

July 30, 2024

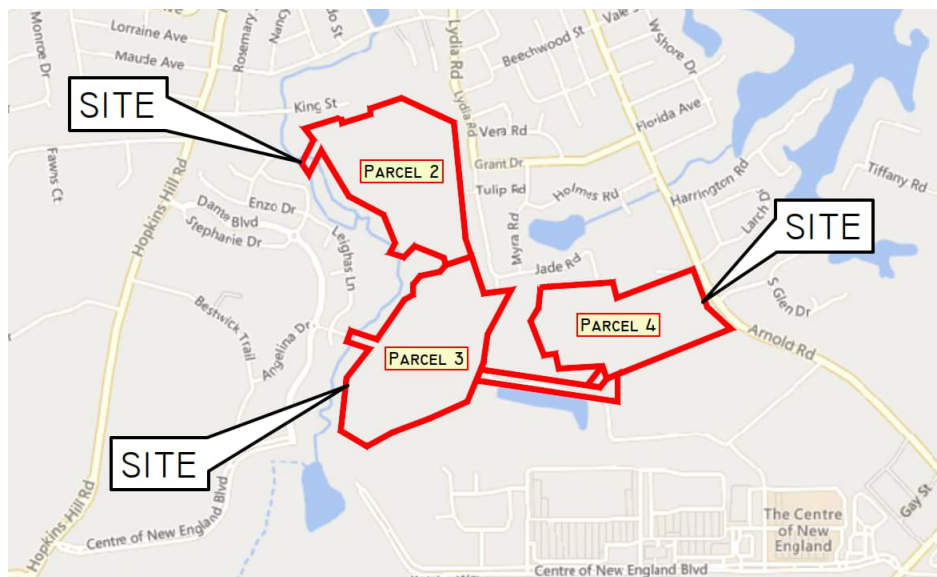
Doug Mclean, Director of Planning and Development  
Town of Coventry  
Planning & Development  
1670 Flat River Road  
Coventry, Rhode Island 02816  
(401)-822-6246

RE: Project Narrative  
Centre of New England – Parcels 2, 3 & 4  
Assessor’s Plat 13 Lot 14 and Assessor’s Plat 14 Lots 1 & 65  
Portions of Assessors Plat 14 Lot 1.2 and Assessor’s Plat 15 Lot 98 (roadway connection only)  
DE Project #: 1193-003-C

