



DiPrete Engineering

May 6, 2025

South Kingstown Planning Board
c/o Jamie Rabbitt, Director of Planning
180 High Street
Wakefield, RI 02879

RE: The Village at South County Commons
Buildings 26 & 28
South Kingstown, RI
DE Project #: 0267-059-A10

Dear Planning Board Members:

Following up on discussions and comments from the Planning Board at the meeting on April 22, 2025, please see the following additional information for clarification on areas of concern that were raised:

1. Onsite Salt Storage – a comment was made regarding the aesthetics and location of the salt storage building.

Response: The applicant's team met with the planning staff on 4/28/25 to further discuss the salt storage and its function. The planning staff gave suggestions into the visual appearance of the structure, location, and its function. The applicant has agreed to a redesigned salt storage building that will be of a pole barn design with 3 enclosed sides and a permanent roof. The salt storage structure will be deep enough to allow 5' from the open wall side to ensure the salt stays contained within the structure. The final design will be included in the Final Submission and the applicant agrees to work with the planning staff on the visual/aesthetics, landscaping, and modified access of the salt storage structure in the Final Plan stage. The salt storage structure will not be visible from any area off of South County Commons and only visible inside South County Commons from a portion of the Building 28 area. The modifications may include eliminating 1 or 2 garages to accomplish the desired access to the location and maintain access to the detention pond for maintenance, and to protect the wetlands buffers. The salt storage structure will continue to be designed over an impervious base, allow the runoff to be controlled by BMP's (all of the runoff is directed to the adjacent the stormwater basin), and provide a permanent cover over the salt storage pile.

2. Hotel Drive and Fieldstone Drive Intersection – The planning staff discussed that the Hotel Drive and Fieldstone Drive intersection alignment could be "tightened up" to be more of a traditional 4-way intersection.

Response: The applicant's team met with the planning staff on 4/28/25 to further discuss the Hotel Drive/Fieldstone Drive intersection. As part of the last submission the applicant submitted a roundabout style modification to the intersection. The planning staff gave a suggestion into the alignment of the intersection and creating a more traditional 4-way intersection. In response, the applicant has created an "Alternative B" layout for the Planning Board's consideration with "Alternative A" still being the roundabout. Both options continue to propose a colored, textured surface in this area. We believe the appearance of the textured pavement will be a significant improvement and more appropriate for the front entrance to Building 28. It



also creates the pedestrian connections better and provides visual cues to vehicles for pedestrian awareness. The applicant believes both Alternative A and Alternative B are an improvement over the existing condition and is seeking direction from the Planning Board on their preference. The Final Submission will include the selected option. The planning staff also gave suggestions on the dumpster pad location and access for pick-up. The applicant agrees with the staff's suggestion and has modified the exhibit to show the revised enclosed dumpster pad. The dumpster pad has been reversed and expanded to provide pick-up access on the northern side of the pad and increased the size of the pad to allow room for additional dumpsters and recycle stations. The Final Submission documents will include this modified design.

3. South County Commons Entrance – There was additional discussion regarding the entrance to South County Commons at the Route 1 signalized intersection and the adjacent internal 3-way intersection. The Planning Board members requested that additional safety improvements be considered, and the applicant speak to RIDOT about the possibility of secondary access to the property.

Response: The applicant's team met with the planning staff on 4/28/25 to further discuss the entrance intersection. The planning staff gave suggestions into potential additional safety improvements including modifying the current exiting yield sign to be a stop sign and bar. The new stop sign would create a more predictable exiting movement and allow additional gaps to reduce likelihood of vehicle lane crossover conflicts. In response, the applicant and its traffic engineer has updated the Main Entrance Intersection Exhibit to include a new stop sign for exiting vehicles approaching from the south along Front Street. The updated exhibit also includes installing an additional stop sign to replace the missing/damaged sign for the southbound jughandle. There is currently a single stop sign on the west side of the stop bar. Additional modifications are continuing to be proposed with additional striping, labeling, and signs.

The applicant is working with RIDOT Staff to discuss the feasibility and desirability of a secondary access to the property and has a meeting scheduled for later this week. The applicant will provide an update on the RIDOT discussions at the 5/13/25 Planning Board meeting. Given the spacing of the existing signalized intersections along Route 1, the Scenic Roadway Designation, and the amount of regrading and disruption to the established buffer along Rte 1, we believe it is unlikely that RIDOT will embrace a secondary access, and unlikely that the applicant would propose a secondary access point on Rte 1. However, the applicant has reached out to the DOT as requested by the town.

4. Pedestrian Circulation and Connectivity –The planning staff suggested that the applicant provide an overall plan highlighting the pedestrian connections from proposed Buildings 26 & 28 (and the southern District 4 areas) to the main street corridor area and bike path.

Response: The applicant has created a Pedestrian Circulation and Connectivity Exhibit to demonstrate the pedestrian connections and potential walking loops for future residents. South County Commons provides an extensive network of sidewalks and walking paths (over 7,500 linear feet) and crossings to promote pedestrian access, in addition to a connection point to the public bike path.



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Please feel free to contact me if you have any further questions regarding this matter.

Sincerely,
DiPrete Engineering Associates, Inc.

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