



August 27, 2025

Town of Coventry
Department of Planning & Development
1675 Flat River Road
Coventry, RI 02816

ATTN: Doug McLean – Director of Planning and Development
Josh Chase – Planning Technician

RE: Westwood Estates Reconfiguration Plan
1 Liena Rose Way, A.P. 43 Lots 35 & 35.1, A.P. 32 Lot 32.1, Coventry, RI
Technical Review Committee Comments

Gentlemen:

Responses to the Technical Review Committee (TRC) comments on the referenced project are below, presented after the initial comment (in italics).

Pre-Hearing Comments, Received 8/18/25:

1. *Planning Staff requests AP 44 Lots 4, 5, & 6 be added to the application or explain why they are not included in the application.*

CE&C Response: The referenced lots shall be added to the application as requested.

2. *Provide information on which new units will have sewer connections and which will have OWTS.*

CE&C Response: The evolution of the park over many decades has left gaps in the available and verifiable information on the waste management system in the park; it is known that some of the sites are serviced by on-site wastewater treatment systems (OWTS's), while others are connected to private low-pressure sewer force mains that discharge into a force main in Reservoir Road. During the next permitting stage (Preliminary), a comprehensive park-wide survey of the sanitary sewer system and capacity analyses of the existing force mains within the park shall be performed. The determination of how new units will be serviced shall be made once that information is available, and shall be reflected in the Preliminary Plan submission.

3. *Show the designated areas on site plan and provide a calculation demonstrating that the Westwood Estates property still meets the required 10% of recreation and open space.*

CE&C Response: A sheet has been added to the plan set to depict existing and proposed recreation and open-space areas, which also provides the calculation of the percentage of recreational/open space area relative to the total lot area. The provided area exceeds 10% under both existing and proposed conditions.



4. *Provide dimensions on site plan to demonstrate that all of the proposed sites meet the required 50' width at the setback line, specifically T1, T2, S1.*

CE&C Response: The lot width dimension for site S1 has been added to Sheet 5 of the plans. Note that the reconfiguration of new road "C" (which would have been used to access lots T1 and T2) has eliminated what had been lots T1 and T2.

5. *Provide more information on the available parking/driveway locations for some of the proposed new units, specifically B6, B7, S4, S5, T1, T2.*

CE&C Response: Detailed designs of individual driveways for proposed infill sites is beyond the scope of this permitting stage; however, we have adjusted the locations of some of the proposed trailers to more readily demonstrate that adequate space shall be available for individual driveways on each proposed site, and verified that there will be sufficient space for a two (2) vehicle wide driveway at least 20 feet deep on each lot.

6. *Provide more details on the physical method of moving the older units, including what would happen to units that get damaged.*

CE&C Response: Please refer to the written response to this question provided by Hometown America Communities (HAC). Also, please note that the relocation of existing mobile homes is no longer included in this Master Plan submission (see below); therefore, the method of moving is no longer directly pertinent to this application.

7. *Provide a narrative summary that details the legal rights for mobile home owners who do not wish for their units to be moved or altered, and what is the applicant's plan if the proposed "infill" areas are rendered unavailable for new units based on mobile home owners who wish to remain in place.*

CE&C Response: Please refer to the written response to this question provided by HAC. Also please note that the "Phase 2" component of this Master Plan application has been removed, and shall be deferred. As stated in their written policy, HAC has no intentions of compelling or pressuring any of the current residents of Westwood Estates to alter or relinquish their sites as part of this project or in the future; acquisition of an existing site to allow for site/unit relocations/reorientations shall only take place at such time as the current owner voluntarily offers their site for sale. No residents shall be involuntarily displaced from their sites.

8. *Provide clarification if the new units created by turning existing units will have the required width, size, and coverage limits.*

CE&C Response: The units that shall be relocated/reoriented (i.e. reconfigured) are wholly dependent on which residents will at some point voluntarily sell their sites to HAC. Therefore, the specific sites/units that will ultimately be reconfigured are not, and cannot be, known at



this time; correspondingly, it is impossible to clarify exactly how the reconfigured lots shall meet the zoning dimensional standards and requirements. However, it is understood and stipulated that any future site/unit reconfigurations shall comply with the applicable dimensional standards.

9. *Provide confirmation on whether new stop signs are going to be installed at the newly created intersections.*

CE&C Response: As part of the Traffic Impact Analysis to be performed for the development (see DPW comment 1 below), a warrant analysis for stop signs at the newly created intersections shall be performed. Should stop signs be warranted, they shall be installed. As was discussed at the TRC, any such stop signs within the Westwood Estates private roadway system shall also be private, and shall not require Town Council ratification in order to be installed.

