



Garofalo & Associates, Inc.

Consulting Engineers
Surveyors ♦ Land Planners

September 17, 2024

Mr. Doug McLean
Town Planner
TOWN OF COVENTRY
1670 Flat River Road,
Coventry, RI 02816

SEP 18 2024

RE: *Coventry Crossings Mixed Use Development*
(Plat 10, Lot 29 & Plat 18, Lot 86)
Nooseneck Hill Road (Route 3), Coventry, Rhode Island
GAI PN: 7398.00

Mr. McLean,

On behalf of the Applicant, KREG New Homes, LLC, *Garofalo & Associates, Inc.* (*Garofalo*) is hereby submitting the following discussion and/or materials in response to TRC/staff comment received.

FROM PLANNING

1. Request applicant provide conceptual elevations of the proposed commercial building from all sides prior to Public Hearing.

Representative Elevations attached.

2. Request applicant submit a narrative prior to Public Hearing to describe the status of state permit submissions to date, as well as any preliminary determinations, discussions, or consensus reached with state on permits such as RIDOT PAP, RIDEM OWTS, RIDEM Wetlands, and RIDEM Stormwater. This comment is intended to provide the Town with evidence that state permits can be achieved without designed changes to the immediate Town application.

Status Summary attached.

3. Request to add an additional pedestrian pathway from the northern elbow of "Road C" to the outlet on Wisteria Drive.

We don't believe it is appropriate to add a pathway between the units and feel that the pathway leading out to / from the commercial area is the appropriate way to handle the connection. It is likely residents from our project as well as wood estates will utilize this pathway and that may alarm the people living in the impacted units.

4. Seeking clarification on the applicant's approach for trash collection.

Each residential unit will have individual trash collection.

5. Seeking clarification on the status of the significant tree near Harkney Hill Road. The tree's outline is shown on some proposed plans, but unclear if it is being preserved and/or what protections may be used to preserve the tree.

The tree can not be saved in the current location, but alternatives will be evaluated for possible relocation.

6. Seeking clarification on the total number of bedrooms proposed per unit.



All units are proposed as 2BR.

7. Seeking clarification on the number of homeownership vs. rental units proposed.

At this time the applicant intends to list all of the units as for sale. However, we have in the past had times where qualifying people for the affordable units was difficult. If they have trouble selling through the affordable units in a timely fashion, then they will move to rent them under the affordability guidelines.

8. Planning notes that the traffic study report submitted as part of the Master Plan Application is still valid as the number of units has been reduced and therefore no additional traffic review is warranted at this stage.

No action required.

FROM FIRE CHIEF:

1. Needs to meet NFPA fire flow requirements Buildings/Hydrants

Acknowledged – No action required.

2. Fire access to include limiting dead ends

Acknowledged – No action required

3. If there are cul-de-sac must be of size to turn around fire apparatus.

An emergency vehicle turn-around template is attached.

4. Streetlights if (private development) not fire district responsibility

Acknowledged – Will add lighting at internal intersections and parking areas prior to Final

FROM DPW DIRECTOR:

1. Plan C-1.1 The pedestrian crossing located on Harkney Hill Road should include an ADA compliant concrete sidewalk along the south side of Harkney Hill Road to extend to the rear parking area of the retail store at 2011 Nooseneck Hill Road. This will alleviate placing pedestrians on a state roadway so close to a major intersection.

As previously stated the applicant believes installation of no crosswalk or sidewalk would be a preferable condition, but if required by the Board the crosswalk and extension of a walk as described will be added prior to Final unless otherwise directed by RIDOT.

2. Plan C-2.2 What is the purpose of the sidewalk at the exit of the project on the west side that ties into nothing and leads pedestrians towards a turn out lane at Hill Farm Road.

Ramp to be removed unless otherwise directed by RIDOT.

3. Plan C-2.4 What is the purpose of the sidewalk at the exit of the project on the west side of Nooseneck Hill Road that ties into nothing and leads pedestrians towards a lane of travel towards Harkney Hill Road.

Ramp to be removed unless otherwise directed by RIDOT.

4. Plan C-3.4 What is going to protect the OWTS discharge field from an accident at the major intersection possibly resulting in a catastrophic failure for the residents.

Protective elements or further separation of OWTS components will be incorporated into the design prior to Final.

