

# NARRATIVE REPORT

FOR

“SIENA CONDOMINIUMS”

AP 45, LOTS 10, 11, 12 & 13

MAIN STREET

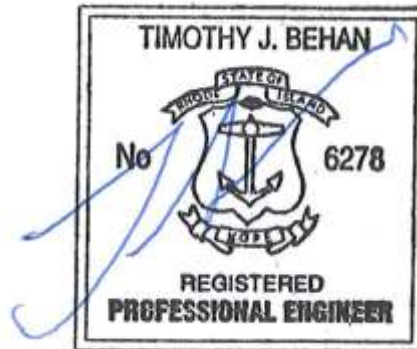
COVENTRY, RI

**OWNER/APPLICANT:**

*BOULDER HILL DEVELOPMENT, LLC*

*57 PINE RIDGE DRIVE*

*CRANSTON, RHODE ISLAND 02921*



**PREPARED BY:**



**COMMONWEALTH**

**ENGINEERS & CONSULTANTS, INC.**

400 Smith Street

Providence, RI 02908

Tel. (401) 273-6600, Fax (401) 273-6674

[www.commonwealth-eng.com](http://www.commonwealth-eng.com)

**REVISED APRIL 21, 2026**

CEC PROJECT NO. 25024.00

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## INTRODUCTION

On behalf of Boulder Hill Development, LLC, Commonwealth Engineers & Consultants, Inc. (CEC) has prepared the following Narrative Report for the site at Main Street in Coventry, Rhode Island.

### Project Narrative

The following are a general description of the existing conditions on and near the subject parcel, and a detailed description of the proposed development within a portion of the same.

**General Description of Project:** The applicant proposes to construct eight 1,924 sq. ft. duplex structures for a total of sixteen units on approximately 2.2 acres of land as a Comprehensive Permit. Primary access to the proposed development will be from Main Street and a second means of emergency access will be provided from Ken Ray Drive. The access to Ken Ray Drive received an easement from the Town of Coventry on January 27, 2026. The easement was required as a narrow strip of their land exists between subject property and the street right-of-way.

**Proposed Density:** The project area is 2.2 acres and 16 units are proposed. The density is  $16/2.2 = 7.27$  units per acre.

**Affordable %:** The project will provide 25% affordable units and 75% market rate units.

**Building Floor Plan and Elevation:** Please refer to Appendix 1 for the floor plan and elevation of the proposed buildings.

**Type of Ownership:** The units will be individually owned as a condominium.

**Existing Property:** The existing site includes Lots 10, 11, 12 & 13 in A.P. 45 and totals 2.2 acres +/-). The subject parcels are located the VCM (Village Main Street) District associated with Main Street (Route 117) on the east side of Coventry. The parcels are primarily lawn with some mixed hardwood specie trees at the perimeters of the lots. This site has 5 former houses and several outbuildings. The former homes are in poor condition, and do not appear to have been utilized for some time. The buildings do not appear to have any recent improvements, and the utilities appear substandard. As the buildings deteriorate, all will be removed and disposed of as part of this development. See demolition notes in the plan set.

**Abutting Properties:** The properties to the east and west are older small residential structures on small lots. The abutting property to the north is owned by the Town of Coventry and is developed as an athletics field complex. The proposed development is bounded to the south by Main Street (Route 117).

**Wetland Resources in the Area:** There are no wetlands on subject property, and all soils are upland soils. The South Branch Pawtuxet River is situated on the south side of Main Street behind the development on Main Street. The 150-foot river buffer is not on the site. The 200-foot river jurisdictional area enters the southeast corner of Lot 12 where there is approximately 5.5 square feet of jurisdictional area on site.

**Flood Zones:** The subject property is situated in "Zone X" (an area of minimal flooding) as defined by Federal Emergency Management Agency map #44003C0104H, effective date October 2, 2015.

**Topography:** The topography generally slopes from the north to the south at an approximate slope of 5 percent, refer to existing and proposed plan.

**Soils:** The RIDEM Natural Resources Map indicates the subject parcels are underlain by soils classified as Ur (Urban Land) and NaB (Narragansett Silt Loam) with water tables generally greater than 6 feet in depth.

**Stormwater Management System:** Management of stormwater runoff from the proposed development has been designed in accordance with Town and RIDEM standards so post-project runoff rates are less than pre-project conditions and stormwater will be recharged and treated prior to discharge. The Drainage Report and Operation and Maintenance Manual are attached.

**Potable Water Source:** The applicant is proposing to connect to the Kent County Water Authority water main located in Main Street and extend a new water main up Ken Ray Drive. A hydrant will be added at the intersection of Main Street and Ken Ray Drive. See Appendix 2 for the KCWA approval letter and Appendix-3 for Fire marshal Approval.

**Wastewater Disposal System:** The applicant is proposing to connect to the Town of Coventry public sewer system in Main Street. The Town engineer reviewed the proposed sewage collection system and project was presented to the Town Council and approved on October 14, 2025. See Appendix-5 for the Town Council Resolution.

**Erosion Control Practices:** A detailed soil erosion and sedimentation control (SESC) plan and construction drawings have been prepared in conformance with RI Stormwater Handbook requirements and the Town ordinances, attached.

**Parking:** Required number of parking spaces have been provided per the Town of Coventry Parking Regulation for the Proposed Residential Structures, refer to the parking calculations on the Proposed Site plan.

**Trash and Recycling:** Trash and recycling will be managed with individual wheel bins for trash and recycling at each unit.

**Signs:** The only proposed signs will be street sign at each entrance to the development and stop signs at the exits.

**Electric and Communications Utility:** The electric services and communication services will be overhead utilities, see waiver request below.

**State Permits:** The following state permits will likely be required for subject project:

1. RIDOT Physical Alteration Permit-Submitted by CEC on September 8, 2025
2. RIDEM Freshwater Wetlands-Submitted by CEC on September 9, 2025
3. RIDEM Stormwater Permit-Submitted by CEC on September 9, 2025
4. RIDEM RIPDES Permit-Submitted by CEC on September 9, 2025

**Proposed Emergency Access and Utility Easement:** In accordance with the “Conditions of Approval” No. 2 listed in the December 23, 2025, Coventry Planning Commission Decision for Preliminary Plan-Major Land Development/Comprehensive Permit, the project appeared before the Town Council on December 16, 2026. The Town Council,

acting on the advice of a retired fire chief, rejected the idea of having an emergency gate across the proposed easement.

The project was presented to the Town Council on January 27, 2026, without a gate and using signage and striping to prevent use of the emergency access easement. The Town Council authorized the emergency access and utility easement.

The Central Coventry Fire Department, Coventry Police Department and Coventry Department of Public works reviewed the revised plan and had concerns about the gate removal. After additional discussions with the Central Coventry Fire Department, it was determined that the second entrance (emergency access) was not required. A secondary entrance/exit is only required when the project has more than 100 homes.

As the second entrance/exit for emergency purposes is not required and having a drivable opening without a gate is unacceptable, the easement will be used for utility installation, and no access driveway will be installed. Per the Department of Public Works Director, the stonewall will not be re-installed over the water or sewer lines.

**Waiver Request:**

The following waivers are being requested and granted at the Preliminary Plan Hearing on December 17, 2026:

Zoning Ordinance Waivers:

1. §255-600 Zoning District Use and Dimensional Regulations, A, Tables 6-1 and 6-5, A Multifamily Dwelling Project – is not permitted in the VMC (Village Mainstreet Commercial) zone.

Subdivision and Land Development Regulation Waivers:

1. Article VII, C.6 Financial Guarantees- we are requesting no improvement guarantees (Bonding)
2. Article VIII, E.4 Communication Lines (Electric, Telephone, and Cable TV) - All electric, communication (telephone, fire alarm and cable TV) and street lighting lines shall be installed underground- we are requesting overhead electric and telecommunication lines.
3. Article XIII, B.3 Street Rights-of-way Width
4. Article XIII, B.6 Private Streets – we are requesting private streets.
5. Article XIII, B.13 Street Trees – we are requesting relief from this standard. The project has a landscape plan prepared by a registered landscape architect and may have different locations, types and sizes than those specified in the regulations. We are requesting to use the landscape plan as shown.
6. Article XIII, B.15 Monuments – we are requesting no additional monuments other than what is currently in place.
7. Article XIII, B.16 Lot Corner Markers – we are requesting no additional lot corner markers other than what is currently in place.

8. Article XIII, B. 17 Sidewalks/bikewalks – No all required sidewalks are proposed.
9. Article XIII, B. 19 Curbing at Intersection Fillet Curves – bituminous concrete type berms (RIDOT Standard 7.5.1, Method B) are proposed in lieu of precast concrete.
10. Article XIV, B. 1 Street Dimensions – we are proposing a driveway with a 22’ width and 1’ cape cod berms on each side for a total driveway width of 24’.
11. Article XIV, C Curbs – bituminous concrete curbs are proposed in lieu of the specified precast concrete curbs.
12. Article XIV, D Sidewalks – No all required sidewalks are proposed.

End of Narrative

#### Appendices

- Appendix-1: Town Council Easement Resolution
- Appendix-2: Building Elevations and Floor Plan
- Appendix-3: Fire Marshal Correspondence
- Appendix-4: Rhode Island Housing Letter of Eligibility
- Appendix-5: Town Council Sewer Resolution
- Appendix-6: Traffic Safety Assessment by Crossman Engineering dated October 10, 2025, and Site Access Design Review by Crossman Engineering Dated February 17, 2026
- Appendix-7: Kent County Water Authority Approval Letter dated September 24, 2025
- Appendix-8: Siena Condominiums Comprehensive Permit Letter Dated December 10, 2025
- Appendix-9: Coventry Planning Commission Decision, Preliminary Plan-Major Land Development/Comprehensive Plan Permit Dated December 23, 2025
- Appendix-10: RIDEM and RIDOT Permit Submittals

#### Attachments:

- Attachment-1: Application and Checklist for Major Land Development and Major Subdivisions
- Attachment-2: Stormwater Site Planning, Analysis and Design Report
- Attachment-3: Stormwater System Operation & Maintenance Plan
- Attachment-4: Draft Soil Erosion and Sediment Control Plan

APPENDIX-1

Town Council Easement Resolution

1 THE TOWN OF COVENTRY

2  
3 **RESOLUTION OF THE TOWN COUNCIL**

4  
5 **“AUTHORIZING THE GRANT AND EXECUTION OF AN EMERGENCY ACCESS**  
6 **AND UTILITY EASEMENT OVER TOWN-OWNED PROPERTY IDENTIFIED AS**  
7 **ASSESSOR’S PLAT 45, LOT 1, FOR THE BENEFIT OF THE SIENA CONDOMINIUMS**  
8 **DEVELOPMENT (AP 45 LOTS 10, 11, 12, AND 13).”**

9 **Resolution No. 2026-02**

10 **WHEREAS**, the Town of Coventry, Rhode Island (the “Town”) is the fee owner of that certain  
11 parcel of Town-owned real property identified by the Town Assessor as Assessor’s Plat 45, Lot  
12 1 (“AP 45 Lot 1” or the “Town Parcel”);

13  
14 **WHEREAS**, Boulder Hill Development, LLC (“Boulder Hill”) is the owner of certain real  
15 property located on Main Street in Coventry, Rhode Island identified by the Town Assessor  
16 as Assessor’s Plat 45, Lots 10, 11, 12, and 13 (collectively, the “Development Parcels”);

17  
18 **WHEREAS**, Boulder Hill is developing the Development Parcels into a residential condominium  
19 known as Siena Condominiums (the “Condominium”), consisting of eight (8) duplex  
20 structures totaling sixteen (16) residential units on approximately 2.2 acres, with twenty-five  
21 percent (25%) of the units to be deed-restricted as affordable;

22  
23 **WHEREAS**, the Condominium will contain private roads internal to the Development Parcels and  
24 will have access to public streets on Main Street;

25  
26 **WHEREAS**, AP 45 Lot 1 is located westerly of the Development Parcels and lies between the  
27 Condominium and Ken Ray Drive, a public street in the Town;

28  
29 **WHEREAS**, Boulder Hill has requested that the Town grant an easement across a portion of AP  
30 45 Lot 1 to connect an internal private condominium road to Ken Ray Drive for the limited  
31 purposes of (i) emergency vehicular access, (ii) pedestrian access, and (iii) utility access (the  
32 “Easement”);

33  
34 **WHEREAS**, Boulder Hill has represented that the Easement will be controlled by a signage, that  
35 emergency services will have access through the signage, and that the Easement is intended to  
36 prohibit regular, day-to-day vehicular traffic, consistent with the traffic study prepared in  
37 connection with the Condominium application;

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**WHEREAS**, Boulder Hill has represented that the Easement will facilitate access for fire apparatus without the necessity of turning such apparatus around on the interior private condominium road, and that because the condominium road is private, no municipal snowplow, garbage trucks, or other large vehicles will require access by way of the Easement;

**WHEREAS**, the area proposed for the Easement consists of approximately 1,450 square feet of land within AP 45 Lot 1 running generally west-to-east from Ken Ray Drive to the Condominium road, as depicted on the Condominium final plan and to be more particularly described in Exhibit A to the Emergency Access and Utility Easement Agreement (the "Easement Agreement");

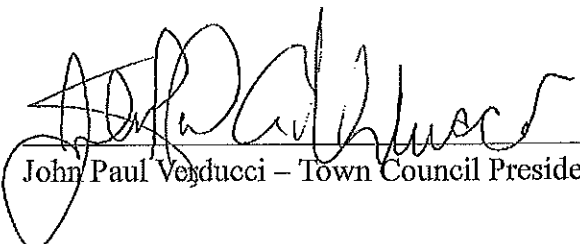
**WHEREAS**, the Coventry Planning Board has conducted a public hearing on the Applicant's preliminary plan and approved the application with a condition that the Applicant obtain from the Council the requested Emergency Access and Utility Easement Agreement;

**WHEREAS**, the Council desires to authorize the grant of the Easement on the terms and conditions set forth in the Easement Agreement, including, without limitation: (i) the Town retains the right to use the Easement area; (ii) Boulder Hill/the Condominium (and successors/assigns) are solely responsible for all construction, maintenance, repair, reconstruction, snow management, and drainage associated with the Easement area; and (iii) Boulder Hill/the Condominium (and successors/assigns) provide release, hold harmless, and indemnification protections for the Town and its officials, boards, commissions, employees, and agents arising from construction, maintenance, repair, or use of the Easement area.

