

November 10, 2025

VIA EMAIL AND HAND DELIVERY

Town of Coventry Planning Commission
c/o Doug McLean, Director of Planning and Development
Town of Coventry
1675 Flat River Road
Coventry, RI 02816
dmclean@coventryri.gov

Re: Comprehensive Permit for Preliminary Plan Review – Village at Tiogue located at Tiogue Ave., and Tiffany Rd., Assessor’s Plat 32, Lots 149, 150, 151, and 153 (“Property”)

Dear Mr. McLean,

As you know, this office represents 232 Realty Associates, LLC in its Comprehensive Permit Application for the development known as the Village at Tiogue (“Project”). The Project proposes to construct 176 residential units with 25% of those units being designated as low and moderate income at the Property. The Application was submitted on September 15, 2025. The Project was before the Technical Review Committee (“TRC”) on October 14, 2025, where comments were received at that meeting, and is scheduled for a second TRC Meeting on November 10, 2025, which will focus on roadway and traffic after receipt of peer review. The following presents a response to both the October 9, 2025 “Incompleteness” email and the October 14, 2025, TRC report comments. This letter replaces the November 7, 2025 letter as the same contained an error.

A. Responses to “Incompleteness” Email

On October 9, 2025, the Project was deemed incomplete for the sole reason that it was requesting four waivers from the Preliminary Plan submission requirements. The determination as to whether to grant the submission waivers can be made only by the Planning Board pursuant to R.I. Gen. Laws § 45-23-62. Specifically, the incompleteness email sets forth items 35 and 39 as the basis for the incompleteness. Comments from the TRC asked for additional information regarding these waivers. In advance of the November 19, 2025, hearing at which the Planning Commission will consider these waivers, we provide the following:

The Applicant requests the following checklist items to be deferred until prior to the vote on preliminary plan:

1. Checklist Item #35: Requirement for proposed location of proposed permanent bounds and corner markers (related to adjustment request).
2. Checklist Item #39: Requirement for proposed improvements including streets, lots, lot lines, setback lines and curb cuts, with lot areas and dimensions.

The rationale underlying the deferral of these items (#35 and #39) is that these items cannot be set forth on plans with any specificity until such time as the Planning Commission determines whether the Project is acceptable as designed. If there are changes to be made during the process to the locations of infrastructure, lots, etc., the plans would constantly have to be redone. It only makes logical and practical sense for this level of detail, which is really for construction purposes, to be done after the Project design is agreed upon during the Planning Commission hearings and comments are addressed regarding the same. Note, this is a deferral request only to submission as part of the application prior to the hearings and presents no detriment to the Town to provide this information once we address design and layout comments from the Planning Commission and staff.

The intent of this relief is to allow the Applicant to create the detailed plan after final layout has been fully vetted by the Planning Commission. Changes such as roadway connections, lot configuration, monumentation, etc. could all change based on future hearings. The intent of this relief, in conjunction with the adjustment request on this issue, is to allow the Applicant to place monumentation at strategically located intervals so that future surveyors can tie into the plat with ease. The roadway design for the Project contains many points of curvature that would create excess monumentation without any benefit to the surveyor. For example, at the three-way intersection there would be at least 4 permanent markers placed within a 50' radius. DiPrete Engineering has provided a supplemental letter from two professional land surveyors at the firm to further clarify this point. See Exhibit 1. Many of the current regulations were put in place before modern technology such as GPS and robotic survey equipment. In addition, many developments from years past were created with linear blocks with mostly straight roadways, necessitating the placement of monumentation at block intervals. It should be noted that the Applicant already plans to provide the Town (as required) with a detailed record plan at final which will clearly show the location of the proposed permanent bounds and corner markers.