5. NOTE: What are the comments of Kent County Water Authority regarding the potential location of the OWTS discharge field being located across the street from their underground Mishnock Water Aquifer servicing the drinking water for numerous



ratepayers. Does the geo-technical reports, water table analysis' and soil composition types guarantee the safety of the drinking water supply?

Although consolidated for the project, OWTs are the primary method for wastewater discharge within the area and the proposal is consistent regulatory guidelines. The treatment proposed is suited for the site specific conditions, and the (advanced treatment) permit requirements associated with the project provides appropriate safeguards in accordance with the law.

6. C-4.3 BMP #2 has a 50' spillway the empties towards the existing homes on Wood Cove Drive. The BMP has an elevation of 251.0-253.0, a two foot difference and will most likely cause a flooding situation for those homes. The Town is currently experiencing this type of drainage issue with another development affecting abutters- Let's not repeat this mistake.

The stormwater strategy has been developed to replicate the conditions at the site and incorporate safeguards that acknowledge and respect the concerns of abutting properties as it relates to protection from adverse runoff conditions. The application is in conformance with stormwater standards and requires permitting by the RIDEM.

7. L-2.0 All Acer species should not be allowed within 10' of any pavement/walks as they are a top-rooted tree which causes safety issues as the roots push through.

Removal of Acer species will be incorporated into the Final plan.

FROM TOWN ENGINEER:

Narrative

Development Standards and Permits

4.1 Requested Zoning Relief

1. Due to the site's density, Engineering supports the use of porous pavement in select areas
No action required.

4.2 Requested Land Development Regulation Waivers Articles XIII & XIV

1. Engineering supports a minimum 24' roadway width (excluding the width of the bituminous berms)

No action required.

2. Engineering does not support the use of bituminous concrete sidewalks in lieu of concrete sidewalks

We believe based on the specifics of the project that asphalt sidewalks are appropriate to provide consistency of material through what are proposed to be asphalt driveways and avoid a checkerboard appearance and create sequencing concerns and continue to request the waiver.



Preliminary Plan - Plan Set

1. Per Zoning Ordinance Section 1207, trash collection area w/ screening required for commercial building

Will add screening prior to Final.

2. Please consider handicap access to the community mailbox

Will add HC space prior to Final

3. Per Zoning Ordinance Section 1210(C), loading space shall be 12' x 60'

Will add additional detail prior to Final when tenancy is established.

4. Per Subdivision Regulation Article XIV (D), install wheel chair ramps in sidewalk at every intersection in accordance with RIDOT Std 43.3.2

Will add Std HC ramps to all intersections prior to Final

5. Parking stalls shall have concrete curbing or concrete car stops.

Will add curb or wheel stops prior to Final

6. Add a speed limit sign at the entrance to Road "A" and Road "B". Add at least one additional speed limit sign on Road "C" and Road "D" within site

Will add signage prior to Final

7. Add proposed electric to Utility Plans

Will provide electrical design prior to Final

8. Provide street lighting at all internal roadway intersections and parking areas.

Will add lighting at internal intersections and parking areas prior to Final

9. Does above ground water service enclosure require vehicular access for servicing?

No action required - Service vehicle parking is not required.

10. Request that As-Built Plans for the stormwater management system, sewer system and water system be submitted to the Town of Coventry.

Acknowledged – No action required.

11. A Town of Coventry Soil Erosion and Sediment Control (SESC) Plan Application is required for this project

Acknowledged – Application to be filed prior to construction.

12. A SESC narrative based upon the RIDEM standard template must be submitted.

Acknowledged – SESCO is attached.

13. Include a detail for drains behind Buildings 26, 27 and 90.

Individual building drainage for Buildings 26, 27 & 90 to be provided prior to Final.

Stormwater Management Report

1. Section 3.3 Proposed Conditions (PWS-2B) - Paragraph states that 'the Compensation Area' has been designed to discharge northeast to the Nooseneck Hill closed drainage system during storm events larger than the 100-year storm in the same manner as the natural ponding areas overflow under existing conditions'. With the recent history of short duration/high intensity rainfall events, I feel that there is a high probability that there will be discharge from the Compensation Area at some time.

The language identified is intended to provide assurances that larger than design events will discharge in the same manner that would occur without the project.

