



The owner has restriped the on-site parking lot to meet standard configuration, verified by the project engineer. The driveway has also been painted with one-way directional and no-stopping markings.

Questions:

Stephen Mulcahy (Traffic Safety) requested a fully dimensioned site plan, noting that while some modifications had been made, no complete plan had been received. He also stated that a plumber will have to apply to the sewer department for a municipal pre-treatment review for the rinsing and food handling.

Stanley Pikul (Building Official) noted that the zoning ordinance requires on-site parking and that the 11 on-site spaces are insufficient for the proposed use. The proposed use is subject to the Off-Street Parking Space Requirements of Eating and drinking establishments: one space for each three seats provided for patron use. Mr. Pikul stated that the shared parking agreement with the neighboring property requires a formal parking calculation for both parcels, including the number of spaces available at the neighboring lot, and the applicant's own parking demand, and that a formalized written agreement must be provided. He also noted that the neighboring office building's parking lot does not meet current design standards.

Armand Niquette (Fire Marshal) advised the applicant that converting the building from office use to assembly use triggers assembly occupancy requirements. For assemblies of over 50 people, a fire alarm system is required. The type of system local (occupants must call 911 when the alarm sounds) or municipal (automatically dispatches fire apparatus) will depend on the final occupancy count and configuration.

Franklin Paolino (Economic Development) inquired about the project timeline and job creation. The applicant indicated the business currently employs three people and has been paying rent since January 2026.

**Motion:** Upon a motion made by Stanley Pikul and seconded by Stephen Mulcahy, the Development Plan Review Committee voted (4-0) to take jurisdiction over this application. The applicant was informed of all outstanding items and placed on the agenda for the April 15, 2026 meeting, contingent upon submission of updated plans.

**TECHNICAL REVIEW COMMITTEE**

- **“Calder Street Commercial Condominiums” PUBLIC INFORMATIONAL (no vote taken)**  
Minor Land Development – Pre-Application  
Construction of 14,400 sf (12 units) of industrial/commercial flex space.  
Zoning: M-1 (Restricted Industrial)  
AP 11, Lots 1656-1658, 1664-1670  
0 & 31 Calder Street, Macklin Street

Dan DeCesaris, representative of the applicant, provided a pre-application overview of a proposed minor land development at 0 and 31 Calder Street. The project proposes two standalone commercial/industrial flex space buildings – one on each side of the street – under common ownership, to be developed as commercial condominiums. Each building would contain six units at approximately 1,200 square feet per unit, for a total of approximately 7,200 square feet per building and 14,400 square feet across 12 units. The existing lots will be merged to create two larger parcels (Parcel A to the north and Parcel B to the south).

Both parcels will require dimensional variances due to the small lot sizes and setback requirements within the M-1 zone. Parcel A will require variances for lot area and rear yard setback. Parcel B will require variances for front and rear setback. The application will go before the Zoning Board for dimensional relief only – not for use. The applicant confirmed this would be treated as a minor land development.

Parking was calculated using the industrial formula (one space per four employees and one space per vehicle-driving employee), yielding approximately three spaces per unit for a total of 18 spaces per building.

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Questions:

Beth Ashman noted that the city has received numerous similar applications for small commercial flex spaces over the past year and a half and that there is currently no clear definition for this use type in the zoning code. She suggested that restricted uses should be formally spelled out in any condo documents, as has been done for prior similar projects, to ensure that uses are not overly loud given the adjacency to residential areas. Retail was discussed as likely not appropriate for the M-1 zone; however, contractor storage, small-scale fabrication, and personal service businesses with low parking demand were noted as potentially acceptable uses.

Beth Ashman raised a concern regarding the rear of the northern building, which appears to encroach into the Washington Secondary Bike Path corridor, a significant city amenity. She requested that the applicant explore reducing the encroachment as part of this development and noted that the Knightsville area on the opposite side of the bike path is likely to see increased development and bike activity. The committee asked whether the applicant had engaged Rhode Island DOT regarding the encroachment; the applicant indicated they had not yet done so.