The Applicant requests that the following checklist item be deferred to final plan submission:

3. Checklist Item #49: Requirement for the open space plan.

The Town's zoning ordinance only requires an open space plan for residential cluster developments. The Project is not a residential cluster development. Out of an abundance of

caution, even though there is no exact submission requirement for the Project since there is open space provided, the Applicant requested to defer the plan to final plan submission. Similarly, the design and locations of the open space areas are contingent upon feedback as to the entire Project layout and design by the Planning Commission as well as site features which may be located in or near the proposed open space. Note—this is a request to provide an open space plan at final plan submission and not a complete waiver. It only makes logical and practical sense for this level of detail to be done after the Project layout is agreed upon during the Planning Commission hearings and comments are addressed regarding the same. However, the Applicant plans to provide the Town with a record plan which will clearly define the extent of open space areas or conservation easements. The land will be owned by the future homeowner's association and maintenance will be clearly outlined in the homeowner's association documents and open space restrictions to be provided as required at final plan.

The Applicant requests that the following checklist item be completely waived:

4. Checklist Item #15: Requirement for notations of existing ground cover, any trees over 50 years old.

The existing conditions plan notes the existing wooded areas and ground cover—the Applicant is only seeking a waiver to locate any trees over 50 years old. The existing conditions contain a vast amount of woodlands. To provide a notation of all trees over 50 years old (literal enforcement of the regulation) is impracticable and will create an undue hardship as there are no trees of historic significance that have been located or have been designated by the Town or any other agency, the proposed waiver is in the best interest of good planning practice and would not change the development strategy. Any and all changes to the existing ground cover will be consistent with RIDEM standards and regulations.

B. Project Roadways, Ownership and Design

Also raised in the incompleteness email, but not a basis for the same, is the question of whether the roads in the Project will be public or private. There are related comments regarding the roadway ownership and design throughout the TRC report, as well as comments regarding mitigation and design in the peer review report. These issues are discussed in our November 5, 2025, letter to the Planning Commission responding to the peer review traffic report.

Specifically, there is a request by staff to connect the roadways in Areas 2 and 3. While the Town's peer review engineer noted that there are no safety issues requiring the connection, the Applicant will agree to connect the roadways if it remains public, as set forth in its November 5, 2025 correspondence, a copy of which is attached hereto at **Exhibit 2**.

To the extent the roads are connected and public, the Applicant has sought adjustments from the requirements for public roads set forth in the Land Development and Subdivision

Regulations. *See* Submission cover letter and Narrative. Specifically, the Applicant has sought relief from right-of-way width, pavement width, curbing materials and sidewalks. This relief has been consistently granted to non-low to moderate income projects in the Town, including adjacent developments.

To the extent any of the roadways are agreed upon as private, the Applicant would seek an additional adjustment/municipal subsidy pursuant to R.I. Gen. Laws §§ 45-53-3(12) and 45-53-4(b) as to Section 191-14 of the Town Ordinances with respect to sewer assessments, meaning that the adjustment seeks the application of Section 191-14(G)(1)(a). Under R.I. Gen. Laws § 45-53-4(b), municipal government subsidies “are to be made available to applications under this chapter to offset the differential costs of the low- or moderate-income housing units in a development under this chapter.” R.I. Gen. Laws § 45-53-3(12) defines “Municipal government subsidy” as “assistance that is made available through a city or town program sufficient to make housing affordable, as affordable housing is defined in § 42-128-8.1(d)(1); such assistance shall include a combination of, but is not limited to, direct financial support, abatement of taxes, ***waiver of fees and charges***, and density bonuses and/or internal subsidies, zoning incentives, and adjustments as defined in this section and any combination of forms of assistance. The Planning Board is the only local permitting authority to review and grant municipal subsidies for a comprehensive permit application as the “local review board” under R.I. Gen. Laws §§ 45-53-3(8) and 45-53-4(a).

For some odd reason, in Coventry if the sewer infrastructure is privately constructed but on public property, the assessments are reduced and subject to an additional calculation, but if privately constructed on private property, the sewer assessments are higher. Compare Section 191-14(D) with 191-14(G)(1)(a). This does not make sense from a practical or legal basis as the fees charged must be directly related to the cost to the Town. Here, there are no additional costs to the Town, whether the privately constructed infrastructure is inevitably located on public or private property. In fact, the Town has even less financial burden from maintaining the system if privately constructed and located on private property so the fee structure should be the inverse.

Any plan updates related to design, etc. can be provided prior to the vote on preliminary plan, as there may be other design-related comments that require plan changes by the Planning Commission.