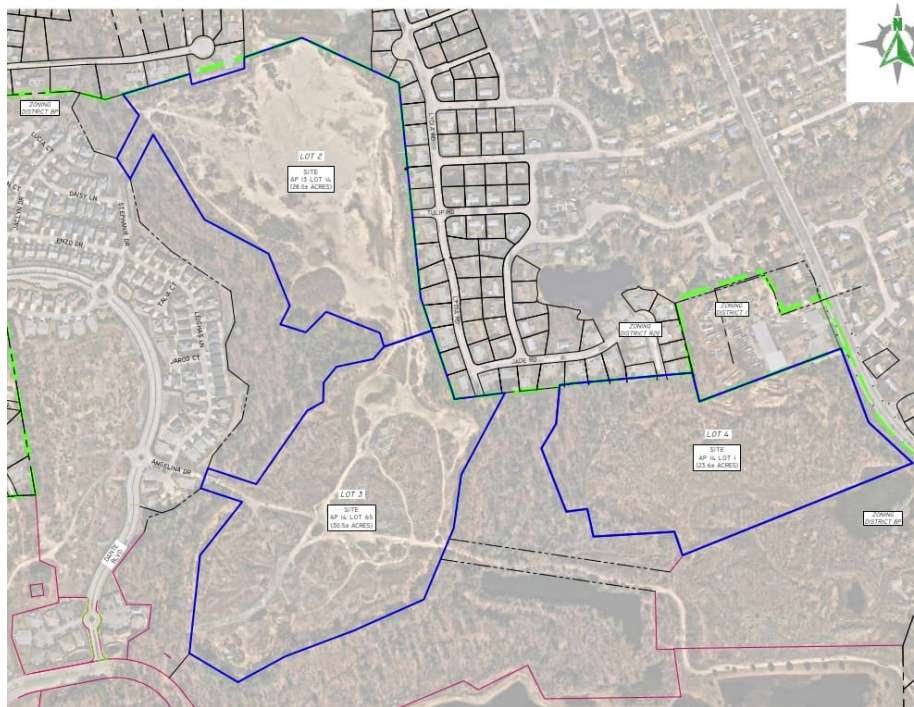
Dear Mr. Mclean,

On behalf of our client, Starr Capital, we have prepared this project narrative to provide a general description of the proposed development of Assessor’s Plat 13 Lot 14 and Assessor’s Plat 14 Lots 1 & 65, located on Arnold Road, Angelina Drive, and Stephanie Drive in Coventry, Rhode Island. This project has had several phases in front of the Town of Coventry by previous developers as early as the 1990s. Some of the earlier phases are built and occupied. For the new phases herein, the project is comprised of a 362-unit duplex residential development, and a 350-unit multi-family residential development with associated parking and infrastructure. The narrative below provides detailed information on the existing and proposed conditions on the site.

Existing Conditions – The proposed development will be located on Assessor’s Plat 13 Lot 14 (Parcel 2), Assessor’s Plat 14 Lot 1 (Parcel 4) & Assessor’s Plat 14 Lot 65 (Parcel 3), which total approximately 81.5 acres. Portions of Assessors Plat 14 Lot 1.2 and Assessor’s Plat 15 Lot 98 will be utilized for roadway connection only. The lots are shown on the graphic below:



The site is located North of Centre of New England Boulevard and southwest of Tiogue Lake. Parcel 2 is situated east of, and abuts, Stephanie Drive located within “The Highlands” condominium development, and South of King Street. Parcel 3 is situated east of, and abuts, Angelina Drive located within “The Highlands” condominium development. Parcel 4 is situated west of, and abuts, Arnold Road. South of the site is “The Centre of New England” shopping plaza. North and east of the site are residential neighborhoods.



Aerial View of the Site

Under existing conditions, Parcel 2 is vacant and consists of a large swarth of sandy gravel, mixed with brush and wooded areas. Parcel 3 is vacant and mostly wooded with several sandy gravel trails bisecting the site. Parcel 4 is vacant and is mostly wooded.

Topography and Drainage – Parcel 2 slopes from west to east towards a stream and wetland complex at the western property line, most of the lot is gently sloping from elevation 260 to elevation 254 with a hilly area running north to south along the eastern property line that runs parallel with Lydia Road, ranging from elevation 260 up to elevation 294.

