



TOWN OF COVENTRY, RI
DEPARTMENT OF PLANNING & DEVELOPMENT
STAFF REPORT – FOREWORD

Project Name:	Siena Condominiums
Plan Type:	Comprehensive Permit / Major Land Development
Plan Review Phase:	Amendment to Preliminary Plan
Owner/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 seeks an Amendment to their previous Preliminary Plan approval for their proposal 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 Main Street. The amendment is seeking a minor site design change to the access and utility easement: removal of the proposed Ken Ray Drive crash gate.

Background and Process

This project initially received Preliminary Plan approval through a Planning Commission decision dated December 23, 2025, and remains vested under state law. Condition of approval #2 in the original Preliminary Plan decision states: “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 shall submit documentation of such approval with their Final Plan submission.” The original site design, supported by the Central Coventry Fire District, included a crash gate at the northern end of the proposed Siena Lane internal roadway (at the intersection with Ken Ray Drive).

The applicant then sought an emergency access and utility easement from the Coventry Town Council for Ken Ray Drive, though Council members expressed safety concerns about the proposed crash gate. The applicant redesigned the easement plan to remove the gate and instead restrict travel through signage and striping to clarify access is only for emergency vehicles. The Town Council granted the easement on January 27, 2026 pursuant to the stipulation that traffic be controlled through signage. The applicant’s traffic engineer submitted a Supplemental Traffic Letter, dated February 17, 2026, which concluded that “the findings of the original study remain valid” and “use is anticipated to be minimal.” Additionally, the traffic engineer 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.”

The owner/applicant submitted an Amended Preliminary Plan application in April 2026. Upon review of this application, Central Coventry Fire District resolved that the emergency access roadway at Ken Ray Drive was not required per fire code and should be eliminated to avoid the use of the complex as a cut-through. The fire chief stated that the fire apparatus will be able to turn around in the allotted space at the end of the internal Siena Lane roadway.

The applicant revised the site design accordingly to terminate Siena Lane in a dead-end, with only utility access. The new site plan is shown below:



The applicant's traffic engineer stated via email on April 21, 2026 that the removal of the emergency access roadway will not change the Supplemental Traffic Letter, and no revised traffic opinion is required. Given the limited nature of the site design changes since the initial Preliminary Plan approval, Planning staff have resubmitted the December 11, 2025 Staff Report unchanged. Planning staff presents minor revisions to the findings of fact and conditions of approval.

Interdepartmental Review and Comments

Please see the attached report from the Technical Review Committee (dated April 20, 2026) for interdepartmental comments on this application.

Recommendation

Staff recommends that the Planning Commission **approve** the Preliminary Plan amendment, consistent with the waivers/adjustments, findings of fact, and conditions of approval contained in the original decision dated December 23, 2025 (with 2026 additions in red text and items to be removed in ~~strikethrough~~):

Waivers and Adjustments

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).

Findings of Fact

Staff has conducted an orderly, thorough, and expeditious technical review of this Comprehensive Permit Application for conformance with required standards set forth in RIGL § 45-53-4, as well as in the Town of Coventry's Subdivision and Land Development Regulations, and finds as follows:

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 **project received Town Council approval for applicant has also proposed an** access easement for the Town-owned strip of land along Ken Ray Drive for emergency responders **on January 27, 2026.** ~~, 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.~~ **The applicant shall adhere to the stipulations set forth**

in the emergency access and utility easement granted by the Town Council on January 27, 2026 for this project.

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.
8. The applicant shall identify a monitoring agent for the LMI units and provide all relevant documents with their Final Plan submission for this project.



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

STAFF REPORT

Project Name:	Siena Condominiums
Plan Type:	Comprehensive Permit / Major Land Development
Plan Review Phase:	Preliminary Plan
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 deedrestricted as affordable. Site access is proposed from Main Street.