C. Fair Share Development (Impact) Fees

The TRC Comments state (in the “Principal Planner Designee” Section at Paragraph 13) that the impact fees are \$6,878. The Town Ordinance (Section 106) provides that the fee is \$5,854 per unit. The comment questions whether the Planning Commission can waive these fees. As noted above, the Project is eligible for “municipal government subsidies” and “adjustments” which include the waiver of fees and costs, such as these impact fees. Since the Planning Commission is the local review board under the statute, and the only board with jurisdiction over this application, it is well within its jurisdiction.

D. Yield Plan Comments

Comments 1-5 of the “Principal Planner Designee” section in the TRC report discusses the density analysis under R.I. Gen. Laws §45-53-4, with a suggestion that the yield plan provided is not accurate and does not “appear to meet the minimum zoning and subdivision requirements for the subject property.” The yield plan provided is accurate. R.I. Gen. Laws §45-53-4 provides that a municipality shall provided an applicant with more dwelling units than allowed by right under its zoning ordinance. ...” The yield plan provided complies with all zoning requirements for lot size, frontage and other dimensional standards applicable to the underlying zone. The determination of yield is made only with reference to the provisions of the zoning ordinance.

Nevertheless, we have made every effort to adhere to best design practices and conformance with the subdivision and land development regulations (though not required) for this plan, including the inclusion of a 60’ right-of-way and associated stormwater areas. The updated yield plan is attached hereto as **Exhibit 3** and confirms the 39-unit base density set forth in the Narrative analysis with the original submission.

E. Proposed Location of the Deed-Restricted LMI Units

Comment 5 to the “Principal Planner Designee” section in the TRC report requests that the location of the LMI units be provided in a “timely manner.” This information is already contained on the submitted plans, with the units marked with a symbol on Sheet 8 of the plan set. For additional clarity the units designated are as follows: 1, 4, 8, 13, 18, 21, 22, 26, 31, 32, 43, 47, 54, 60, 62, 66, 69, 72, 76, 79, 85, 89, 93, 95, 98, 102, 105, 108, 112, 116, 120, 126, 129, 134, 138, 141, 146, 150, 154, 157, 160, 166, 169, and 175 for a total of 44 units.

F. Open Space

As stated above in response to the “Incompleteness” email with respect to the waiver requested for this item, out of an abundance of caution and as a comprehensive permit providing residential units, the Applicant requested a waiver to defer an open space plan to final plan submission as open space areas are contingent upon feedback as to the entire Project layout and design by the Planning Commission. The Applicant plans to provide the Town with a record plan which will clearly define the extent of open space areas or conservation easements.

As the open space is shown on the submitted Overall Development Plan, it can be divided into three separate areas:

Lot 201, which comprises the section called “Area 1” is one parcel for the 58 units shown. On this parcel the Applicant proposes a defined open space buffer/conservation easement that would prevent future development into these areas.

Lot 202, which comprises the section called “Area 2” is one parcel for the 58 units shown. On this parcel the Applicant proposes a defined open space buffer/conservation easement that would prevent future development into these areas.

Lots 203 and 204 are proposed as designated Open Space lots serving Section 3. These open space areas for Section 3 will serve two purposes: (1) a buffer to the abutting homes along Trafford Park Drive, and (2) for areas serving as drainage infiltration ponds. No future development would be permitted and would be clearly documented in the legal documents submitted at final plan.

G. Landscaping Comments

TRC Comment #10 under the “Principal Planner Designee” section, references vegetation trimming along Tiffany Road but looks for a planting plan for the same. There will be no planting plan provided, as there is no planting along Tiffany Road proposed. The adjustment requesting alternative spacing for street trees is pending before the Planning Commission. The intent of this relief from standard spacing is to give the design flexibility to place street trees as part of a more cohesive design rather than a regimented one. There may also be the ability to save trees near the roadway, as discussed, which is not usually known until constructed activity begins.

While not required in the preliminary plan checklist, once all comments are received with respect to landscaping from the Planning Commission, the Applicant can provide a stamped plan, if the Planning Commission finds it necessary at this stage. Otherwise, the plan can be provided at final plan.

