



Preliminary Narrative



Village at Tiogue

Located on Tiogue Avenue, Coventry

Applicant: 232 Realty Associates

September 2025

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1.0 Executive Summary

Village at Tiogue is presented as a Comprehensive Permit application, in accordance with the State of Rhode Island General Law 45-53-4. DiPrete Engineering has written this narrative report to supplement the Preliminary plans that were submitted and to explain the proposed development in more detail. While following the state law, we have met all relevant regulations of the Town of Coventry and the Preliminary Submission Review Checklist, above the requirements of the RI General law.

As required by the Comprehensive Permit, 25% of the units that are proposed will be set aside as affordable units. The goal for this site is to create a development that not only meets the state law, but also offers new housing options for those who want more affordable choices. The proposed development plans have been based on the following criteria:

- **Create a development plan that can support a variety of housing types and home ownership structure.**
- **Design proposed homes that are viable options for first time home buyers, small families, young professionals, and empty nesters, who may be a lower fixed income but do not qualify for deed restricted affordable home purchases.**
- **Promote a sense of community with a comfortable and welcoming development that is in harmony with the residential developments in the surrounding area.**
- **Reduce town roadway and infrastructure requirements where such reductions will benefit the proposed development.**

The design of the proposed development aims to fit in with the surrounding area and with other similar-scale developments on the east side of Coventry. The planning process has involved much thought and preparation to create a community that will offer the Town a high-quality development, and meets the needs of many current Coventry residents – feasible housing options. This plan has been developed over the last year and has included a team of experts in the fields of architecture, engineering, surveying, construction, and land planning.

This narrative explains the design development and provides extra information that is not shown on the plans. It also emphasizes the features and amenities of the plan that the designers and applicant believe are important and beneficial to the Town of Coventry. The applicant recognizes that this is the first stage of the process where very detailed engineering is being presented and that there will be significant additional time and resources needed to address any possible Planning Board concerns about traffic, drainage, site design, etc.

2.0 The Comprehensive Permit Process

As noted in the Executive Summary, Village at Tiogue is presented as a Comprehensive Permit application, in accordance with the State of Rhode Island General Law 45-53-4. This law, effective January 1, 2024, allows an applicant proposing to build low- or moderate-income housing to submit to the local review board a single application for a comprehensive permit to build housing in lieu of separate applications to the applicable local boards. This procedure is only available for proposals in which at least twenty-five percent (25%) of the housing is low- or moderate-income housing.

Municipal government subsidies, including adjustments and zoning incentives, are to be made available to applications under this law to offset the differential costs of the low- or moderate-income housing units in a development. At a minimum, a municipality shall provide an applicant with more dwelling units than allowed by right under its zoning ordinance in the form of a density bonus to allow an increase in the allowed dwelling units per acre, as well as other incentives and municipal government subsidies.

Furthermore, a municipality shall provide, at a minimum, a density bonus of at least five (5) units per acre for properties connected to public sewer and water, or eligible to be connected to public sewer and water. The project must provide at least twenty-five percent (25%) low- and moderate-income housing. The total land utilized in the density calculation shall exclude wetlands; area devoted to infrastructure necessary for development; and easements or rights of way of record.

3.0 Location

The site (Assessor's Map 32 Lots 149-151, and Lot 153) is in the southeastern part of the Town of Coventry. It covers about 27 acres. The site is east of Tiogue Lake and has frontage on Tiogue Avenue between East Shore Drive and Old North Road.

Additionally, there is frontage off East Shore Drive (50' unimproved ROW connection), Minglewood Drive (50' unimproved ROW connection), and Tiffany Road.

The site is mainly surrounded by single-family homes. Other uses nearby include small commercial uses on Tiogue Avenue, two multifamily affordable housing developments (North Road Terrace and Coventry Crossroads), and Tiogue Elementary School.

The current Coventry Zoning lists the parcel as being in an R20 zone. The surrounding area also has an R20 zoning designation (20,000 sf, or 2 lots per acre), but many developments close to the site that were built in the 1960's are 5,000 sf to 10,000 sf lots (4-8 units per acre). The two multifamily affordable housing developments to the east of the site are also built at 8-10 units per acre. See the submitted ½ mile radius plan for more details.