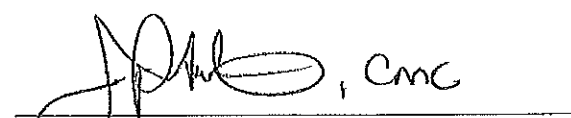
**NOW, THEREFORE, BE IT RESOLVED** by the Town Council of the Town of Coventry, Rhode Island, hereby approve and grant the Easement attached hereto and authorizes the Town Council President to execute the Easement for the limited purposes and under the terms and conditions set forth in the attached Easement (Exhibit 1).

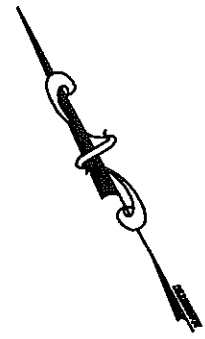
PASSED AND ADOPTED THIS 27<sup>TH</sup> DAY OF JANUARY 2026

Passed or Denied on a vote of 7-0-0

  
John Paul Verducci – Town Council President

Certification by Town Clerk by:

  
Joanne Amitrano- Town Clerk



DRILL HOLE  
(found)

edge of pavement  
edge of pavement

**KEN RAY DRIVE**  
public - width unknown

**ACCESS AND UTILITY  
EASEMENT**  
1,450.sq.ft.

AP 45 LOT 10

AP 45 LOT 11

AP 45  
LOT 1

97°17'20"

124.40'

78.20'

16.59'

9°02'26"

99°20'26"

46.20'

58.03'

166°38'24"

193°21'36"

22.50'

9°01'11"

22.51'

59.32'

93°29'18"

**PLAN OF EASEMENT  
TOWN OF COVENTRY TO  
SIENA CONDOMINIUMS  
AP 45 LOT 1  
COVENTRY, R.I.**

1" = 30' NOV. 17, 2025

PETER V. CIPOLLA, JR.  
registered land surveyor

P. O. BOX 8662  
CRANSTON, R.I. - 02920

## ACCESS AND UTILITY EASEMENT

THAT CERTAIN PARCEL OR TRACT OF LAND SITUATED ON THE EASTERLY SIDE OF KEN RAY DRIVE, IN THE TOWN OF COVENTRY, STATE OF RHODE ISLAND, BEING FURTHER BOUNDED AND DESCRIBED AS FOLLOWS;

BEGINNING AT A POINT IN THE CENTERLINE OF A STONE WALL 16.59' FEET EASTERLY FROM THE EASTERLY STREET LINE OF KEN RAY DRIVE;

SAID POINT BEING 78.20' SOUTHERLY AS MEASURED ALONG THE STONE WALL FROM A DRILL HOLE FOUND AT THE CORNER OF SAID WALL; SAID POINT ALSO BEING THE MOST NORTHEASTERLY CORNER OF THE HEREIN DESCRIBED PARCEL,

THENCE RUNNING SOUTHERLY, ALONG SAID STONE WALL, A DISTANCE OF 46.20' FEET, TO AN ANGLE IN THE WALL;

THENCE TURNING AN INTERIOR ANGLE OF 166-38'24" AND CONTINUING ALONG THE WALL, FOR A DISTANCE OF 22.50' FEET TO A POINT;

THENCE TURNING AN INTERIOR ANGLE OF 94-01'11" AND RUNNING WESTERLY, IN A STRAIGHT LINE, A DISTANCE OF 22.51' FEET TO A POINT IN THE AFOREMENTIONED EASTERLY STREET LINE OF KEN RAY DRIVE;

THENCE TURNING AN INTERIOR ANGLE OF 90-00'00", AND RUNNING NORTHERLY, IN A STRAIGHT LINE, ALONG KEN RAY DRIVE, A DISTANCE OF 68.03' FEET TO A POINT;

THENCE TURNING AN INTERIOR ANGLE OF 90-00'00" AND RUNNING EASTERLY, IN A STRAIGHT LINE, A DISTANCE OF 16.59' FEET, TO THE POINT AND PLACE OF BEGINNING;

THE LAST DESCRIBED COURSE FORMING AN INTERIOR ANGLE OF 99-20'26" WITH THE PREVIOUSLY DESCRIBED FIRST COURSE OF LAND.

THE ABOVE DESCRIBED PARCEL CONTAINS 1,450 MORE OR LESS SQUARE FEET OF LAND.

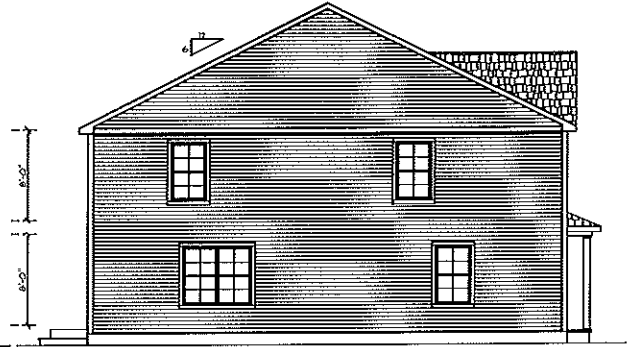
MEANING AND INTENDING TO DESCRIBE THAT PARCEL OF LAND SHOWN AS "ACCESS AND UTILITY EASEMENT" TOWN OF COVENTRY TO SIENA CONDOMINIUMS AP 45 LOT 1 COVENTRY, R.I. 1"=30', NOV. 17, 2025" BY PETER V. CIPOLLA, JR. REGISTERED LAND SURVEYOR, P.O. BOX 8662, CRANSTON, R.I. -02920"

APPENDIX-2

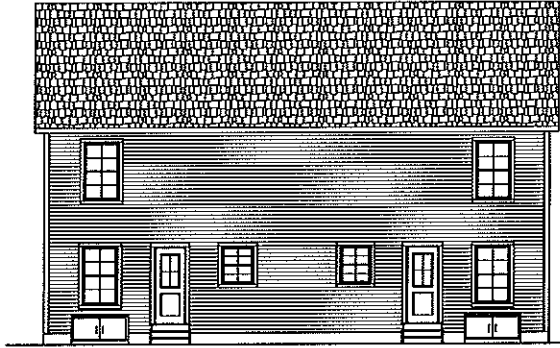
Building Elevations and Floor Plan



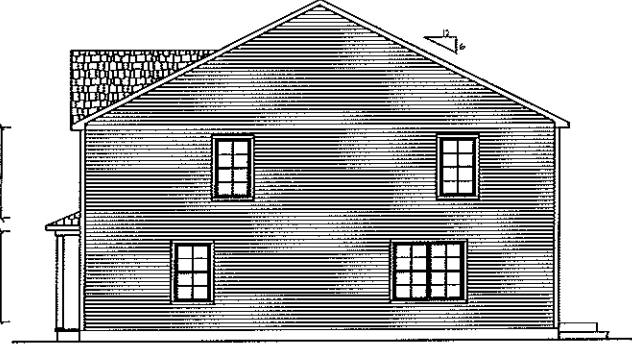
FRONT ELEVATION



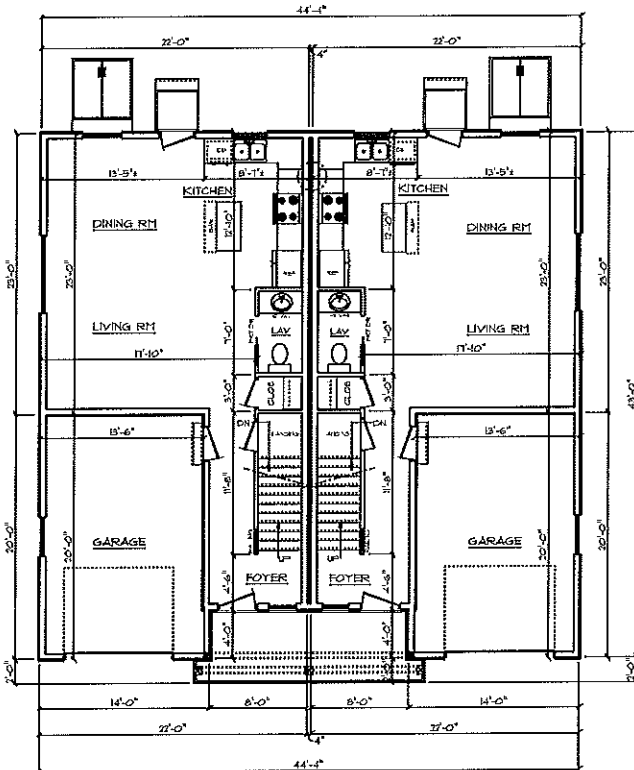
LEFT SIDE ELEVATION



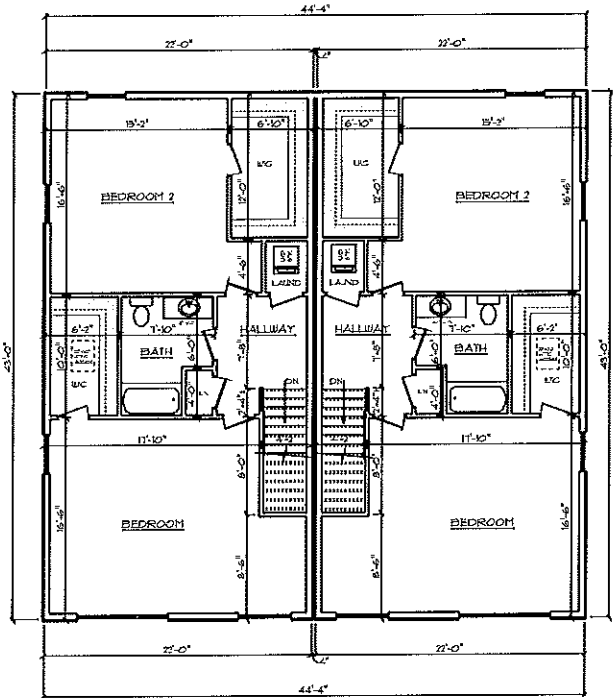
BACK ELEVATION



RIGHT SIDE ELEVATION



FIRST FLOOR PLAN



SECOND FLOOR PLAN



**DLR DIMENSIONS**  
RESIDENTIAL DESIGNERS & CONSULTANTS

EST. 1985

401.738.3156

DLRDIMENSIONS.COM

**43 X 44 DUPLEX**  
AREA: 1588 SQ FT (PER UNIT)  
BONUS AREA: N / A  
DRAWING NO.: 6759

APPENDIX-3

Fire Marshal Correspondence



***CENTRAL COVENTRY***  
***FIRE DISTRICT***

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Office of the Fire Marshal

240 Arnold Rd  
Coventry, RI 02816  
(401) 825-7863  
Fax (401) 825-7865  
firemarshal@ccfdri.com

August 1, 2025

Stephen Andrus, P.E.  
Commonwealth Engineers & Consultants, Inc.  
400 Smith Street  
Providence, RI 02908

Re: Siena Condominiums

Mr. Andrus,

I have reviewed the plans submitted and the fire flow report. The flow meets N.F.P.A. requirements in accordance with RICR 18.4.5.1.1. The location of the hydrant shall be installed on Main Street at Ken Ray Drive as to meet the 800-foot maximum distance in accordance with RICR 18.5.2.

Access Roads shall meet RICR 18.2.3.4.1 widths of not less than 20 feet with vertical clearance of not less than 13 feet.

Please contact me for further information regarding this matter.

