

Project: 24051 100 WAMPANOAG

Date: 03-04-2025

Attn.: East Providence Planning Department & Planning Board

Dear members of the East Providence Planning Department and Planning Board,

We are submitting this project for the rehabilitation, and change of use of the existing building at 100 Wampanoag Trail in Riverside, RI.

**PROJECT & SITE DESCRIPTION**

The existing building is a 2 story, approximately 9,292 SF per floor (total 18,584 SF) nursing home. The land is 65,397 SF, and has existing parking lots with approximately 36 total existing parking spaces.

This building has been empty for some time and is not currently in use. From the street side (Wampanoag Trail) this building appears to be a single story building, but from the rear it is a two story building, as it is built into a slope. The lower level receives natural light at the front side via areaways.

Our goal is to rehabilitate and remodel this building. This building would be converted from a nursing home, to residential apartments – 26 total units thusly:

- 2 Efficiency units
- 22 1 bedroom units
- 2 2 bedroom units
- 26 Total units

There will be no change to the square footage or size of the building, except we intend to add exterior insulation and siding, in order to meet modern energy standards, which will make the exterior walls approximately 3” thicker towards the outside. The building will remain 18,584 SF, with the same existing height and appearance as remains today, except for siding, window, and façade changes as shown in the drawings and renderings we have provided to you. There will be no change in the height of the building, and all setbacks are existing to remain, except the building will (as previously mentioned) become several inches larger at the exterior, which will reduce setbacks slightly.

The existing building is dilapidated. It is constructed from uninsulated concrete block and brick. Our goal is to transform the exterior of this building by adding EIFS siding to the building at all sides. This material combines a finish system (that looks like stucco) with insulation to provide a modern, lightweight siding system, that also insulates the building, creating a much more energy efficient structure. The final structure will appear as a cohesive modern design.

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The interior of the building would also be transformed into a modern apartment building and would receive new and modern utilities and systems throughout it. This would include a building that’s entirely heated and cooled by electricity, a nearly new sprinkler system (some components retained, but the majority replaced), and an entirely new electrical and plumbing system, and LED lighting. The goal would be to meet and possibly exceed the energy code.

The site is likewise in rough shape. The goal of this project is to provide new landscaping, and resurfacing or replacement of parking lots. The drives and lots at the rear of the building would be resurfaced, while the pavement at the front of the building will be modified in order to create a 20 foot wide access drive for fire department access. We will have 35 parking spaces, more than what is required by the ordinance. Please note that there are 26 units in the building, and there are a total of 28 bedrooms, so we are providing more parking spaces than one per bedroom.

Landscaping and fencing will be provided as shown on the site plan in order to screen the project and parking areas from the neighbors. If we haven’t provided landscaping or fencing to the satisfaction of the ordinance, we request a waiver from the requirements in those areas.

The project will be (in terms of building and impervious coverage):

	<u>REQUIRED</u>	<u>EXISTING</u>	<u>PROPOSED</u>
BUILDING COVERAGE	25% MAX	16.1%	NO CHANGE PROPOSED
IMPERVIOUS COVERAGE	45% MAX	48.5%	45.8%

Please note that we will be increasing building coverage slightly due to the thickening of the exterior walls (but still staying below the 25% maximum). Impervious coverage is already above the 45% maximum allowed, but we are working to reduce this coverage slightly.

The site slopes approximately one story in height from the south to north, IE: from Wampanoag Trail the site slopes downwards to the rear.

**NEIGHBORHOOD DESCRIPTION & IMPACT**

The immediate neighborhood is generally single family residential to the north and south of Wampanoag Trail. (R3 and R2 zones). Wampanoag Trail itself is an arterial road, connecting commercial zones along Pawtucket Ave (to the West) and commercial and industrial zones along Tripps Lane and the East Shore Expressway (to the East). To the East, there are several other apartment buildings, and many commercial and industrial buildings. To the West, Pawtucket Ave is lined with commercial users.

Wampanoag Trail is a “minor arterial road” (RIDOT designation). It is Route 114 and is a RIDOT (state maintained) road.

We expect this project to create 176 vehicle trips over the course of the 24 hour weekday with 10 vehicle trips generated in the AM peak hour and 13 vehicle trips during the PM peak hour. As an arterial road, this

should not create any negative affects on Wampanoag Trail itself, nor onto the surrounding arterial streets (Pawtucket Ave and E Shore Expressway).

We do not anticipate that this project will fundamentally alter the character of the surrounding neighborhood. It will be a compatible use (residential use in a residential neighborhood), and will improve the value and look of a dilapidated property. This project will improve the impervious nature of the property. This project will not generate pollution, noise, or offensive odors, and will create additional housing in the City of East Providence.

Sincerely,

David Sisson

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Dear members of the East Providence Planning Department and Planning Board,

This letter certifies as true and correct requesting this stage of approval and identifies any changes made to the application since the previous stage of approval.

List of changes since the previous stage of approval:

- 1) We have produced a landscape design by a landscape architect (Kevin Alverson)
- 2) We have produced a civil design by a civil engineer (Commonwealth Engineering). This includes a stormwater site planning analysis and design report.
- 3) We have produced a site lighting plan by an electrical engineer (Creative Environment Corp)
- 4) We have produced a traffic study by a civil engineer (Kimley-Horn)
- 5) We have altered the impervious area based on new calculations by Commonwealth Engineering
- 6) The layout of the site (parking and driveways) has been updated based on the design by Commonwealth Engineering and feedback from the traffic engineer (Kimley Horn).
- 7) Minor floor plan changes inside the apartment units. No change to number of apartment units or of bedroom count.

If you have any questions or comments, please reach out to me.

Sincerely,

David Sisson