The parcel sits within the "Urban Services Boundary" as defined by the RI Division of Statewide Planning – Land Use 2025 Plan. Areas within this boundary have been shown to have the capacity and suitability to sustain future growth. The Plan directs the State and communities to concentrate growth inside the Urban Services Boundary.

4.0 Site Analysis

Site Context:

The proposed development, located east of Tiogue Lake and west of New London Turnpike will be accessed from Tiogue Avenue, East Shore Drive, Minglewood Drive, and Tiffany Road. The existing surrounding road network, available utility services, and access to RIPTA bus routes make this site suitable for a residential development of this type and scale.

The primary roadways that will be utilized to access the site are:

- Tiogue Avenue – Two lane roadway about 34' wide with some bermed gutters and no sidewalks within the immediate vicinity
- Old North Road – Two lane roadway about 24' wide with some bermed gutters and no sidewalks within the immediate vicinity
- Tiffany Road - Two lane roadway about 18-20' wide with no sidewalks within the immediate vicinity

Topography:

There are 3 distinct areas of the site. The northern most area of the site generally slopes towards the east and northeast, from elevation 260 to the lowest point at the northeast corner of the site at Tiogue Avenue, around elevation 226. The central part of the site slopes from a point around elevation 284 and generally towards the west and north. The southern portion of the site has a high point around elevation 270 that generally slopes to the west and north. The central portion and southern portion of the site are somewhat naturally divided by a low area between the two rolling hills.

Structures:

The site is currently occupied by a single-family dwelling on AP 32 Lot 149, 232 Tiogue Avenue.

Past and Present Use of the Site:

Other than ancillary uses to the single-family home there have been no other uses for the parcel over the recent history.

Wetlands:

There are no wetlands on site. There are wetland areas to the southwest of the site as noted on the site plans. The associated buffers for those wetlands encroach onto the subject parcel.

5.0 Proposed Development

As proposed, the development is a 176-unit community over approximately 27 acres. The plan involves the construction of three distinct housing styles/types and associated infrastructure. The following is a brief description of the goals, objectives and planning criteria utilized as a guide in developing plans for the development. Several alternatives have been studied and refined in the design development process and it is believed that the plan presented here represents the best expression of the goals and objectives.

1) Create a development plan that can support a variety of housing types and home ownership structure.

Coventry, along with most of Rhode Island, has a housing supply problem that makes affordability an issue across the state. The applicant has noticed that because of the rising costs of buying, permitting, and building land development projects, he has focused on more wealthy buyers. Single family lots that are ½ acre or larger are too expensive to build entry level, starter homes. This creates a difficult market for young professionals, small families and individuals, and empty nesters who want to downsize.

This development as proposed will target not only moderate-income buyers with the required 25% deed restricted homes, but also target those looking for moderately priced, new construction in a rental or for sale environment. This will be accomplished by providing different housing options, smaller dwelling and lot sizes, and reduced infrastructure.

2) Design proposed homes that are viable options for first time home buyers, small families, young professionals, and empty nesters, who may be a lower fixed income but do not qualify for deed restricted affordable home purchases.

According to the National Association of Home Builders, the average square footage for a new single family home is around 2,400 sf. Homes of this size, such as those built by the applicant on East Shore Drive and Minglewood Drive, immediately abutting this site, would sell today for well over \$650,000 to \$750,000, putting them out of reach for many Coventry and Rhode Island buyers.

To reduce this cost burden, many developers including the applicant are looking towards home designs that are smaller but can still provide more than the basic needs of today's homebuyers. As such there are 3 types of homes proposed for the Village at Tiogue:

- Single Family Attached Units – these are two story walk-up units with an attached 1 car garage. They are proposed as 2 or 3 bedroom units and would have a finished living space of around 1,400 sf. There are 74 of these units proposed.
- Single family Cottages – one or two story units with front porches and 2-3 bedrooms per unit. There would be approximately 1,600 sf of finished living space with an additional 800 sf unfinished basement. There are 41 cottages proposed.
- Single family detached units – One and two story dwellings ranging from 1,000 – 2,000 sf of finished living space. Units and lots will be designed so that there is a variability in square footage that can be built during initial construction or in the future. This may include detached garages, room additions, finished walk-out basements, finished second floors, etc. There are 61 single family detached homes proposed.

