



TOWN OF COVENTRY  
 Department of Planning & Development  
 1675 Flat River Road, Coventry, RI 02818

# ZONING BOARD OF REVIEW APPLICATION



## PROJECT INFORMATION

Application Type:

- Special Use Permit (See Zoning Ordinance, Section 430)
- Use Variance (see Zoning Ordinance, Section 450)
- Dimensional Variance (see Zoning Ordinance, Section 455B)
- Appeal of Building Inspector/Zoning Enforcement Decision (see Zoning Ordinance, Section 412)
- Time Extension Request

Project Name: PROPOSED COMMERCIAL CONTRACTOR UNITS Plat 10 Lot(s) 42

Street address /location: 71 HARKNEY HILL ROAD

Zoning District: GB-1

Width of Lot: 166' Depth of Lot: 354' Area (s.f.):                     

## APPLICANT INFORMATION

**Note:** An individual may represent him/herself before the Coventry Zoning Board with respect to any application involving his/her property. If the applicant is anyone OTHER than the landowner, or if the applicant is a limited partnership, corporation, LLC or other business, social or fraternal organization, then the owner/applicant must be represented by legal counsel.

Applicant Name: ANDREW BARBER Phone: 401-265-9392

Company:                      Email: barber 617@yahoo.com

Authorized Corp./LLC Officer: AJB Real Estate, LLC

Corp/LLC Contact Email: barber 617@yahoo.com

Corp/LLC Contact Phone: 401-265-9392

Company Address: 2 Station Street

City: Coventry State: RI Zip code: 02816

## OWNER INFORMATION (if NOT the Applicant)

Owner Name: AJB Real Estate, LLC Phone: 401-265-9392

Company:                      Email: barber 617@yahoo.com

Address: 2 Station Street

City: Coventry State: RI Zip code: 02816

**ZONING ORDINANCE RELIEF REQUESTED**

Specify the Zoning Code Reference for the relief sought, including the Zoning Ordinance Article, Section and Use Code (if applicable)

ARTICLE XII

- ① SECTION 255-1210, C, (1)
- ② SECTION 255-1210, C, (2)
- ③ SECTION 255-1220, C, Table 12-3
- ④ SECTION 255-1220, D, Table 12-8

Describe the proposed alterations, additions, new buildings or other activity requested (including size and height):

Be sure to explain the relief that is being requested and how it is different from the Zoning Ordinance

- ① Phase 1 loading spaces (initial)
- ② Phase 1 loading spaces (additional)
- ③ Phase 1 parking spaces (13 areas shown, but not painted)  
Phase 2 parking spaces (spaces shown inside building)
- ④ Phase 1 & 2 driveway location to other driveway (principles  
Minor Arterial)

[ see attachment for additional explanation ]

List other TOWN Committees or Boards that will review the proposal:

Boards and  
Commissions

Describe the conditions or hardship that requires the applicant to deviate from the Zoning Ordinance, such as the physical condition of the property, loss of property use, effect on surrounding properties.

[ See ATTACHMENT For ADDITIONAL explanation ]

By signing this application, I understand that plans cannot be altered once the Board has approved or disapproved of them. They are incorporated as part of the decision and are final.

Applicant Signature:

*[Handwritten Signature]*

Date:

9/27/24

Applicant Signature:

Date:

Owner Signature:

*[Handwritten Signature]*

Date:

9/27/24

Owner Signature:

Date:

**VARIANCE LIST  
PROPOSED COMMERCIAL CONTRACTOR UNITS  
71 HARKNEY HILL ROAD, COVENTRY, RI**

**September 27, 2024**

The below list includes variance/waivers from the Zoning Ordinance that will require coordination and acceptance from the Town.

1. A variance/waiver is required from Article XII, Standards for Parking and Loading Facilities;

- **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.

- **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.

- **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.

- **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.

- **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

- **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.