Background and Process

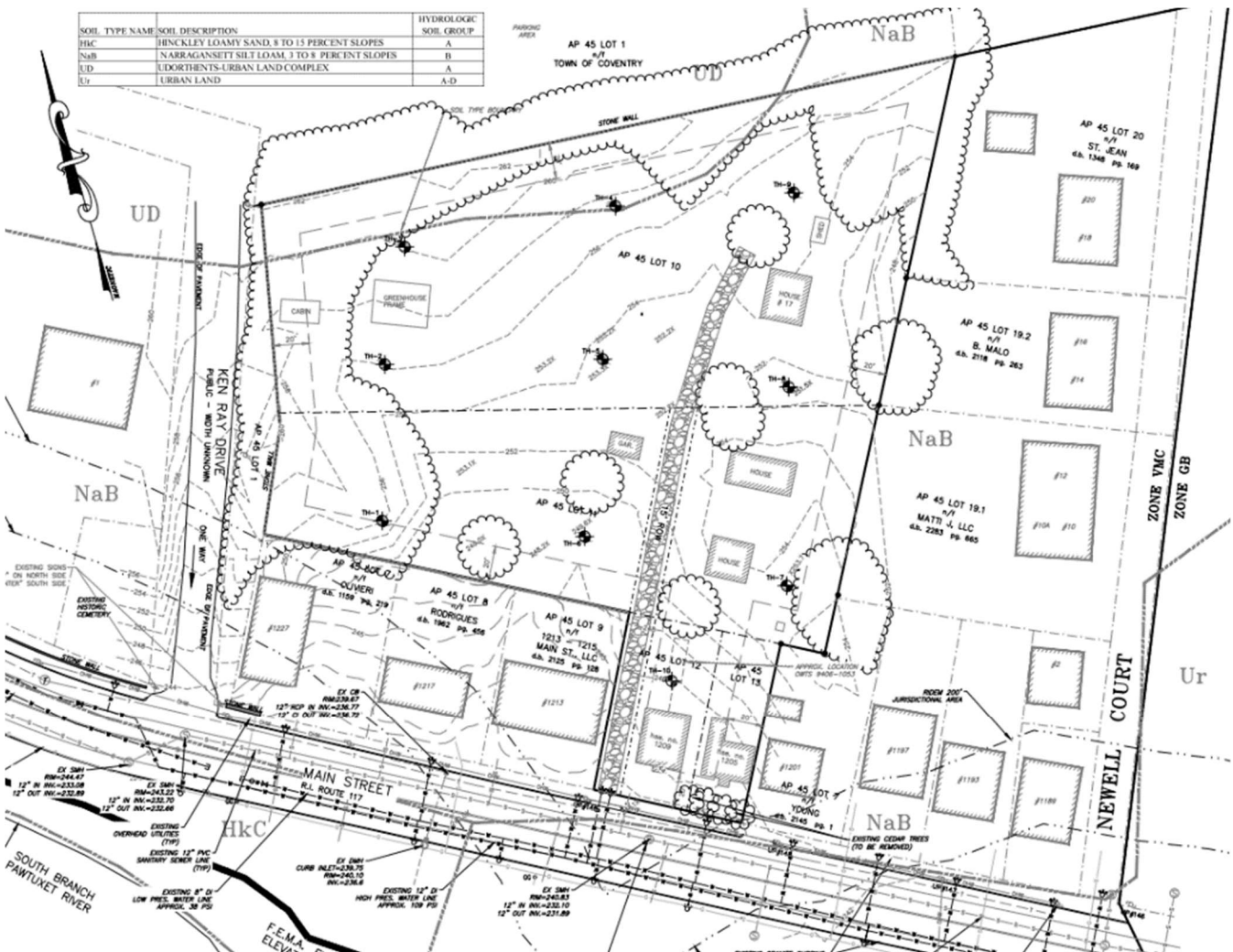
This item will be reviewed as a Preliminary Plan Application for a proposed Comprehensive Permit / Major Land Development of an approximately 2.2-acre subject parcel comprised of four lots: AP 45, Lots 10, 11, 12, and 13.

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.”*

In addition to the increase in density, the applicant can also seek adjustments and waivers from the local Zoning Code and Subdivision Regulations to achieve their project vision. 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 has the same power to issue permits or approvals that any local board or official who would otherwise act with respect to the application,*

including, but not limited to, the power to attach to the permit or approval, conditions, and requirements with respect to height, site plan, size or shape, or building materials, as are consistent with the terms of this section. For Coventry, this is the Planning Commission. As such the Planning Commission has the authority to grant adjustments and waivers for land use relief.

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 vegetation on the subject parcels is primarily lawn, with some hardwood species trees.

The four houses are considered beyond repair, and the applicant has proposed for them to be demolished to allow for development of the parcel. In response to the Pre-App recommendations, the applicant provided a brief summary in their Narrative Report that confirmed the poor condition and

deterioration of the existing houses, adding that no recent improvements have been made and the existing utilities are substandard. The Building Official also verbally condemned the houses in prior communication with the applicant.