3) Promote a sense of community with a comfortable and welcoming development that is in harmony with the residential developments in the surrounding area.

There was extensive thought put into the types of homes, spacing, building size, roadway circulation, parking, and infrastructure. Part of the design process was to review the surrounding community. Many of the surrounding developments used for inspiration were built in the 1950' - 1960's – the post war housing boom. An example would be Pembroke Lane, located to the northwest of the site, across Tiogue Avenue. This is a street approximately 28'-30' wide with no curb or berm in most areas and no sidewalks. The lots in this area range from 6,000 sf to 10,000 sf. This is approximately 4 to 7 units per acre, comparable to the proposed development.

The homes along this street include cape style homes starting around 750 sf, ranches around 1,100 sf, and split-level homes in the 1,000 sf and above range. Most of the homes in this area have 2-3 bedrooms. These housing types and lot sizes are viable housing options for the types of buyers that the applicant is targeting for The Village at Tiogue. The 60+ year old homes in this area sell for around the low 400's according to a recent search of listings on realtor.com.

4) Create natural buffers to abutting single family lots.

The proposed plan will integrate landscaped buffers to the existing homes along East Shore Drive, Minglewood Drive, and Trafford Park Drive. Most of the homes on each of these streets have cleared lots up to or near the rear property line, with no required or established buffer to abutting parcels. A buffer of mainly existing trees and brush between these existing open lots and the proposed dwellings of this development will serve as an aesthetic design feature as well as a permeant natural screen benefiting the existing abutting land owners as well as future owners of Village at Tiogue.

5) Reduce town roadway and infrastructure requirements where such reductions will benefit the proposed development.

Coventry subdivision regulations require a 30' wide road with concrete curbing and sidewalks on both sides, within a 60' wide right of way. Residential developments of this type throughout Rhode Island have successfully utilized much narrower pavement widths and bituminous berm instead of concrete curb. With berm versus curbing, parked vehicles can utilize less of the street width and emergency vehicles can maneuver around and over the berm if necessary. The additional pavement width and concrete curbing is also a large upfront expense that is passed to the initial homebuyers and eventually to taxpayers in terms of additional maintenance. It is also good stormwater design practice to reduce or eliminate unnecessary impervious areas which in turn reduces the impacts of stormwater runoff.

The proposed plan for The Village at Tiogue calls for a 26' wide pavement width (12' wide travel lanes with 1' of berm on each side) with sidewalks on one side for Areas 2 and 3. No sidewalks are proposed for Area 1. This is similar to the surrounding developments mentioned in this narrative report that surround the area.

6.0 Development Data

Density Analysis (as per RIGL 45-53-4)

Total site area:	26.99 acres
By Right Yield Plan total units:	39 lots
Area devoted to roadway infrastructure:	2.32 acres
<u>Easements or rights of way of record:</u>	<u>0.003 acres</u>
Net land for density increase	24.67 acres
24.67 acres x 5 units/acre density bonus =	123 units
<u>By Right Yield Plan total units:</u>	<u>39 units</u>
Total minimum units allowed under state law	162 units (6.0 units per acre)
Designated minimum affordable units under state law	41 units (25%)
Total proposed units for The Village at Tiogue	176 units (6.5 units per acre)
 Designated affordable units	44 units (25%)

List of Adjustments

Building Regulations

- Fair share development fees shall be waived for all designated affordable units (relief from Chapter 106, Section 106-6 Fair Share Development Fees, relief of \$6,878 per unit)

Zoning Ordinance

- Single family attached units and residential condominiums to be allowed (relief from Zoning Schedule of District Use Regulations Table 6-1)
- Minimum lot area for single family lots to be 5,000 sf (relief from Zoning R-20 Dimensional Regulations Table 6-7)
- Minimum frontage, setback, and coverage requirements to be reduced (relief from Zoning R-20 Dimensional Regulations Table 6-7)

