

NARRATIVE REPORT

FOR

“SIENA CONDOMINIUMS”

AP 45, LOTS 10, 11, 12 & 13

MAIN STREET

COVENTRY, RI

OWNER

STEPHEN T. JURCZYK

PO BOX 434

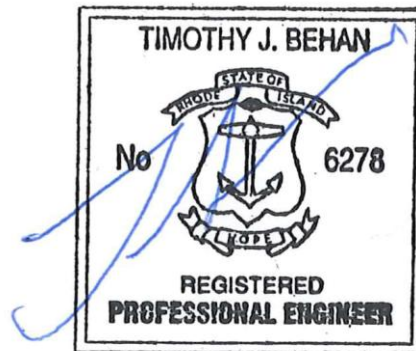
COVENTRY, RHODE ISLAND 02816

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

NOVEMBER 2025

CEC PROJECT NO. 25024.00

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 access will be provided from Ken Ray Drive. The access to Ken Ray Drive will require an easement from the Town of Coventry since 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. This site has 5 structures, and all will be removed and disposed of as part of this development. See demolition notes in the plan set. The parcels are primarily lawn with some mixed hardwood specie trees at the perimeters of the lots.

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

Waiver Request:

The following waivers are being requested:

Major Land Development Project Checklist Waivers:

Several checklist items are required at the Preliminary Plan Stage, such as RIDEM and RIDOT permits. At this time, we are requesting the following list of checklist waivers listed below be deferred to the Final Plan:

1. Line 57: Wetlands and Stormwater have been submitted to RIDEM. Permits have not been issued as of November 6, 2025, see Appendix-7.
2. Line 65: Wetlands and a Physical Alteration Permit Application have been submitted. Permits have not been issued as of November 6, 2025, see Appendix-7.
3. Line 66: An approved Soil Erosion and Sediment Control Plan. -Submitted to Town Engineer for review at this time.

Subdivision and Land Development Regulation Waivers:

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.

End of Narrative

Appendices

- Appendix-1: Building Elevations and Floor Plan
- Appendix-2: Kent County Water Authority Approval Letter dated September 24, 2025
- 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
- Appendix-7: RIDEM and RIDOT Permit Submittals

Attachments:

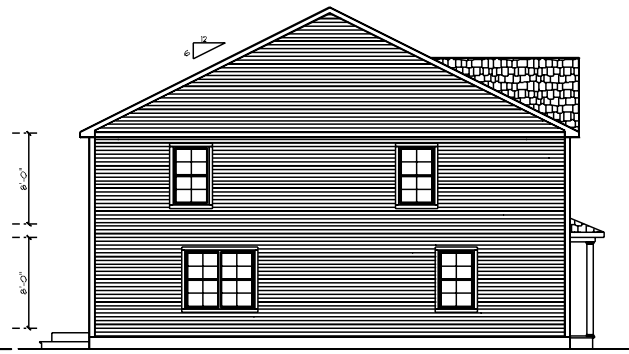
- Attachment-1: Application and Checklist for Major Land Development and Major Subdivisions
- Attachment-2: Stormwater Site Planning, Analysis and Design Report
- Attachment-3: Stormwater System Operation & Maintenance Plan
- Attachment-4: Draft Soil Erosion and Sediment Control Plan

