



# DiPrete Engineering

April 12, 2022

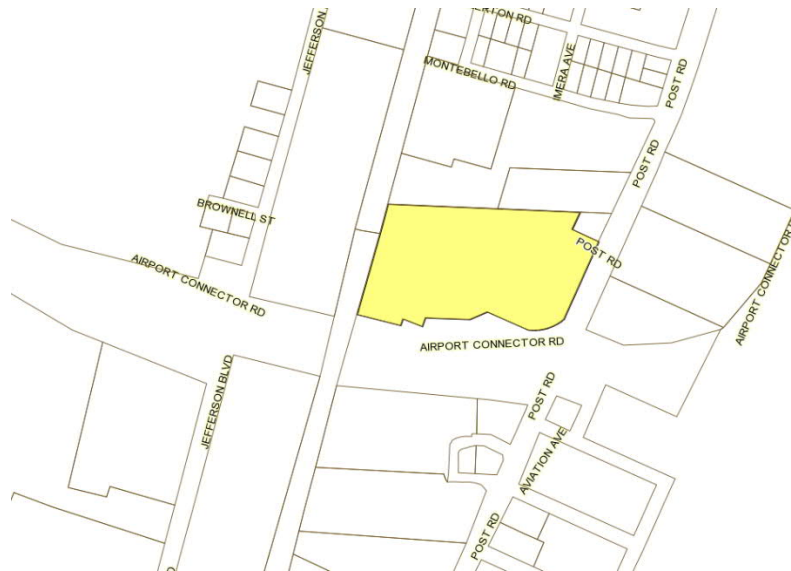
Thomas J. Kravitz  
City Planning Director  
City of Warwick  
Buttonwoods Annex Bldg  
3027 West Shore Road  
Warwick, Rhode Island 02886  
(401)-921-9683

RE: Project Narrative  
Post Road Residential Development  
Metro Center Boulevard and Kilvert Street  
Assessor's Plat 323 Lot 523  
DE Project #: 2625-018

Dear Mr. Kravitz,

On behalf of Skydra Development and working with AR Building, we have prepared this project narrative to provide a general description of the proposed development of Assessors Plat 323 Lot 523 located at the intersection of Post Road and Airport Connector Road in Warwick, Rhode Island. The project is a 200-unit multi-family residential development. The narrative below provides detailed information on the existing and proposed conditions on the site.

Existing Conditions – The proposed development will be located on Assessors Plat 323 Lot 523 which is approximately 6.51 acres. The lot is highlighted in yellow on the graphic below:



City of Warwick GIS Map

The site is located Northwest of the intersection of Post Road and TF Green Airport Connector Road. Abutting North of the site are the Radisson Hotel, Tavolo Wine Bar & Tuscan Grille and Ocean State Souvenirs, to the east are the Hampton Inn & Suites and Best Western Airport Inn, to the south runs the airport Connector Road and along the west runs the railroad.