Sincerely,

Lt Kevin E. McCann  
Fire Inspector  
Central Coventry Fire District  
401-825-7863 office  
401-603-9416 cell  
firemarshal@ccfdri.com



# ***CENTRAL COVENTRY FIRE DISTRICT***

Office of the Fire Marshal

240 Arnold Rd  
Coventry, RI 02816  
(401) 825-7863  
Fax (401) 825-7865  
firemarshal@ccfdri.com

September 25, 2025

Kent County Water Authority  
35 Technology Way  
West Greenwich, R.I. 02817

Re: Siena Condominiums

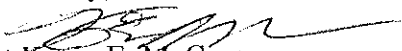
PROJECT: Siena Condominiums Main Street at Jurczyk

The minimum fire flow and flow duration requirements for buildings other than one and two family dwellings (condominiums) shall be 1500 g.p.m. for 2 hours.

The hydrants indicated on the plans are considered acceptable to this office.

Please contact me for further information regarding this matter.

Sincerely,

  
Lt Kevin E. McCann  
Fire Inspector  
Central Coventry Fire District  
401-825-7863 office  
401-603-9416 cell

APPENDIX-4

Rhode Island Housing Letter of Eligibility



July 29, 2025

Patrick Czerwien  
Boulder Hill Development, LLC  
57 Pine Ridge Drive  
Cranston, RI 02921

***Letter of Eligibility: Siena Condos, Main Street, Plat 45 and Lot 10, 11, 12, 13, Coventry***

Dear Mr. Czerwien:

We have received your application for a letter of eligibility to pursue a Comprehensive Permit in the town of Coventry. You are proposing a 16 unit condominium development that would be comprised of:

- a. Four (4) three-bedroom, two-and-one-half-bathroom affordable units that will be sold to households earning up to a maximum of 115% of the Area Median Income (“AMI”).
- b. Twelve (12) three-bedroom, two-and-one-half-bathroom market rate units.

Based on the current AMI, the Freddie Mac Primary Mortgage Market Survey 30-year fixed-rate mortgage average interest rate (6.74%) as of the date of this letter, anticipated taxes, insurance, and mortgage insurance costs, the maximum sales prices in Coventry for a three-bedroom affordable condominium unit with a condo fee of \$75.00, priced for households earning 115% per proposal of the AMI, is \$373,921.00. The maximum permitted sales price may change in the future due to changes in any of the above-noted purchase price inputs.

In addition to requirements for affordability and monitoring under R.I.G.L. 45-53, the construction or rehabilitation of qualifying low-and-moderate income housing units must be assisted by a state, federal, or municipal subsidy program.

After a preliminary review of the plans and financial assumptions for the proposed sale of twelve (12) market-rate units and four (4) affordable units to households earning 115% of the AMI, all to be located at Main Street, Plat 45, Lots 10, 11, 12, & 13 in Coventry, RIHousing has determined that:

- This project appears to be eligible for a municipal subsidy under R.I.G.L. Title 45 Towns and Cities, Chapter 45-53 Low- and Moderate-Income Housing, Section 45-53-4 Procedure for approval of construction of low-or-moderate-income housing.
- In conformance with R.I.G.L., 42-55-5.3, RIHousing performed an on-site inspection of the site and reviewed pertinent information supplied by the applicant.

Siena Condos  
July 25, 2025

- The updated project proforma was reviewed, and the project appears to be feasible based on projected overall development costs and potential sources.
- The applicant, Boulder Hill Development, LLC, has provided evidence of site control.

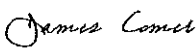
Based upon the review of the submitted information and supporting materials regarding the representations in your request, Boulder Hill Development, LLC, is eligible to pursue a Comprehensive Permit application in the town of Coventry to develop Main Street, Plat 45, Lots 10, 11, 12, & 13.

Modifications to the development proposal resulting from local review do not require a revised letter of eligibility.

Thank you for your commitment to providing affordable housing opportunities to low- and moderate-income Rhode Island families.

Sincerely,

DocuSigned by:

  
James Comer

Deputy Executive Director

cc: Doug Mclean, Town Planner

APPENDIX -5

Town Council Sewer Resolution

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THE TOWN OF COVENTRY

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# RESOLUTION OF THE TOWN COUNCIL

“Approving the Sienna Condominiums Sewer Extension”

## Resolution No. 2025-106

WHEREAS, in the Town of Coventry,

- After examining the applications, designs, plans, and all other submitted documentation, the Coventry Town Engineer recommends that the Coventry Town Council approve the sewer extension request by Boulder Hill Development, LLC for Sienna Condominiums, Assessor’s Map 45, Lots 10, 11, 12 &13;
- The applicant’s designs, plans, and other documentation comply with all federal, state, and Coventry rules, regulations, ordinances, and the Town Engineer’s Review Comments.

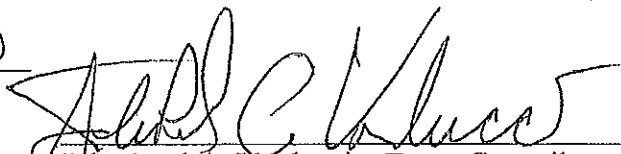
NOW THEREFORE, BE IT RESOLVED THAT the Honorable Town Council:

1. Approves the residential sewer connection application for Sienna Condominiums, Assessor’s Map 45, Lots 10, 11, 12 &13
2. This resolution shall take effect upon passage.

PASSED AND ADOPTED THIS 14<sup>TH</sup> DAY OF OCTOBER 2025

Passed or Denied on a vote of

5 to 0

  
\_\_\_\_\_  
John-Paul A. Verducci – Town Council  
President

Certification by Town Clerk:

  
\_\_\_\_\_  
Joanne P. Amitrano-Town Clerk

APPENDIX -6  
Traffic Safety Assessment by Crossman Engineering dated October 10, 2025,  
and  
Site Access Design Review by Crossman Engineering Dated February 17, 2026



October 10, 2025

Mr. Timothy J. Behan, PE  
Commonwealth Engineers & Consultants Inc.  
400 Smith Street  
Providence, RI 02908

RE: Proposed Residential Condominium Development  
*Siena Condominiums*  
Main Street, Coventry, RI

Dear Mr. Behan:

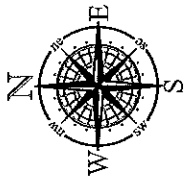
Crossman Engineering, in accordance with our scope of services, has completed a planning level study to determine if a new residential development project proposed on a 95,832 square foot parcel of land in the Town of Coventry, has adequate and safe access to the immediate local servicing roadways. The property is located on the northerly side of Main Street east of and adjacent to Ken Ray Drive. This study was completed for submission to the town as part of the development approval process, and provides a summary of existing traffic safety and operational conditions and an estimate of future conditions if the project was to be approved and constructed.

Based upon our discussions and a review of the site development plan prepared by *Commonwealth Engineers & Consultants*, it is our understanding that a property containing four existing residential structures that will be demolished, will be redeveloped to include eight, duplex buildings containing a total of 16 residential condominium units. Primary access and egress to the new homes will be provided from a new site access driveway intersecting with Main Street approximately 240 feet east of Ken Ray Drive, and from a secondary access off driveway of Ken Ray Drive. Individual driveways are proposed for each unit. Figure 1 on the following page depicts the general vicinity of the project in the Town of Coventry. The following is a summary of our investigation of the potential impacts, and recommendations to provide safe and adequate access to the subject property.

## **Traffic Safety Assessment**

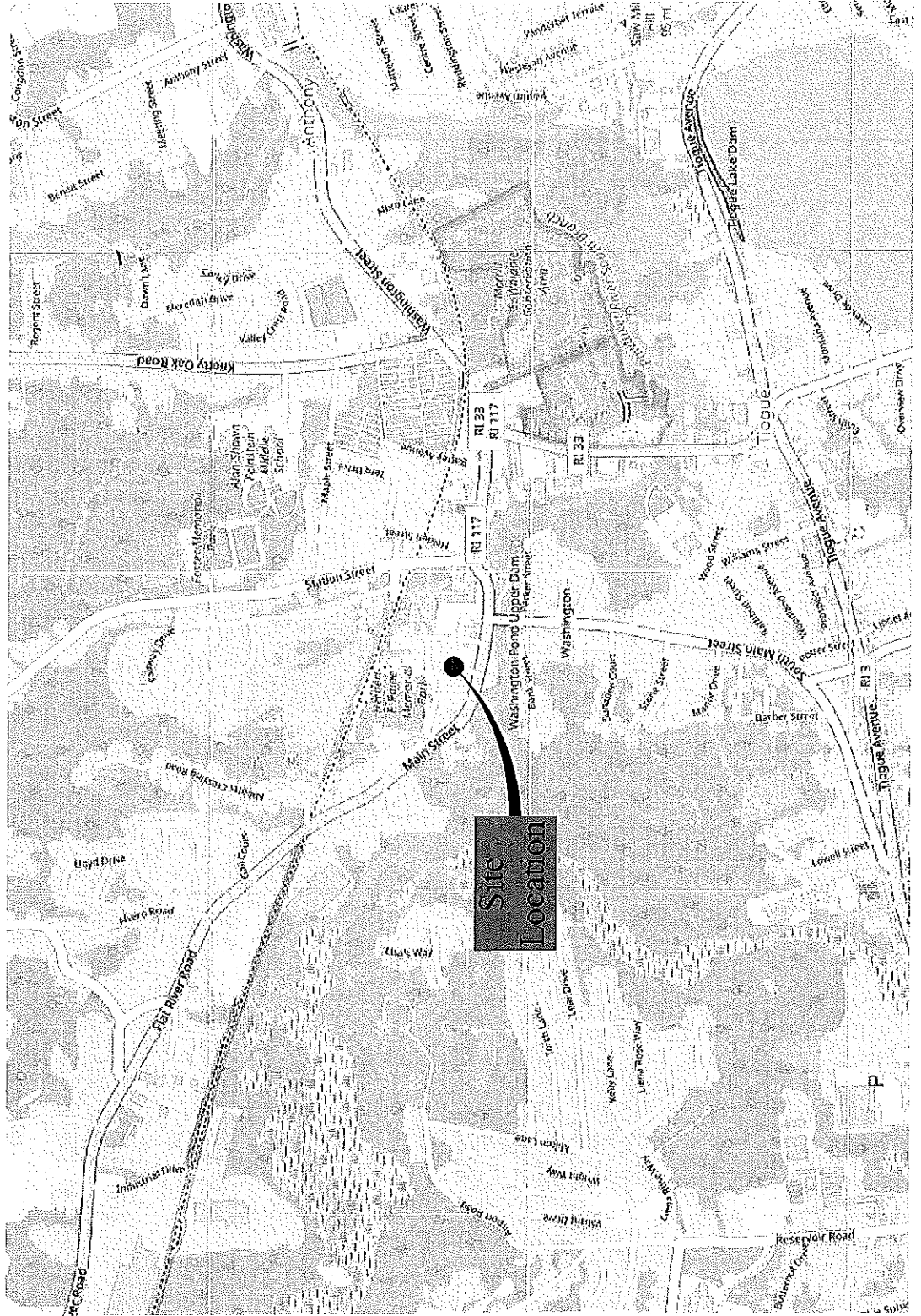
### **Project Approach**

The objective of this study is to define existing and potential future operational and/or safety concerns along the servicing roadways to the proposed residential development. A review of the existing roadway features was completed to determine if any potential deficiencies presently warrant mitigation. In addition to the existing conditions analysis, the study also included the assessment of potential impacts resulting from the traffic entering and exiting the site access driveways to and from the proposed development project. The study focused on these safety issues and made recommendations for improvements, if determined necessary, based upon the findings of the data collection and analysis phases of the study.

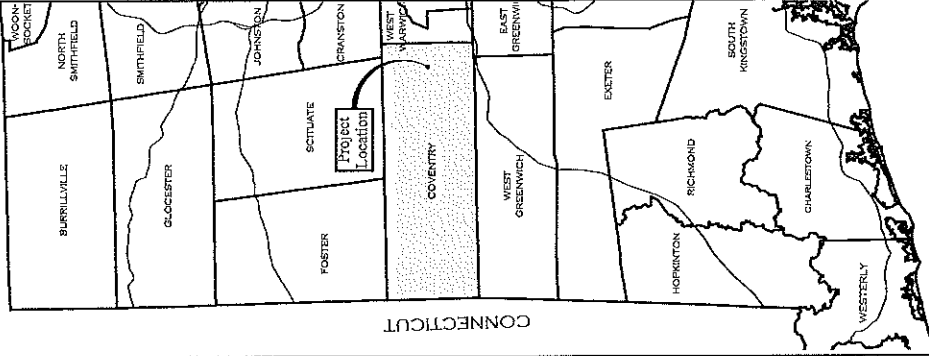


# Siena Condominiums

COVENTRY, RHODE ISLAND



MASSACHUSETTS



TOWN / CITY LOCATION

LOCUS MAP NO SCALE

**Project Location Map**

**Figure 1**

*In order to complete our analysis, the following scope of work was conducted for the project:*

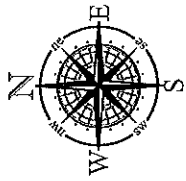
- An inventory of the physical roadway characteristics of the adjacent servicing roadways, focusing on the main points of access including Main Street (Route 117) and Ken Ray Drive. The field inventory included roadway alignment, pavement width and condition, signage, and traffic control to determine the adequacy of the existing roadway physical features relating to access, safety, and operations.
- Field investigations including evaluation of sight distances along Main Street and Ken Ray Drive in the vicinity of the proposed site driveway intersections providing access to the condominium neighborhood.
- A Site Plan for the proposed development project prepared by *Commonwealth Engineers & Consultants Inc.* was reviewed to define and assess future roadway conditions at the access driveway intersections to the site.
- Analysis of the data collected, evaluation of the proposed design, and development of recommendations where necessary to provide safe and adequate access to the new residential neighborhood.

