



**TOWN OF COVENTRY, RI
DEPARTMENT OF PLANNING & DEVELOPMENT**

STAFF REPORT

Project Name:	Siena Condominiums
Plan Type:	Comprehensive Permit / Major Land Development
Plan Review Phase:	Pre-Application
Owners:	Stephen T. Jurczyk
Applicant:	Boulder Hill Development LLC
Address:	Main Street & Jurczyk Court
Plat / Lot / Zone:	AP 45 Lots 10, 11, 12, and 13 Zone VMC Lot Size 2.2 Acres
Existing Use:	Four (4) Single-Family Dwellings
Proposed Use:	Eight (8) Two-Family Dwellings for a total of 16 units
Description:	Applicant proposes to construct 8 duplex structures for a total of 16 residential units on approximately 2.2 acres of land as a Comprehensive Permit. A minimum of 25% of the proposed units must be deed-restricted as affordable. Site access is proposed from both Main Street and Ken Ray Drive.

Background and Process

This item will be reviewed as a Pre-Application for a proposed Comprehensive Permit / Major Land Development of an approximately 2.2-acre subject parcel comprised of four lots: AP 45 Lots 10, 11, 12, and 13.

The Pre-Application meeting with the Planning Commission is the first step in the overall application process where no votes are taken, no notification is required, and the applicant does not get an approval or denial on the project. The applicant is provided with initial feedback from the Planning Commission with the intention to help shape the project moving forward. According to the Town's Subdivision Regulations, "...the applicant may request the Planning Commission for an informal concept plan review for a development. The purpose of the concept plan review is also to provide the applicant with Planning Commission input in the formative stages of subdivision and land development concept design."

A Comprehensive Permit is an application where, according to RIGL §45-53-4, *"Any applicant proposing to build low- or moderate-income housing may submit to the local review board a single application for a comprehensive permit to build that housing in lieu of separate applications to the applicable local boards. This procedure is only available for proposals in which at least twenty-five percent (25%) of the*

housing is low- or moderate-income housing.” In exchange for these affordable units, the applicant is given a density bonus for the number of units they are allowed to build on the property. Relevant to this case, State Law §45-53-4 (b)(1)(i) states “For properties connected to public sewer and water, or eligible to be connected to public sewer and water based on written confirmation from each respective service provider, the density bonus for a project that provides at least twenty-five percent (25%) low- and moderate-income housing shall be at least five (5) units per acre.”

According to the current Town of Coventry sewer map, only Lots 12 and 13 (those with frontage on Main Street) are shown as having access to sewer. As Lots 10 and 11 would be developed in conjunction with Lots 12 and 13 through this proposal, for the purposes of this report, it is presumed that the entire subject parcel would be considered eligible to be connected to public sewer and therefore entitled to the 5 units per acre density bonus. The applicant will need to provide written confirmation of this at the next stage of review. In addition to the increase in density, the applicant can also seek waivers from the local zoning code and subdivision regulations to achieve their project vision. This is usually to allow for the increased density. Lastly, a Comprehensive Permit Application is not currently subject to the Master Plan stage of review, though the General Assembly is expected to pass a new law to add an optional Master Plan this summer. As of May 2025, the next stage of application after preapplication is the Preliminary Plan stage in which all detailed plan and engineering is to be submitted for review.

State law also provides for a single body to act on all forms of land use relief as it relates to the Comprehensive Permit. More particularly, state law provides that “The local review board (Planning Commission) has the same power to issue permits or approvals that any local board or official who would otherwise act with respect to the application...” For Coventry, this is the Planning Commission. As such the Planning Commission has the exclusive authority to grant a zone change (normally reserved for the Town Council) and a variance (normally reserved for the Zoning Board of Review), as well as those matters typically reserved for the Planning Commission.

In **approving** a Comprehensive Permit, the Planning commission must make the following findings of fact, with close scrutiny on point number 1:

1. The proposed development is consistent with local needs as identified in the local comprehensive community plan with particular emphasis on the community’s affordable housing plan and/or has satisfactorily addressed the issues where there may be inconsistencies.
2. The proposed development is in compliance with the standards and provisions of the municipality’s zoning ordinance and subdivision regulations, and/or where adjustments are requested by the applicant, that local concerns that have been affected by the relief granted do not outweigh the state and local need for low- and moderate-income housing.

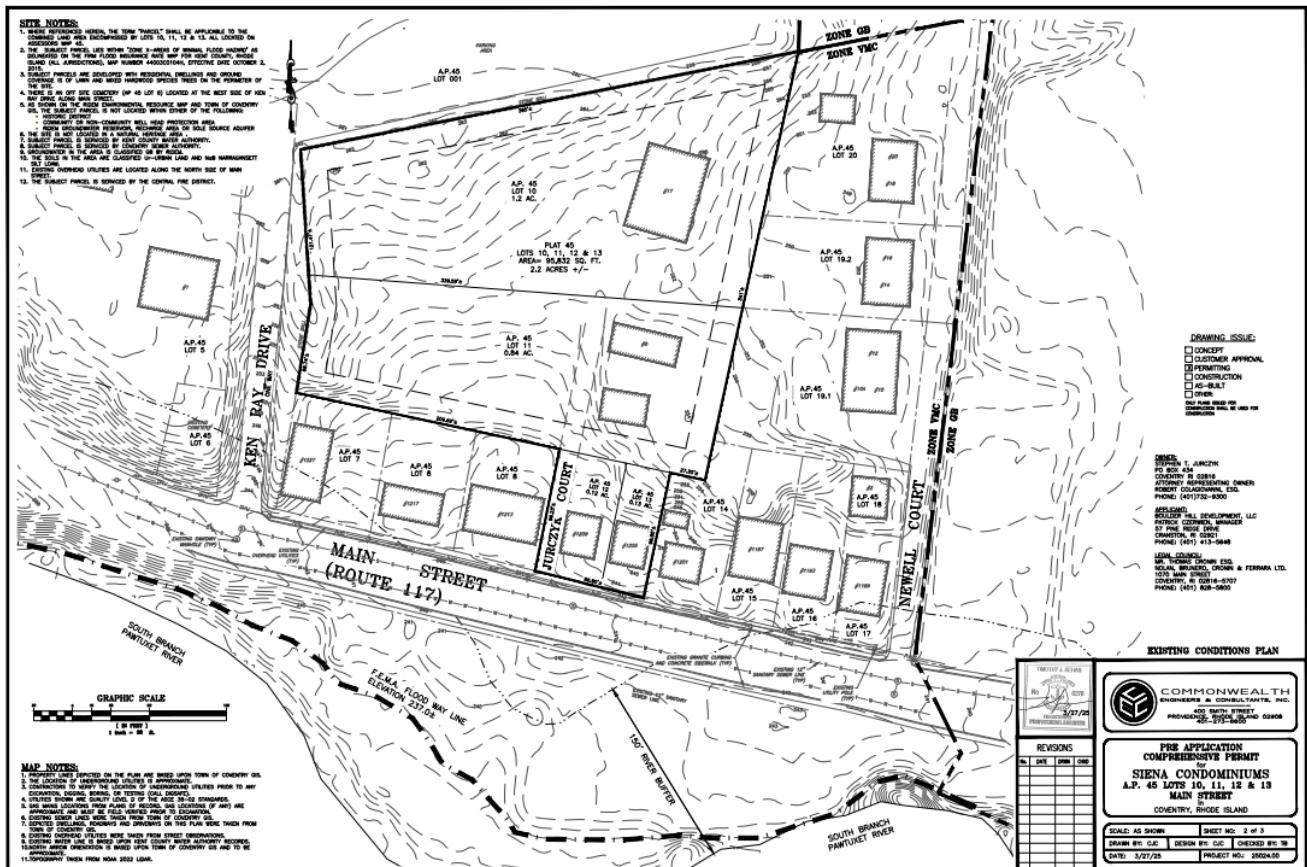
3. All low- and moderate-income housing units proposed are integrated throughout the development; are compatible in scale and architectural style to the market rate units within the project; and will be built and occupied prior to, or simultaneous with the construction and occupancy of any market rate units.
4. There will be no significant negative impacts on the health and safety of current or future residents of the community, in areas including, but not limited to, safe circulation of pedestrian and vehicular traffic, provision of emergency services, sewerage disposal, availability of potable water, adequate surface water run-off, and the preservation of natural, historical, or cultural features that contribute to the attractiveness of the community.
5. All proposed land developments and all subdivisions lots will have adequate and permanent physical access to a public street in accordance with the requirements of § 45-23-60(a)(5).
6. The proposed development will not result in the creation of individual lots with any physical constraints to development that building on those lots according to pertinent regulations and building standards would be impracticable, unless created only as permanent open space or permanently reserved for a public purpose on the approved, recorded plans.

The Planning Commission may **deny** an application for a Comprehensive Permit if:

1. The Town has an approved affordable housing plan and is meeting housing needs, and the proposal is inconsistent with the affordable housing plan; provided that, the local review board also finds that the municipality has made significant progress in implementing that housing plan.
2. The proposal is not consistent with local needs, including, but not limited to, the needs identified in an approved comprehensive plan, and/or local zoning ordinances and procedures promulgated in conformance with the comprehensive plan
3. The proposal is not in conformance with the Comprehensive plan.
4. The community has met or plans to meet the goal of ten percent (10%) of the year-round units or, in the case of an urban town or city, fifteen percent (15%) of the occupied rental housing units as defined in § 45-53-3(5)(i) being low- and moderate-income housing; provided that, the local review board also finds that the community has achieved or has made significant progress towards meeting the goals required by this section.
5. Concerns for the environment and the health and safety of current residents have not been adequately addressed.

6. “Consistent with local needs” means reasonable in view of the state need for low- and moderate-income housing, considered with the number of low-income persons in the town ... and the need to protect the health and safety of the occupants of the proposed housing or of the residence (sic) of the...town, to promote better building design in relation to the surroundings, or to preserve open spaces ...¹

Existing Conditions



The parcel is zoned VMC (Village Main Street Commercial) and currently consists of four historic residential structures: 1205 and 1209 Main Street, which were built in the 18th century, and 9 and 17 Jurczyk Court, which were built in the 19th century. 9 Jurczyk Court contains an additional accessory structure. The subject parcels are primarily lawn, with some hardwood species trees. The four houses are considered beyond repair, and the applicant has proposed for them to be demolished.

The immediate abutting properties are zoned VMC and consist of older, residential uses, but the abutting properties to the west of Newell Court are zoned GB (General Business) and host several commercial

¹ RIGL §45-53-3 (4)

buildings. The abutting property to the north is the Herbert F. Paine Memorial Park, a Town-owned athletic field complex.

The applicant indicated in its narrative that there are no wetlands on the site and that the South Branch Pawtuxet River flows behind the four lots on Main Street. Additionally, the subject parcels are situated within "Zone X" (an area of minimal flooding) as defined by the Federal Emergency Management Agency (FEMA) map.

Proposed Conditions



The applicant has submitted a conceptual site plan and narrative indicating its intent to 8 duplex structures for a total of 16 residential units on approximately 2.2 acres of land, which amounts to 7.27 units per acre. As this is a Comprehensive Permit, this project would include 25% of the units being deed-restricted as Low- and Moderate-Income Housing. The density for this project is consistent with state law, as Comprehensive Permit applications with public water and sewer access are eligible for a density bonus of an additional 5 units per acre. Therefore, the allowable density for this development shall be at least 7 units per acre.

Primary access to the proposed development will be from Main Street and a second means of access will be provided via Ken Ray Drive. The access to Ken Ray Drive will require the applicant to request formal access from the Town Council, as the Town owns a narrow strip of land between the subject parcel and the public right-of-way. The required number of parking spaces have been provided per the Town of Coventry parking regulations for proposed residential structures. The applicant has proposed 2 spaces per driveway for 16 driveways, which amounts to a total of 48 parking spaces.

The applicant indicated in their site plan and narrative that this project will need the RIDOT Physical Alteration Permit, the RIDEM Stormwater Permit, and the RIDEM RIPDES Permit.

Zoning

The subject parcel is currently zoned VMC and recent code changes have allowed for residential development in the VMC zone. The applicant has not provided the Town with an itemization of necessary waivers.

Interdepartmental Review and Comments

Please see the attached report from the Technical Review Committee (dated May 19, 2025) for interdepartmental comments on this application.

Pre-Application Recommendations

Staff recommend that the Applicant address the following issues at the Preliminary Plan stage of application:

1. The applicant must formally request the right to access Ken Ray Drive from the Town Council prior to the next stage of review, whether such right is achieved via easement over the Town-owned strip of land separating the subject parcel and Ken Ray Drive, via acquisition of said property, or other means.
2. Assuming site access to both Main Street and Ken Ray Drive is achieved through the Town Council, Staff recommend the applicant design the roadway through the subject parcel for one-way circulation, entering on Main Street and exiting via Ken Ray Drive. This would include narrowing the proposed width, installing signage, and potentially other treatments. Such roadway design would be subject to further traffic analysis and review.
3. The applicant shall provide an itemization of all necessary waivers as a Comprehensive Permit at the next stage of review.
4. Planning staff is seeking a significant landscape buffer along the western edge of Lot 12 (where Siena Lane is proposed to be built) to ensure reasonable screening and separation between the proposed roadway and the neighboring houses. Additionally, the applicant should evaluate the

existing landscape buffer that is present along the property boundaries to understand what existing trees/vegetation should be protected/preserved, and what areas may need additional plantings to strengthen the existing buffer.

5. Planning Staff have concerns that the proposed demolition of the two houses situated on Lots 12 and 13 and replacement with a 22-foot-wide driveway and stormwater basin would amount to a significant disruption to Washington Village's historic streetscape. While Staff acknowledge that the houses may be beyond repair, Staff encourage the applicant to explore locating an additional 1 to 2 residential units in a structure or structures on these lots in a similar location as the existing historic houses. This would require relocating the proposed stormwater infrastructure as needed. Design elements such as siting, massing, and architectural features to mimic the existing houses could mitigate the impacts of their demolition and better ensure compatibility of the project with the surrounding neighborhood.
6. At the next stage of review, the applicant shall provide a summary and/or statement regarding the status of the existing houses at 1205 Main Street and 1209 Main Street and whether or not they are eligible for future renovation and redevelopment.
7. At the next stage of review, the applicant shall provide written confirmation that the proposed development, including Lots 11 and 11 (those on Jurczyk Court), has public sewer access.
8. At the next plan stage of review, the applicant must provide a Traffic Impact Study with potential to be peer reviewed at the Town's discretion, a Landscape Plan showing the locations of new plantings and identification of existing trees that will be preserved, and a letter of eligibility from RI Housing that indicates their support for this project.
9. The applicant shall submit a Town of Coventry Soil Erosion and Sediment Control (SESC) Application, a Town of Coventry Residential Sewer Connection Application for the proposed sewer connection, as well as stormwater management plans that meet state and town requirements.
10. The water supply for fire suppression will need to be within the maximum distance from the nearest hydrant allowed by the fire code.
11. The road through the parking lot from Main St. out to Ken-Ray St. shows 22' wide which is acceptable, however the concern would be that if cars are double parked outside of the designated parking areas that Fire/EMS apparatus would not have building access and through passage. While the minimum width has been met and this issue is common on many streets, this issue could possibly be prevented by painted curbs along the street between parking areas to designate "Fire apparatus parking."
12. The applicant shall provide streetlights to support this project.



TOWN OF COVENTRY
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TECHNICAL REVIEW COMMITTEE REPORT

DATE: May 19, 2025
PROJECT NAME: "Siena Condominiums"
PROPERTIES: AP 45, Lots 10, 11, 12, and 13
ADDRESS: Main Street and Jurczyk Court
ZONE: VMC (Village Main Street Commercial)
OWNER: Stephen T. Jurczyk
APPLICANT: Boulder Hill Development LLC

This matter came before the Coventry Technical Review Committee at its May 19, 2025 meeting as a Pre-Application Plan for a Major Land Development in accordance with Article V, § D.4. of the Coventry Subdivision & Land Development Regulations.

An application and plan were submitted for review on April 4, 2025. The applicant proposes to construct 8 duplex structures for a total of 16 residential units on approximately 2.2 acres of land as a Comprehensive Permit. A minimum of 25% of the proposed units must be deed-restricted as affordable. Site access is proposed from both Main Street and Ken Ray Drive.

The members of the Technical Review Committee reviewed the following documents related to this application when preparing the comments below:

Siena - Narrative.pdf
Siena - Plan Set.pdf

TOWN ENGINEER

General

- 1) Upon project completion, a Certificate of Conformance (COC) from the Civil Engineer of Record (CEOR) shall be required. The COC shall certify that the constructed project meets all required standards, regulations and specifications in the permitting and construction documents. The COC shall be focused on site civil related work. Work includes but is not limited to; all drainage system components, drainage related to retaining wall placement, earth grading, roadway subbase, pavement and curbing, concrete flatwork, underground utilities (sewer, electric, water, etc.), survey markers and monuments, fire cisterns, signage, fencing and landscaping. CEOR shall partner with a qualified sub-consultant to perform necessary inspection related duties if EOR does not perform these duties in-house. All coordination between EOR and inspection sub-consultant shall be finalized before construction commences. Separate COCs shall be required from the Structural Engineer of Record (SEOR) and the Geotechnical Engineer of Record (GEOR)

as applicable. A certificate of occupancy will not be issued until COCs are received and accepted by the town.

Plans

- 1) Submission of a Town of Coventry Soil Erosion and Sediment Control (SESC) Application will be required for the project.
- 2) A Town of Coventry Residential Sewer Connection Application will be required for the proposed sewer connection.
- 3) Stormwater management shall be provided for the site and meet state and town requirements.

PRINCIPAL PLANNER

- Planning Staff notes that recent code changes have allowed for residential development in the VMC zone, and the maximum allowable density for the subject parcel is 2 units per acre under standard zoning provisions. This development is being proposed as a state-enabled Comprehensive Permit Application with access to public water and sewer, which makes it eligible for a density bonus of an additional 5 units per acre for lots. Therefore, the maximum allowable density for this development is 7 units per acre.
- The applicant must formally request the right to access Ken Ray Drive from the Town Council prior to the next stage of review, whether such right is achieved via easement over the Town-owned strip of land separating the subject parcel and Ken Ray Drive, via acquisition of said property, or other means.
 - Assuming site access to both Main Street and Ken Ray Drive is achieved through the Town Council, Staff recommend the applicant design the roadway through the subject parcel for one-way circulation, entering on Main Street and exiting via Ken Ray Drive. This would include narrowing the proposed width, installing signage, and potentially other treatments. Such roadway design would be subject to further traffic analysis and review.
- The applicant shall provide an itemization of all necessary waivers as a Comprehensive Permit at the next stage of review.
- Planning staff is seeking a significant landscape buffer along the western edge of Lot 12 (where Siena Lane is proposed to be built) to ensure reasonable screening and separation between the proposed roadway and the neighboring houses. Additionally, the applicant should evaluate the existing landscape buffer that is present along the property boundaries to understand what existing trees/vegetation should be protected/preserved, and what areas may need additional plantings to strengthen the existing buffer.
- Planning Staff have concerns that the proposed demolition of the two houses situated on Lots 12 and 13 and replacement with a 22-foot-wide driveway and stormwater basin would amount to a significant disruption to Washington Village's historic streetscape. While Staff acknowledge that the houses may be beyond repair, Staff encourage the applicant to explore locating an additional 1 to 2 residential units in a structure or structures on these lots in a similar location as the existing historic houses. This would require relocating the proposed stormwater infrastructure as needed. Design elements such as siting, massing, and architectural features to mimic the existing houses could mitigate the impacts of their demolition and better ensure compatibility of the project with the surrounding neighborhood.
- At the next plan stage of review, the applicant must provide the following:
 - A Traffic Impact Study with potential to be peer reviewed at the Town's discretion.

- A Landscape Plan showing the locations of new plantings and identification of existing trees that will be preserved.
- A letter of eligibility from RI Housing that indicates their support for this project.

PUBLIC WORKS DIRECTOR

- The applicant will need to apply for a RIDOT Physical Alteration Permit (PAP) as Main Street is a State Right-of-Way in this location.
- The applicant should be aware of potential traffic issues on Ken Ray Drive, as Parks and Recreation-sponsored events on the athletic fields at Herbert F. Paine Memorial Park can cause traffic congestion on Ken Ray Drive through the Main Street/South Main Street intersection near Dave's Marketplace. The applicant is encouraged to seek out relevant data on "peak times" for community events and sports through the Town Parks and Recreation Department.
- Ken Ray Drive is a narrow road, especially during snowstorms. The applicant should explore using this road as an emergency exit. The departure angle and sight-lines from Ken Ray Drive onto Main Street may also present an issue for trucks.

FIRE REPRESENTATIVE

- The water supply for fire suppression will need to be within the maximum distance from the nearest hydrant allowed by the fire code.
- The road through the parking lot from Main St. out to Ken-Ray St. shows 22' wide which is acceptable, however the concern would be that if cars are double parked outside of the designated parking areas that Fire/EMS apparatus would not have building access and through passage. While the minimum width has been met and this issue is common on many streets, this issue could possibly be prevented by painted curbs along the street between parking areas to designate "Fire apparatus parking."
- The approach angle for the proposed Siena Lane might also be an issue – the applicant should ensure that the entrance is not too steep.
- Ken Ray Drive might also pose difficulties, as it is tough for drivers to see around the corner.
- Fire would like to see streetlights along Siena Lane.

POLICE CHIEF

- The applicant should consider a one-way traffic pattern which would increase the safety of the traffic entering and exiting the development.

PLANNING COMMISSION CHAIR

The Planning Commission Chair recused as this item will be heard before the Planning Commission.