Residential R20	Zoning Requirement	Proposed	Relief
Minimum lot area	20,000 sf	5,000 sf	15,000 sf
Minimum Lot frontage	120'	50'	70'
Minimum front setback	35'	20'	15'
Minimum side setback	20'	5'	15'
Minimum rear setback	40'	20'	20'
Maximum lot coverage	20%	50%	30%

Land Development and Subdivision Regulations

- Right of way width to be 50' (60' required – 10' of relief from Subdivision and Land Development Regulations Article XII – Design and Public Improvement Standards, 3. Street Rights of Way, Table 1)
- Pavement width to be 26' total (including 1' berm) (30' required- 4' of relief from Subdivision and Land Development Regulations, Figure 2 Street Cross Section – R-20 Zone)

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- Bituminous berm in lieu of concrete curb (relief from Subdivision and Land Development Regulations, Figure 2 Street Cross Section – R-20 Zone)
 - Sidewalks are proposed on one side for Areas 2 and 3 and no sidewalks are proposed for Area 1 (Sidewalks on both sides required - relief from Subdivision and Land Development Regulations Article XII – Design and Public Improvement Standards, 17. Sidewalks)
 - Cul-de-sacs are proposed (No cul-de-sacs are allowed in Major Subdivisions per Subdivision and Land Development Regulations Article XII – Design and Public Improvement Standards, 8. Dead-End Streets (Cul-de-sacs))
 - Street trees will be as per a detailed landscape plan versus a minimum spacing (relief from the recommended spacing limits outlined in Subdivision and Land Development Regulations Article XII – Design and Public Improvement Standards, 13. Street Trees)
 - Monuments (granite bound markers) to be provided as per record plan, no less than one monument every 500’ along proposed right of ways at points of curvature or intersection of proposed property lines (relief from the requirement that monuments be placed at every angle point of curvature on the proposed street right of way, Article XII – Design and Public Improvement Standards, 15. Monuments)
 - Monumentation (iron rods or drill holes in existing stone walls to be provided as per record plan, at every angle point on the exterior boundary of the subdivision (relief from the requirement that granite boundary markers be installed at every corner and angle point, Article XII – Design and Public Improvement Standards, 15. Monuments)
 - No curbing at intersection fillet curves, bituminous berm is proposed (relief from Subdivision and Land Development Regulations Article XII – Design and Public Improvement Standards, 19. Curbing at Intersection Fillet Curves)

Submission Waivers

- Locating any trees over 50 years old to be waived (relief from Preliminary Checklist item #15)
- Dimensioning of lots and setback lines (record plan) to be provided at Final Submission (Relief from Preliminary Checklist item #39)
- Open Space Plan to be provided at Final Submission (Relief from Preliminary Checklist item #49)
- Location of proposed permanent bounds and corner markers to be provided at Final Submission (related to adjustment request above - Relief from Preliminary Checklist item #35)

7.0 Preliminary Drainage Analysis

As per state law, this project has applied for the necessary RIDEM permitting (reference application number 24-0307). The stormwater runoff of the existing site flows primarily towards four distinct areas of the site as shown on the proposed site plans. These areas are designed with stormwater management systems in accordance with the RI Stormwater Design and Installation Standards Manual (RISDISM).

To mitigate post development flows on site, a series of pipe networks, sediment forebays, proprietary treatment devices, infiltration ponds, underground infiltration systems, drywells and permeable pavement will be utilized to convey runoff to infiltration basins. The infiltration basins are designed to treat water quality and control runoff for the 2 through 100-year storm events. The proprietary devices are designed as pretreatment BMPs and will remove 50% or more of TSS (total suspended solids) generated by the proposed roadway areas. The combination of the various BMPs will remove 85% or more of TSS generated by the proposed roadways and driveways.

The submitted detailed drainage report concludes that there will be no net increase in stormwater runoff from pre-development to post development conditions, and how the proposed BMPs will provide water quality treatment for stormwater runoff.