Armand Niquette (Fire Marshal) raised a concern regarding fire access to the rear of the northern building, noting that the building back abuts the bike path and limits firefighting access. He flagged that the exit door from Unit 2 may be closer than the required 10-foot egress clearance to the bike path fence. Unit 1 was noted to have a side door with adequate clearance. Mr. Niquette noted that sprinkler systems may be required depending on the final use of the units, and that all such determinations will be made through the permitting process.

Franklin Paolino noted that a neighboring property owner had been in contact about a potential future project on the adjacent lot and asked the committee to be mindful of potential noise impacts from that development on the proposed condominiums.

No vote was taken. This item will return for further review as a minor land development application.

- **“Narragansett Blvd Condos” PUBLIC INFORMATIONAL (no vote taken)**  
Major Land Development – Pre-Application  
Construction of a 19-unit multifamily townhouse development.  
Zoning: B-2 (Residential Multifamily), EI (Educational Institution Overlay)  
AP 2, Lots 680, 1966, 2949, 3368  
1128 Narragansett Boulevard, Pierce Place

William Lavery, Project Manager with Joe Casali Engineering, and Julie Bartlett, Project Architect with ZDS, provided a pre-application PowerPoint presentation for a proposed 19-unit multifamily townhouse development at 1128 Narragansett Boulevard and Pierce Place, located near Narragansett Bay. The project site consists of four lots totaling approximately 2 acres. The existing Fort St. Marina storage/warehouse building and an existing dwelling on the property will be demolished. Interior lot lines will be extinguished to create a single merged parcel.

The B-2 zone density calculation yields 24 units allowable by right; the applicant is proposing 19 units. The development consists of a mix of 2-bedroom and 3-bedroom townhouse units with a combination of internal garages and surface-level driveway parking. Proposed parking exceeds the minimum requirement when accounting for garage and driveway spaces. A pool house pavilion is proposed on the marina side of the property. Units located within the flood zone will be constructed to FEMA and local Special Flood Hazard Zone regulations with garage space at grade with the appropriate flood vents or breakaway walls and elevated mechanicals. The site also includes an Educational Institution (EI) overlay within the parcels.

Primary site access is proposed from Narragansett Boulevard via a 24-foot wide access road. Secondary access is via Pierce Place, a 22-foot wide private right-of-way currently serving the marina, which will be preserved. An interior loop road provides access to unit driveways and garages.

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Questions:

Armand Niquette (Fire Marshal) confirmed that the proposed 24-foot and 22-foot access roads are acceptable for fire apparatus. The applicant noted that the interior driveway between rows of units exceeds 150 feet without a designated turnaround, which may trigger NFPA requirements. The applicant proposed providing a fire staging and turnaround area near the marina (owned by the same entity as the developer), given the difficult grade change that would make a full loop road impractical. Mr. Niquette agreed that a dedicated turnaround area would be acceptable, provided no parking is allowed in that area. Hydrant placement will be coordinated with the Fire Department during detailed design.

Beth Ashman asked about the setback to the north between the proposed residential structures and the nearest abutting residential property. The applicant indicated the closest approach is approximately 8.5 feet; the minimum side yard setback in the zone is 8 feet. Discussion ensued regarding how setbacks are measured when a private right-of-way bisects the property interior, with the committee suggesting the private road would not constitute a front yard for setback purposes.

Mark Brum, Senior Engineer, noted an existing sewer connection at Pierce Street and raised concern that development flows could affect neighboring properties along Rushton Drive. The applicant acknowledged the sewer design is at a conceptual stage and committed to investigating routing options, including a potential force main connection.

The applicant acknowledged that in addition to city planning approvals, the project will require approvals from CRMC, RIDOT, and DPM given the coastal location and flood zone. The project is scheduled for Planning Board pre-application review the following Tuesday.

No members of the public offered comment. No vote was taken. This item will return for further review as a major land development application.