Aerial View of the Site

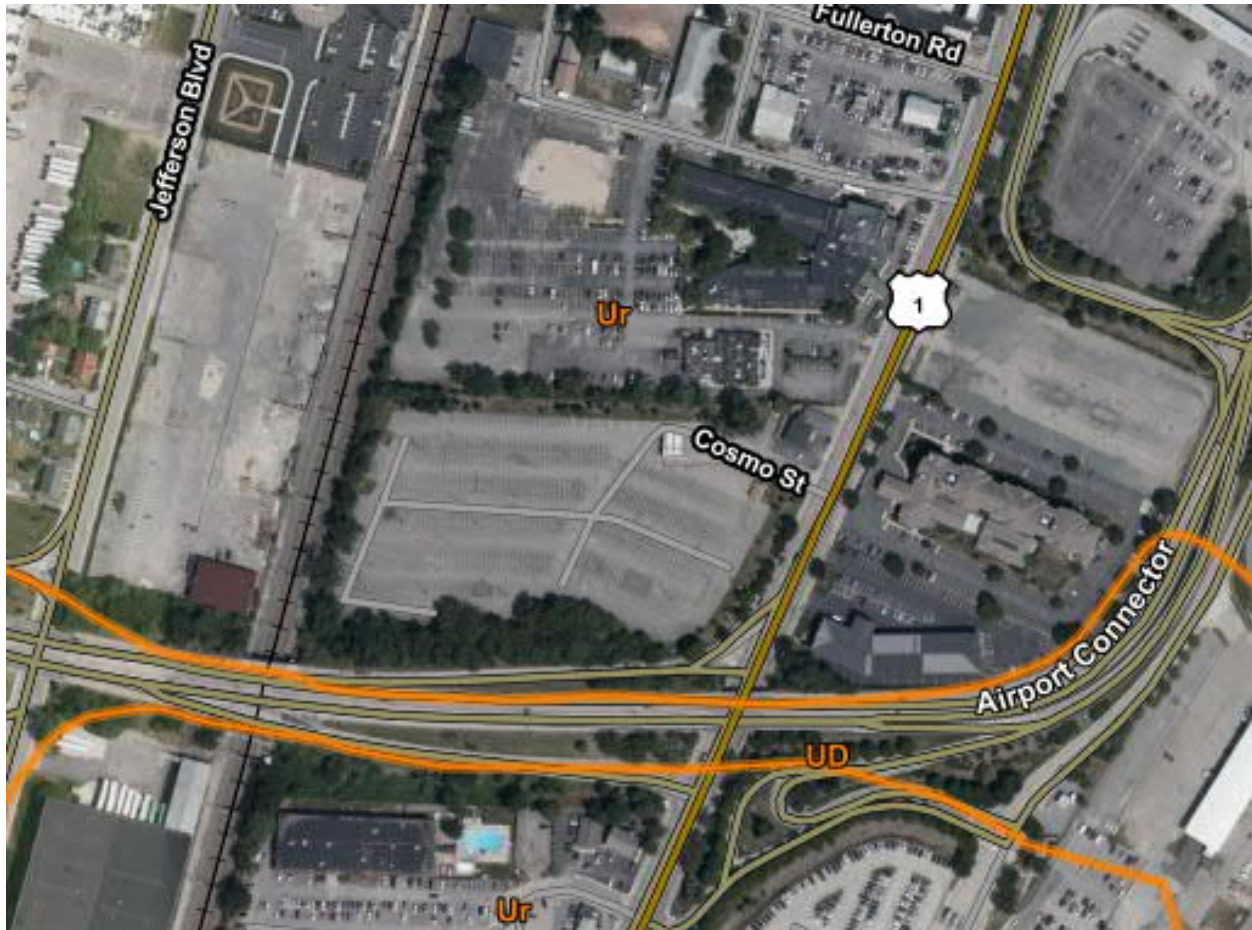
Under existing conditions, Lot 523 is mostly pavement as it serves as a parking lot.

The project team has contacted RIHPHC and have noted that there are no archaeological sites within, or in close proximity to, the project area, nor are there environmental features that would substantially increase the likelihood that a site is present and that it is unlikely that significant archaeological materials present on the property.

Topography and Drainage – The site is generally flat with a small amount of relief to Post Road on the east. The T.F. Green Airport Connector Road to the south is approximately 20' higher than the site.

It seems that existing stormwater is generally contained on site and a small area along the east runoff onto Post Road.

Soils – The soils on the site have been mapped by the USDA Natural Resource Conservation Service. See the image below. Soils onsite been identified as Ur Udorthent – Urban Land Complex.



Existing Utilities – There are public water and sewer available in Post Road and the water and sewer departments have indicated that service are adequate for the development.

Zoning – The subject parcel is zoned G (Gateway). Properties within this district are intended to serve as transitional areas leading to the Intermodal District of the Warwick Station Development District from outlying areas, including the Post Road and Airport Road general business districts. The Gateway District is intended to allow limited commercial uses customarily associated with transportation facilities as well as general commercial uses commonly allowed within general business districts. It is intended that this zone have a high quality of design associated with vehicular circulation and appropriate landscaping and architectural design intended to create a separate identity and a cohesive appearance distinguishable from the outlying areas.

The parcels abutting the site are zoned GI (General Industrial), IM (Intermodal) and GB (General Business).

Proposed Use – The current proposal, as shown on the accompanying site plans, consists of two residential buildings with a total of 200 residential units. The client is proposing a rezone to the Warwick Intermodal District (IM). Under the IM, the project as proposed would meet all dimensional, density, height and parking requirements.

All two buildings are proposed to be four total stories and will not exceed the 75' height requirement. The unit mix will be 68 studios, 71 one-bedrooms and 61 two-bedroom units. Rent levels will be set in the \$1,300 - \$2,000 range depending on the size of the units.

The site plan proposes a total of 302 parking space. This would result in a parking ratio of 1.51 spaces per unit which meets the Gateway District requirement of 1.5 spaces per unit. Based on other projects by AR Building this is an acceptable parking ratio for similar developments they have completed in similar locations (see additional information below). A traffic analysis has been completed by Pare Engineering and is included with this submission.

The site will be served by public water and sewer located in Post Road. Stormwater on the site will be collected and conveyed to underground stormwater systems which will provide both water quality treatment, peak mitigation control and infiltration. From previous soil investigations completed at an adjacent site, it is known that the soils and groundwater conditions present are suitable for this type of stormwater approach. The stormwater approach will meet the City of Warwick and Rhode Island Department of Environmental Management requirements.