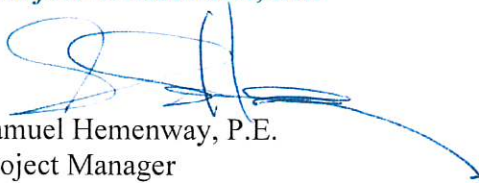


2. Engineering requests a call or meeting with the Engineer of Record to discuss overall design of the Compensation Area and how Design Point 1 can adequately accept overflow from this area without impact to existing adjacent properties.

A meeting with the Town Engineer has been scheduled to discuss the technical considerations of the proposal more in depth, and a summary of the discussions will be reported to the Board at the upcoming meeting(s).

I trust that the description outlined above is sufficient for continued processing of this project application at this stage.

Sincerely,
Garofalo & Associates, Inc.



Samuel Hemenway, P.E.
Project Manager





GENERAL RETAIL / SINGLE TENANT



GENERAL RETAIL / MULTI-TENANTS



UNDETERMINED TENANTS - ELEVATIONS STUDY
(PT. JUDITH ROAD, NARRAGANSETT, RI)

BANK

UNDETERMINED TENANTS - ELEVATIONS STUDY
(TOWER HILL ROAD, SOUTH KINGSTOWN, RI)

UNDETERMINED TENANTS - ELEVATIONS STUDY
(5505 BELMONT NECK RD, NARRAGANSETT, RI)

THESE ELEVATIONS ARE PROVIDED FOR REPRESENTATIVE PURPOSE ONLY TO PROVIDE CONCEPTUAL NATURE OF ARCHITECTURAL TONE IN SUPPORT OF MASTERPLAN LEVEL DESIGN MATERIALS. FINAL DESIGNS WILL VARY.

NOTE:

LAND UNIT 1 - REPRESENTATIVE ELEVATIONS

FOR
COVENTRY CROSSINGS
KREG NEW HOMES LLC
JN 7398-00 SEPTEMBER 2024



GAROFALO & ASSOCIATES, INC.
CIVIL & STRUCTURAL DESIGNERS/ARCHITECTS/
LANDSCAPE ARCHITECTS/INTERIORS
PROVIDENCE, RHODE ISLAND 02909



Garofalo & Associates, Inc.

Consulting Engineers
Surveyors ♦ Land Planners

August 27, 2024

Mr. Doug McLean
Town Planner
TOWN OF COVENTRY
1670 Flat River Road,
Coventry, RI 02816

RE: COVENTRY CROSSINGS
Preliminary Submission – Agency Review Status
AP 10 Lot 29 & AP 18 Lot 86
Harkney Hill Road
Coventry, Rhode Island

Dear Mr. McLean,

On behalf of the Owner and Applicant, *Garofalo & Associates, Inc. (Garofalo)* is hereby providing updates related to agency permits to support the referenced submission.

As you are aware, the project shifted somewhat based on sewerage costs and fully coordinating those changes has impacted on the permitting schedule. The following is a summary of the status of agency reviews, and a brief description of most significant changes incorporated since the Masterplan.

RIDEM OWTS

The introduction of sewerage by an onsite wastewater treatment system (OWTS) had the most significant impact on the project layout and schedule, and the permit application and is currently under review by the RIDEM. The most significant change relates to a reduction in density and an increase in green space and buffering. Other water conservation benefits had no impact on the site configuration but were similarly realized by the switch.

RIDEM Wetlands/RIPDES

Initial commenters were received, and the resolutions reflected on the current submission with the update. Most significantly the onsite man-made wetland has been re-classified as a vernal with associated buffer zone. The project maintains buffers and provides buffer zone enhancement for disturbed areas in accordance with current standards.

RIDOT PAPA:

Initial input has been received on the application by the DOT and the recommended changes are reflected on the current submission. Most significantly, the western project entrance has been adjusted to include a right-in turn lane to avoid confusion related to vehicles having just turned but not intending to enter (ie left their blinker on).

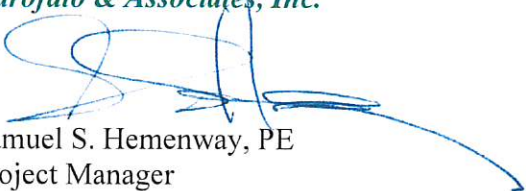


KCWA

As indicated, the unit count for the project has been reduced and therefore the consumption has been reduced and will necessarily comport to the conditions of the prior will-serve letter. Construction plans for the project will be permitted by the KCWA prior to Final submission.