The site has significant decreases from pre to post development in flow rate and volume to critical areas, specifically residences along Trafford Park Drive, Minglewood Drive, and the affordable housing developments located to the east of the parcel (North Road Terrace and Coventry Crossroads). Most of the drainage improvements to surrounding areas are due to redirecting stormwater flow to Tiogue Lake. Discharge to Tiogue Lake has been mitigated pre to post development. It is important to note that Tiogue Lake is approximately 235 acres, and peak mitigation is not required. The location of this site with direct discharge to wetlands abutting Tiogue Lake affords the ability to provide this reduction in flow rate and volume to these developed abutting neighbors.

8.0 Sewage Disposal

The proposed development is to be serviced by public sewer. Detailed engineering plans have been submitted to the town engineer and approval for the sewer connection was granted by the Coventry Town Council.

9.0 Public Water

Public water service in the area is serviced by Kent County Water Authority. Detailed engineering plans have been completed by DiPrete Engineering and a hydraulic model was completed to determine the suitability of the water system to service the project. KCWA has determined that water service can be provided to the development. In addition, the Coventry Fire District has reviewed the site plans and approved the location of fire hydrants and water service.

10.0 Impacts

Traffic

The applicant has retained Crossman Engineering to provide a detailed traffic analysis. In summary, the study has shown that the proposed access and circulation plan has been designed to provide a level of traffic safety and efficiency on the servicing roadway system. The safety of the study intersections along Tiogue Avenue, East Shore Drive, Old North Road and New London Turnpike were reviewed for geometry and sight distances. The intersections were determined to provide sufficient sight distances in accordance with AASHTO criteria for visibility and decision making of drivers attempting to enter/exit the existing side streets and proposed roadways.

The results of the analysis determined that the increase in traffic during the peak periods resulting from the project will have a negligible impact on overall traffic operations along Tiogue Avenue, Old North Road and New London Turnpike specifically during the weekday peak periods when the site and adjacent servicing roadways would service their greatest daily traffic volumes. The additional delays as demonstrated in the analysis provided are estimated to be limited to the minor approaches providing access to the neighborhood, but do not result in excessive delays or congestion at the study intersections, where typically one to three vehicles would be queued on the minor approaches waiting to access the main roadway during the busiest traffic periods.

Therefore, based upon the data collected, the analysis completed as part of this study, and the access design recommendations, the proposed project was determined to have adequate and safe access to a public street, and will not have an adverse impact on public safety and welfare in the study area.

Lighting

The development will be designed to light the proposed roadway to ensure safety as required. Every effort will be made to shield lighting, if required, from environmentally sensitive areas and from abutting lands and homes.

Air and Noise Pollution

This project will not create any significant emissions of smoke, dust, fumes, or other noxious gases. The only possible source of emissions would be from heavy equipment during the construction of the roadways and dwellings. Dust produced during construction will be controlled.

The proposed dwellings are not expected to increase existing noise levels in the area. Noise may be generated from the site during construction of the roadways and dwellings from heavy equipment. Since this is a temporary condition and will not exceed the permissible federal, state or town standards, no adverse effects are expected.

Water Quality

The impacts of the proposed development on water quality can be divided into two phases; construction and post construction/occupancy. During the construction phase, soil erosion will be controlled with silt fence, staked haybales, temporary sediment basins, and other best management practices. A Stormwater Pollution Prevention Plan will be developed for the project.

In the post construction/occupancy phase, residues and sediments from the lawns and roadways within the development will be washed off by precipitation into the roadway drainage system. Once in the

drainage system the residues and sediments will be allowed to settle out of the stormwater and then be collected during routine maintenance. Connection to public sewer will result in no pollution or degradation of groundwater.

Fire Services

The proposed dwellings will be built to the highest standard of the new building codes with regards to building materials and construction methods.

Road Maintenance

The proposed roadways associated with the single-family house lots and the cottage style homes (Areas 2 and 3) are proposed to be public right of way. The roadways proposed for the townhomes (Area 1) will be private.

11.0 Construction Phasing

The site is proposed to be constructed in multiple phases, with all drainage and soil erosion measures installed first to ensure that there will not be any impacts to abutting lands or wetlands.