

Project Narrative
HOXIE COURT PLACE
Preliminary Application
Revised March 2026

Introduction

Bruce B. and Victoria M. Gibb own the subject parcels, identified as Assessor's Plat 88, Lots 87 and 88.2 located at 0 and 31 Hoxie Court in the Town of Coventry. The Gibbs reside at the existing home located on Lot 87 with associated amenities and utilize Lot 88.2 for an existing garage. They presently have a paved drive access from Hoxie Court. Lot 88.2 is an existing lot of record and could be developed by right to include a single-family residence with associated amenities.

This project proposes to merge the existing two lots and provide a three-lot residential subdivision meeting all applicable R-20 Zoning requirements. Each of the proposed lots will contain a single-family residence.

Existing Conditions

The proposed project is on AP 88, Lots 87 and 88.2, totaling 2.54 +/- acres of land located between Hoxie Court to the southeast and Notre Dame Street to the northwest. Both of the existing lots are zoned R-20 and abut residentially zoned lots on adjacent properties. As noted above, Lot 87 contains the existing residence for the Gibbs. Lot 88.2 currently provides an accessory garage and a concrete pad ("old tennis court"), used by the Gibbs. Lot 88.2 is an existing lot of record and could be developed to house a single-family residence with associated amenities with an access drive from either Hoxie Court or Notre Dame Street.

The site was examined by Avizinis Environmental Services, Inc. related to wetlands. As evidenced in their Wetland Report (provided as a separate document), there are no wetland areas located within 200 feet of the project limits.

The site was examined and evaluated by Scituate Surveys, Inc. for soil conditions specifically related to seasonal high groundwater table (SHGWT). Soil evaluations were performed at four (4) locations, two test holes on each of the proposed lots as shown on the accompanying plans. As evidenced in their Soil Evaluations (provided as a separate document), the SHGWT varied in depth from 24" to 48" from existing grade and the onsite soils were found to be generally sandy loam.

The project's topography generally drains to the northwest, and this existing overall drainage pattern will continue and remain unchanged. The subject parcel is not located in any Natural Heritage Areas, areas managed by a Special Area Management Plan, or OWTS Critical Resource Area. In addition, there are no historic cemeteries, homes, or areas otherwise listed on the National Register of Historic Places.

Proposed Improvements

The proposed improvements associated with the Hoxie Court Place project are summarized below for reference to better understand the overall project.

- Administratively merge the existing two lots and divide into three new lots, each meeting or exceeding the R-20 zoning requirements. This will be prepared by Scituate Surveys, Inc. upon approval of the project. It should be noted that although Lots 87 and 88.2 are existing lots of record, neither conform to the frontage requirements in an R-20 zone at this time.
- Notre Dame Street shall be extended from its existing edge of pavement to its proposed cul-de-sac terminus.
 - The proposed extension of the Notre Dame Street right-of-way is 187.13' in length, when measured from the current boundary line that separates Notre Dame Street from the subject property, and extending through the center of proposed pavement, through the bottom of the proposed cul-de-sac. There is an additional 26.18' in proposed pavement that will connect the existing end of pavement in Notre Dame Street to the subject property.
 - The proposed extension with a cul-de-sac terminus was requested by the Town during the Pre-application review. This will result in the elimination of a dead-end street and provide for safer circulation of vehicles, including emergency vehicles and town-service vehicles.
 - The general pavement width within the proposed right-of-way shall be 24 feet connecting to the existing drives on Notre Dame Street to provide a smooth transition between the new and existing pavement widths. The proposed 24-foot width provides for two 12-foot travel lanes that are an accepted national standard.
 - As coordinated during the Pre-application stage of the project, no formal sidewalks or curbing are required. It should be noted that there are no existing curbing or impervious sidewalks within the area of the project and this elimination better complements the aesthetics of the project area.
 - In addition, a center landscaped island shall not be provided within the cul-de-sac due to maintenance issues as also noted during the Pre-application phase. Although the center landscaped island is a design element of the Town's Subdivision Regulations, the Town DPW has determined that it becomes a maintenance issue.
 - The paved cul-de-sac area shall have a radius of 50 feet as required and coordinated with Chief Cady during the project coordination. This provides for turning movements for not only emergency vehicles, but also for town service vehicles and school buses.
 - Once constructed, the roadway extension shall become a public roadway. As such, public trash removal will be provided.
- Water Main Extension as required by KCWA
 - Extend the 2 dead end water mains located on Hoxie Court and Notre Dame Street to provide a loop connection as required by the KCWA that will provide for improved water service and water quality throughout the area with the loop connection.
 - Extend the existing 8" DI water main located in Hoxie Court and connect to the existing 6" AC water main located in Notre Dame Street.
 - Provide the required 20' easement for the proposed water line connection on proposed Lots 1 & 2 as shown on the plans with granite bounds.