- **“Vaughn Lane” PUBLIC INFORMATIONAL** **(no vote taken)**  
Residential Planned District – Master Plan  
Cluster subdivision into forty-four (44) lots for single-family residential, including new street creation and street extension.  
Zoning: C-4 (Highway Business), A-20 (Residential, 20,000 sf lots), A-80 (Residential, 80,000 sf lots)  
AP 30, Lots 4, 83, 84, 85, & 258  
0 & 538 Main Street, 0 & 99 Vaughn Lane

Attorney Tenessa Azar and Jenna Shea, Project Manager from DiPrete Engineering, presented the application for cluster development at 538 Main Street. This is a new application that supersedes a prior submission reviewed by the committee several months ago. The project proposes 44 single-family residential lots in a Residential Planned District (RPD). All lots are the same as the prior application with the exception of newly added Lot 4, which is used solely for the new primary access road (Road A) and has no proposed units.

The conventional yield calculation yields 53 lots allowable; the applicant is proposing 44 lots to comply with RPD requirements and the corresponding zoning designations (A-20 and A-80). The site is currently wooded and undisturbed, sloping from approximately 200 feet elevation in the north to 140 feet in the south. A Providence Water easement with an existing aqueduct runs through the site. All wetlands have been flagged on site by DiPrete Engineering wetland biologists.

The primary change from the prior application is a new primary access point via Lot 4, which connects directly to Main Street (Road A), replacing the previously proposed Wini Street entrance that generated significant neighbor objection. A secondary connection to Vaughn Lane is retained per title requirements but is not intended as the primary access route. The city has agreed not to require upgrades to Vaughn Lane to city

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standards, responding to strong neighbor opposition to changes along that road. Interior crossroads are proposed to direct residents toward the primary Road A entrance.

Open space provided: 55.9 total acres (35.7 suitable), substantially exceeding the requirement of 21.4 total acres (10.7 suitable). Public water service will be provided by Kent County Water Authority and public sewer service by West Warwick Sewer Department; letters have been obtained for both. Both utilities will require a pump station and force main. Final routing will be determined in detailed design. Roads are proposed as 24-foot paved surfaces within a 50-foot public right-of-way.

Two waivers are requested: (1) a right-of-way width waiver at the Lot 4 entrance from 50 feet to 47.66 feet for approximately 95 feet in length due to the physical width of the lot at Main Street; and (2) a waiver from the sidewalk requirement, citing the rural character of the area and low-impact design goals.

#### Questions:

Mark Brum requested clarification on the proposed roadway cross-section and drainage approach. The applicant stated that subsurface investigations and soil testing have not yet been completed, and that drainage will be addressed through either underground catch basin piping or roadside swales depending on subsurface conditions, with above-ground stormwater basins for water quality and detention treatment. The HOA will be responsible for maintaining all drainage infrastructure, including swales, as documented in the project narrative.

Franklin Paolino recalled the prior site visit and asked the applicant to summarize changes made in response to neighbor concerns. Tenessa Azar explained that the primary access point was redesigned based on neighbor input. A neighbor offered to sell Lot 4 to provide a new access location. Multiple neighbor meetings were held, including a larger group meeting and a smaller preview meeting. The goal of the redesign is to route development traffic through Road A, leaving Vaughn Lane as undisturbed as possible for existing residents.

Franklin Paolino raised a concern about potential blasting and vibration impacts raised by neighbors during the prior site visit. The applicant noted that subsurface conditions have not yet been investigated and committed to providing more detail as design progresses, including the possibility of vibration monitoring protocols if ledge removal is required.

Stanley Pikul asked about the zoning and legal status of Lot 4, noting that if the lot was previously merged with an adjacent parcel, it may need to be legally separated before it can be utilized for access. The applicant indicated the lot appears as a standalone parcel on the assessor's records but committed to verifying the title history and reporting back.

Armand Niquette (Fire Marshal) confirmed that the proposed cul-de-sacs are standard configuration and require no dimensional relief. Hydrant placement will be coordinated with the Fire Department. Kent County Water Authority had previously proposed hydrants in the area.

No members of the public offered comment. No vote was taken. This item will return for Planning Board pre-application review and subsequently for full application review.

**Motion:** Upon a motion made by Beth Ashman and seconded by Armand Niquette, the Development Plan Review Committee voted (4-0) to adjourn the meeting. Meeting adjourned at 10:45 a.m.

**ADJOURNMENT** (Next Meeting | April 15, 2026)

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