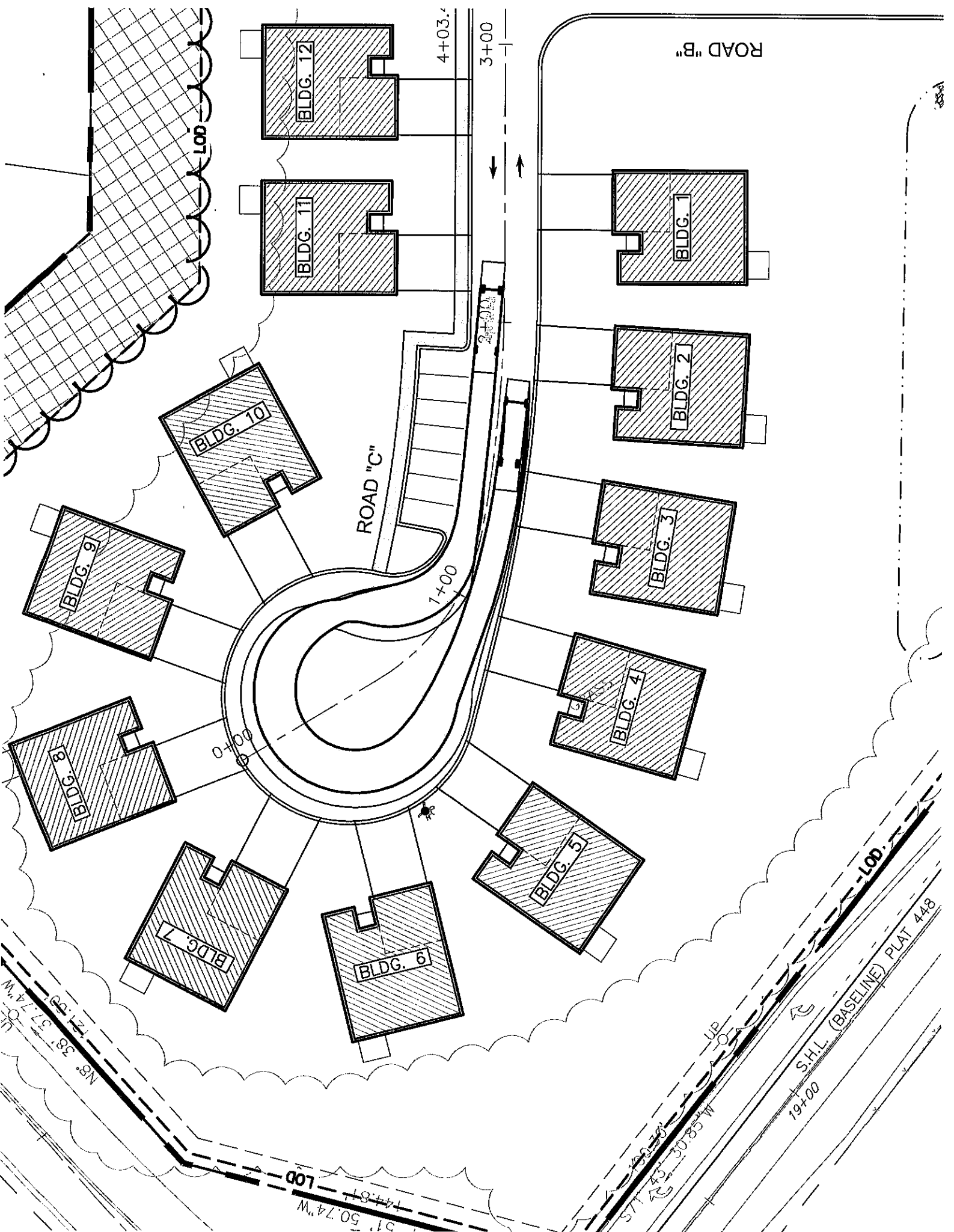
I trust the information presented is clear and adequately addresses the requirements at this stage. Please contact me as soon as possible if that is not the case.

Sincerely,
Garofalo & Associates, Inc.

A handwritten signature in blue ink, appearing to read "S. Hemenway".