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 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 Preliminary Plan Set, Narrative Report, and Traffic Study indicating their intent to develop 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. 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. The applicant has provided documentation to confirm public water and sewer access, as well as a Traffic Impact Study, in response to the Pre-App recommendations.

As this is a Comprehensive Permit, this project would include 25% of the units being deed-restricted as Low- and Moderate-Income (LMI) Housing. In a supplemental memo, dated December 10, 2025, the applicant stated that the identification of the location of LMI units on the plan is pending RIDEM approval of the stormwater treatment and collection system design. The applicant stated: "in several locations the proposed foundations do not meet all the required setback distances. If the full basements are not allowed, slab on grade construction may be necessary. Any slab on grade units will be LMI units."

The proposed Siena Lane will be a two-way private road, with access from Main Street. The applicant will request an easement to access Ken Ray Drive from the Town Council following the Preliminary Plan review. The access easement was originally intended for both regular traffic and emergency responders, but the applicant has since revised their easement request to propose Ken Ray Drive as an emergency-access-only roadway. The applicant will also install a crash gate at the northern end of the two-way Siena Lane internal roadway. Central Coventry Fire District has indicated their support for the emergency-access roadway and crash gate, given the substandard stopping distance on Ken Ray Drive described in the Traffic Impact Study submitted by the applicant.

The proposed development will also include parking and street lights. The required number of parking spaces have been provided per the Town of Coventry parking regulations for proposed residential structures. The applicant has proposed a total of 48 parking spaces, exceeding the required 32 parking spaces (2 spaces per driveway for 16 driveways) per zoning code. Planning staff also asked the applicant explore the feasibility of adding a sidewalk on one side of Siena Lane. The current site plans show 3 street lights, labeled as "parking area lights," and Central Coventry Fire District requested that a fourth be added. In the supplemental memo, the applicant agreed to add a fourth street light to the plans.

Planning staff previously recommended that the applicant explore the potential utilization of the area of the parcel along Main Street for a reconstruction of one of the existing houses proposed for demolition, to avoid disruption to the historic Washington Village streetscape. The applicant's engineer determined that the reconstruction of the historic houses would be technically infeasible due to parking, drainage, grading, and setback issues.

The applicant has also provided a revised Landscape Plan (dated December 4, 2025) that depicts a landscaped buffer along the western edge of Lot 12, as well as proposed treatments for the property lines, in fulfillment of the Pre-App recommendations. However, Planning staff is concerned that the Landscape Plan shown on Sheet L-1 does not adequately protect the existing natural buffer along the northern edge of the subject parcel on Ken Ray Drive. The Director of Parks and Recreation has submitted a memo to Planning staff in support of a natural vegetative buffer, which is also incorporated into the record on this proposal. The applicant stated in their supplemental memo that they do not have a survey of individual tree locations, but "An effort will be made to keep as many existing trees as possible."

Zoning

The subject parcel is currently zoned VMC and recent code changes have allowed for residential development in the VMC zone. The applicant has provided Planning staff with an itemization of all requested adjustments from the Zoning Code and Subdivision Regulations:

Zoning Ordinance: The applicant requests the following adjustments:

1. To allow multi-family dwelling structures, which is not permitted in the Village Main Street Commercial (VMC) zone.

Subdivision and Land Development Regulations: The applicant requests the following waivers:

1. Article VII, C.6 – Financial Guarantees: No improvement guarantees (bonding) are proposed.
2. Article VIII, E.4 – Communication Lines (Electric, Telephone, and Cable TV) – Overhead electric and telecommunication lines are proposed, where underground electric, communication (telephone, fire alarm, and cable TV) and street lighting lines are required.
3. Article XIII, B.3 – Street Rights-of-Way Width.
4. Article XIII, B.6 – Private Streets: private streets are proposed.
5. Article XIII, B.13 – Street Trees: The applicant requests relief from this standard. The project includes a landscape plan prepared by a registered landscape architect but may have different locations, types, and sizes than those specified in the regulations.
2. Article XIII, B.15 – Monuments: No additional monuments are proposed, aside from existing monuments.
3. Article XIII, B.16 – Lot Corner Markers: No additional lot corner markers are proposed, aside from existing lot corner markers.
4. Article XIII, B.17 – Sidewalks: No sidewalks are proposed.
5. 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.
6. Article XIV, B.1 – Dimensions: The applicant proposes a total roadway width of 24' consisting of a 22' driveway width and 1' cape cod berms on each side.
7. Article XIV, C – Curbs: Bituminous concrete curbs are proposed in lieu of the specified precast concrete curbs.
8. Article XIV, D – Sidewalks: No sidewalks are proposed.