## **Project Area**

As previously noted, the proposed residential development project is situated on a parcel of land along the north side of Main Street, adjacent to Ken Ray Drive. The 95,832 SF parcel is defined by Assessor's Plat 45, Lots 10, 11, 12 and 13 and contains four residential homes and an ancillary structure. The development proposal includes demolishing the existing structures on the property to allow construction of eight buildings containing a total of 16 residential condominium units. The main access/egress to the condominium complex will be from a new site driveway intersecting with Main Street and secondary access will be to Ken Ray Drive. Parking will be available in driveways and garages provided for each individual unit, and nine (9), separate additional parking spaces are provided for visitors.

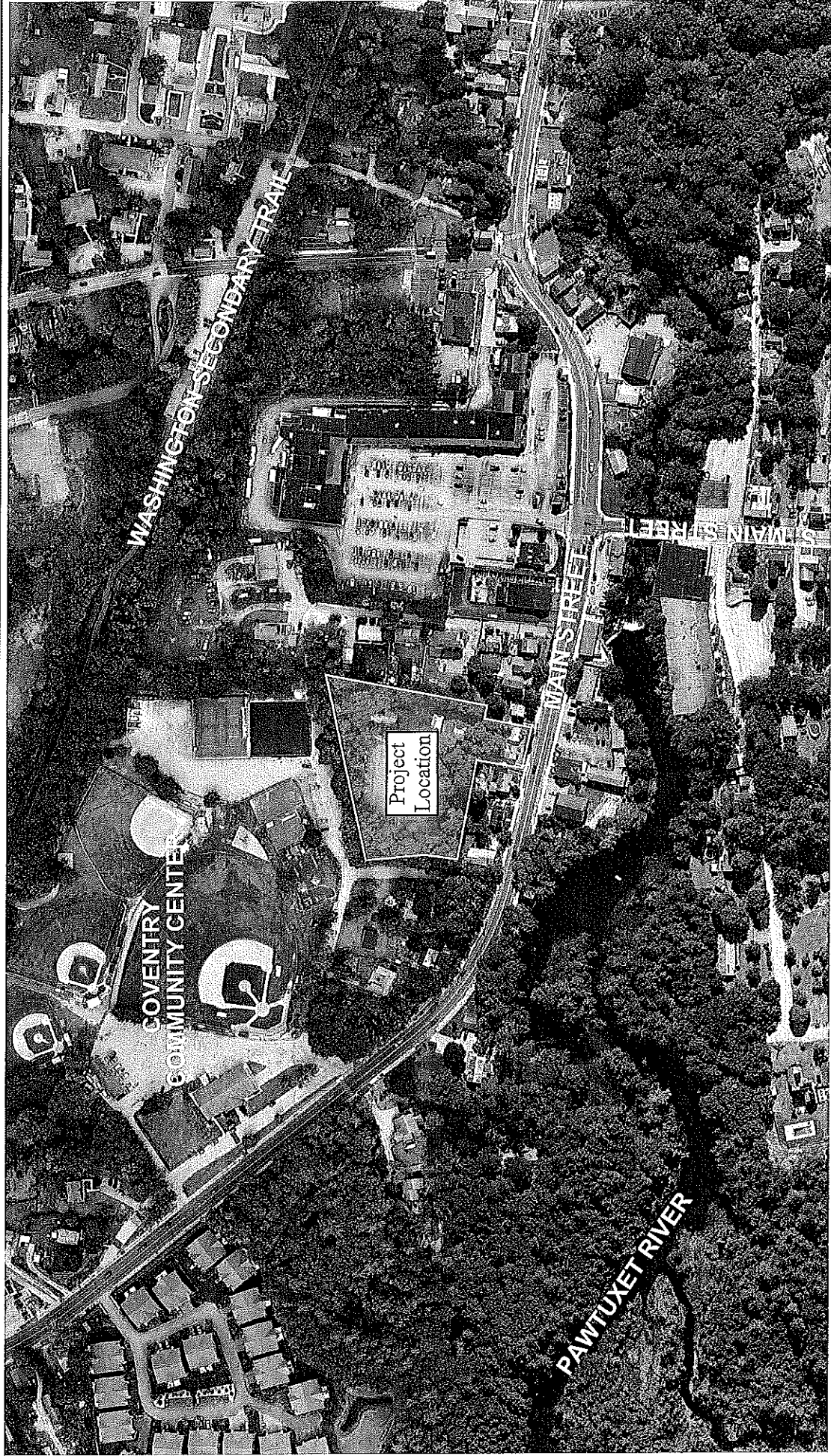
Land use in the immediate area can be defined as primarily residential in nature on the north side of Main Street heading west from the site to the *Herbert F. Paine* recreational complex which contains the *Coventry Community Center*, Parks and Recreation Department, ball fields. The tennis and basketball courts within the complex are located to the immediate north of the subject property. A small shopping center, *Coventry Shoppers Park* is located to the east opposite South Main Street. The south side of Main Street consists of a mixture of residential and commercial uses.

Main Street will provide direct access to the new residential homes. Based upon the operating characteristics of these local roads in the immediate area, and the minor amount of additional peak hour traffic generated by the small-scale residential development, a study impact area was defined for this project. The limits of our analysis focused on Main Street between South Main Street and Rivers Edge Drive, including the proposed site driveway intersection with the Siena Condominiums. Refer to Figure 2 on the following page depicting the subject property and the general project area.



# Siena Condominiums

COVENTRY, RHODE ISLAND



## Roadways

### Main Street (Route 117)

Main Street (Route 117) is a state owned and maintained roadway classified as an urban principal arterial. The roadway provides direct access to abutting properties but also provides an important east-west link through the community, extending from Plainfield Pike (Route 14) as Flat River Road on the west, to the Town of West Warwick. Route 117 links to a number of other major arterials and Interstate Route 95 in Warwick.

In the project area, Main Street is approximately 40-feet wide consisting of a 12 foot travel lane and an 8 foot shoulder in each direction. The pavement surface can be classified as being in good condition. Granite curbing and concrete sidewalks are provided on both sides of the road. Parking is permitted along both sides of the road. The speed limit is posted at 35 mph in each direction. Cobra head light fixtures are situated sporadically on utility poles along the north side of the roadway for nighttime visibility.

### Ken Ray Drive

Ken Ray Drive is a minor local street extending from Main Street to the town's basketball and tennis courts to the north within the *Paine Memorial Park*. There is one single family home with a driveway access on this portion of Ken Ray Drive. This short section of Ken Ray Drive is one way southbound toward Main Street. Ken Ray Drive also extends to the west to the parking lot for the Coventry Community Center and baseball fields. This section is one way eastbound and provides access to the basketball and tennis courts. Motorists exiting the courts must use the portion of Ken Ray Drive that extends past the subject property and leads out to Main Street.

In the project area Ken Ray Drive is variable in width between 20 and 25 feet. The pavement surface can be classified as being in fair condition. There is no curbing or sidewalks available along the road. There is no posted speed limit, though based upon the roadway classification and features, is assumed to be 25 mph. There is no overhead lighting.

## Safety Analysis

The geometry of Main Street in the vicinity of the proposed development access driveway was investigated to determine if there are any limiting factors affecting safety. These limiting factors would potentially include horizontal or vertical alignment changes or roadside obstructions that limit sight distances for vehicles traveling along the road or entering the road from the access. In this instance, the sight distance standard is necessary to permit turning vehicles to safely enter and exit the new site access driveway intersection with Main Street.

The horizontal alignment of Main Street in the project area can be described as generally straight to the east, with a large horizontal curve to the west of the site extending between Ken Ray Drive and the park access driveway. The vertical alignment can be described as generally level within the project area. Based upon these physical features of Route 117 adjacent to the subject property, a review of the available sight distances at the main study intersection providing access to the new development was completed. The sight distance to the east from the new access driveway to Siena Condominiums along Main Street was determined to be 290 feet and to the west it is 390 feet. These values are greater than AASHTO's recommended minimum sight distance of 250 feet looking to the west and 260 feet looking to the west for the posted speed limit of 35 mph.

In order to determine if these distances were sufficient to provide a safe access/egress at the new driveway intersection based upon the actual travel speeds of vehicles, a spot speed study was conducted on Main Street in the immediate vicinity of the proposed driveway. The results of the speed study for westbound traffic traveling toward the site found an 85<sup>th</sup> percentile speed of 32 mph which requires a safe stopping sight distance of 220 feet. For eastbound traffic the 85<sup>th</sup> percentile speed was determined to be 36 mph, which requires a safe stopping sight distance of 261 feet. The measured available sight distances of 290 feet and 390 feet to the east and west respectively exceed the AASHTO criteria for safe stopping sight distances.

The safe stopping sight distance was also measured at the adjacent Ken Ray Drive intersection with Main Street as this local road will provide a secondary egress from the development. The sight distance measured greater than 300 feet to the east towards South Main Street, but only 210 feet to the west. The limited sight distance to the west is the result of the noted horizontal curve located on Main Street just west of Ken Ray Drive, in combination with a wall situated at the back of the sidewalk. This available sight distance to the west is sufficient for a speed limit of approximately 30 mph, but as noted the 85<sup>th</sup> percentile speed is 36 mph for eastbound traffic requiring a distance of 261 feet.

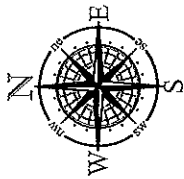
Based upon review of existing roadway geometry, and the spot speed study results, roadway or traffic related safety enhancements are currently not warranted to improve safety or operations on Main Street within the immediate vicinity of the proposed Siena Condominium driveway intersection. In reference to the existing intersection, measures could be implemented to enhance safety at the existing Main Street intersection with Ken Ray Drive due to the limited sight lines created by the roadway curvature and adjacent topography as noted. Advanced intersection warning signs with a distance plaque could be placed on the eastbound approach to the intersection, alerting drivers of potential conflicts. A more aggressive measure would be to eliminate the exiting movement by reversing the directional flow, though this alternative would likely require further analysis due to its potential impact to internal vehicular and pedestrian flow to parking areas within the *Paines Memorial Park*.

## **Trip Generation and Operations**

In order to evaluate the potential traffic impact of the proposed residential development, an estimate of anticipated traffic to be generated by the new homes has been provided in this study. The trip information is included for reference in understanding the small scale of the project and resultant low volume of the additional site related traffic that can be expected from redevelopment of the subject property. This low daily and peak hour volume should result in a negligible impact on traffic operations being realized along Main Street providing immediate local access to the site.

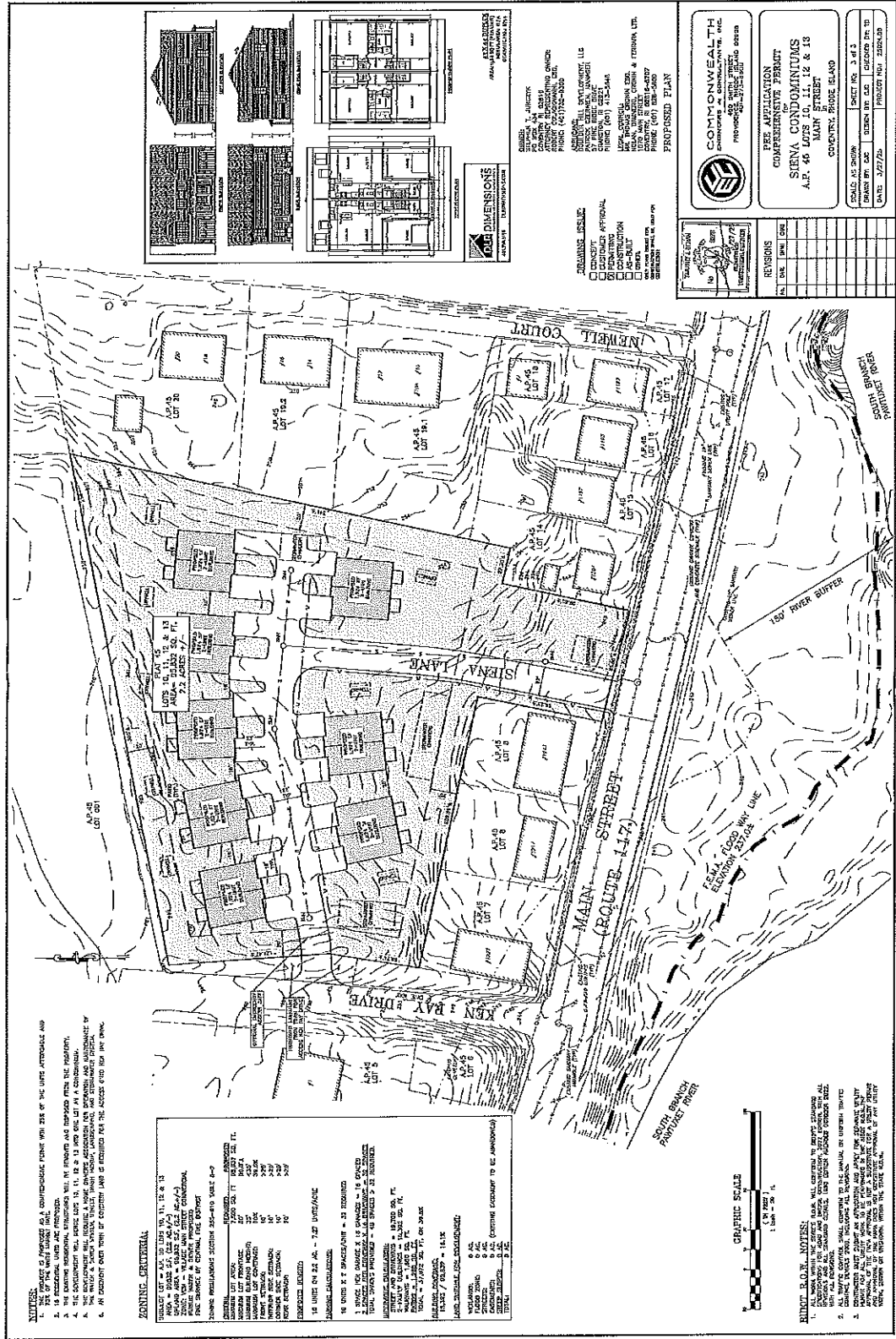
As previously discussed, the development proposal consists of razing the existing residential homes to allow construction of 16 condominium units in eight new duplex buildings. Access and egress to the site will be provided from a new single driveway on Main Street, and a secondary driveway off of Ken Ray Drive. Refer to Figure 3 on the following depicting the proposed site layout and access plan.