10. *Provide clarification on how the application will maintain compliance with the required buffer on the new “Road B” (off Cherry Lane). The proposed plans show little to no buffer where 100’ is required.*

CE&C Response: The 100’ perimeter buffer zone was omitted from the original plan. It has been added to the revised plan, and the affected lots have been reconfigured accordingly.

11. *Planning Staff requests that the applicant investigate whether the newly created “Road A” should connect to the stub that comes off of Airport Road that is in direct proximity in order to create this as a “through road.”*

CE&C Response: After conferring with HAC, it was determined that the potential benefits of running Road A through to Airport Road would be outweighed by the drawbacks of doing so. Specifically, the current residents accessing the Airport Road “stub” benefit from being on a low-volume dead end street, as will the residents of new road “A”. Connecting the two roads would eliminate that benefit, allowing more traffic to pass by each abutting site.

12. *Provide contextual information on what will happen to accessory structures (patios, carports, ramps, etc.) on the lots that will be realigned.*

CE&C Response: Please refer to the response to comment 8 above; until the units that will actually be reconfigured are known, it is impossible to offer any specific information on what will happen to any existing accessory structures on same. Broadly speaking, HAC will endeavor to preserve and relocate existing accessory structures to the maximum extent practicable, as shall be appropriate to the individual sites.



13. *Provide additional information on the rationale behind the waiver requested from the requirement to supply a letter from KCWA about providing water service (Line 55 of the checklist). Can such a letter be reasonably incorporated at this stage of the application?*

CE&C Response: A “will-serve” letter has been provided by the KCWA, and is attached hereto.

14. *The location and details of the proposed septic systems will be required at Preliminary Plan stage.*

CE&C Response: Understood and agreed to by HAC.

15. *A landscaping plan will be required at the Preliminary Plan Stage.*

CE&C Response: Understood and agreed to by HAC.

16. *Planning Staff requests that the “lower 5” lots (AP 35 Lot 32.001, AP 43 Lot 35, AP 44 Lots 4, 5, & 6) be merged into one lot via an Administrative Subdivision (at Final Plan).*

CE&C Response: HAC agrees to do so; a note to that effect has been added to Sheet 3.

8/18/25 Hearing Comments (Verbal, Paraphrased by CE&C):

Kevin McGee – Director of Public Works

1. *A traffic impact analysis shall be required as part of the Preliminary Plan submission.*

CE&C Response: CE&C shall perform a Vehicle Trip Projection and Traffic Impact Analysis for existing and proposed conditions, and shall provide same to the Town as part of the Preliminary Plan submission.

2. *The Planning Commission may wish to receive an advisory opinion from the Conservation Commission.*

CE&C Response: If the Planning Commission decides to request an advisory opinion from ConCom, CE&C shall accommodate the submission as needed.

3. *Airport Road is a private roadway; a use agreement among the owners of the roadway will be needed for any work that impacts the road.*

CE&C Response: No work is proposed under the current Master Plan that would require access to/from Airport Road, so this item is not currently applicable.



Chief Kevin Cady – Central Coventry Fire District

1. *A system assessment report (in accordance with NFPA 25) of the park water system shall be required as part of the Preliminary Plan submission.*

CE&C Response: Understood and agreed to by HAC.

2. *The Fire Department would like to have more lighting installed in some areas of the park; this is a request, but not a requirement.*

CE&C Response: A lighting survey and photometric plan of the park can be prepared as part of the Preliminary Plan submission, to assess the existing lighting levels throughout the park and to determine if additional lighting is warranted.

Joe Levesque, P.E. – Town Engineer

1. *Upon completion of the site/infrastructure construction, a certification from the Engineer of Record (or an accepted designated inspection subconsultant) shall be required that the project has been completed in accordance with the approved plans before building permits are issued.*

CE&C Response: Understood and agreed to by HAC.

2. *A Soil Erosion and Sedimentation Control (SESC) Plan shall be required prior to the start of construction.*

CE&C Response: Understood and agreed to by HAC.

3. *A Sewer System Capacity Analysis shall be required as part of the Preliminary Plan submission.*

CE&C Response: Understood and agreed to by HAC; please refer to the response to Planning comment #2 above.

Chief Ben Witt – Coventry Police Department

1. *A traffic impact analysis shall be required as part of the Preliminary Plan submission.*

CE&C Response: Refer to the response to DPW comment 1 above.

Should you have any further questions, please do not hesitate to call us.

Sincerely yours,

COMMONWEALTH ENGINEERS & CONSULTANTS, INC.

Michael Zavalía, P.E.