A schematic landscaping plan has been included with this submission. In general, the landscaping approach will be to consult the City of Warwick City Center Design Guidelines and establish a streetscape along Post Road and Airport Connector Road. Interior to the site landscaping around the buildings and within the parking field will meet the City of Warwick requirements and provide shading for the parking area and be utilized to create useable outdoor spaces for residents.

The architectural design of the buildings at Post Road Residence is focused on integrating modern materials in a style that balances distinctive design while considering long term impacts of design trends. The three five story buildings will have strong similarities in design in order to provide continuity and identity. Each structure will consist of four stories of residential units over internal parking.

#### Façade and Architecture:

All of the façade materials for walls, windows and doors are characterized as acceptable materials. Horizontal and vertical articulation fall within the Design Standards, including rhythmic patterns of bays, a differentiated first floor, and the proportion of openings. The building height is also in alignment with the standards, as is utility placement.

Common spaces are oriented to best activate the site entry, near the probable future pedestrian node, and the outdoor recreation spaces between the buildings. The building façades all contain porches at every unit, which are oriented to the street along the façade, helping to provide visual interest to the façade, and provide occupancy along the street.

Signage consists of monument signs placed at each entry. These are made of high-quality masonry designed to complement the architectural style of the buildings.

Building Placement and Massing:

The first building has been intentionally situated along the street. This layout endeavors to enhance the pedestrian experience, while also shielding the surface parking to the interior of the site.

The parking will meet the Design manual standards. Sidewalks have been included in the site design wherever feasible. Parking and dumpsters are fully buffered from public view.

Parking:

As noted above, the proposed parking ratio of 1.51 spaces per unit which meets the Gateway and Intermodal District requirement of 1.5 spaces per unit.

In the Applicant's development experience, a multi-family development comprised of a similar unit mix, of similar scale and in similar locations (including access to public transit which will be provided by the new train station) requires a parking ratio of around 1.3-1.5 spaces per unit to function properly and provide enough parking to maintain a high occupancy rate. The developments listed below have a similar unit mix as the proposed project, with most weighted more heavily with two-bedroom units. Parking ratios from similar developments the Applicant has recently permitted or built are as follows:

- One Metro Center Boulevard – Warwick, Rhode Island
  - Number of Units – 200
  - Number of Bedrooms – 266
  - Number of Parking Spaces – 300 spaces
  - Parking Ratio – 1.5 spaces per unit, 1.13 per bedroom
- Highland Hills – Cumberland, Rhode Island
  - Number of Units – 180
  - Number of Bedrooms – 282
  - Number of Parking Spaces – 271 spaces
  - Parking Ratio – 1.50 spaces per unit, 0.96 per bedroom
- Kettle Point – East Providence, Rhode Island
  - Number of Units – 220
  - Number of Bedrooms – 337
  - Number of Parking Spaces – 365 spaces
  - Parking Ratio – 1.66 spaces per unit, 1.08 per bedroom
- Norton Crossing – Norton, Massachusetts
  - Number of Units – 100
  - Number of Bedrooms – 151
  - Number of Parking Spaces – 159 spaces
  - Parking Ratio – 1.59 spaces per unit, 1.05 per bedroom
- The Docks (aka Parcel J) – New London, Connecticut
  - Number of Units – 137
  - Number of Bedrooms – 146
  - Number of Parking Spaces – 224, but 105 space are off-site
  - Parking Ratio – 1.64 spaces per unit, 1.53 per bedroom
- 60 Mansfield Road – New London, Connecticut
  - Number of Units – 104
  - Number of Bedrooms – 121

- Number of Parking Spaces – 165 spaces
- Parking Ratio – 1.59 spaces per unit, 1.36 per bedroom

Additionally, the development is more heavily weighted in studio and 1-bedroom units than similar scale developments. When looking at a ratio of parking spaces per bedroom, this yields approximately 1.15 parking space per bedroom. When viewed this way, the project is in line with the “General Urban/Suburban” setting as analyzed in the September 16, 2021, Beta Engineering report for 1850 Post Road Apartments supplied by the planning staff.

Setting	Proximity to Rail Transit	Parking Supply Ratio	
		Per Dwelling Unit	Per Bedroom
Center City Core	Within ½ mile of rail transit	1.1 (15 sites)	1.0 (12 sites)
Dense Multi-Use Urban	Within ½ mile of rail transit	1.2 (39 sites)	0.9 (34 sites)
	Not within ½ mile of rail transit	1.2 (65 sites)	0.8 (56 sites)
General Urban/Suburban	Within ½ mile of rail transit	1.5 (25 sites)	0.8 (12 sites)
	Not within ½ mile of rail transit	1.7 (62 sites)	1.0 (39 sites)

School Aged Children:

The Applicant has researched current similar developments within the area that they own as well as others they do not and looked at regional studies on the influence of housing production on public school enrollment. The information is summarized below and shows that the generation of school children by this type of development, and housing production in general over recent years, is insignificant.

In A.R. Building’s experience, the proposed type of development does not generate a high number of school children, mainly due to the smaller unit design and the lack of amenities such as playgrounds, activity rooms, etc. that would attract families with small children. A.R. did a survey of some of their local developments and found the following school children counts:

- 60 Mansfield – Semi-Urban 104 Unit Development of 1 and 2 bedrooms in New London, CT – 0 children
- Highland Hills – Suburban 198 Unit development of 1, 2 and 3 bedrooms - 19 children, (14) 6 or under
- Kettle Point – Urban 135 units leased (93 under construction) Development of 1 and 2 bedrooms – 10 children, (6) 5 or under
- Dowling Village – Suburban 88 Unit Development within a Commercial Shopping Center of 1,2 and 3 bedrooms - 2 children

This data shows a total of 31 children (11 school age) over 525 units, or an average of 0.06 total children per unit and an average of 0.02 school aged children per unit. For the proposed 200-unit development, this would translate to 12 children with 4 of the children being of school age.

Additional reports on the generation of school children for similar developments were studied and found that a slightly higher generation of 0.035 school aged children per unit (7 children for the proposed 200-unit development) can be forecasted (studies can be provided if requested).

In October of 2017, the *Massachusetts Metropolitan Area Planning Council* released a report titled "The Waning Influence of Housing Production on Public School Enrollment in Massachusetts" (can be provided if requested). The study analyzed 234 Massachusetts school districts and found no relationship between housing production and school enrollment growth. The executive summary states the following:

*One of the most widespread worries about new housing development, especially in suburban communities, is that it will drive up school enrollment. Many local officials and residents assume that new housing, and especially new multifamily housing, will attract families - families with children who will inevitably increase enrollment in the local public schools - creating additional education costs outweighing any new revenue the housing generates.*

*These apprehensions are rooted in the demographic and development patterns of the late 20th century, when Baby Boomers were in their prime child-rearing years. Their residential choices caused housing stock, enrollment, and school expenditures to grow quickly in many suburbs. Many communities even considered limiting housing development in hopes of curbing school budget increases and the need for more tax revenue.*

*Over the past 15 years, however, multiple studies have examined the enrollment and fiscal impacts of individual housing developments and found that concerns about those impacts are commonly overstated. To complement this work, MAPC examined housing permit and enrollment trends across 234 public school districts over the past 6 years, from 2010 to 2016, inclusive.*

*We find that the conventional wisdom that links housing production with inevitable enrollment growth no longer holds true. At the district level, we observe no meaningful correlation between housing production rates and enrollment growth over a six-year period. While it is true that schoolchildren occupying new housing units may cause a marginal change in enrollment, they are one small factor among many. In cities and town with the most rapid housing production, enrollment barely budged; and most districts with the largest student increases saw very little housing unit change. The rate of housing unit growth is not a useful predictor of overall enrollment change, nor is rapid housing development a precondition to sudden enrollment increases. It appears that broad demographic trends, parental preferences, and housing availability now play a much larger role in enrollment growth and decline. Our findings raise important issues related to capital planning, education finance, and housing incentive programs.*

The remainder of the report discusses the decreasing enrollment in Massachusetts schools, an analysis of housing production rates and their impacts on school populations. The report concludes by stating that permits do produce pupils.

Permitting Approach:

The project will require the following permitting steps with the City of Warwick:

1. Master Plan Submission to the Planning Board
2. Zone Change to the Intermodal District by the City Council
3. Preliminary Plan Submission to Planning Board
4. Final Plan Submission to Planning Board

The market for new housing is constrained across the nation and of course in Warwick. As this need continues to build, the lack of new projects is coming to a standstill. Limited availability of sites in locations where people want to live are becoming scarce.

By building density in this location the project is able to answer those problems. This site is perfectly suited to add housing in Warwick due to its location near transportation hubs, job centers and shopping. By keeping density low for this site, it would be giving up the opportunity to locate housing in an area that can handle the demand and supplement the existing investments already made in Warwick.

If you have any further questions on this matter, please feel free to contact me at your earliest convenience.

Sincerely,  
DiPrete Engineering Associates, Inc.



Brandon Carr, PE, LEED AP  
Senior Project Manager