APPENDIX-1

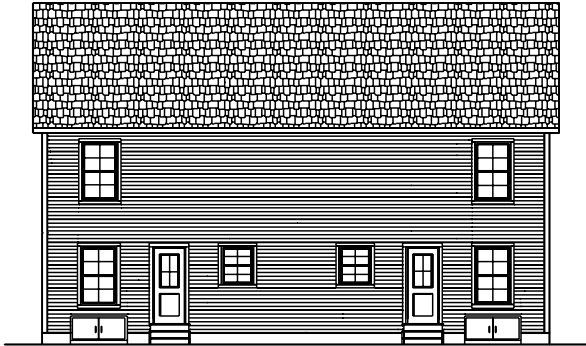
Building Elevations and Floor Plan



FRONT ELEVATION



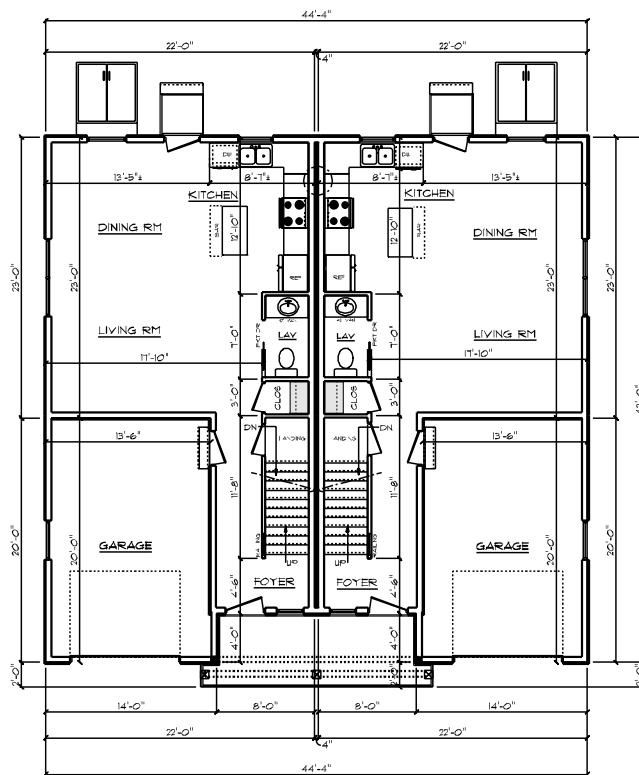
LEFT SIDE ELEVATION



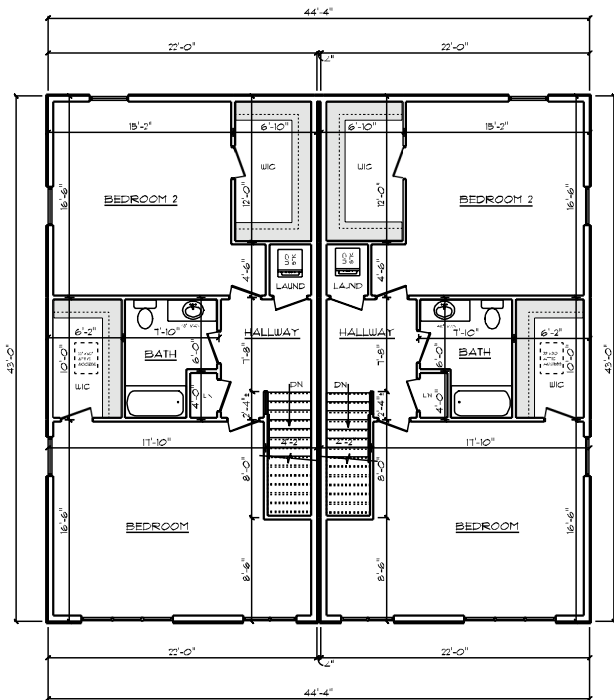
BACK ELEVATION



RIGHT SIDE ELEVATION



FIRST FLOOR PLAN



SECOND FLOOR PLAN

APPENDIX-2

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

35 Technology Way
West Greenwich, RI 02817
401.821.9300
www.kentcountywater.org

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

APPENDIX-3

Fire Marshal Correspondence



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

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 indicted on the plans are considered acceptable to this office.

Please contact me for further information regarding this matter.

Sincerely,

A blue ink signature of Lt Kevin E. McCann.

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

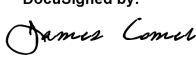
- The updated project proforma was reviewed, and the project appears to be feasible based on projected overall development costs and potential sources.
- The applicant, Boulder Hill Development, LLC, has provided evidence of site control.

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:

814E300D120049F...
James Comer

Deputy Executive Director

cc: Doug Mclean, Town Planner

APPENDIX -5
Town Council Sewer Resolution

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THE TOWN OF COVENTRY

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.

