

**PROJECT NARRATIVE
PROPOSED COMMERCIAL CONTRACTOR UNITS
71 HARKNEY HILL ROAD, COVENTRY, RI**

September 27, 2024

Existing Conditions

The property at 71 Harkney Hill Road in Coventry Rhode Island is identified as Lot 42 on Plat Map 10. The property is 2.2 acres in size and has frontage on both Harkney Hill Road and Nooseneck Hill Road (Route 3). There are no buildings or improvements on the lot, and recent clearing of small trees and brush has been completed. There are no trees 50 years old on this property. There is little grade change on this lot, and stormwater runoff remains on site in the lower elevation areas before it drains toward the southerly property line. The area is within the Maple Root Pond watershed (Waterbody ID RI0006013L-12). According to the Rhode Island Department of Environmental Management (RIDEM) Environmental Resource Map, the property is not situated within 200' of wetlands and is not within a flood zone. The site is not within a wellhead protection area but is within a RIDEM Natural Heritage Area (Id128). The groundwater classification is GAA.

This lot is not listed on the National Register of Historic Places, and there are no cemeteries on or within the immediate area of the site, and the site is within the Central Coventry Fire District.

Proposed Improvements

The proposed development will be constructed in two phases. Phase 1 includes the construction of a one building to be used by the owner for his current business; an oil delivery company and a tank installation/removal service. Most of the building will be for storage and inside parking. There is a small office component that will have 2 employees. This use is allowed in the GB1 zoning district. Phase 2 will include two additional buildings for commercial storage/garage storage.

The proposed phase 1 building will be a metal building, blue in color, with large overhead doors in the front and back. The building is setback from Nooseneck Hill road. Other site improvements include a stormwater management system, underground utilities, site lighting and landscaping buffering. The proposed site lighting will follow the dark sky principle and will be designed to not spill direct light offsite. The phase 2 buildings will be a similar style to the phase 1 building.

Because of the site location and type of use, some variances will be required. Listed below are the potential variances needed and justifications for the requested variances.

Variances

The below list includes variance/waivers from the Zoning Ordinance that will require coordination and acceptance from the Town. A variance/waiver is required from Article XII, Standards for Parking and Loading Facilities;

- a. **Section 255-1210, C (1):** Loading space for use up to 5,000 sf
Phase 1 Required = 1 loading space
Phase 1 Provided = 1 loading space

Justification: The phase 1 improvements will be for the owners use, to relocate his current business, which includes an oil delivery business and an underground tank installation/removal business. The owner's current business location is off Station Street in Coventry, but that location is not large enough for the business trucks and equipment he currently has. With this new layout, there are paved parking areas (marked and unmarked) provided for vehicles and a crushed stone area to be used if needed for equipment or extra truck parking. Additional truck parking would also be inside the building. The owner's business does not require a loading space, and to avoid unnecessary pavement area, the owner is requesting not to install designated loading areas. Note; if a loading space was needed in the future, the crushed stone area could be paved.

- b. **Section 255-1210, C (2):** Additional loading space for additional 10,000 sf (or fraction there 'of)
Phase 1 Required = 1 additional loading space
Phase 1 Provided = 0 loading spaces

Justification: As mentioned above, the owner's business does not require a loading space, and to avoid unnecessary pavement area, the owner is requesting not to install designated loading areas.

- c. **Section 255-1220, C, Table 12-3:** Parking use = All other types of business
Phase 1 Required = 30 spaces
Phase 1 Provided = 30 spaces (17 painted, 13 unpainted)

Justification: The owner's current business will be relocated to this site, and his current staff does not require 30 striped parking areas. 17 painted parking areas are shown, and a paved area large enough for 13 unmarked spaces (and drive aisle) are shown. The ability to designate 30 painted spaces is provided, but only 17 are painted which is more than needed for the owner's business.

- d. **Section 255-1220, C, Table 12-3:** Parking use = All other types of business
Phase 2 Required = 40 spaces
Phase 2 Provided = 40 spaces (inside building only)

Justification: The phase 2 buildings are intended for storage use. The zoning code calculation of 40 spaces would not be needed for this storage use. The type of storage can vary, and is not yet determined, but will be in accordance with the zoning code allowances. For this submission, the 40 parking spaces can be provided inside each unit. The ability to park 40 vehicles inside the storage building is possible.

- e. **Section 255-1230, D, Table 12-8 (Minor Arterial Road-Harkney Hill Road)**
Phase 1 Required (Driveway to driveway) = 150'
Phase 1 Provided = 36' & 87'

Justification: There are two driveways proposed off Harkney Hill Road, a driveway for phase 1 and a driveway for phase 2.

The phase 1 driveway:

- This driveway would be used for the owner's current business for trucks traveling west onto Harkney Hill Road, or for trucks traveling north on Nooseneck Hill Road. The trucks going north on Nooseneck will utilize the existing traffic signal at the Nooseneck/Harkney intersection, which is a much safer condition than using the Nooseneck driveway to get to the intersection.
- The 36' driveway separation is to the Dollar General back/loading driveway, which is not the main driveway. Both driveways have low traffic use

- This business use is a very low traffic generator. After employee's arrive, there are approximately 10-15 trucks that leave in the morning and then return in the afternoon, and there may be occasional mid-day use, but this is not a business with consistent traffic flow.
- The business use is a very low traffic generator, and only a portion of these vehicles will use the Harkney Hill Road driveway.

The Phase 2 Driveway:

- The phase 2 can be a different user than phase 1, and therefore a separate driveway would be needed.
- The phase 2 storage use would be a very low traffic generator

f. **Section 255-1230, D, Table 12-8** (Principle Arterial-Nooseneck Hill Road)

Phase 1 Required (Driveway to driveway) = 150'

Phase 1 Provided = 66'

Justification:

- This is main driveway for the site and will be a right turn out only. A right turn out movement is a much safer driveway than a full access drive for this roadway
- There is an existing left turn lane in front of the site which would be used for vehicles and trucks turning left into the site
- This business use is a very low traffic generator. After employee's arrive, there are approximately 10-15 trucks that leave in the morning and then return in the afternoon, and there may be occasional mid-day use, but this is not a business with consistent traffic flow.
- The business use is a very low traffic generator, and only a portion of these vehicles will use the Nooseneck Hill Road driveway.

Utilities

Utilities will be managed as follows: water service by Kent County Water Authority (KCWA), wastewater treatment via septic systems, and electric and gas services provided by RI Energy. Communication services will be handled by Verizon or other providers. The drainage design will incorporate stormwater management system to handle runoff from new structures and impervious surfaces. The proposal is to install an above ground stormwater basin to treat and manage stormwater runoff. All designs will be in accordance with the RIDEM stormwater design guidelines, and the stormwater basin for both phases will be constructed in phase 1.

Permitting

The below permits will be required:

- Master Plan – Planning Board
- Preliminary Plan – Planning Board
- Final Plan Submittal (to be requested as an Administrative Approval)
- Soil Erosion and Sediment Control Plan – Town Engineer
- Kent County Water Authority
- RIDEM (RIPDES) & (Stormwater Construction Permit and Water Quality Certification)
- RIDEM (OWTS).
- RIDOT (Physical Alteration Permit) - proposed driveways Route 3 & Harkney Hill Road.