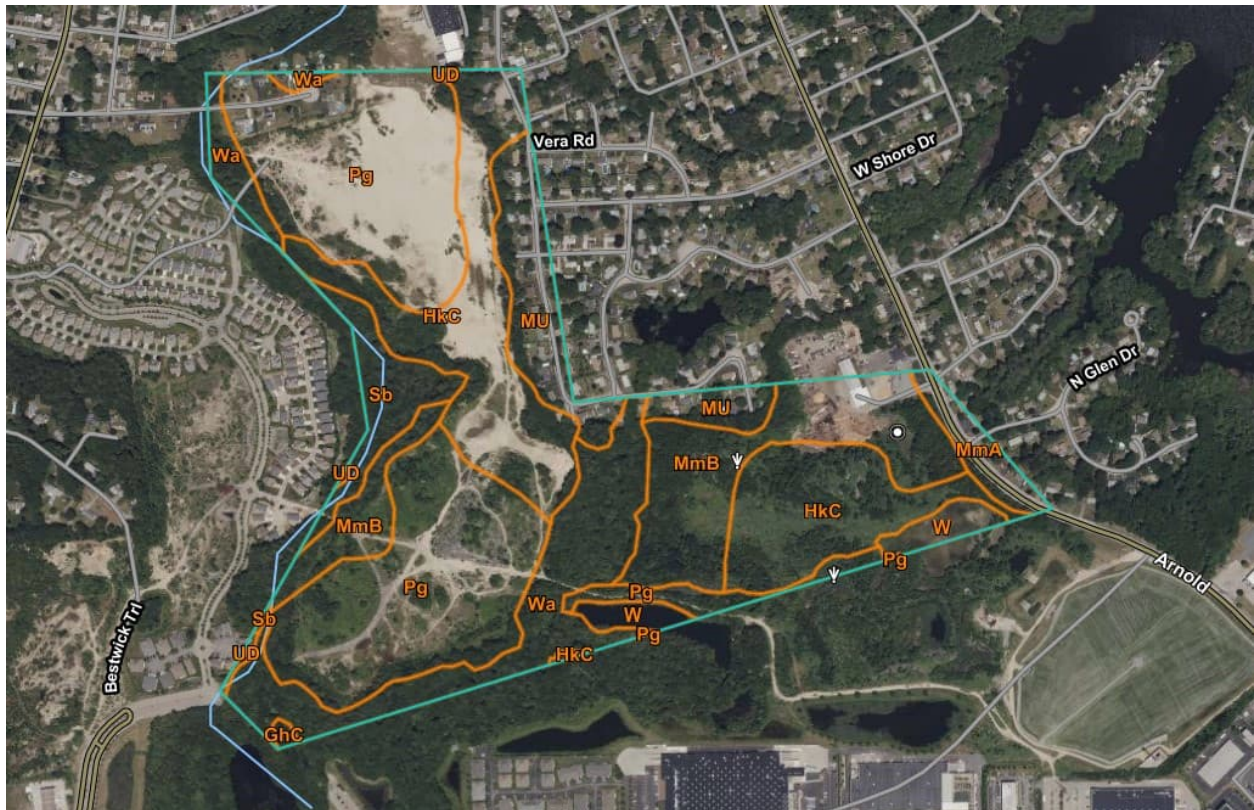
Parcel 3 has a central plateau area which slopes gently from southwest to the northeast from elevation 290 to elevation 270. The site is then bordered west, south and east by hilly areas, averaging elevation 280, with a high point elevation of 304, which eventually slope down to a stream and several wetland complexes which are abutting west, south and east of the site with a low point elevation of 266.

Parcel 4 has several hilly ridgelines which bisect the site in the central and northwestern portion of the site, which then slope down to streams and wetland complexes that border the site to the west, south and east. Grades within the central and northwestern portion of the site range from elevation 272 toward a wetland complex in the northwest tip of the site, and elevation 304 in the central portion of

the site. Then the site slopes to a low point elevation of 244 within a wetland complex in the northeast portion of the site, elevation 265 within a wetland complex in the southeast portion of the site, and elevation 286 within a wetland complex in the southwest portion of the site.

Soils – The soils on the site have been mapped by the USDA Natural Resource Conservation Service. See the image below. Soils onsite been identified as:

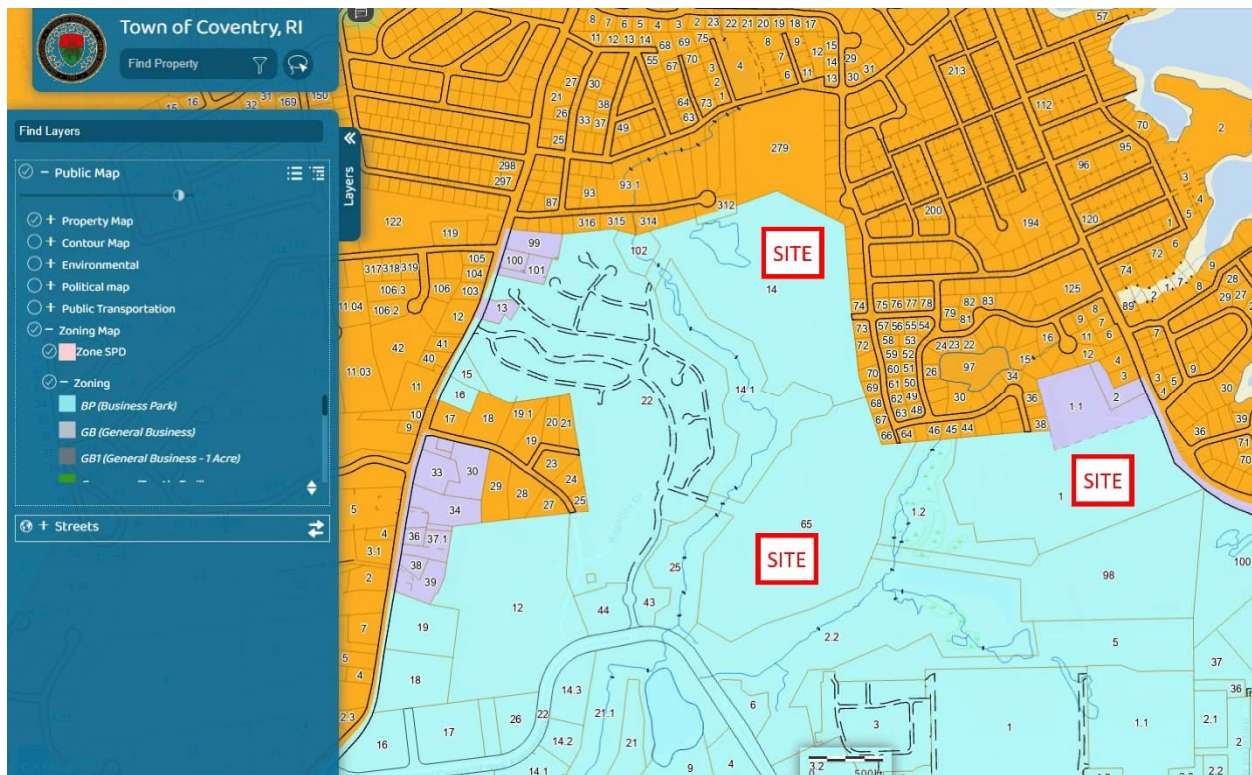
HkC	Hinckley Gravelly Sandy Loam, Rolling
MmA*	Merrimac Sandy Loam, 0 To 3 Percent Slopes
MmB*	Merrimac Sandy Loam, 3 To 8 Percent Slopes
MU	Merrimac-Urban Land Complex
Pg	Pits, Gravel
Sb	Scarboro Mucky Sandy Loam
UD	Udorthents-Urban Land Complex
Wa	Walpole Sandy Loam
W	Water



Existing Utilities – There are public water and sewer utilities available in Centre of New England Boulevard, Centre of New England Plaza, Arnold Road, Stephanie Drive, and Angelina Drive, and the water and sewer departments have indicated that services are adequate for the development. Parcels 2 and 3 have been before the Town of Coventry Sewer Subcommittee and Parcel 4 will also be submitted. We will work closely with Coventry Sewer, West Warwick Sewer and Kent County Water Authority during design and permitting of these projects.

Zoning – The subject parcels are zoned BP (Planned Business Park). This is a floating zone, the purpose of which is to denote major commercial, office and industrial centers for the Town as identified in the Comprehensive Community Plan. The zoning requirements for this Property and the subject application are controlled by Consent Orders entered by the Rhode Island Superior Court Receivership matter (C.A. PM No. 2013-0350 and PB No. 2013-5001), which effectively permit multifamily use of the property with limited dimensional regulations. The Consent Orders also prohibit low and moderate income housing on the Property; however, the Applicant has offered to work with the Receiver in requesting the Court to approve 15% LMI units, which presently are intended to be sited on Lot 4 in two of the proposed apartment buildings. Zoning requires that proposals shall ensure a coordinated development plan where uses, traffic controls, open space needs, buffering and site appropriateness can be evaluated. Our proposed development is within the limits of the previously proposed and approved Master Plan development in front of the Town in 2007-2010.