For this site, projected traffic volumes for the residential project were based on use of trip generation factors. These factors are taken from the "Trip Generation Manual", an informational report published by the Institute of Transportation Engineers (ITE), a national professional organization for traffic and transportation engineers. The data provided in the ITE report are based on extensive traffic studies for



# Siena Condominiums

## COVENTRY, RHODE ISLAND



- NOTES:**
1. THE SPACES OF APPLICABLE ZONING REGULATIONS SHALL BE THE SPACES ATTACHED AND SHOWN ON THIS PLAN.
  2. THE EXISTING BUILDINGS, STRUCTURES AND UTILITIES ARE SHOWN AS DEPICTED ON THE PLANS.
  3. THE EXISTING UTILITIES, STRUCTURES AND UTILITIES ARE SHOWN AS DEPICTED ON THE PLANS.
  4. THE EXISTING UTILITIES, STRUCTURES AND UTILITIES ARE SHOWN AS DEPICTED ON THE PLANS.
  5. ALL EXISTING UTILITIES, STRUCTURES AND UTILITIES ARE SHOWN AS DEPICTED ON THE PLANS.
  6. ALL EXISTING UTILITIES, STRUCTURES AND UTILITIES ARE SHOWN AS DEPICTED ON THE PLANS.

**ZONING - CRITERIA**

REGULATORY CODES: 19-10, 19-11, 19-12 & 13

APPLICABLE ZONING: R-1

APPLICABLE ZONING REGULATIONS:

|                            |                      |
|----------------------------|----------------------|
| MINIMUM LOT AREA           | 7,500 SQ. FT. (MIN.) |
| MINIMUM LOT WIDTH          | 30 FT.               |
| MINIMUM LOT DEPTH          | 30 FT.               |
| MINIMUM FRONT SETBACK      | 10 FT.               |
| MINIMUM SIDE SETBACK       | 5 FT.                |
| MINIMUM REAR SETBACK       | 5 FT.                |
| MINIMUM FRONT YARD SETBACK | 5 FT.                |
| MINIMUM SIDE YARD SETBACK  | 5 FT.                |
| MINIMUM REAR YARD SETBACK  | 5 FT.                |
| MINIMUM FRONT SETBACK      | 5 FT.                |
| MINIMUM SIDE SETBACK       | 5 FT.                |
| MINIMUM REAR SETBACK       | 5 FT.                |
| MINIMUM FRONT SETBACK      | 5 FT.                |
| MINIMUM SIDE SETBACK       | 5 FT.                |
| MINIMUM REAR SETBACK       | 5 FT.                |

- REVISIONS**
- | NO. | DATE     | DESCRIPTION         |
|-----|----------|---------------------|
| 1   | 07/27/20 | ISSUED FOR PERMIT   |
| 2   | 08/10/20 | REVISIONS TO PERMIT |
| 3   | 08/10/20 | REVISIONS TO PERMIT |
| 4   | 08/10/20 | REVISIONS TO PERMIT |
| 5   | 08/10/20 | REVISIONS TO PERMIT |
| 6   | 08/10/20 | REVISIONS TO PERMIT |
| 7   | 08/10/20 | REVISIONS TO PERMIT |
| 8   | 08/10/20 | REVISIONS TO PERMIT |
| 9   | 08/10/20 | REVISIONS TO PERMIT |
| 10  | 08/10/20 | REVISIONS TO PERMIT |

**COMMONWEALTH ENGINEERING & ARCHITECTURE, INC.**  
 100 JEFFERSON BLVD., SUITE 200 | WARWICK, RI 02888  
 1 GEORGE LEVEN DRIVE, SUITE 200 | N. ATTLEBORO, MA 02760  
 PHONE: (401) 885-5000  
 FAX: (401) 885-5001  
 WWW.COMMONWEALTH-ENG.COM

**NEW APPLICATION**  
 COMMONWEALTH ENGINEERING & ARCHITECTURE, INC.  
 SIENA CONDOMINIUMS  
 A.P. 45 MAIN STREET  
 COVENTRY, RHODE ISLAND

**PROJECT INFORMATION**  
 SHEET NO. 3 OF 3  
 DRAWN BY: JAC  
 CHECKED BY: JAC  
 DATE: 07/27/20

**PROPOSED PLAN**

**ARCHITECT**  
 COMMONWEALTH ENGINEERING & ARCHITECTURE, INC.  
 100 JEFFERSON BLVD., SUITE 200 | WARWICK, RI 02888  
 PHONE: (401) 885-5000

**ENGINEER**  
 COMMONWEALTH ENGINEERING & ARCHITECTURE, INC.  
 100 JEFFERSON BLVD., SUITE 200 | WARWICK, RI 02888  
 PHONE: (401) 885-5000

**DATE:** 07/27/20

Figure 3

Project Site Map

various types of land uses (residential, commercial, industrial, etc.). This data has been found to be very reliable and provides a sound basis for estimating future trips to new development projects.

For the proposed residential project, Land Use Code 215 – Single Family Attached Housing was reviewed for applicability in developing an estimate of site related vehicles trips. Table 1 below summarizes the peak hour site trips for the residential development that have been estimated utilizing the land use code data available from the ITE manual. The appropriate worksheets from the manual are included in the Attachment.

**TABLE 1 – Trip Generation Estimate**

|                       | <u>Description</u>             | <u>Enter</u> | <u>Exit</u> | <u>Total</u> |
|-----------------------|--------------------------------|--------------|-------------|--------------|
| <u>AM Peak Hour</u>   |                                |              |             |              |
| ITE Land Use Code 215 | Single Family Attached Housing | 2            | 6           | 8            |
| <u>PM Peak Hour</u>   |                                |              |             |              |
| ITE Land Use Code 215 | Single Family Attached Housing | 5            | 4           | 9            |

As can be seen in the table, based upon the estimated minor volume of daily and peak hour site trips (less than 10 vehicles entering/exiting the site during peak periods) resulting from the proposed residential redevelopment, there should be no discernable impact to traffic operations along Main Street in the immediate project area. During the daily peak hours, it is anticipated that the servicing roadways will operate in a satisfactory manner as they do today, with no excessive delays or congestion anticipated at the site access driveway location. Based upon the low volume of traffic exiting the site on an hourly basis, typically only one vehicle would be queued on the site driveway waiting to turn onto Main Street, and from Main Street waiting to turn onto the Siena Condominium driveway, resulting in efficient operations and adequate and safe access to the property and new neighborhood.

In addition to safety and operations of the proposed access reviewed in this study, initial reviews of the project development by the town generated a question regarding the safest directional traffic flow for the development. An alternative suggested would-be a one-way circulation pattern with traffic entering the development from the new Siena Condominiums driveway on Main Street and exiting through Ken Ray Drive. The thought was this would be a better egress because it was represented that the queue from the traffic signal at South Main Street backs up past the subject property during peak hours.

It is our opinion that the Siena Condominium driveway should remain two-way for two reasons; first, the safe stopping sight distance exiting Ken Ray Drive is substandard (210 feet and should be 261 feet) while the sight distance at the new driveway is sufficient, and secondly, the low volume of traffic exiting the site to Main Street (6 vehicles during AM peak and 4 in PM Peak) will not create operational issues; when the traffic signal turns green for Main Street, the queue will dissipate and there should be adequate gaps for

the low volume exiting traffic over 450 feet from the traffic signal, where typically only one vehicle would be queued waiting to turn onto Main Street.

## Conclusions and Recommendations

In summary, the study has shown that the proposed residential project access and circulation plan has been designed to maintain a desirable level of traffic safety and efficiency on the servicing roadway system. Based upon our analysis of the existing roadway conditions on Main Street, there appear to be no traffic safety or operational issues that require mitigation other than minor safety enhancements on the site driveways and on Main Street. It is recommended that pavement markings be installed on the minor Siena Condominium approaches exiting the property to enhance the stop-controlled condition defined by the proposed stop signs. In addition, to improve driver awareness of the Ken Ray Drive intersection beyond the horizontal curve along Route 117 for eastbound traffic, an intersection warning sign could be placed in advance of the intersection to alert drivers of potential turning traffic from the side street.

In addition to safety, the small-scale residential development is estimated to add a minor volume of traffic during the daily peak hours as indicated. These new vehicles will not change or negatively affect the acceptable operating conditions that presently exist along Main Street in the defined project area.

Therefore, based upon the data collection and analysis completed for this project, it can be concluded that the residential project will not have a detrimental impact on traffic safety and operations of the adjacent servicing roadways, and that adequate and safe access will be available at the new site driveway intersection with Main Street as defined on the plans and in this report. We trust that this letter sufficiently addresses the requirements of the Town of Coventry to obtain your local approvals. If you should have any questions, please do not hesitate to contact our office.

Very truly yours,  
Crossman Engineering, Inc.

*James P. Cronan, P.E.*

James P. Cronan  
Senior Project Director

Attachment

# ATTACHMENTS

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- A. Traffic Data
- B. Trip Generation

# ATTACHMENT A – Traffic Data

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## Vehicle Speed Study

Main Street (Route 117)



| U.S. Customary   | Metric  |
|--|---|
| $d_B = 1.075 \frac{V^2}{a}$ <p>where:</p> <p><math>d_B</math> = braking distance, ft</p> <p><math>V</math> = design speed, mph</p> <p><math>a</math> = deceleration rate, ft/s<sup>2</sup></p> | $d_B = 0.039 \frac{V^2}{a}$ <p>where:</p> <p><math>d_B</math> = braking distance, m</p> <p><math>V</math> = design speed, km/h</p> <p><math>a</math> = deceleration rate, m/s<sup>2</sup></p> |

(3-1)

Studies documented in the literature (19) show that most drivers decelerate at a rate greater than 14.8 ft/s<sup>2</sup> [4.5 m/s<sup>2</sup>] when confronted with the need to stop for an unexpected object in the roadway. Approximately 90 percent of all drivers decelerate at rates greater than 11.2 ft/s<sup>2</sup> [3.4 m/s<sup>2</sup>]. Such decelerations are within the driver's capability to stay within his or her lane and maintain steering control during the braking maneuver on wet surfaces. Therefore, 11.2 ft/s<sup>2</sup> [3.4 m/s<sup>2</sup>] (a comfortable deceleration for most drivers) is recommended as the deceleration threshold for determining stopping sight distance. Implicit in the choice of this deceleration threshold is the assessment that most vehicle braking systems and the tire-pavement friction levels of most roadways are capable of providing a deceleration rate of at least 11.2 ft/s<sup>2</sup> [3.4 m/s<sup>2</sup>]. The friction available on most wet pavement surfaces and the capabilities of most vehicle braking systems can provide braking friction that exceeds this deceleration rate.