H. Historic Cemetery Limit of Disturbance.

Comment 14 from the “Principal Planner Designee” section seeks confirmation that the area of disturbance in Area 1 will not encroach into the 25’ no cut buffer for the historic cemetery. The plan set shows a 25’ offset from the historic cemetery in addition to a demarcation for the limit of disturbance. No excavation is proposed within the 25’ perimeter.

I. Access Road to Historical Cemetery.

Comment 15 from the “Principal Planner Designee” section seeks a 20’ gravel road to access the historic cemetery. Walking access only to the historical cemetery will be provided from East Shore Drive over the existing sewer easement to the cemetery for visitation purposes. There is no requirement for an access road, nor is there one currently, and there is no current maintenance being done by the Town or any other agency with respect to this cemetery, nor any planned maintenance.

J. Engineering Comments.

The TRC report contains 3 technical comments on the plans and one comment about the stormwater management report.

1. Comment 1 requests an updated note to reflect construction start and completion dates.

Response: Sheet 3 states that “construction to commence Spring 2025 and take place until 2030 or upon receipt of all necessary approvals.” The Project has not even begun being reviewed, let alone received any approvals, so this note cannot be further updated at this time. The note can be updated at the final plan or building permit stage as to the general estimated construction time frame.

2. Comment 2 notes the requirement that any existing OWTS components from the existing house which are excavated and removed off site must be disposed properly.

Response: It is agreed that any OWTS components will be disposed of as required per any applicable state or local regulations.

3. Comment 3 seeks clarification as to the reporting requirements for the project professionals.

Response: The contractor requirements, inspections or required professionals as outlined on the plans are to ensure that the contractor complies with the intent of the plans and are in conformance with generally accepted construction and engineering practices, but also in accordance with state and local regulations. This is to ensure that the retained contractor(s) are following these practices, but do not compel the Applicant to submit this information to the Town, unless specifically outlined in the regulation requirements for the Project. The Applicant is unclear as to what level of inspections or reporting are being requested to be done privately, outside of the requirements of the regulations. Similar projects have been inspected by the Town Engineer, where required, and as-built plans for certain infrastructure components submitted in accordance with the applicable regulations.

4. Comment regarding stormwater report.

Response: DiPrete can integrate an overflow pipe from UIS E.

The Applicant looks forward to presenting before the Planning Board on November 19, 2025.

Sincerely,

/s/ Joelle C. Rocha

Joelle C. Rocha

Enclosures

4910-2972-9912, v. 2

EXHIBIT 1



DiPrete Engineering

October 20, 2025

Coventry Planning Board

Town of Coventry

1670 Flat River Road, Coventry, RI 02816

**RE: Request for Modified Monumentation Plan
Village at Tiogue – Assessor's Map 32 Lots 149, 150, 151, & 153
Project #: 0267-132**

Dear Members of the Board,

I am the Professional Land Surveyor responsible for the above referenced subdivision and I am requesting approval to reduce the number of required concrete bounds along the roadway layout.

The roadway design contains four short roads with multiple small curves, resulting in many points of curvature and tangency. Requiring bounds at every one of these locations would create excessive monumentation without providing any additional long term benefit. The intent of permanent bounds is to support future boundary retracement, which can be achieved by setting monuments at practical intervals and at meaningful changes in direction.

Setting concrete bounds at selected points of curvature and tangency spaced approximately five hundred feet apart, together with bounds at roadway intersections, will provide clear control for future survey work and is consistent with accepted Rhode Island surveying practice. Requiring bounds at every minor curve would add unnecessary cost to the developer and increase the likelihood of disturbance during construction or future utility work.

For these reasons I respectfully request approval of a modified monumentation plan as described above. Thank you for your consideration.

Respectfully submitted,

Sincerely,
DiPrete Engineering Associates, Inc.