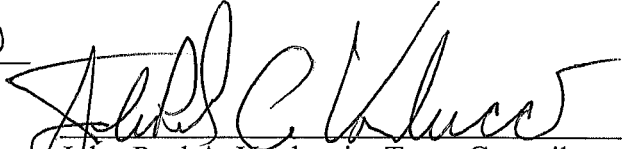
NOW THEREFORE, BE IT RESOLVED THAT the Honorable Town Council:

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 14TH 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

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:

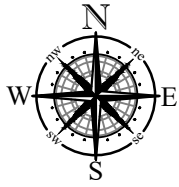
Crossman Engineering, in accordance with our scope of services, has completed a planning level study to determine if a new residential development project proposed on a 95,832 square foot parcel of land in the Town of Coventry, has adequate and safe access to the immediate local servicing roadways. The 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

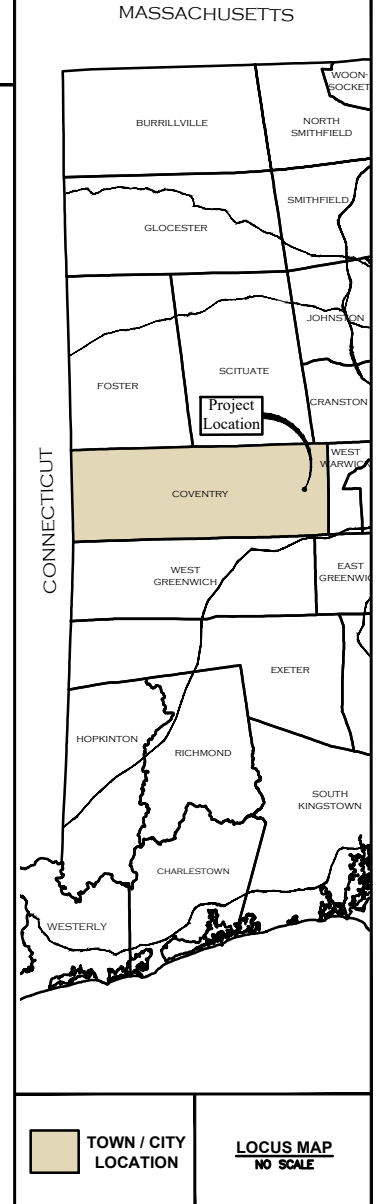
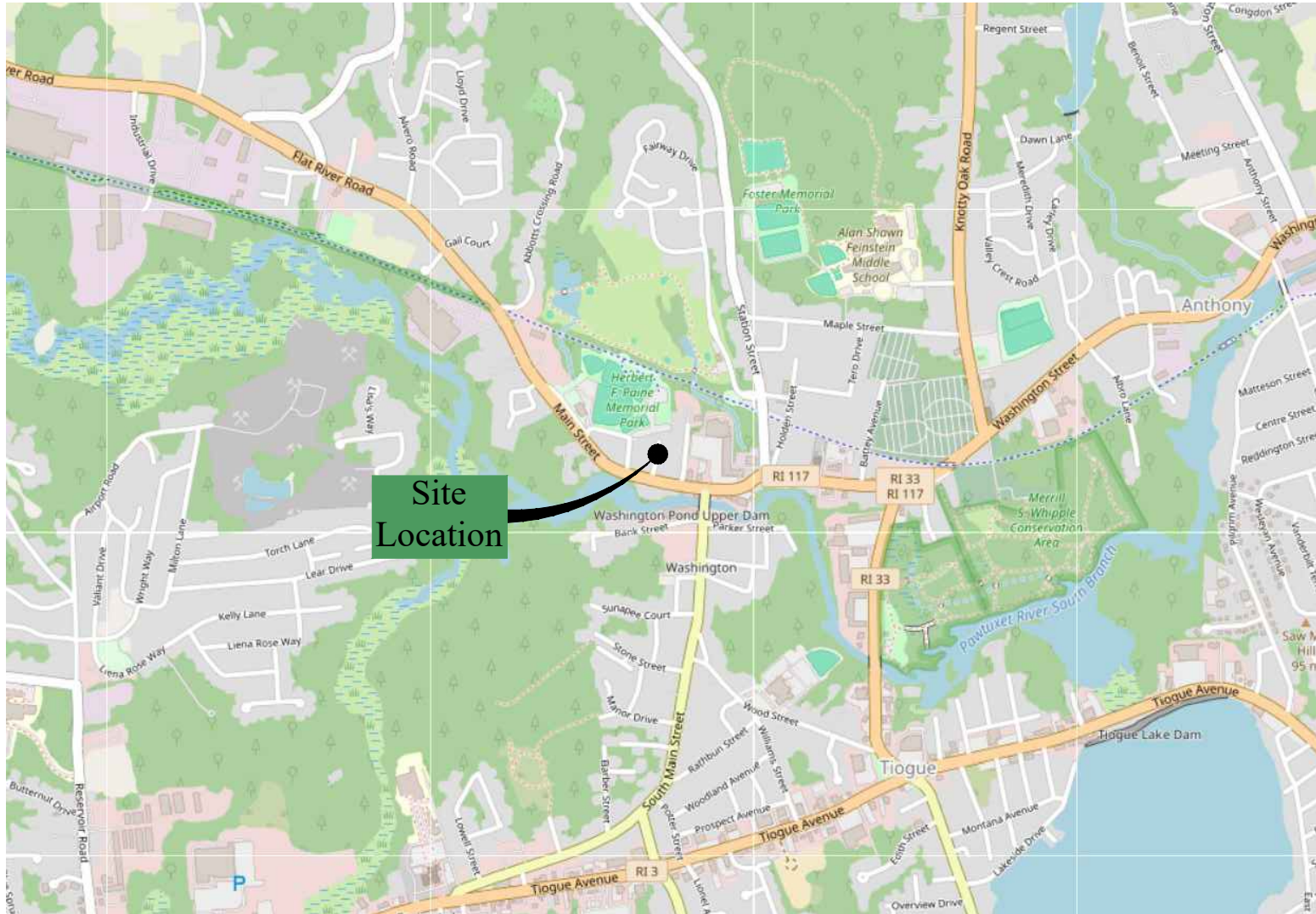
Project Approach