Table 3-1. Stopping Sight Distance on Level Roadways

| U.S. Customary     |                              |                                |                         |             | Metric              |                             |                               |                         |            |
|--------------------|------------------------------|--------------------------------|-------------------------|-------------|---------------------|-----------------------------|-------------------------------|-------------------------|------------|
| Design Speed (mph) | Brake Reaction Distance (ft) | Braking Distance on Level (ft) | Stopping Sight Distance |             | Design Speed (km/h) | Brake Reaction Distance (m) | Braking Distance on Level (m) | Stopping Sight Distance |            |
|                    |                              |                                | Calculated (ft)         | Design (ft) |                     |                             |                               | Calculated (m)          | Design (m) |
| 15                 | 55.1                         | 21.6                           | 76.7                    | 80          | 20                  | 13.9                        | 4.6                           | 18.5                    | 20         |
| 20                 | 73.5                         | 38.4                           | 111.9                   | 115         | 30                  | 20.9                        | 10.3                          | 31.2                    | 35         |
| 25                 | 91.9                         | 60.0                           | 151.9                   | 155         | 40                  | 27.8                        | 18.4                          | 46.2                    | 50         |
| 30                 | 110.3                        | 86.4                           | 196.7                   | 200         | 50                  | 34.8                        | 28.7                          | 63.5                    | 65         |
| 35                 | 128.6                        | 117.6                          | 246.2                   | 250         | 60                  | 41.7                        | 41.3                          | 83.0                    | 85         |
| 40                 | 147.0                        | 153.6                          | 300.6                   | 305         | 70                  | 48.7                        | 56.2                          | 104.9                   | 105        |
| 45                 | 165.4                        | 194.4                          | 359.8                   | 360         | 80                  | 55.6                        | 73.4                          | 129.0                   | 130        |
| 50                 | 183.8                        | 240.0                          | 423.8                   | 425         | 90                  | 62.6                        | 92.9                          | 155.5                   | 160        |
| 55                 | 202.1                        | 290.3                          | 492.4                   | 495         | 100                 | 69.5                        | 114.7                         | 184.2                   | 185        |
| 60                 | 220.5                        | 345.5                          | 566.0                   | 570         | 110                 | 76.5                        | 138.8                         | 215.3                   | 220        |
| 65                 | 238.9                        | 405.5                          | 644.4                   | 645         | 120                 | 83.4                        | 165.2                         | 248.6                   | 250        |
| 70                 | 257.3                        | 470.3                          | 727.6                   | 730         | 130                 | 90.4                        | 193.8                         | 284.2                   | 285        |
| 75                 | 275.6                        | 539.9                          | 815.5                   | 820         | 140                 | 97.3                        | 224.8                         | 322.1                   | 325        |
| 80                 | 294.0                        | 614.3                          | 908.3                   | 910         |                     |                             |                               |                         |            |
| 85                 | 313.5                        | 693.5                          | 1007.0                  | 1010        |                     |                             |                               |                         |            |

Note: Brake reaction distance predicated on a time of 2.5 s; deceleration rate of 11.2 ft/s<sup>2</sup> [3.4 m/s<sup>2</sup>] used to determine calculated sight distance.

Posted

# ATTACHMENT B – Trip Generation

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## ITE Trip Generation Summary

### ITE Land Use Code

ITE Land Use Code 215 – Single Family Attached Housing

# B

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## ITE Trip Generation Summary

## Trip Generation Summary

|                       | <u>Description</u>     | <u>Enter</u> | <u>Exit</u> | <u>Total</u> |
|-----------------------|------------------------|--------------|-------------|--------------|
| <u>DAILY</u>          |                        |              |             |              |
| ITE Land Use Code 215 | Single-Family Attached | 53           | 53          | 106          |
| <u>AM PEAK HOUR</u>   |                        |              |             |              |
| ITE Land Use Code 215 | Single-Family Attached | 2            | 6           | 8            |
| <u>PM PEAK HOUR</u>   |                        |              |             |              |
| ITE Land Use Code 215 | Single-Family Attached | 5            | 4           | 9            |

### Calculations;

#### ITE Land Use Code 215 – Single-Family Attached Housing

Independent Variable (X) = Dwelling Units

X = 16 Units

#### Daily Directional Distribution 50% Entering, 50% Exiting

$$T = 6.57 (X)$$

$$T = 6.57 (16)$$

$$T = 106$$

Enter: 53

Exit: 53

Total 106

#### AM Peak Directional Distribution 25% Entering, 75% Exiting

$$T = 0.47 (X)$$

$$T = 0.47 (16)$$

$$T = 8$$

Enter: 2

Exit: 6

Total 8

#### PM Peak Directional Distribution 57% Entering, 43% Exiting

$$T = 0.51 (X)$$

$$T = 0.51 (16)$$

$$T = 9$$

Enter: 5

Exit: 4

Total 9



# B

---

## ITE Land Use Code

ITE Land Use Code 215 – Single Family Attached Housing

ITE Land Use Code 215 – Single Family Attached Housing

# Land Use: 215

## Single-Family Attached Housing

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### Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space. This land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

### Additional Data

The sites were surveyed in the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Georgia, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Utah, and Wisconsin.

### Source Numbers

357, 390, 418, 525, 571, 583, 638, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

# Single-Family Attached Housing (215)

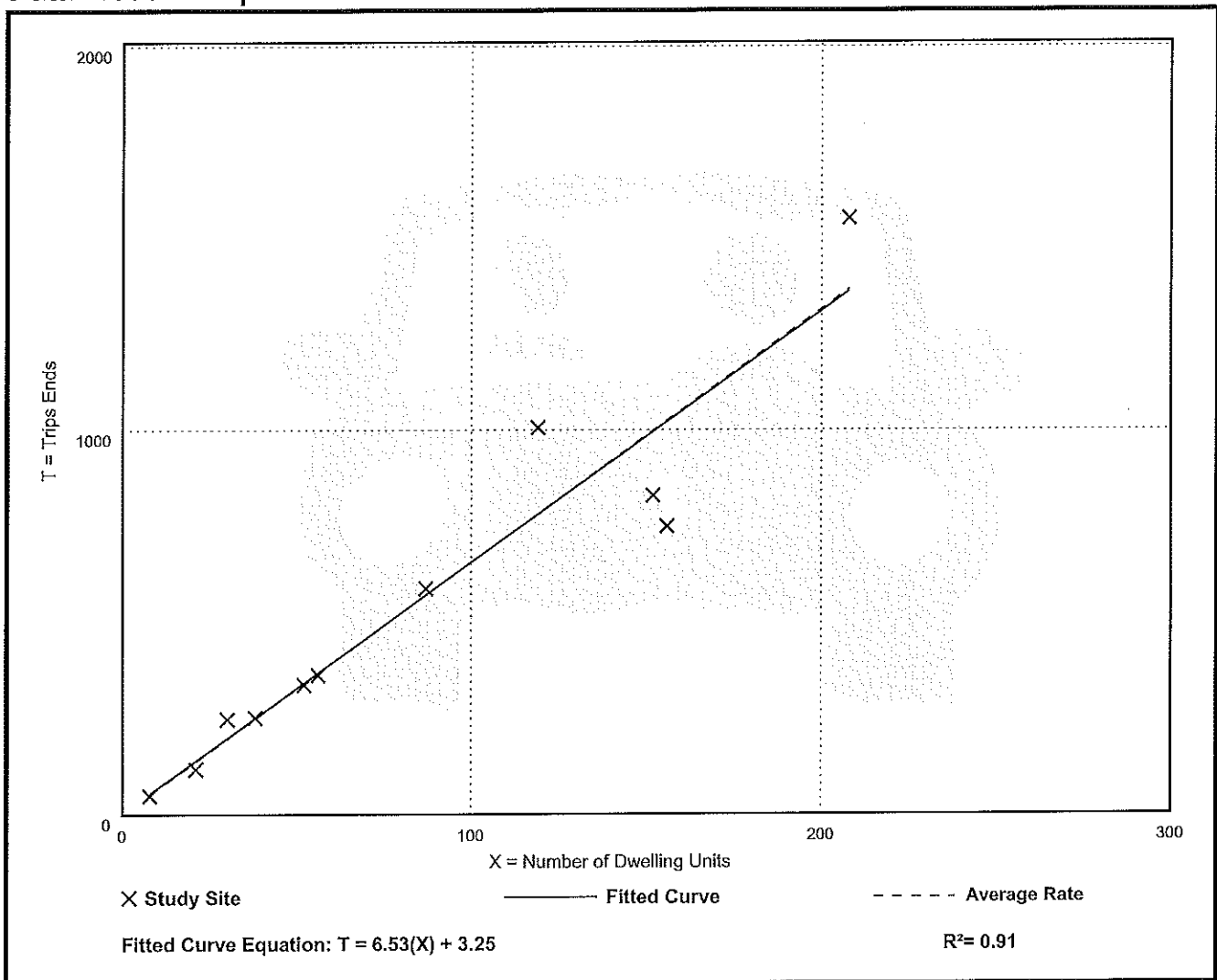
Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 11  
Avg. Num. of Dwelling Units: 84  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 6.57         | 4.80 - 8.45    | 1.28               |

## Data Plot and Equation



# Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,  
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 26

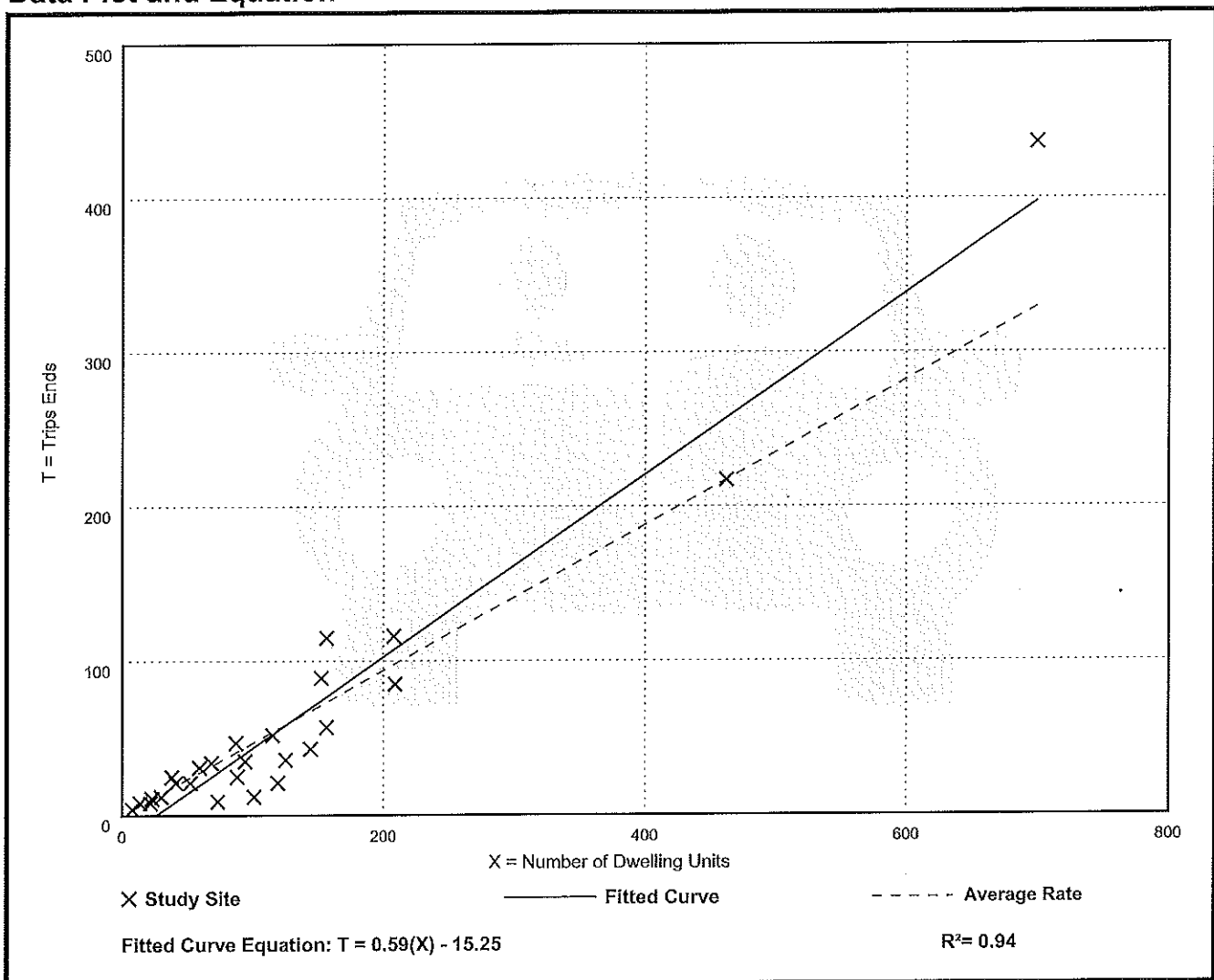
Avg. Num. of Dwelling Units: 129

Directional Distribution: 25% entering, 75% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.47         | 0.12 - 0.74    | 0.16               |

## Data Plot and Equation



# Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,  
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 31