Matt Insana, PLS
Senior Survey Project Manager
minsana@diprete-eng.com

Christopher Duhamel, PE, PLS
Supervising Principal Land Surveyor
cduhamel@diprete-eng.com

EXHIBIT 2

November 5, 2025

VIA EMAIL

Town of Coventry
Planning Commission
c/o Douglas McLean
Director of Planning and Development
1675 Flat River Road
Coventry, RI 02816
dmclean@coventryri.gov

Re: Comprehensive Permit for Preliminary Plan Review – Village at Tiogue located at Tiogue Ave. and Tiffany Rd., Assessor's Plat 32, Lots 149, 150, 151, and 153 ("Property").

Dear Mr. McLean,

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A. Traffic Counts (refer to Appendix A – Automatic Traffic Recorder Counts)

To clarify, record and project specific automatic traffic counts were utilized as follows:

Old North Road – Friday, December 4, 2015 through Friday, December 11, 2015;
Tiogue Avenue – Friday, December 6, 2019 through Friday, December 13, 2019;
New London Turnpike – Tuesday, January 14, 2025 through Saturday, January 18, 2025; and
Tiogue Avenue – Monday, March 3, 2025 through Friday, March 7, 2025.

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The project-specific manual turning movement count data was obtained for the two-hour afternoon peak periods determined through the record ATR data that evidenced that the two hours between 3:00 and 5:00 are representative of the peak traffic conditions experience along both Tiogue Avenue and New London Turnpike in the project area during the daily afternoon hours.

B. Manual Count Data (refer to Appendix A – Intersection Turning Movement Counts)

Intersection turning movement counts (manual) were performed on **Tuesday**, March 4, 2025.

C. Improvements to Tiffany Road

Pare's report proposes three areas of improvements on Tiffany Drive, Area 1 outlined in orange below, Area 2 outlined in pink below, and Area 3 outlined in yellow below:



Each section is discussed in turn.

Area 1, Western section of Tiffany Road from the site access road to Area 3, to Trafford Park Drive.

Pare agrees with Crossman's suggestion that this section of Tiffany Road, much of which is owned by the applicant (as shown on the Town's GIS is absorbed into Lot 150), be widened to 22 feet with vegetation cleared for safe passage. The applicant agrees to extend improvements as proposed on the plans to include the section between the site entrance and Trafford Park Drive.

Area 2, section of Tiffany Road between Trafford Drive and Old North Road

Pare suggests that this area be widened to 22 feet and vegetation cleared, similar to Area 1. The Applicant agrees to widen this Area to the extent possible subject to surveying of this Area as to impediments and the size of the platted right of way, which is unknown.

Area 3, Old North Road to New London Avenue

Pare suggests that this portion of Tiffany Road also be improved. It is a one-way, westbound roadway. Pare notes that this section is narrow, averaging between 10 and 12 feet for the one-way width and that the pavement is in poor condition. Pare also notes that widening would require takings of private property. Pare suggests that this section of roadway "should at a minimum be improved with new asphalt and widened to the maximum width possible to better accommodate vehicular traffic and emergency vehicles" and that "Vegetation should be cleared on the sides of this section of the road to improve site distances."

In response, the Applicant will agree to grind the roadway down to the base, grade and repave the current width. The Applicant will not guarantee a maintenance period or bond given the existing and unknown conditions of the roadway and will not agree to widen the roadway given the significant site constraints, drainage and wetlands implications. A review of this section of Tiffany Road reveals that there is not sufficient width for any widening, that there are wetlands implicated as well as a significant drop off of topography, private improvements including those depicted as follows, in addition to telephone poles and mailboxes which would not allow any widening of the roadway.



To note, this eastern section of the roadway is inbound to the site only (one way) and would only service Area 3 of the development. The estimated traffic utilizing the one-way road is nominal.

D. Connection of Areas 2 and 3

While *not* pointed out to be a safety or traffic necessity by Pare, as suggested by some TRC members, Pare does suggest a benefit to connecting a roadway between Areas 2 and 3. The Applicant is not opposed to the connection of a roadway between Areas 2 and 3 in light of Pare's determination that such connection will *not* detrimentally impact traffic or safety.