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



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

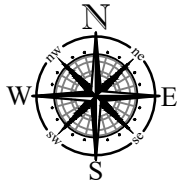
- An inventory of the physical roadway characteristics of the adjacent servicing roadways, focusing on the main points of access including Main Street (Route 117) and Ken Ray Drive. The field inventory included roadway alignment, pavement width and condition, signage, and traffic control to determine 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



CROSSMAN ENGINEERING

100 Jefferson Blvd., Suite 200 | Warwick, RI 02888
1 George Leven Drive, Suite 200 | N. Attleboro, MA 02760

Project Area Map

Figure 2

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 85th percentile speed of 32 mph which requires a safe stopping sight distance of 220 feet. For eastbound traffic the 85th 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 85th 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



Figure 3

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>		Enter	Exit	Total
<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

-
- A. Traffic Data
 - B. Trip Generation

ATTACHMENT A – Traffic Data

Vehicle Speed Study

Main Street (Route 117)

VEHICLE SPOT SPEED STUDY

General Information

Analyst/Observer: JC
Agency or Company: Crossman Engineering
Date Performed: Wed September 17, 2025
Time Period From: 10:30 AM To: 10:45 AM
Weather/Road Condition: Clear 75 degrees F
Posted Speed (mph): 35 mph

Site Information

Location: Main St near Ken Ray Drive
City: Coventry
County: Kent
Roadway ID:
Milepost:
Remarks:

Vehicles traveling East bound										Speed (mph)	Vehicles traveling West bound										Both Directions							
Cum Total	Total	20				15		10			5		5				10		15		20		25		Total	Cum Total	Total	Cum Total
											≥ 80															0	200	
											78 - 79.9															0	200	
											76 - 77.9															0	200	
											74 - 75.9															0	200	
											72 - 73.9															0	200	
											70 - 71.9															0	200	
											68 - 69.9															0	200	
											66 - 67.9															0	200	
											64 - 65.9															0	200	
											62 - 63.9															0	200	
											60 - 61.9															0	200	
											58 - 59.9															0	200	
											56 - 57.9															0	200	
											54 - 55.9															0	200	
											52 - 53.9															0	200	
											50 - 51.9															0	200	
											48 - 49.9															0	200	
											46 - 47.9															0	200	
											44 - 45.9															0	200	
											42 - 43.9															0	200	
100	2									1	40 - 41.9	1												1	100	3	200	
98	7									1	38 - 39.9															7	197	
91	11									1	36 - 37.9															11	190	
80	26	7	1	1	1	1	1	1	1	1	34 - 35.9	1	1	1										3	99	29	179	
54	26	7	1	1	1	1	1	1	1	1	32 - 33.9	1	1	1	1	1	1	1	1	1	1	1	1	11	96	40	150	
28	23	4	1	1	1	1	1	1	1	1	30 - 31.9	1	1	1	1	1	1	1	1	1	1	1	1	14	85	37	113	
5	4									1	28 - 29.9	1	1	1	1	1	1	1	1	1	1	1	1	12	36	71	40	76
1	1									1	26 - 27.9	1	1	1	1	1	1	1	1	1	1	1	1	21	35	22	36	
											24 - 25.9	1	1	1	1	1	1	1	1	1	1	1		11	14	11	14	
											22 - 23.9	1												1	3		3	
											20 - 21.9	1												1	2		2	
											18 - 19.9	1												1	1	1	1	
											16 - 17.9															0	0	
											14 - 15.9															0	0	
											12 - 13.9															0	0	
											10 - 11.9															0	0	
											≤ 10															0	0	
100		TOTALS																							100		200	

Travel Direction 1 →	East	Speed Data Summary	West	← Travel Direction 2	Both Directions
	85	85th Percentile Vehicle	85		170
	36	85th Percentile Speed	32		35
	33	50th Percentile Speed	28		
	30-40	10 mph Pace	24-34		26-36
	OK		OK		OK

U.S. Customary	Metric	(3-1)
$d_B = 1.075 \frac{V^2}{a}$ <p>where:</p> <p>d_B = braking distance, ft</p> <p>V = design speed, mph</p> <p>a = deceleration rate, ft/s²</p>	$d_B = 0.039 \frac{V^2}{a}$ <p>where:</p> <p>d_B = braking distance, m</p> <p>V = design speed, km/h</p> <p>a = deceleration rate, m/s²</p>	

Studies documented in the literature (19) show that most drivers decelerate at a rate greater than 14.8 ft/s² [4.5 m/s²] 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/s² [3.4 m/s²]. 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/s² [3.4 m/s²] (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/s² [3.4 m/s²]. 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/s² [3.4 m/s²] used to determine calculated sight distance.

ATTACHMENT B – Trip Generation

ITE Trip Generation Summary

ITE Land Use Code

ITE Land Use Code 215 – Single Family Attached Housing

B

ITE Trip Generation Summary

Trip Generation Summary

<u>DAILY</u>	<u>Description</u>	<u>Enter</u>	<u>Exit</u>	<u>Total</u>
ITE Land Use Code 215	Single-Family Attached	53	53	106

AM PEAK HOUR

ITE Land Use Code 215	Single-Family Attached	2	6	8
-----------------------	------------------------	---	---	---

