Martin confirmed and added that the ratio is almost 2 spaces for every unit.

Vice Chairman Murgo inquired about the affordable houses across the street and if there are plans to renovate. Shawn Martin confirmed that the applicant will be renovating these houses.

Member Clark asked about the driveway easement between the two affordable houses. Shawn Martin responded that the minimum requirement for the town is 12 feet, but it is proposed at 10 feet. This is not intended to be a primary access point for the parking lot.

Vice Chairman Murgo asked where the main entryway is for the parking lot. Shawn Martin responded that it is by the large trees on the drawing.

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

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

Opposed: None

Alayne White, 11 Constitution Street, presented 4 pictures to the Board showing her backyard in April 2022 vs. May 2023 to display the thinning arborvitae. She addressed the Board as a business owner, not as a resident. She lives and works from 11 Constitution Street, and hosts outdoor events in the back garden. Her business requires quiet in the neighborhood.

Alayne White expressed concern about the tall but thinning arborvitae as it shields the view of the parking lot. The main request is to provide an extra row of arborvitae.

The other requests Alayne White covered are as follows:

1. A site visit within the next two weeks to see the backyards.

2. To not allow the driveway to become an entrance to the parking lot as it's too small and is unsafe.
3. Clarity on how the parking will be controlled (i.e. a gate, stickers, etc).
4. To have only visitors parking spots on the Constitution Street side of the lot to keep headlights and noise away from residents and business, or to give neighbors ~8 spots in the lot.
5. To test the fence before it's installed to make sure it's light-blocking.
6. To keep the construction vehicles parked in the center of the lot to keep noise and dust away from residents and businesses.
7. A construction schedule so the abutters can proactively prepare for business interruptions, power outages, etc.
8. A specific construction route and layout, and a more detailed understanding of the traffic study.

Alayne White closed her comments by stating that she is in favor of the project.

Thomas Pasqual, 72 Thames Street, expressed concern that he is the property owner most affected in regards to parking as his property is surrounded by the mill building, parking lot, and two affordable houses. He stressed that he is against having an entrance to the parking lot in between the two houses. He noted that it is 12 feet wide today, and added that there are children, pedestrians, vehicles, traffic, might make it dangerous as an entrance to the parking lot. He suggested blocking off the backyards of the affordable houses.

Thomas Pasqual also mentioned that there is already a problem parking on Thames Street, and that the two hour parking spots are not enforced. Vice Chairman Murgu responded that the enforcement would be a Police Department issue. He also stressed that he does not think the residents of the mill should have parking permits. Vice Chairman Murgu responded that this would be a Town Council issue.

Thomas Pasqual added that he is not sure where the buffers are going to be. He also mentioned that he already has storm water run off from the existing parking lot. He added that the applicants failed to approach him and other owners to purchase their homes, and that they could have provided more affordable housing if they had.

Daniel Barnes, 82 Thames Street, explained to the Board that the back of his property juts out into the parking lot. He purchased the home in October 2022, and had reached out to the applicant about trading the back of his lot for space to the left of the house for a driveway, as he does not have off street parking. This request was not accepted.

Daniel Barnes emailed Director Williamson and the Board with a new request that the applicant grant him an easement to pull in from the rear of the property. His property is surrounded by parking, and he would like enough space to pull in a vehicle to fit cars on the property.

Member Clark asked if the applicant had a conversation about this. Daniel Barnes confirmed that they did discuss the first request, but they have not discussed Barnes' latest request which hasn't been proposed to the applicant yet.

Vice Chairman Murgu wondered if Barnes could rent a spot in the parking lot. Daniel Barnes responded that it had been brought up, but he would prefer access to the lot from the back, as a spot would be given up either way. He also mentioned that there is a lot of greenery and well

established trees in the backyard on the border of his property, and would love for as much of it to stay as possible.

