

For October 4, 2004 Regular Meeting

To: Planning Board  
David S. Berry, Chair

From: Jennifer Paquet  
Town Planner

Re: **Victory Woods**  
Comprehensive Permit application

At their meeting on September 21, 2004, the Zoning Board asked for a recommendation from the Planning Board regarding any possible need for sidewalks in the situation of roads with 22 foot travel way, as originally proposed by the applicant.

The pertinent Planning Board's recommendations were as follows:

- The Planning Board does not recommend that sidewalks or granite curbing be required. The proposed increase in the roadway width will provide adequate walking area in addition to on street parking.
- Increase roadway width to 26 feet, with a 24-foot travel lane and two one-foot Cape Cod berms. Note that proposal is for a 22-foot travel lane, with no curbing. This recommendation is based on the requested density bonus (twice as many units as allowed under the zoning designation for the parcel) and on a proposed road length which exceeds the 1,200 foot maximum allowed under the Subdivision Regulations. Concerns of accommodating on-street parking have been made by the Town's consulting traffic engineer (see memo dated January 5, 2004).

**WEST GREENWICH**  
**October 4, 2004**  
**PLANNING BOARD MEETING**

Motion to continue this discussion until October 18, 2004. Bryan-Boyer. All in favor (5-0).  
The Board took a ten minute recess from 7:30 to 7:40 pm.

**VICTORY WOODS – MAJOR RESIDENTIAL SUBDIVISION / COMPREHENSIVE PERMIT ADVISORY REVIEW (MASTER PLAN) cont.:** AP 14, Lot 15-6

--On Victory Highway; 52 lot subdivision with Open Space and Roads; 57 total units;  
Regarding street width and sidewalks on revised plan, issue advisory recommendation.  
Owner: Rhode Island Housing; Applicant: SWAP, Inc.

Mr. Walker recused himself. Present for the applicant were Attorney Bill Landry and Cindy Bauman, PE. Shawn Martin, PE was present as the Town's consulting engineer.

Ms. Giorgi explained that the Zoning Board has requested additional information on sidewalks if the road was narrower than recommended. There was discussion on road width and sidewalks, and children walking to the bus stop. Ms. Bauman noted that there will be Cape Cod berms and at least 3 off-street parking spaces will be provided per house. Ms. Bauman explained that some of the buffer may be compromised in order to provide a sidewalk.

Motion to recommend that a sidewalk be provided on one side of the access road, and that a staging area for a school bus stop and street light be provided at the intersection of Route 102 on the same side as the sidewalk. Also, that the access road have a 24 foot travel way with two 1-foot berms, and the rest of the plat may have a 22 foot travel width with two 1-foot berms and no sidewalk. Additionally, that there be notice, by a tasteful sign, that there be no parking on the roadway and that a covenant be added to the homeowners' documents for no on-street parking, and that the homeowners are to maintain the sidewalk and bus stop. Bryan-Berry. All in favor (4-0).

**KNIGHT ESTATES – PUBLIC INFORMATIONAL MEETING AND PUBLIC HEARING**

**MAJOR RESIDENTIAL SUBDIVISION / MASTER PLAN, cont.:** AP 28, Lot 26  
-- on Stubble Brook Road; 15 lots proposed with road; request for waiver; Owner: Sarah Knight;  
Applicant: Robert Woloohojian- Harow, LLC

Mr. Walker recused himself. Attorney John DiBona, and Michael McCormick and Harry Miller of Alpha Associates approached the Board for the applicant. Mr. DiBona recapped the previous meeting and stated that the applicant needs relief from the requirement of a maximum 1,200 feet long road. He explained that they provided access to the east and west lots, and stated that the nature of the parcel, shape and conditions, does not provide for anything else. Mr. McCormick noted that there were concerns with the access on Stubble Brook Road and issues with the straightness of the road. He noted that they incorporated a serpentine design in the shape of the road and off-set the location of the entrance to the west. He noted that the lot is unique in that it is long and narrow and that they are limited with what they can do. He stated that the slope is roughly at 9 percent. Mr. McCormick stated that if they had to go with an 8 percent slope, that the fill would be in excess of 25 feet. There was discussion on the road ending at 1,200 feet. It