The parcels abutting the site are zoned R20 (Residential-20,000) and I1 (Industrial).



Proposed Use – The current proposal, as shown on the accompanying site plans, consists of 83 duplex residential buildings with a total of 166 residential units on Parcel 2 (AP13 Lot 14), 98 duplex residential buildings with a total of 196 residential units on Parcel 3 (AP14 Lot 65) and 7 multi-family residential buildings with a total of 350 residential units on Parcel 4 (AP14 Lot 1), for an average of 8.6 dwelling units per acre. The project as proposed would meet all the dimensional, density, height and parking requirements.

All seven multi-family buildings are proposed to be four total stories and will meet the 60-100' height requirement. Though not required, the project will include some Low-to-Moderate Income housing availability.

The total parking required for all three sites equals 1,424 spaces. Parcel 2 duplex residential buildings will provide one garage space and one driveway space per unit for a total of 332 spaces. Parcel 3 duplex residential buildings will provide one garage space and one driveway space per unit for a total of 392 spaces. Parcel 4 multi-family residential buildings will provide up to 125 garage spaces (17-18 per building) and 400 surface spaces for a total of 525 spaces. We will request a zoning variance to permit 1.5 parking spaces per unit on Lot 4. The total parking spaces provided for all three sites equals 1,249 spaces. A traffic analysis has been completed by Crossman and is included with this submission.

The project is proposed with a private internal roadway network that mirrors the roadway design for earlier phases previously built and occupied. There are no sidewalks proposed as part of this proposed roadway network which also mirrors the roadway design for earlier phases previously built and occupied. As a result of this, we are seeking waivers on Article XIII B and XIV of the Subdivision Regulations. Total length of all roadways proposed is 10,730 lineal feet.

The proposed entrances onto Arnold Road and onto the Centre of New England Boulevard will act as the construction entrances during construction. During Town Preliminary and RIDEM submissions a full Soil Erosion and Sediment Control plan and report will be provided outlining the Town of Coventry and RIDEM requirements. The sites will be engineered concurrently with the goal of balancing cut and fill across the sites where possible. Soil evaluations will also be conducted to provide soil and groundwater information for engineering design. At Preliminary, a grading plan will be provided showing the proposed earthwork and a utility plan will be provided to show the proposed utilities for the project. These items are not usually required at Master Plan, and we are seeking waivers for these items to be provided at the Preliminary Plan stage.

Stormwater on the site will be collected and conveyed to on-site stormwater systems which will provide both water quality treatment, peak mitigation control and infiltration. The stormwater approach will meet the Town of Coventry and Rhode Island Department of Environmental Management requirements.

A schematic landscaping plan will be provided under separate cover. Site landscaping around the buildings and within the parking areas will meet the Town of Coventry requirements and provide shading for the parking area and be utilized to create useable outdoor spaces for residents.

The architectural design of the duplexes and multi-family buildings will be focused on integrating modern materials in a style that balances distinctive design while considering long term impacts of design trends. The seven multi-family buildings will have strong similarities in design in order to provide

continuity and identity. Each structure will consist of four stories of residential units over internal parking.

Permitting Approach:

The project will require the following permitting steps with the Town of Coventry:


1. Master Plan Submission to the Planning Board
2. Preliminary Plan Submission to Planning Board
3. Final Plan Submission to Planning Board

The market for new housing is constrained across the nation and, of course, in Coventry. As this need continues to build, limited availability of sites in locations where people want to live are becoming scarce.

By building density in this location the project is able to answer those problems. This site is perfectly suited to add housing in Coventry due to its location near transportation hubs, job centers and shopping. By keeping density lower for this site, it would be giving up the opportunity to locate housing in an area that can handle the demand and supplement the existing investments already made in Coventry.

If you have any further questions on this matter, please feel free to contact me at your earliest convenience.

Sincerely,  
DiPrete Engineering Associates, Inc.



Nicole Reilly, PE, LEED AP  
Vice President