Jessalyn Jarest, 183 High Street, brought up the following:

1. The storm drain is being replaced for the project, and highlighted that because the storm drains are attached to parking lots, there are hydrocarbons and sediment going directly into the harbor. It's her understanding that there was a vortex unit attached to Stone Harbor, and she requested that something similar be done as part of this project.
2. She asked how wide the public right of way is on the waterfront. She believes there is a pinch point at the Harbormaster's building, and that there should be a consistent width.
3. She asked about the stockade fence that was mentioned earlier, as these are not usually approved in the Historic District and she would like to see something nicer and consistent with the neighborhood. It was confirmed that the plans have not yet been approved by the HDC.
4. She inquired about the plants between the fence and the curb stops, as shrubs will die if snow is plowed on top of them.
5. The 25 foot arborvitae that were mentioned earlier are probably at the end of their lifespan, and she wants to make sure the neighbors are getting the right green buffer between the parking lot and their properties.
6. She also questioned if the pandemic in the summertime was the best time to do a study on traffic, and suggested doing one more traffic study this year.

Jessalyn Jarest closed her comments by stating that she is in favor of the project and that bringing life to downtown is really important.

Nancy Chase, 21 Constitution Street, reminded the Board that the back of the parking lot has been grass for years. She also stressed the need for a buffer to block noise and lighting as it will be amplified once the parking lot is a solid surface.

Nancy Chase also mentioned the traffic study, and that there are 11 separate driveways on lower Constitution, excluding Coast Guard, Elks and the mill. There is not great visibility. There will be less parking on the street, and will then be using the driveways more; backing out will be hard with all the traffic. She wondered if there is a way to put a working group together, or to flow traffic up State Street.

Nancy Chase thanked everyone for their work and for the level of engagement.

Garry Holmstrom, 341 Hope Street, stated that he agrees with and supports the project. He suggested the need for a "belly button", central point of contact in the town if there is an issue, to avoid residents having to call the police, the RI environmental people, etc. This would be a way to centralize the communication for the abutters.

Bob Holt, 10 & 12 Constitution Street, mentioned the following:

1. He does not agree with the loading zone and that the 60 feet should all be parking.
2. He does not understand the flood zone changing from Thames to Hope. He wondered who is responsible for the parking lot under the building, as it is going to get flooded.
3. His tenants do not have off street parking, and that he agrees the residents of the complex should not get parking stickers.
4. He suggested giving parking spaces in the lot to residents that do not have driveways.
5. The trucks doing work on Bradford Street starting are running their engines and waiting to work at 6:30am, and the town is getting a lot of complaints.

Bob Holt closed his comments by stating that he is in favor of the project because the mill can't stay as it is.

Victor Cabral, 34 Thames Street, mentioned the following:

1. During the 1954 hurricane, he witnessed buoys floating down Thames Street, and implied that the basement parking would also have flooding issues.
2. If the Elks have a big party on Saturday night, he wonders where the people will park. He agreed that the residents of the mill should not have parking stickers.
3. As a member of the HDC, he does not remember the applicant requesting a stockade fence.
 - Assistant Town Solicitor Teitz responded that the overall layout has been approved, but the details have not yet gone to the HDC. As a general policy, the HDC does not allow stockade fences.
4. The owners of boats and Prudence Island ferry passengers will need parking spaces.
5. People speed down Constitution without stopping at Thames Street. He suggested adding a caution light to avoid an accident.

Mary Cabral, 34 Thames Street, thinks the project is a good investment. She asked if there is a planned time for another traffic study and what the people that were hired to represent the town said about the study. She does not want to see a caution light, but some form of traffic safety needs to be considered due to the walkers, bikers, walkers, etc.

Michael Sousa, 249 Hope Street, elaborated on the topic of the vortex structure on the 32 inch pipe that is being replaced as part of the project. The vortex that was required as part of the Stone Harbor project collects sediment from the road. Placing a vortex there would be a great benefit for the harbor.

Michael Sousa also added that the right of way comes down to 3 feet at the Harbormaster, and suggested extending it 5 feet.