Submission Waivers: The applicant requests submission waivers from the Preliminary Plan checklist, to defer state and local permits to Final Plan submission. The applicant is not required to provide state and local permits at the Preliminary Plan stage of review, but will be required to submit them at Final Plan. Per recently adopted state law RIGL § 45-23-39, state and local permits for major land developments and major subdivisions will now be required at Final Plan, as opposed to Preliminary Plan.

Interdepartmental Review and Comments

Please see the attached report from the Technical Review Committee (dated December 8, 2025) for interdepartmental comments on this application.

II. COMPREHENSIVE PERMIT

Findings of Fact

Staff has conducted an orderly, thorough, and expeditious technical review of this Comprehensive Permit Application for conformance with required standards set forth in RIGL § 45-53-4, as well as in the Town of Coventry's Subdivision and Land Development Regulations, and finds as follows:

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 1,588 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.

Recommendation

Staff finds this proposal is consistent with the standards for required findings of fact set forth in RIGL § 45-53-4, as well as in the Town of Coventry's Subdivision and Land Development Regulations. Staff therefore recommends that the Planning Commission **approve** the Comprehensive Permit Application.

Outstanding Issues

- Sidewalks – Planning staff suggested that the applicant explore the feasibility of adding a sidewalk on one side of Siena Lane to support pedestrian safety. The applicant has not added a sidewalk to the site plan yet. The Planning Commission should offer its guidance in this issue for consideration of an additional condition of approval.

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 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.



TOWN OF COVENTRY
Department of Planning & Development
1675 Flat River Road, Coventry, RI 02816
Phone (401) 822-9184 Fax (401) 822-6236

TECHNICAL REVIEW COMMITTEE REPORT

DATE: April 20, 2026
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/APPLICANT: Boulder Hill Development LLC

This matter came before the Coventry Technical Review Committee at its April 20, 2026 meeting as a Preliminary Plan for a Major Land Development in accordance with Article V, § D.4. of the Coventry Subdivision & Land Development Regulations.

An application and plan set were submitted for review on April 1, 2026. The applicant seeks an Amendment to their previous Preliminary Plan approval for their proposal 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 Main Street. The amendment is seeking a minor site design change to the access and utility easement: removal of the proposed Ken Ray Drive crash gate.

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

Siena Condominiums - Town Council Easement Resolution 2026-02.pdf
Siena Condominiums - Amended Narrative Report.pdf
Siena Condominiums - Amended Preliminary Plan Set.pdf
Siena Condominiums - Applicant Letter.pdf
Siena Condominiums - Preliminary Plan Decision - 12-23-2025.pdf
Siena Condominiums - Supplemental Traffic Letter.pdf

PRINCIPAL PLANNER DESIGNEE

1. This project requires an amendment to its previous Preliminary Plan approval as a result of a minor site design change, as the proposed crash gate at the project's northern egress has now been removed. This crash gate was part of an emergency access and utility easement over the Town-owned strip of land on Ken Ray Drive. The Town Council granted the easement in January 2026, pursuant to the stipulation that traffic be controlled through signage instead of a crash gate, due to potential safety concerns.
2. The applicant's traffic engineer submitted a Supplemental Traffic Letter, dated February 17, 2026, which concluded that "the findings of the original study remain valid" and "use is anticipated to be minimal." Additionally, the traffic engineer 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.”

3. Recall that per Preliminary Plan condition of approval #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.”

TOWN ENGINEER

- A) All previous comments have been addressed. No additional comments.

PUBLIC WORKS DIRECTOR

- DPW has no concerns with the proposed site plan revision to remove the Ken Ray Drive emergency access roadway.

FIRE REPRESENTATIVE

- CCFD has no concerns with the proposed site plan revision to remove the Ken Ray Drive emergency access roadway.

POLICE CHIEF

- Police has no concerns with the proposed site plan revision to remove the Ken Ray Drive emergency access roadway.

PLANNING COMMISSION CHAIR

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