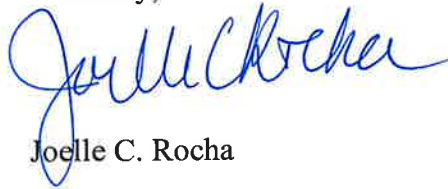
However, given the findings that such connection will allow other traffic in the area to utilize the connected roadway to navigate through the neighborhood, the Applicant will not agree that this connected through road be private, a request of several members of the TRC Committee to avoid Town maintenance obligations. The Applicant is willing to revise the plans and show the roadway connected so long as it is a public roadway, as proposed. That said, it is the Applicant's preference that the current roadway configuration, with no connection of Areas 2 and 3, be retained.

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E. Sidewalks in Area 1

Pare suggests that Area 1 include sidewalks along the private roadway. As Pare points out, these sidewalks do not connect to any additional sidewalk along Tiogue Avenue. This is a small residential area—as Pare notes, 600 feet--and neither Applicant, nor its professionals see the need, safety, circulation or otherwise to provide sidewalks to nowhere and the inclusion of such will detrimentally impact circulation in the site.

Sincerely,



Joelle C. Rocha

EXHIBIT 3



<u>DEVELOPMENT DATA:</u>	
TOTAL SITE AREA:	26.99 ACRES
TOTAL NUMBER OF LOTS:	39
TOTAL LOT AREA:	19.21 ACRES
TOTAL OPEN SPACE:	2.35 ACRES
AVERAGE LOT AREA:	0.49 ACRES
RIGHT OF WAY AREA:	5.43 ACRES
RIGHT OF WAY WIDTH:	60'
LENGTH OF ROAD A:	2,379'
LENGTH OF ROAD B:	921'
LENGTH OF ROAD C:	580'
TOTAL ROAD LENGTH:	<u>3,880'</u>
LENGTH OF SIDEWALK:	4,442'
ROAD PAVEMENT WIDTH:	30'
SIDEWALK WIDTH:	4'

DIMENSIONAL REGULATIONS:

CURRENT ZONING:	R-20
	<u>REQUIRED</u>
MINIMUM LOT AREA:	20,000 SF
MINIMUM FRONTAGE AND LOT WIDTH:	120'
MINIMUM FRONT AND CORNER SIDE YARD:	35'
MINIMUM SIDE YARD:	20'
MINIMUM REAR YARD:	40'
MAXIMUM STRUCTURE HEIGHT:	35'
MAXIMUM LOT COVERAGE:	20%

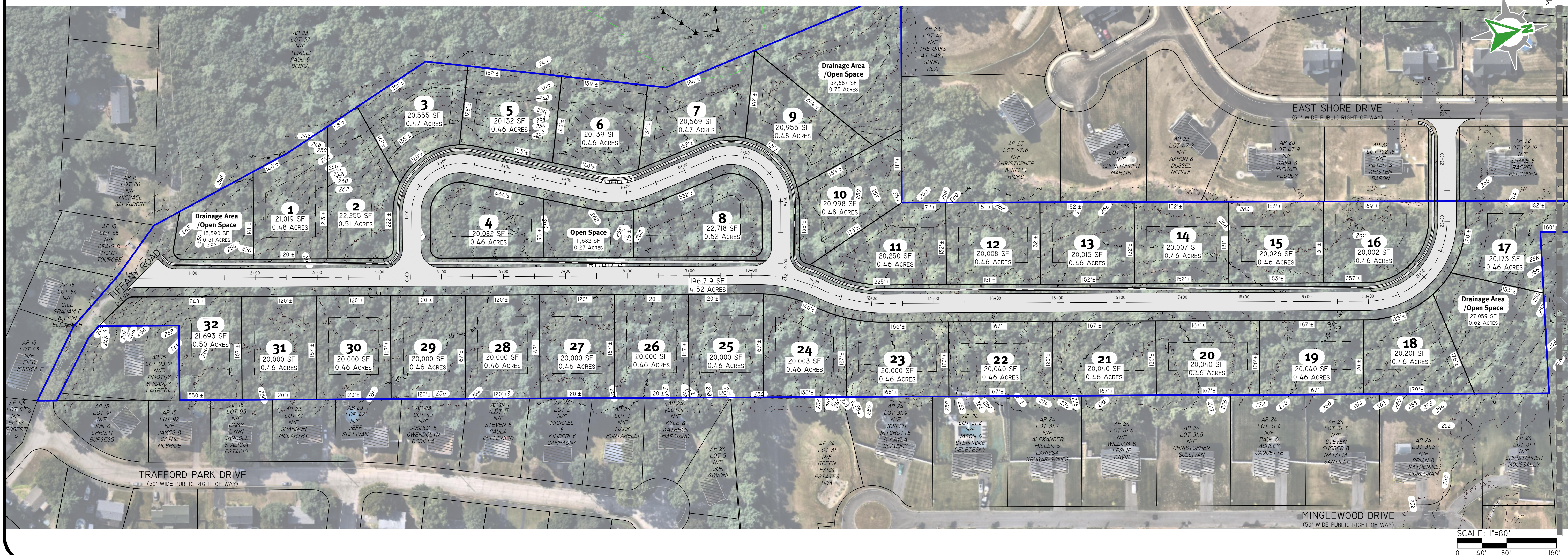
GENERAL NOTES:

1. THE SITE IS PROPOSED TO BE BUILT IN MULTIPLE PHASES AND HOMES ARE PROPOSED TO BE 2-4 BEDROOMS.
2. THE SITE IS TO BE SERVICED BY PUBLIC WATER AND PUBLIC SEWER.
3. PROPOSED RIGHTS OF WAY ARE TO BE 60' WIDE WITH 30' WIDE PAVEMENT (15' TRAVEL LANES AND 6" CURB ON EACH SIDE).
4. THE DRAINAGE SYSTEM WILL BE DESIGNED TO MEET THE TOWN OF CONVENTRY SUBDIVISION AND LAND DEVELOPMENT REGULATIONS WITH THE USE OF CATCH BASINS, CULVERTS, AND UNDERGROUND DRAINAGE BASINS. THE STORMWATER MANAGEMENT SYSTEM MEETS THE RIDEM DRAINAGE MANAGEMENT PRACTICES.
5. DETAILED SOIL EROSION AND SEDIMENT CONTROL MEASURES TO BE INCORPORATED AT THE PRELIMINARY DESIGN STAGE AND WILL CONFORM TO THE RIDEM BEST MANAGEMENT PRACTICES.

PROPOSED LEGEND

NOT ALL ITEMS SHOWN WILL APPEAR ON PLANS

	PROPERTY LINE
	BUILDING SETBACKS
	RETAINING WALL
	BUILDING FOOTPRINT
	BUILDING OVERHANG
	ASPHALT PAVEMENT
	CONCRETE



— MATCH VIEWPORT ABOVE

THIS PLAN SET MUST NOT BE USED FOR CONSTRUCTION PURPOSES
UNLESS STAMPED 'ISSUED FOR CONSTRUCTION' AND STAMPED BY
REGISTERED PROFESSIONAL ENGINEER OF DIPRETE
ENGINEERING.

ENGINEERING. DIPRETE ENGINEERING ONLY WARRANTS PLANS ON A DIPRETE ENGINEERING TITLE BLOCK STAMPED BY REGISTERED PROFESSIONAL ENGINEER OF DIPRETE ENGINEERING. DIPRETE ENGINEERING DOES NOT WARRANT PLANS BY ANY OTHER PARTY.

THE CONTRACTOR IS RESPONSIBLE FOR ALL OF THE MEANS, METHODS, SAFETY PRECAUTIONS AND REQUIREMENTS, AND OSHA COMPLIANCE IN THE IMPLEMENTATION OF THIS PLAN AND DESIGN.

NO.	DATE	YIELD PLAN DESCRIPTION	W.G.C.
			BY:

YIELD PLAN

VILLAGE AT TIOGUE
ASSESSOR'S MAP 32 LOTS 150
COVENTRY, RHODE ISLAND

PREPARED FOR:
2332 REALTY ASSOCIATES

232 REALTY ASSOCIATES
ROBERT DEBLOIS
420 SCRABBLETOWN RD, SUITE G.

401-474-7722 | 401-274-7200

SHEET OF 1