Samuel S. Hemenway, PE
Project Manager





LOD

BLDG. 12

BLDG. 11

BLDG. 10

BLDG. 9

BLDG. 8

0+00

ROAD "C"

1+00

2+00

4+03.2

3+00

ROAD "B"

BLDG. 1

BLDG. 2

BLDG. 3

BLDG. 4

BLDG. 5

BLDG. 6

BLDG. 7

LOD

S.H.L. (BASELINE) PLAT 448

19+00

LOD

N1° 50.74' W

144.81

N8° 38' 37.74" W

121.12

N88° 00' 00" W

100.00

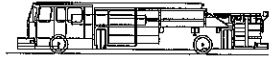
S77° 00' 00" W

100.00

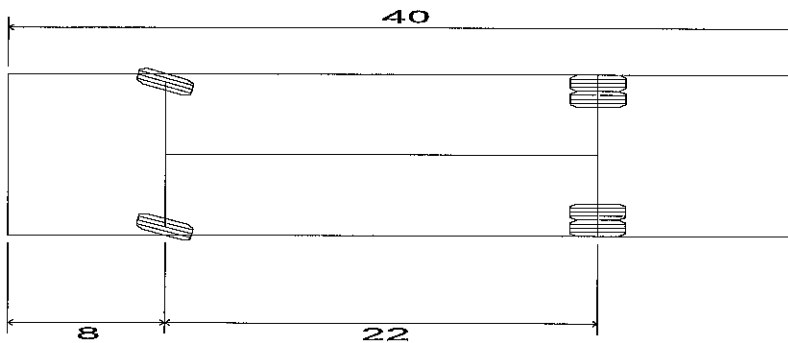
UP

Vehicle Tracking Vehicle Details

Ref:



Vehicle Name: Pumper Fire Truck
Type: Rigid vehicle
Category: (Unspecified)
Classification: (Unspecified)
Source: NCHRP Report 659
Description: Design Vehicle. Maximum wheel angle based on E-ONE Fire Truck.
Notes:
Unit 1 Name: Pumper Fire Truck Tractor



Pumper Fire Truck	
Overall Length	40.000ft
Overall Width	8.167ft
Overall Body Height	7.745ft
Min Body Ground Clearance	0.656ft
Track Width	8.167ft
Lock-to-lock time	5.00s
Max Wheel Angle	45.00°

Vehicle Tracking Vehicle Details

Ref:

Unit Name: **Pumper Fire Truck Tractor**
Type: Tractor (with driver controlled steering)
Body style: Fire Truck
Classification: (Unspecified)

Source: No data

Description: No data

Notes: No data

Datum: Front Primary Axle

Front Axle(s): 1 Ackerman (axles fixed, wheels turn)
Primary Front Axle Offset: 0.000ft
Effective Front Axle Offset: 0.000ft (Auto Calculated)
Maximum Wheel Angle: 45.000deg (Any Front Wheel)
Status: Active Non Self-Steered
Track Width: 8.167ft
Total Wheels: 2 (positioned at the ends of the axle)
Tire Width: 0.817ft (Auto Calculated - proportion of Track Width)
Tire Diameter: 2.858ft (Auto Calculated - proportion of Track Width)

Rear Axle(s): 1 Fixed
Primary Rear Axle Offset: 22.000ft (Innermost Axle behind Front Primary Axle)
Effective Rear Axle Offset: 22.000ft (Auto Calculated)
Maximum Wheel Angle: Unlimited
Status: Active Non Self-Steered
Track Width: 8.167ft
Total Wheels: 4 (positioned at the ends of the axle)
Tire Width: 0.817ft (Auto Calculated - proportion of Track Width)
Tire Diameter: 2.858ft (Auto Calculated - proportion of Track Width)

Steering: Front Axle(s):
Maximum Wheel Angle: See Front Axles: Maximum Wheel Angle
Calculated Maximum Wheel Angle: 45.000deg
Lock-to-Lock Time (Fwd/Rev): 5.0sec / 5.0sec
Driver / Pilot
Driver Offset Longitudinally: -3.079ft (in front of Front Primary Axle)
Driver / Pilot Offset Laterally: -1.969ft (Right of Centerline)
Driver Height: 6.234ft (Above ground level)

Front Coupling: None

Rear Coupling: None

Body outline (plan):
Outline Type: Rectangle
Offset (X,Y): -8.000ft, 0.000ft
Length / Width: 40.000ft / 8.167ft

Vehicle Tracking Vehicle Details

Ref:

