Center Point Commons

2271 New London Turnpike
Coventry, RI

PREPARED FOR

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Existing Conditions

The Site is approximately 8.5 acres consisting of Assessor's Plat 7, Lot 24 in Coventry, RI. The Site is currently zoned as Coventry Centre Planned District (CCPD) which includes the subject property designated as Assessor's Plat 7, Lot 23. The Site is located adjacent to both industrial zoned property and residential-zoned property. The property frontage along New London Turnpike is located across from residential land use located to the east.

Soils

The Natural Resource Conservation Service (NRCS) has mapped soil types at the Site. The Site is classified as containing the following soil designations:

- Hinckley Loamy Sand
- Hinckley-Enfield Complex

The above soils carry a hydrologic soil group (HSG) classification of type A, defined as having high infiltration rates and consisting of deep, well to excessively drained sands and gravels.

Topography

Within the front section of the property, the Site slopes southeast along New London Turnpike. Additionally, there is a ridge in the center of the Site where the topography divides the north from the south. The northern part of the Site slopes toward the entirety of the northern property boundary line. Slopes throughout the

site range from approximately 3% to 40% as shown on the survey plan by VHB completed in 2025.

Wetlands

There are no wetland resources on the Site as evidenced from the VHB memorandum dated March 14, 2025. According to the FEMA Flood Insurance Map 44003C0116H dated October 2, 2015, the Site is not located in any federally regulated flood hazard area.

Drainage

Stormwater runoff for the southeast portions of the Site is collected via catch basins within New London Turnpike and piped southeast within the roadway drainage system. The northern portion of the site runoff drains overland across the entirety of the northern property boundary.

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Proposed Conditions

The proposed land development includes three (3) multifamily residential buildings with associated parking, utilities, landscape and infrastructure. The proposed building located along New London Turnpike as illustrated on the current site plan is located within the 200' setback from New London Turnpike and therefore has a maximum building height of 40' per the CCPD. As a result, this building is designed as a three-story structure. The additional two buildings located outside of the 200' New London Turnpike setback will contain four stories each as the height requirement in this location is 60'-65' per the CCPD. One building will contain 71 dwelling units and the additional two building are intended to accommodate 72 dwelling units each for a total of 215 residential units within the project. The units will consist of a mix of one-, two- and three-bedroom units. The previously approved Master Plan site plan illustrated 218 multifamily residential units on Lot 24 and the CCPD allows for a maximum of 600 dwelling units depending on the non-residential gross floor area in the CCPD.

Parking

The minimum parking in the CCPD is 1.5 spaces for each dwelling unit which yields a minimum parking requirement of 323 spaces including ADA spaces based on 215 units.

Traffic

The proposed redevelopment plan includes the construction of 215 residential units. The proposal includes one full-access driveway on New London Turnpike. The driveway will be a full-access driveway providing access/egress to and from the proposed residential use. The final plans will include mitigation measures in the form of signal timing optimization at the Arnold Road/New London Turnpike signal which will offset any impacts of the proposed project. A full Traffic Impact and Access Study was prepared by VHB, Inc. and submitted as part of the project Master Plan. While the study evaluated potential additional mitigation measures for adjacent roadways and the broader Centre of New England corridor, those measures would be triggered by future development of the larger commercial/retail components of the project, which are not included in the current application. Accordingly, the mitigation recommendations presented at this time address only the multifamily residential component and the traffic impact associated with this residential use is considered negligible.

Utilities

There is sewer, water, electric, telephone, and gas services available on or in the vicinity of the Site. Further coordination with each utility provider is ongoing.

Sewer

A 12-inch sanitary sewer main is located in New London Turnpike. The project will utilize a connection to this New London Turnpike line to service the project.

Water

A 12-inch water main exists in New London Turnpike. The project will utilize a connection to this main to service the project.

Gas

RI Energy provides gas service in the area however there is currently no gas service proposed for this project.

Electric

RI Energy provides electric services via overhead electric on New London Turnpike. The proposed project will receive underground electric service from utility poles on New London Turnpike.

Telephone

Verizon and Cox provide telephone service to the Site and are available via overhead wires from New London Turnpike. The proposed project will receive underground service from utility poles on New London Turnpike.

Stormwater

A complete Stormwater Management Plan has been prepared for the project with the preliminary plan submission. The plan will include water quantity and quality controls to protect water resources, wetlands, and adjacent properties from potential impacts and will meet local standards as well as the current Rhode Island Stormwater Design and Installation Standards Manual (RISDISM)

Landscape

The perimeter landscape buffer will be provided to offer a transition and screening from the development to the street and to the adjacent properties. At least a ten-foot strip along New London Turnpike will be landscaped with trees and shrubs. Along the other property boundaries, a landscape buffer will also be provided where existing trees and woodlands will be preserved to the greatest extent possible. Otherwise, supplemental plantings will be introduced as appropriate to adequately buffer adjacent land uses.

The development contains a minimum of 5% interior landscaping in parking areas with a mix of evergreen, ornamental, shade trees and shrubs; the landscape plan shall be designed to promote safe and efficient circulation of pedestrians and vehicles, while considering the need for properly vegetated and maintained landscaped areas in order to enhance and preserve the visual character by promoting high-quality developments.

Architectural

New buildings will be designed with traditional roof forms that are compatible with other traditional New England towns, such as gabled, lipped, and pitched roofs. Parapets and faux roofs may be used to screen mechanicals and solar panels on flat roofs.

Exterior materials will appear as wood, brick, stucco, sandstone, or other natural materials; metal facades will be avoided except when used for decorative purposes.

Phasing

Construction will commence when all local and state permits are obtained. Anticipated start is June 2027. Phasing of the project will likely be based on constructing one multifamily building (72 units and associated parking and infrastructure) per phase with an anticipated total of three building phases. The construction schedule for each Phase will be determined as the project progresses.

Lighting

A full photometric plan and specifications for light temperature have been provided with the preliminary plan submission. With that said, the applicant is cognizant of the surrounding properties, specifically the single-family homes located across New London Turnpike from the project. The proposed parking lot lighting will be designed to respect the residential neighbors with shielded down-facing lighting and will be dark-sky compliant. Simple, shielded wall packs will be proposed on the buildings fronting along the street and will be used for security purposes. In addition, landscape buffering will be provided along the perimeter property lines and street lines that will further mitigate lighting impacts and support total lighting cutoff at the property boundaries.

Visual

The project site is located along a densely developed corridor. The adjacent land uses include residential, commercial, and industrial. The proposed project features a multifamily residential land use which is compatible with surrounding land uses and is not expected to impact the area.

Economic

The Site currently contains one single-family dwelling. The redevelopment of the Site will provide a substantial increase in taxes to the Town of Coventry. A fiscal impact analysis has been previously provided at the master plan submission stage for this project.

Noise

The Site is located along a densely developed corridor. The land uses range from residential to commercial to industrial. The proposed land use for the Site will be compatible with surrounding land uses and is not expected to further impact the area.

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Permitting Approach

Local

The Project will require the following permitting steps through the Town of Coventry:

- Preliminary Plan with the Planning Board (Major Land Development)
- Final Plan with the Planning Board (Major Land Development)
- Sewer connection permit with the Town of Coventry Engineering Department

The Project will require the following permitting with Local Agencies:

- Kent County Water Authority (KCWA)

State

The Project will require the following permitting steps with the State of Rhode Island:

- Rhode Island Pollutant Discharge Elimination System (RIPDES) and Stormwater/Water Quality with Rhode Island Department of Environmental Management (RIDEM)

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Conclusion

The nationwide demand for new housing, including Coventry, is causing a shortage of available sites in attractive living areas. This issue increases as demand grows.

The project aims to address these challenges by increasing/enhancing housing density in the region while integrating housing with compatible commercial uses in the immediate proximity. Its strategic location near transportation, employment hubs, and shopping centers makes it an optimal choice for expanding housing in Coventry.