PM PEAK HOUR

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

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

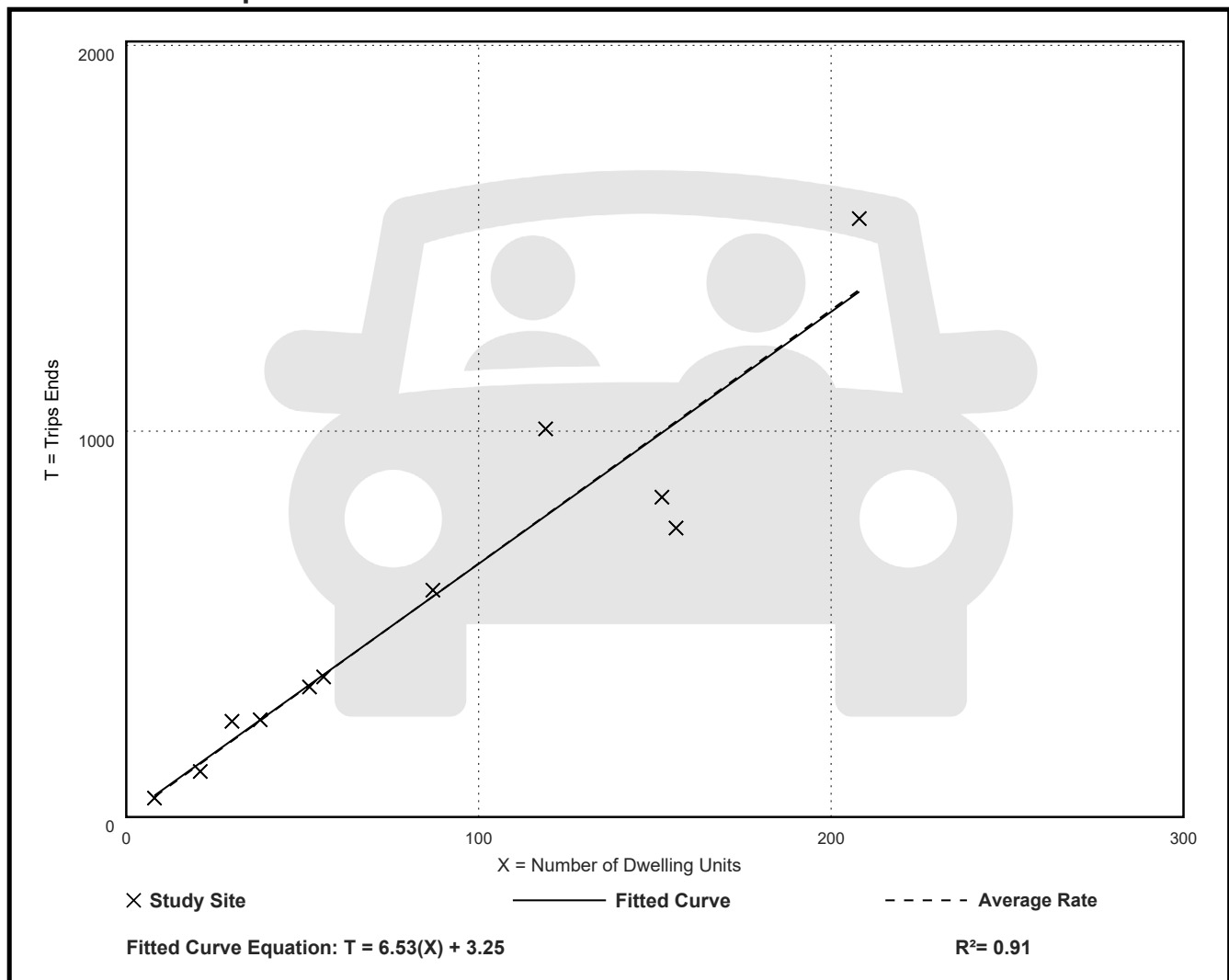
Avg. Num. of Dwelling Units: 84

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

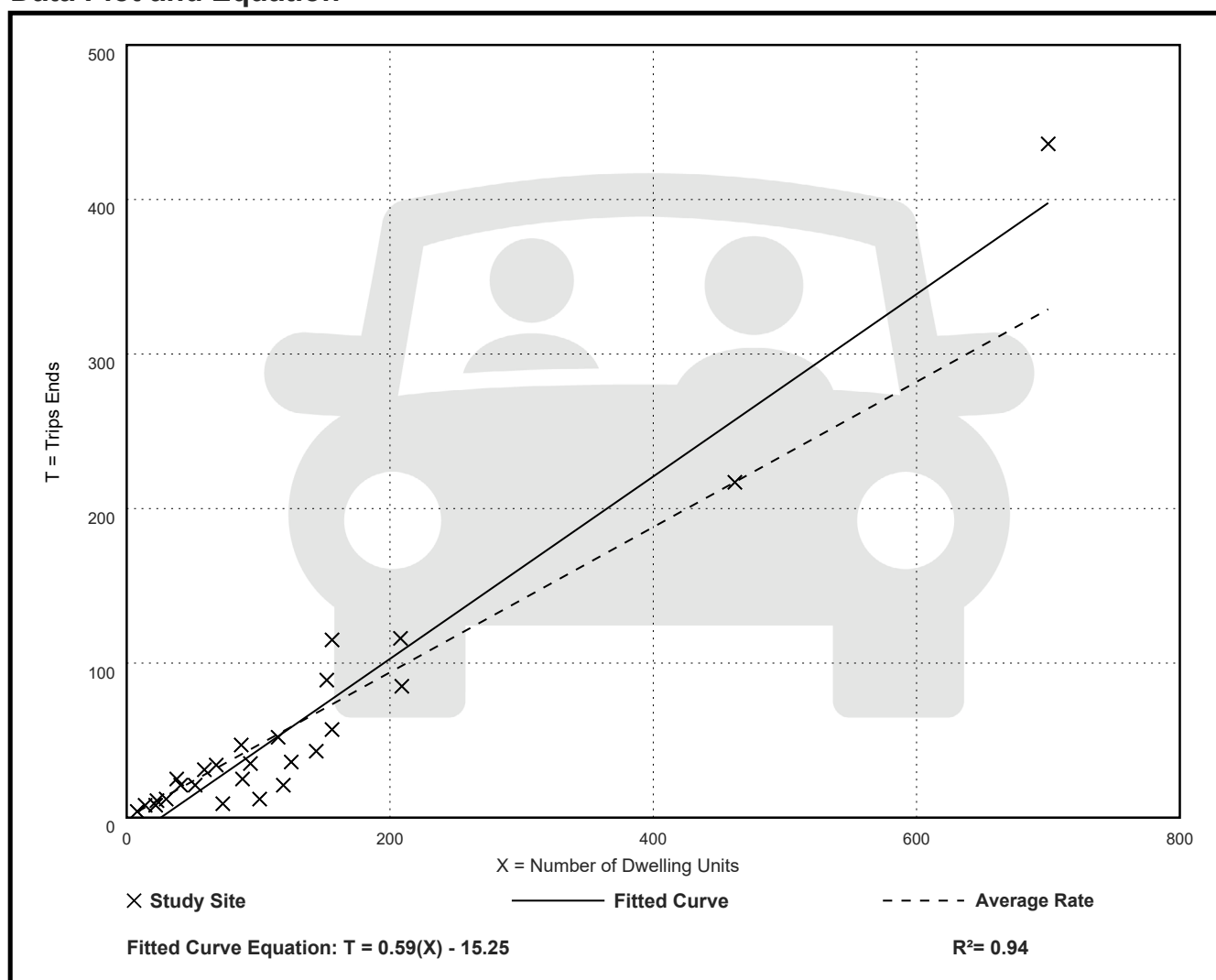
Avg. Num. of Dwelling Units: 129

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

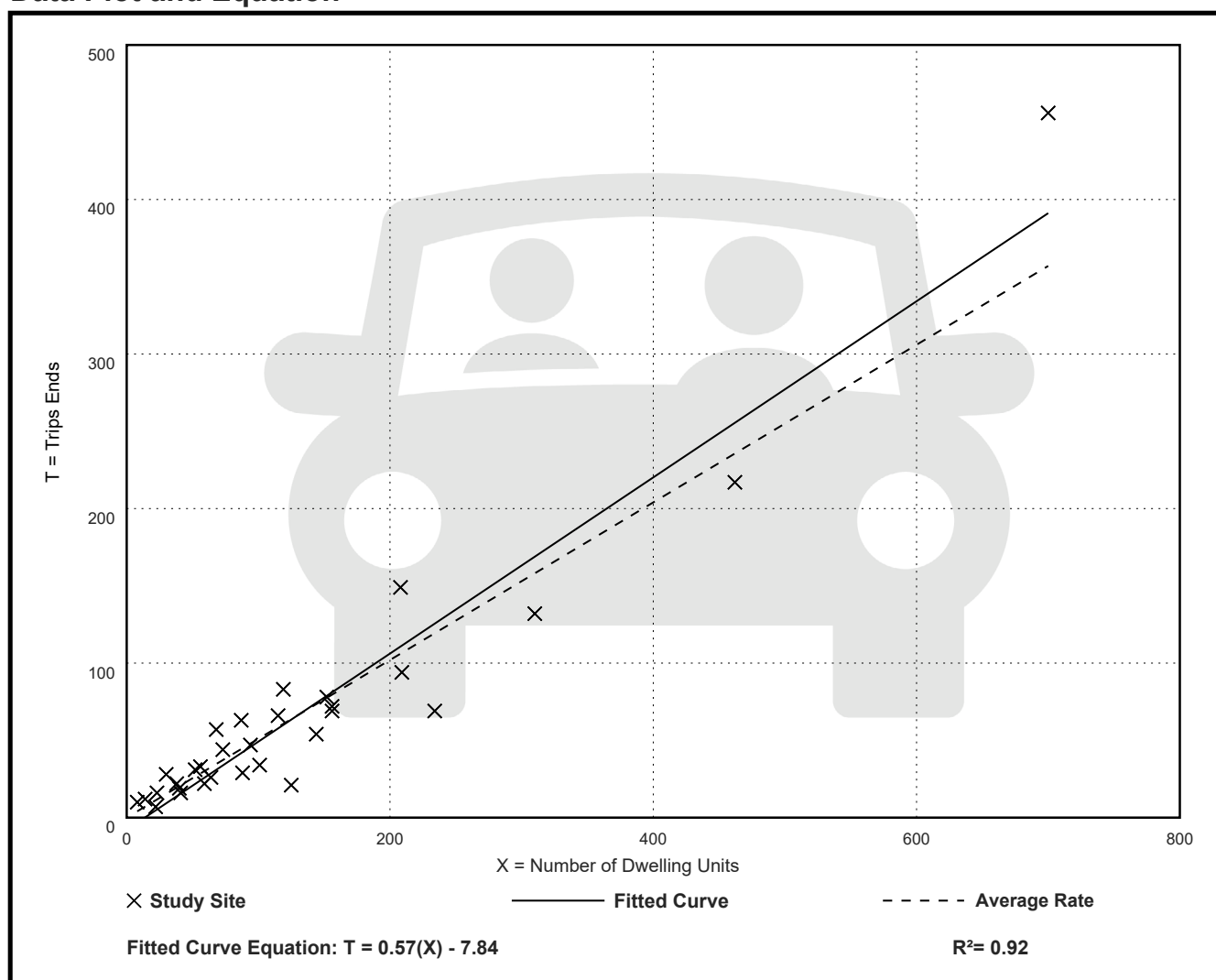
Avg. Num. of Dwelling Units: 131

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



APPENDIX -7
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

Acceptance Letter Pending Final Requirements

Provide Insurance Certificate and Performance Bond Documentation

Clear Expiration Date

Deputy Chief Engineer Approval

Permit Issuance

Notify DOT upon Project Completion.

Compliance Inspection

Final Engineering Approval

Permit Closeout and Release of Bond Letter



--

First Name *
Patrick

Last Name *
Czerwien

Street Address *
57 Pine Ridge Drive

City *
Cranston

State *
RI

Zip Code *
02921

Phone Number *
401-413-5648

Email *
leaczerwien@gmail.com

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

▼

License

Select

Clear

Search

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	Sienas 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	▼
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	▼
IA-0000009169	Residences at Broad Street	Thomas McNulty	221 Mendon Road, Cumberland, Rhode Island	RIPDES CGP And/Or UIC Stormwater Application		7/2/2025	Request for Additional Information	▼
IA-0000007688/0620-0807		Michael R. Egan	Ocean Road, Narragansett, Rhode Island	Construction Permit Application	New Building Construction;Variance	6/3/2025	Abutter Notification	▼
IA-0000007739/0620-0806		Maureen G. Egan	Ocean Road, Narragansett, Rhode Island	Construction Permit Application	New Building Construction;Variance	6/4/2025	Abutter Notification	▼
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	▼
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	▼