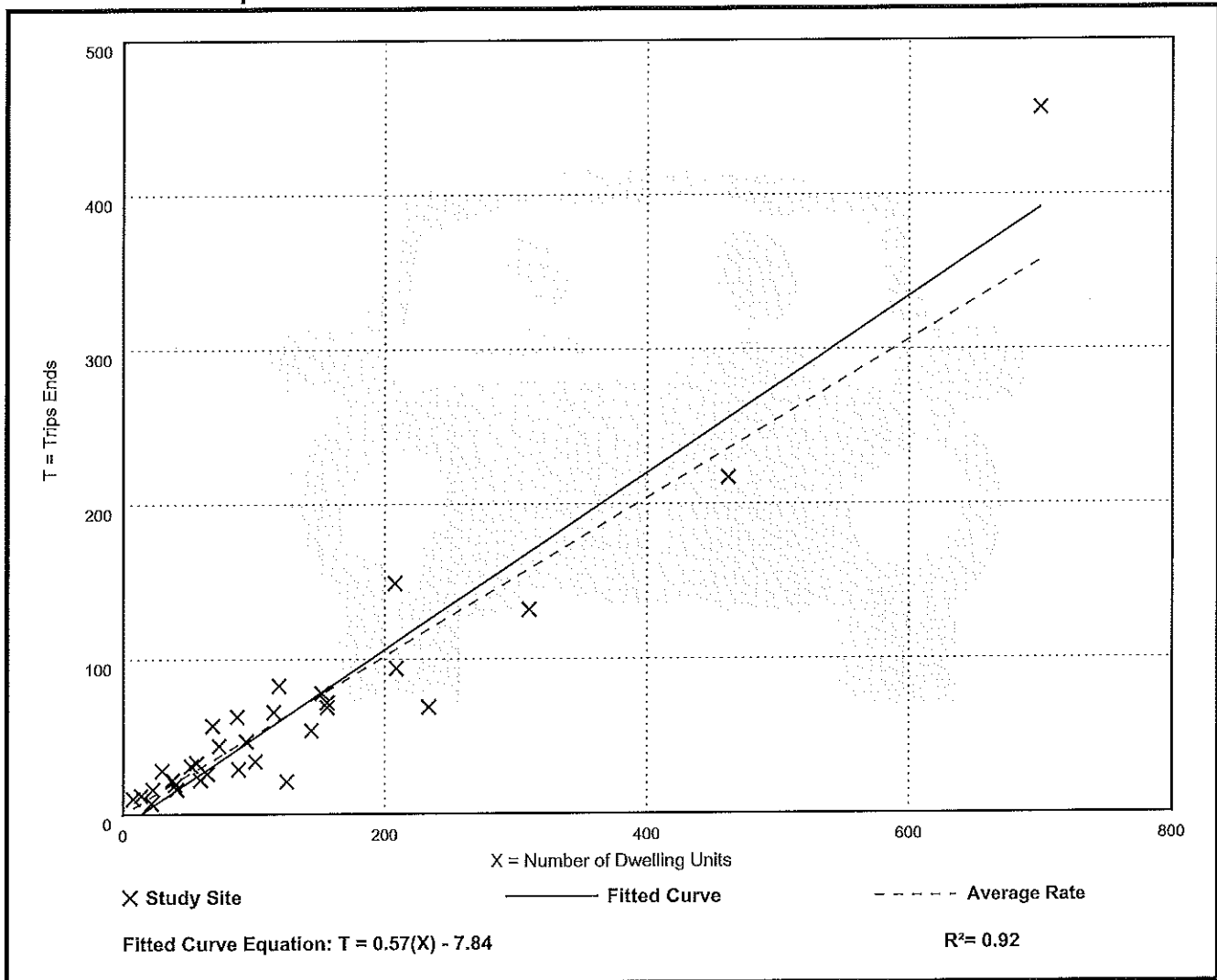
Avg. Num. of Dwelling Units: 131

Directional Distribution: 57% entering, 43% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.51         | 0.17 - 1.25    | 0.16               |

## Data Plot and Equation







February 17, 2026

Mr. Timothy J. Behan, PE  
Commonwealth Engineers & Consultants Inc.  
400 Smith Street  
Providence, RI 02908

RE: Proposed Residential Condominium Development  
*Siena Condominiums*  
Main Street, Coventry, RI

Dear Mr. Behan:

Crossman Engineering, has prepared this letter to address changes made to the site access design for the above referenced development project. It is our understanding that the access as reviewed by our office which included a primary driveway on Main Street approximately 240 feet east of Ken Ray Drive, and from a secondary access driveway off of Ken Ray Drive has been modified. During the review process by the Planning Board, the Ken Ray Drive secondary driveway was recommended to be restricted to an emergency vehicle access only, with a proposal for gated access control. The town has requested our office review of the change, and determine whether the findings and conclusions of the original study remained valid, or if further recommendations to provide safe and adequate access were warranted.

The scope of the original study focused on the safety of the proposed access to the small-scale residential condominium development as the type and size of this land use would generate low traffic volumes during the daily peak hours of traffic. This low volume would have a negligible impact on traffic operations along Main Street in the project area, and the driveway would operate in an acceptable manner with typically only one vehicle queued on the site driveway waiting to access the major roadway.

This operational condition will continue as a result of the change to a single driveway as the secondary driveway off the minor side street has limited access, where Ken Ray Drive is a one-way street. It was assumed for study purposes in the original review, that all site traffic would utilize the Main Street primary driveway. This conservative approach was assumed due to safety because of the limited sight distance available from Ken Ray Drive as documented in the original study, and general site access convenience of the unit layout within the development.

Therefore, with the change in access to restrict the Ken Ray Drive driveway for use by emergency vehicles only, the findings of the original study remain valid. In reference to the control treatment of the restricted access, the final approval of an easement to the property required removal of the gate, with only signing and pavement markings proposed to control non-emergency vehicle use. It is our opinion that measures limited to signing and striping will do little to deter this movement by residents, though as noted, use is anticipated to be minimal. In an effort to discourage residents within the

Mr. Timothy Behan  
Page 2 of 2

complex from utilizing the designated emergency access driveway on Ken Ray Drive, it is recommended that the connection from the property line to the Ken Ray Drive pavement surface be limited to a gravel driveway sufficient to support emergency vehicles. Without a formal paved surface, the potential use of the informal connection should be reduced. Proper signage should also be installed defining the restricted emergency access only use.

We trust that this letter sufficiently addresses the requirements of the Town of Coventry to obtain your local approvals. If you should have any questions, please do not hesitate to contact our office.

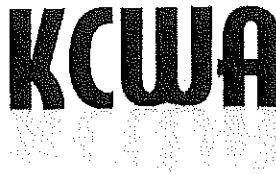
Very truly yours,  
Crossman Engineering, Inc.

*James P. Cronan, P.E.*

James P. Cronan  
Senior Project Director

APPENDIX -7

Kent County Water Authority Approval Letter dated September 24, 2025



September 24, 2025

Kent County Water Authority

Stephen Andrus P. E.  
Commonwealth Engineering  
400 Smith Street  
Providence RI 029089

Re: Siena Condominiums, Intersection of Main Street & Ken Ray Drive Coventry, RI

Dear Mr. Andrus

We have reviewed your revised submission received in our office on September 5, 2025. Based on your professional engineering certification that the design complies with the Kent County Water Authority Regulations and will properly support future water service to this development, the technical review portion of the infrastructure design is acceptable to the staff and we, herewith, provide our approval for the installation. You must provide a PDF copy of the approved design plans to our office within 10 business days of the date of this letter. Any change in the design or property ownership made after this date requires a complete revised submission and review process prior to commencing construction on the water infrastructure.

All requirements of the Kent County Water Authority Regulations must be adhered to during construction. A copy of the plans and the Kent County Water Authority Regulations must be kept onsite while work is in progress. A letter from the property owner's attorney identifying the legal entity and/or property owner including point of contact and billing address must be provided to the Kent County Water Authority billing department prior to water service activation.

A complete set of as-built drawings must be received and approved by this office prior to final water service activation to the site. The owner and/or the developer is responsible for maintaining all installation information and tie measurements necessary to produce finalized as-built drawings meeting the requirements of the Kent County Water Authority Regulations. Kent County Water Authority Regulations require that as-built drawings be prepared under the direct supervision of a professional engineer or professional land surveyor registered in the State of Rhode Island. As-built drawings will not be accepted with any disclaimers regarding measurements or location of appurtenances.

We require your construction contractor to notify us five days prior to construction commencement so that a field representative may be made available to observe work in progress. A \$5.00 per linear foot inspection fee must be paid in full prior to construction commencement. Measurements from the drawing show, approximately 755 feet of infrastructure subject to the inspection fee resulting in a total fee of \$3775. On state roads we must also collect a \$2,500 escrow deposit associated with RIDOT inspection services. Any unused portion of the deposit will be returned after the bills from RIDOT have been paid. We must emphasize that the owner is solely responsible to control their

contractor in the progression of work to ensure the water infrastructure installation is accomplished in accordance with the requirements contained in the Kent County Water Authority Regulations and the accepted design.

A one-year warranty on all water lines and appurtenances is required upon completion acceptance by the Kent County Water Authority. All problems during the warranty period must be corrected at the developer's cost to the satisfaction of the Kent County Water Authority.

Compliance with the State Plumbing Code in reference to backflow prevention and service line disinfection must be verified by the plumbing inspector prior to water service activation to the building. Kent County Water Authority requires reduced pressure zone style backflow preventers for commercial installations of this nature. A copy of the bacteria sample test results and inspection confirmation letter from the plumbing inspector must be provided upon request for water service activation. Please be advised it is solely the responsibility of the owner or owner's representative to obtain the proper permits and coordinate with the plumbing inspector to complete all inspection requirements of the Rhode Island Plumbing Code.

Compliance with National Fire Protection Agency (NFPA) testing requirements for fire service is solely the responsibility of the owner or owner's representative to coordinate with the municipal fire authority or state fire marshal's office. NFPA pressure test may be accomplished in coordination with KCWA required testing, but KCWA shall not be responsible for conducting, verifying or documenting NFPA testing requirements.

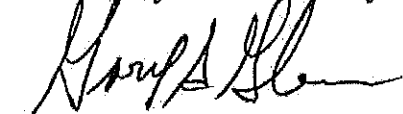
If work has not begun construction on the water line within twelve (12) months from the date of this letter a complete resubmission and/or request for an extension of this technical review consideration will be necessary prior to construction commencement. The owner and/or developer must request an extension prior to the twelve-month expiration date of this letter.

Nothing in this letter relieves the responsible party from compliance with all applicable local, state, and federal regulations in association with this water infrastructure installation. Any deficiency or requirement that may have been inadvertently overlooked during this review is also subject to correction under the provision of the applicable code, regulation or law.

To continue to keep this file active we require written confirmation of receipt of this technical review letter along with tentative dates for construction commencement within ten (10) working days of receipt of this letter.

Please feel free to call us if you have any questions regarding this matter.

Very truly yours,  
Kent County Water Authority



Gary Glenn  
Senior Manager Construction Services  
[gglenn@kentcountywater.org](mailto:gglenn@kentcountywater.org)

APPENDIX -8

Siena Condominiums Comprehensive Permit Letter Dated December 10, 2025

**NOLAN, BRUNERO, CRONIN & FERRARA, LTD.**

ATTORNEYS AND COUNSELLORS AT LAW

1070 MAIN STREET

COVENTRY, RI 02816

PETER D. NOLAN  
JOHN S. BRUNERO, JR.  
THOMAS J. CRONIN  
STACY BETTEZ FERRARA

(401) 828-5800  
(401)823-3230 FAX

December 10, 2025

Douglas Mclean, Director  
Town of Coventry Planning Department  
1670 Flat River Road  
Coventry, RI 02816

**RE: Sienna Condominium Comprehensive Permit**

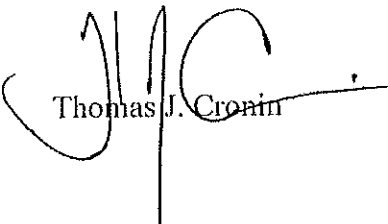
Dear Mr. Mclean:

The applicant has submitted plans for Preliminary Plan Review of this Comprehensive Permit. The proposal is to construct sixteen (16) new condominiums with twenty five percent (25%) of the units being affordable. The project site is located on Main Street in the Washington Village area of Town. The projects site is in the Village Main Street zone.

I have reviewed our application and the Town of Coventry Affordable Housing Production Plan of November, 2004, revised 2005 and find that the proposed project is consistent with the Affordable Housing Plan (the "Plan"). The Plan notes that in Coventry the most appropriate locations for affordable housing are the high density, mixed use villages. The Plan makes specific reference to targeted creation of affordable housing units in Washington Village.

Given the specific references in the housing plan, I am confident that this project is consistent with the Plan. If the staff or Planning Board feel that further analysis is required please contact me as soon as possible.

Very truly yours,

  
Thomas J. Cronin

TJC/mb

APPENDIX -9

Coventry Planning Commission Decision, Preliminary Plan-Major Land  
Development/Comprehensive Plan Permit Dated December 23, 2025

**COVENTRY PLANNING COMMISSION DECISION  
PRELIMINARY PLAN – MAJOR LAND DEVELOPMENT/COMPREHENSIVE PERMIT  
“Siena Condominiums”**

**DATE OF HEARING:** December 17, 2025

**OWNERS:** Stephen T. Jurczyk

**APPLICANT:** Boulder Hill Development LLC

**SITE LOCATION:** Main Street & Jurczyk Court  
(AP 45, Lots 10, 11, 12, & 13)

**ZONING DISTRICT:** VMC (Village Main Street Commercial)

**TYPE OF PROJECT OR  
SUBDIVISION:** Major Land Development/Comprehensive Permit

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This matter came before the Coventry Planning Commission as a Preliminary Plan Application for a proposed Comprehensive Permit / Major Land Development.