- Preliminary Plan Review to KCWA has been completed. Minor comments have been received and incorporated on the March 2026 revised plans that will be part of the final KCWA review.
 - In addition, the water easement plan as provided has been approved by KCWA legal and the written easement descriptions will be finalized prior to the final KCWA review.
- Fire Service
 - As coordinated with Chief Cady, the maximum hydrant spacing requirement is 800 feet and the maximum hydrant spacing to a residence is 600 feet.
 - Per survey location, there is only 1 public hydrant located on Hoxie Court and no public hydrant is located on Notre Dame Street in the vicinity of the project area.
 - A public hydrant is proposed near the existing end of Notre Dame Street that will not only serve the proposed Hoxie Court Place development but will also benefit the existing residences within the Notre Dame Street neighborhood by providing additional fire-fighting capacity throughout the area.
 - Submission to the Central Coventry Fire District has been provided and the hydrant location along with the roadway extension has received approval. In addition, as part of the CCFD review, it was determined that no streetlights are required for the development.
- Proposed Lot 2
 - Shall contain the existing Gibb residence and existing paved drive access to Hoxie Court along with its other associated existing amenities.
 - Its existing OWTS and water connection shall remain and be protected during construction for the remainder of the project.
 - One existing light pole will be relocated onto and within the new Lot 2 area.
 - A temporary grading easement will be provided at the end of the proposed Notre Dame Street cul-de-sac, and the area shall be vegetated and landscaped as indicated prior to overall project completion.
 - Although the lot improvements exist, the proposed Lot 2 existing amenities have been included as part of the overall stormwater analysis as requested by the Town Engineer.
- Proposed Lots 1 and 3
 - Each proposed lot shall contain a three-bedroom, single family home with a two-car garage with a paved bituminous driveway and walk connection from the drive area to the house.
 - Be served by public water service.
 - Be served by an Onsite Wastewater Treatment System, designed by Scituate Surveys, Inc. Each of the proposed OWTS incorporates advanced treatment systems and are presently under review by the RIDEM OWTS section.
- Existing vegetation outside the project's Limits of Disturbance (LOD) shall be protected during construction and maintained. Existing vegetation within the LOD shall be maintained to the greatest extent possible and shall be supplemented by the landscaping measures in accordance with Town requirements. The proposed LOD is less than 1 acre of disturbance, thus not requiring a RIPDES permit along with its associated RIDEM OWR review and approval.

Phasing

No phasing is proposed for the project.

Parking

All of the existing and proposed residences exceed the required two spaces per dwelling per the current Zoning requirements. Each proposed residence includes a two-car garage and a minimum of 2 surface parking spaces. The existing residence that will remain on Proposed Lot 2 also provides for two parking spaces within the existing garage and a minimum of 2 surface parking spaces.

Stormwater Management

The existing project area contains a total of 2.58 +/- acres of land, 2.54 +/- acres of land contained in existing Lots 87 and 88.2 and the remainder off-site within the existing right-of ways of Notre Dame Street and Hoxie Court. Said area contains existing conditions of proposed Lot 2, totaling 1.24 +/- acres that have been included in the Revised March 2026 Stormwater Analysis and requested by the Town Engineer. The Limits of Disturbance (LOD) area for the project contains approximately 0.97 +/- acres of land, thus not requiring a RIDEM / RIPDES permit. The existing drainage pattern will generally be maintained, and no change is proposed to the overall existing pattern as a result of the proposed improvements.

The project area presently contains existing impervious coverage per Town definition including the garage, concrete pad and tennis court located on existing Lot 88.2, which will be removed. The proposed Notre Dame Street extension and the proposed residences with their associated amenities on proposed Lots 1 and 3 will result in an increase of impervious coverage per Town definition including the roadway pavement, homes, walk and drive area. Each of the proposed lots provides less than the maximum building coverage allowed by Zoning and no relief is required. As noted above, the existing improvements on proposed Lot 2 have been included in the revised March 2026 Drainage Analysis.

It is proposed to have surface runoff flow through vegetated filter strip areas for pretreatment addressing water quality to an infiltration basin following the existing drainage pattern to address the increase in anticipated runoff rates and volumes in accordance with Town requirements. The infiltration basin is proposed at the northwestern portion of the project area to address the increase in runoff conditions resulting from the overall project improvements prior to exiting the site. Said basin is proposed on Lot 1 and shall become the responsibility of the property owner for maintenance. An O&M plan has been prepared for Lot 1 identifying the required basin maintenance and shall be recorded at final.

As coordinated with the Town Engineer, a Soil and Erosion Control permit will be required, but the RIDEM SESC template is not required. Said Town SESC requirements are provided directed on the plan set. The formal Town SESC permit will be applied for with its associated fee for approval prior to Final Town approval of the project. A memorandum was sent to the Town Engineer related to this scheduling in November 2025 as part of the initial Preliminary Town submission.

Wetlands

As noted, there are no wetlands on or within 200 feet of the project as determined by Avizinis Environmental Services, Inc.

Sanitary Sewer

There is presently an existing sanitary line located in Hoxie Court that terminates approximately at the Coventry / West Warwick Town line, east of the project limits. There are no public sewers located in Notre Dame Street. Due to the lack of availability of public sewer, each of the proposed residences shall be served by RIDEM OWTS approved systems. Said OWTS designs for proposed Lots 1 and 3 have been designed by Scituate Surveys, Inc. and submitted to RIDEM and are under review for approval. The proposed systems have been designed and include approved advanced technology providing for denitrification as part of each OWTS. The existing OWTS on proposed Lot 2 shall remain and be protected during the construction of the project.

Water

Public water is available to the project area. As coordinated with KCWA, a loop connection between the two existing dead-end mains located on Hoxie Court and Notre Dame Street is proposed that will provide for improved water service and water quality throughout the area with this loop connection. As discussed above, the proposed loop connection results in the need for a 20-foot required easement across proposed Lots 1 and 2.

The Preliminary water design has been submitted to KCWA for review and has been completed. Minor comments were received and have been included on the revised March 2026 plan set that will be part of the final KCWA submission for review and approval. In addition, the water easement plan as provided has been approved by KCWA legal and the written easement descriptions will be finalized prior to the final KCWA review.

Gas

No gas service is available to the project area.

Electric / Telephone / Cable

There are overhead electric, telephone, and cable wires in the project area. The applicant is requesting a waiver from the Town's requirements for underground utilities. The applicant requests to service the proposed new lots with overhead electric, telephone, and cable utilities.

Landscaping

Landscaping will be provided along the perimeter of the project area and within the proposed lot areas around the proposed residences with their associated amenities. Existing vegetation within the project's LOD shall be preserved and protected to the greatest extent possible. Landscaping shall be provided by the project applicant and as required for future submissions. In addition, street trees shall

be provided within the proposed right-of-way of the Notre Dame Street extension as required per Town requirements. Said trees, both species and size, shall be coordinated with the Town by the applicant's landscaper during final design.

The applicant is requesting a waiver from the Town's requirements for a plan to be provided by a RI Registered Landscape Architect and that landscaping be installed by a local landscape designer in accordance with all applicable Town regulations, requirements, and standards.

Lighting

It is anticipated that lighting measures will be provided around the proposed residences. At this time, residential lighting fixtures mounted on and around the proposed residences are anticipated to be provided. Per coordination with Chief Cady, no streetlights are required for this project.

Fire

As discussed above, due to the existing hydrant spacing, a proposed public hydrant is proposed in the vicinity of the existing edge of pavement of Notre Dame Street. Due to the nature of the project providing two single-family residences, no additional fire suppression measures are required. In addition, as coordinated with Chief Cady, no formal street lighting will be required. With the installation of the proposed hydrant and extension of the dead-end Notre Dame Street to a cul-de-sac terminus, the overall fire safety of the Notre Dame Street neighborhood should also be improved.

Relief / Waivers Requested from the Planning Commission

Refer to Project Narrative Supplement that itemizes the waivers and / or relief that are requested for this project.

Required Approvals by State and Other Agencies

1. RI Energy approval to be coordinated
2. Cable and phone services as coordinated with the cable provider
3. RIDEM OWTS approvals for proposed Lots 1 and 3
4. Kent County Water Authority approval for water main extension, service connections to proposed Lots 1 and 3, easement, and public hydrant installation

Town Approvals

1. Town Minor Subdivision Plan approval
2. Town PAPA for Notre Dame Street extension and drives to proposed Lots 1 and 3 including acceptance of extension as a public road
3. Town SESC approval
4. Central Coventry Fire District / Fire Marshal approval