Alayne White brought up the parking garage door and requested that the door that is selected has mechanics so it slows down so it doesn't slam and make noise. She also added that people flying down Constitution Street, through the stop sign, around the corner and then into the parking garage could create traffic issues.

Gwenda McQuilkin, 126 Thames Street, inquired about the buffer on the north side of the parking lot as it hasn't been discussed. She also mentioned that the access point for the Harbormaster's office is across the street from their house. Emergency vehicles fly in there, and she wondered if safety has been discussed as there will be more vehicles and traffic in the area.

Shawn Martin responded to the public's comments:

- The applicant is open to adding more arborvitae or other plantings later with the town; the intent is to provide a visual and noise barrier.
- The applicant wants to keep the driveway as a parking lot entrance in addition to the main entrance.
- The current proposal does not include allocating parking spaces.
- A construction schedule will be provided; it will be phased and the applicant is open to discussing location. The fence and perimeter plantings will be installed at the beginning of the construction phase to provide a buffer.

- The applicant can work with the town regarding the location of construction vehicles to address the concerns about safety and volume. There was a plan included in the application that deals with dust control, soil erosion, sediment, etc.
- The architectural details of the garage doors have not yet been released; noise levels and other specifications will be released at the time of the building permit phase.
- The issue regarding enforcement of parking rules will be a town matter to implement.
- The proposed drainage system will receive runoff from the building and parking lot. A new storm drain will be installed on Thames Street and will be connected to the existing storm drain system that goes out to Bristol Harbor. The pipe that exists on Constitution Street will be replaced. The parking lot has two sub-surface sand filters.
 - Vice Chairman Murgo asked if they will collect hydrocarbons. Shawn Martin confirms.
 - Member Clark asked about the difference between the vortex system and the sand filter system. Shawn Martin responded that the sand filter is more effective. This proposal does not include a system for the existing outfall at Constitution Street. Shawn Martin added that half of the sea wall at the end of Constitution Street will be replaced as part of this proposal.
- There will be landscaping added to the north side of the parking lot as well as a stormwater rain garden. There will also be a bioretention rain garden on the west side of the building.
- The stormwater management and treatment system addresses water quality and quantity and is an improvement to the existing system.
- The narrow space at the Maritime Center was discussed. Fixing this would require an exception and would be a difficult challenge. The existing 3 foot width is an issue that couldn't be resolved.
 - Vice Chairman Murgo asked how long the 3 foot pinch point is. Shawn Martin responded that it's just the triangle part of the walkway.
- The traffic study was done in the summer of 2022 and then an additional review was done in January 2023. The timing was dictated by the Board and the town's consultant. Safety and accident history was addressed in the report.
- There will be an operations manager at the facility for residents to go to with day-to-day concerns, but there may not be a one-stop-shop at the town.
- Shawn Martin requested feedback from the Board on the loading zones, and reminded them that there is a second loading zone in the north parking lot that serves the commercial businesses.

Vice Chairman Murgo asked for more detail on the planned renovations for the two affordable houses. Secretary Bilotti requested more detail on the traffic study and peer review that was completed by the town,

Chris Reynolds presented:

- There is a parking enforcement plan. Each two bedroom unit will have two parking spots and two tags. There will be on-site maintenance, security, cars will be towed if they are not tagged, and there will be cameras on property. The first priority is to have enough parking for the project; anything extra will be rented out.
- Chris Reynolds has the same interests as the neighbors regarding the door. The door will be as silent as possible.
- They considered his proposal, but they could not figure out a design that would benefit the project. Chris Reynolds offered to purchase the odd shaped part of the property, but Mr. Barnes denied.

- The fence will go to the HDC to get all materials approved. The stockade fence was a placeholder in the plans.
- There will be a contact person and team from Brady Sullivan to address complaints and concerns from neighbors.
- The subcontractors have worked with Brady Sullivan frequently in the past, are familiar with their system, and are loyal and respectful.
- Truck circulation is a challenge and has been for other projects, especially for deliveries.
- The intention is to supplement the arborvitae buffer along the southern line as it makes sense.
- The two affordable houses will be fully gutted and renovated.

John McQuilkin, 126 Thames Street, reiterated his wife's concerns about the number of ambulances and firetrucks doing water rescues across the street from their house. He also requested that his wife's question is addressed about the buffer on the north side of the parking lot.

Member Clark stated that is the location where all the rescue boats are docked, and the volunteers have to get there quickly.

Shawn Martin responded that there will be a 5 foot buffer along that property line, consistent with the master plan. The existing fence will be kept and extended for consistency. There is also a tree being added to provide more shade and buffer.

John McCulkin explained that the concern he and his wife have is that the firetrucks and volunteers will have problems with more traffic in the area. Secretary Bilotti asked what the suggestion would be on how to deal with this issue. John McCulkin stated that he does not have a suggestion but just wants to raise the issue so that it's addressed.

Gwenda McCulkin reiterated that they have no problem with the emergency vehicles. They are concerned that the extra vehicles from the project will complicate things.

Director Williamson suggested that the two engineers hired by the town speak.

Derek Hug of Pare Corporation discussed the traffic study. In December 2022, the initial traffic study was reviewed and comments were provided. The biggest comment was that the scope was incomplete and should be extended further north. The study was amended in January 2023 to include the additional intersections that were requested. Adjustments to summertime volumes were made. By April 2022, traffic volumes had returned to normal, and the initial counts were done in July 2022.

Vice Chairman Murgo asked if Derek was satisfied with the traffic study. Derek Hug confirmed.

Derek Hug explained that for a project this size, there will be approximately 90 trips during peak hours in the morning, and 40 trips during peak hours in the afternoon, resulting in approximately two trips a minute split between all different directions. This will create a significant amount of traffic volume in a residential neighborhood, but from a capacity perspective, it doesn't really move the needle much on Hope Street.

Member Clark asked if there was any stacking on Constitution Street in the mornings. Derek Hug responded that there may be an existing stacking problem now, and this won't help, but it won't make a significant difference. There may be an extra car a minute in that location.

Derek Hug also mentioned that the study covered crash data, and there was nothing to indicate that there is an existing safety problem, or that the project would cause one.

Bobby Sykes of Pare Corporation discussed the civil and stormwater components of the plan. He stated that he reviewed the plan, provided comments, and received responses to all the comments either through writing or they have been addressed this evening. Vice Chairman Murgo asked if Bobby was satisfied with the study. Bobby Sykes confirmed.

Bob Holt, 10 & 12 Constitution Street, challenged the time and date of the traffic study.

Secretary Bilotti responded that the impact was not as great as the residents thought, but the Board has to rely on the people hired by the town.

Nancy Chase, 21 Constitution Street, stated that stacking on Constitution Street is their concern and wonders how they will get out of their driveways. She stressed that the traffic study needs to focus on Constitution Street, not just Hope Street.

Assistant Town Solicitor Teitz stated that the town is paying the Pare engineers to be the town's consultants. The Board has heard their reports, and now is the time to ask more questions. He advised the Board to rely on the expert evidence and advice.

Member Richard Ruggiero mentioned that he is the newest member of the Board, but spent 18 years in town government. He has never seen a study that did not favor the applicant. There will be 127 units added, times two for the amount of cars. The town has grown, traffic has increased, and if units are being added, traffic will be added.

Director Williamson stated that the reason to do a traffic study is to identify where there may be a traffic issue, and then identify a way to mitigate it. In this situation, there isn't a significant enough impact to mitigate.

Vice Chairman Murgo added that he thinks traffic will definitely be heavier in that area, but it will be spaced out and that the development is going to be great for the town.

There was a comment from the audience that another traffic study be done in the summertime. Director Williamson responded that the condition of the Planning Board at master plan was that they do the study in June, July, August or September, and it was done in July. Member Clark stated that he does not see the benefit of doing an additional traffic study.

Director Williamson suggested making the driveway between the two affordable units a pedestrian walkway only. Secretary Bilotti responded that this had come up as a suggestion. He added that it will be one way traffic only, and the applicant owns the two houses so they should be able to control it. Secretary Bilotti is comfortable with the parking lot and the entrance being one way. Vice Chairman Murgo agreed.

Linda Arruda, Bradford Street, expressed concern that the volume of vehicles is changing in the same amount of space. There will be 254 potential vehicles in the same grid that was established in the 17th century. Director Williamson responded that the mill was active not that long ago with maybe employees coming and going Secretary Bilotti agreed.

Mario Teixeira, Belcourt Ave, mentioned that he grew up downtown when there was a lot of carpooling, but now everyone has their own car. There are a lot of accidents at the corner of Franklin and Hope, and this will happen more now. He suggested doing another traffic study.

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

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

Opposed: None

Assistant Town Solicitor Teitz reminded the Board that a vote is not needed tonight, just direction on a draft decision.

Member Clark stated that the concerns the public have mentioned are the reason he was opposed to this many units a year ago. He is frustrated that the Board already voted to approve 30% more than the original 98 units, so now there is nothing they can do. There will be more cars, less buffers, more density. He expressed concern regarding the 60 foot loading zone taking spots away from the public.

The Board took a recess at 9:45pm.

The meeting resumed at 9:50pm.

Member Clark continued, and stated that these problems will continue, and that his opinion on density hasn't changed.

Member Katz added that he was also against the 127 units, and was in favor of the original 98. Traffic increases over the years; he is unsure if he believes this project will generate excessive additional traffic. He would fully support 98 units, and wonders if there was a traffic study done back then in 2008. He is uncomfortable with it, but does accept the traffic study reviewed by Pare corporation.

Member Katz also mentioned climate change, and he does not want Bristol to be held responsible for any damage that arises from climate change, flooding, or rising seas. The owner of the building should be held responsible.

Vice Chairman Murgo stated that they have heard a lot of concerns, but the Board has done the best they can. There will be increased traffic in Bristol no matter what because it's a growing town.

A motion was made (Murgo/Bilotti) to direct Director Williamson and Assistant Town Solicitor Teitz to draft the findings of fact with conditions as set forth by the Planning Board decision granting preliminary approval for the Bristol Yarn Mill development.

Secretary Bilotti stated that his decision has not changed. The project should happen, it will of course come with issues, but he did not hear anything from the applicant that changes much of what was already approved. He supports the consultants that the town has paid.

Member Katz stated that he is not against the project; he thinks it will benefit the town, and provide affordable housing. He added that you will never find the perfect project, he has voiced his concerns, and he will go with the majority.

Member Clark stated that he is not anti-business, and that they have done a wonderful job in Warren. He is against the scope and size of this project. Member Katz agreed.

Secretary Bilotti stated that the project was approved at 127, but 98 vs. 127 wouldn't make a big difference for traffic.

Member Clark agreed, but added that variances are the norm, not the exception, in this town.

Vice Chairman Murgo mentioned that this is the last large development on the waterfront.

In favor: Bilotti, Katz, Murgo, Ruggiero

Opposed: Clark

C1 CDBG Application - Review of proposed projects for the annual CDBG Application and finding of consistency with the Comprehensive Plan.

Director Williamson explained the two projects.

1. Bristol Town Common Stormwater Resiliency and Playground Project - plan will mitigate draining problems and improve overall appearance
2. Mount Hope Ave Street Scape Project - installation of sidewalks, trees and other pedestrian improvements on the North side of Mount Hope between Wood and DeWolf

Vice Chairman Murgo asked if the amount of money was guaranteed. Director Williamson responded no.

A motion was made (Katz/Murgo) that the CDBG application is consistent with the actions of the comprehensive plan.

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

Opposed: None

A motion was made (Ruggiero) to adjourn the meeting.

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

Opposed: None

Meeting adjourned at 10:07pm

Respectfully submitted by Doran Smith, Recording Secretary

Date Approved: 13 JUL 2023 Planning Board: 