The applicant proposes to develop 8 duplexes, for a total of 16 residential units – each of which would be roughly 1,924 SF – on approximately 2.2 acres of land. As this application is being reviewed under the Comprehensive Permit process, 25% of the proposed units are required to be deed-restricted as Low- and Moderate-Income Housing (LMI) units. The development will have access from Main Street, via a proposed private, two-way roadway. The project will also include visitor parking areas, street lighting, landscaping, and other site amenities.

***It is hereby DECREED:***

Upon a motion made by Member Burke, and seconded by Member Preiss, the Planning Commission unanimously **GRANTS** conditional Preliminary Plan approval for the “Siena Condominiums” Preliminary Plan Application as shown and presented on the plans titled “Preliminary Plan Application, Comprehensive Permit for Siena Condominiums” last revised on December 4, 2025, (including all stipulations and provisions contained therein), located at AP 45, Lots 10, 11, 12, and 13, with the following Findings of Fact, Conditions of Approval, and Waivers:

**FINDINGS OF FACT:**

The Planning Commission conducted an orderly, thorough, and expeditious technical review of this Preliminary Plan Application for conformance with required standards set forth for reviewing Comprehensive Permit applications set forth in RIGL Section 45-53-4 and found the following:

*RIGL § 45-53-4. Whether the proposed development is consistent with local needs as identified in the community's affordable housing plan and/or has satisfactorily addressed the issues where there may be inconsistencies. If the local board finds that the proposed development is inconsistent with the community's affordable housing plan, it must also find that the municipality has made significant progress in implementing its housing plan.*

1. The applicant submitted a letter regarding the consistency of the proposed development with the 2005 Affordable Housing Production Plan, stating "The Plan notes that in Coventry the most appropriate locations for affordable housing are the high-density, mixed-use villages. The Plan makes specific reference to the targeted creation of affordable housing units in Washington Village."

*RIGL § 45-53-4. Whether 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 whether local concerns that have been affected by the relief granted do not outweigh the state and local need for low- and moderate-income housing.*

2. Planning staff do not have concerns that the adjustments and waivers requested by the applicant will outweigh the state and local need for low- and moderate-income housing.

*RIGL § 45-53-4. Whether the low- and moderate-income housing units proposed are integrated throughout the development; are compatible in scale, meaning that: (1) The size of the low- and moderate-income units shall not be less than seventy-five percent (75%) of the size of the market rate units, unless otherwise allowed by the local board; (2) The affordable units are of similar architectural style to the market rate units within the project so that the exterior of the units look like an integrated neighborhood with similar rooflines, window patterns, materials and colors; and (3) The affordable units will be built and occupied in a proportional manner with the construction and occupancy of the market rate units. Except that for housing units that are intended to be occupied by persons fifty-five (55) years of age or older, or sixty-two (62) years of age or older, as permitted by the federal Fair Housing Act pursuant to 42 U.S.C.A. § 3607(b) and 24 CFR § 100.300-308 and the Rhode Island fair housing practices act pursuant to § 34-37-4.1, such units need not be integrated in any building or phase within the development that contains housing units that are not age-restricted, and neither age-restricted housing units nor any building or phase containing age-restricted housing units must be compatible in scale and architectural style to other housing unit types to the extent the age-restricted housing units are designed to meet the physical or social needs of older persons or necessary to provide housing opportunities for older persons.*

3. The proposed LMI units, though not yet specifically labeled on the site plans due to pending RIDEM review, will be compatible in scale, for both size and architectural style, to the market-rate units. The applicant submitted draft elevations and floor plans that indicate that all of the duplexes will be 30' tall and 1,924 SF in size. The architectural style shown in the elevations will also apply to all duplexes, including the LMI units.

4. The applicant submitted a letter stating that they will “construct market rate and affordable homes at approximately an equal rate. The LMI construction will comply with state laws as applicable.”

*RIGL § 45-53-4. Whether there will be 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.*

5. Planning staff have no concerns that the proposed development will pose significant impacts on the health and safety of Coventry residents. The applicant’s Traffic Impact Study concluded that this “small-scale residential development is estimated to add a minor volume of traffic during the daily peak hours ... These new vehicles will not change or negatively affect the acceptable operating conditions that presently exist along Main Street in the defined project area.”

*RIGL § 45-53-4. Whether the proposed land developments or subdivisions lots will have adequate and permanent physical access to a public street in accordance with the requirements of § 45-23-60(a)(5), or the local review board has approved other access, such as a private road.*

6. The proposed land development will have adequate and permanent physical access to Main Street via the proposed two-way Siena Lane roadway. The applicant has also proposed an access easement for the Town-owned strip of land along Ken Ray Drive for emergency responders, subject to Town Council approval following Preliminary Plan review.

*RIGL § 45-53-4. Whether the proposed development will 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.*

7. The proposed development will not result in the creation of individual lots with any physical constraints that would make building on those lots according to pertinent regulations and building standards impracticable.

#### **CONDITIONS OF APPROVAL:**

1. The applicant shall follow the Town of Coventry Inspection Procedures Document dated 11/10/25.
2. The applicant shall obtain Town Council approval for an easement over the Town-owned strip of land on Ken Ray Drive for emergency and utility access and submit documentation of such approval with their Final Plan submission.

3. The final conditions of the Landscape Plan, including identification of existing trees that can be maintained and identification of new plantings, shall be submitted with the Final Plan and must meet the satisfaction of the Administrative Officer.
4. The applicant shall identify the location of the proposed LMI units and provide additional information on the proposed scale and architectural style of the LMI units with their Final Plan submission. Per RIGL § 45-53-4, LMI units proposed for a Comprehensive Permit application shall be "integrated throughout the development" and "compatible in scale and architectural style to the market rate units within the project."
5. The applicant shall provide an administrative subdivision plan to merge Lots 10, 11, 12, and 13 with their Final Plan submission. This administrative subdivision will be recorded simultaneously with the Final Record Plan.
6. The applicant shall achieve all required state and local permits and approvals through RIDEM, RIDOT, and other applicable agencies as necessary, and submit documentation of such permits and approvals as part of the Final Plan submission.
7. The applicant shall construct concrete sidewalks with a grass strip and no curbing along the eastern side of Siena Lane from the terminus at Main Street to the visitor parking area, with potential to also extend the same sidewalk design from visitor parking northerly to the main vehicle parking and circulation area. If the applicant is able to demonstrate that it is technically infeasible to construct said sidewalks within the bounds of proper RIDEM permitting, then the applicant can offer documentation to staff at Final Plan, as a relief to this condition of approval.

#### WAIVERS:

The Administrative Officer **GRANTS** waivers for the following:

#### **Zoning Code**


- Article VI - Schedule of Zoning District Use Regulations:
  - 16 multi-family units are proposed in the VMC zone, where they are prohibited (Table 6-1).

#### **Subdivision Regulations**

- Article VII – Guarantees of Public Improvements
  - No improvement guarantees (bonding) are proposed (VII.C.6).
- Article XIII – Development Design and Public Improvement Standards
  - Street rights-of-way width (XIII.B.3).
  - Private streets are proposed (XIII.B.6).

- Street trees – the project includes a landscape plan prepared by a registered landscape architect, but may have different locations, types, and sizes of street trees than those specified in the regulations (XIII.B.13).
- Overhead electric and telecommunication lines are proposed, where underground electric, communication (telephone, fire alarm, and cable TV), and street lighting lines are required (XIII.E.4).
- No additional monuments are proposed, aside from existing monuments (XIII.B.15).
- No additional lot corner markers are proposed, aside from existing lot corner markers (XIII.B.16).
- Not all required sidewalks are proposed (XIII.B.17).
- Curbing at intersection fillet curves – bituminous concrete-type berms (RIDOT Standard 7.5.1, Method B) are proposed in lieu of concrete.
- Article XIV – Specifications for Construction of Required Improvements
  - A total roadway width of 24' is proposed, consisting of a 22' driveway width and 1' cape cod berms on each side (XIV.B.1).
  - Bituminous concrete curbs are proposed in lieu of the specified precast concrete curbs (XIV.C).
  - Not all required sidewalks are proposed (XIV.D).

SIGNED:

  
Richard Kalunian, Acting Chairman

12/23/2025  
Dated

TOWN OF COVENTRY, R.I.  
Dec 23, 2025 12:13P  
JOANNE P. AMITRAND, TOWN CLERK

Pursuant to Article XII. Appeals, Subsection A. Procedure for Appeals to the Board of Appeal of the Coventry Subdivision Regulations, the decision of the Planning Commission herein may be appealed in writing by any party aggrieved by said decision to the Coventry Board of Appeal. Any such appeal shall be made within 20 days of the day of the decision is recorded and posted in the Town Clerk's Office.

APPENDIX -10

RIDEM and RIDOT Permit Submittals

Physical  
Alteration Permit  
Application  
PA-25-145

## Your submission

Submitted Sep 8, 2025 at 7:55am

### Your Submission

#### Attachments

Guests (0)

- Required Signatures
- RIDOT Completeness
- Physical Alteration
- Managing Engineer
- Chief Civil Engineer
- Office of Safety Review
- Office of Stormwater
- CRU/HPHC Review
- Principal Engineer Review

#### Conditions Added

Chief Civil Engineer  
Approval  
Managing Engineer  
Approval

### Contact Information

STEPHEN ANDRUS

Email address

sandrus@commonwealth-  
eng.com

Phone Number

401-632-0408

### Mailing Address

400 SMITH STREET , PROVIDENCE, RI 02908

### Locations

1 location  
total

### PRIMARY LOCATION



1210 Main St  
Coventry, RI 02816

### Applicant Information

Property Owner is  
NOT Applicant

Developer is NOT  
Applicant

Submission of Hard Copy  
Plans to RIDOT



--

Chief Engineer Approval

First Name \*

Last Name \*

Acceptance Letter Pending  
Final Requirements

Patrick

Czerwien

Provide Insurance

Certificate and

Performance Bond

Documentation

Street Address \*

City \*

57 Pine Ridge Drive

Cranston

Clear Expiration Date

Deputy Chief Engineer  
Approval

State \*

Zip Code \*

Permit Issuance

RI

02921

Notify DOT upon Project  
Completion.

Phone Number \*

Email \*

Compliance Inspection

401-413-5648

leaczerwien@gmail.com

Final Engineering Approval

Permit Closeout and  
Release of Bond Letter

Company Name (if  
applicable)

Boulder Hill  
Development, LLC

Property  
Owner  
Details

First Name \*

Stephen

Last Name \*

Jurczyk

Street Address \*

PO Box 434

City \*

Coventry

State \*

Zip Code \*



### Status Of All New and Ongoing Applications

Status

Select the status

Select License

Search

Clear

Application Tagging

Q Search by Application Number or Project Name or Owner Name

| IA #                    | Project Name                  | Owner Name               | Site Address   | License Type                                 | Sub Type                                  | Applied Date | Status                             | Action               |
|-------------------------|-------------------------------|--------------------------|--|--|---|--------------|------------------------------------|----------------------|
| IA-0000012199           | Siemas Condominiums           | Stephen Jurczyk          | Main Street and Jurczyk Court, Coventry, Rhode Island, 02816 | Freshwater Wetlands Determination or Permit  | New Freshwater Wetlands Permit            | 9/9/2025     | Submitted to Owner                 | <input type="text"/> |
| IA-0000011281           |                               | Michael Andreozzi        | 257 Foddering Farm Road, Narragansett, Rhode Island          | Construction Permit Application              | Alteration; A/E Technology Type; Variance | 9/3/2025     | Technical Review                   | <input type="text"/> |
| IA-0000009169           | Residences at Broad Street    | Thomas McNulty           | 221 Mendon Road, Cumberland, Rhode Island                    | RIPDES CGP And/Or UTC Stormwater Application |   | 7/2/2025     | Request for Additional Information | <input type="text"/> |
| IA-0000007688/0620-0807 |                               | Michael R. Egan          | Ocean Road, Narragansett, Rhode Island                       | Construction Permit Application              | New Building Construction; Variance       | 6/3/2025     | Abutter Notification               | <input type="text"/> |
| IA-0000007739/0620-0806 |                               | Maureen G. Egan          | Ocean Road, Narragansett, Rhode Island                       | Construction Permit Application              | New Building Construction; Variance       | 6/4/2025     | Abutter Notification               | <input type="text"/> |
| IA-0000007742/1120-0846 |                               | Universal Realty         | Newport Row, Narragansett, Rhode Island                      | Construction Permit Application              | New Building Construction; Variance       | 6/4/2025     | Request for Additional Information | <input type="text"/> |
| IA-0000011436           | Site Plan for A.P. 31 Lot 145 | Marcelle C. Gareau Trust | Great, Lincoln, Rhode Island, 02865                          | Freshwater Wetlands Determination or Permit  | Permit Modification                       | 9/8/2025     | Approved                           | <input type="text"/> |