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Memorandum

To:	Mr. Doug McLean, AICP Director of Planning and Development 1675 Flat River Road Coventry, RI 02816	Date:	August 28, 2026
		Project #:	205244.000
From:	Robert J. Clinton, PE, Senior Project Manager - Transportation	Re:	Center Point Commons 2271 New London Turnpike Coventry, Rhode Island

INTRODUCTION

As you are aware, VHB prepared an extensive Traffic Impact and Access Study (TIAS) (with most current revision, July 2025) for the entirety of the previously proposed Coventry Centre mixed-use project and surrounding area during the Master Plan and Zone change phase of the process. The applicant for Center Point Commons, Connolly and Partners, is proposing to move forward with the Preliminary Plan submission of the multifamily residential portion of the project on 2271 New London Turnpike. The 666 Arnold Road parcel which previously was earmarked for the commercial/retail program within the project is not under control by this applicant. VHB has prepared this memorandum to discuss the traffic impacts related to the multifamily residential portion of the development.

PROPOSED RESIDENTIAL DEVELOPMENT

The proposed multifamily residential development plan will contain 215 units. The site plan includes 324 parking spaces which exceeds the parking required by the Town of Coventry zoning requirements (323 spaces). The proposed access to the development is located on the crest of the hill on New London Turnpike along the property frontage.

Trip Generation

The current residential development plan is slightly smaller than the previously proposed residential portion of the larger mixed use development plan (215 units compared to 218 units). The current plan will therefore generate slightly less traffic than the previously proposed residential development.

VHB has looked at two different Land Use Codes to project traffic for the residential portion of the project. Land Use Code (LUC) 220 - Multifamily Housing (Low-Rise), and LUC 221 - Multifamily Housing (Mid-Rise) were considered because some of the buildings are proposed to be three stories and some of the buildings are proposed to be four stories. It was determined that using LUC 220, Multifamily Housing (Low-Rise), resulted in higher projected traffic generation; therefore, LUC 220 was used in this study in order to represent the most conservative analysis. Based on LUC 220 the current residential development is projected to generate 88 (21 entering/67 exiting) new vehicle trips during the weekday morning and 111 (69 entering/42 exiting) new vehicle trips during the weekday afternoon peak hours. Due to the reduction in the number of residential units, the trip generation is projected to reduce by 3 (1 entering/2 exiting) during the weekday morning and 4 (4 entering/0 exiting) new vehicle trips during the weekday afternoon peak hours. This minor reduction in traffic will not have a significant impact on the findings of the previous TIAS.



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Traffic Operations

The traffic operations for Existing and No-Build conditions discussed in the Traffic Impact and Access Study (TIAS) dated "Revised July 2025" are still applicable. Projected Build conditions with the reduced number of residential units (215 units compared to 218 units) will be comparable to the No-Build conditions because the current development plan include slightly less traffic (21 entering/67 exiting new vehicle trips during the weekday morning and 69 entering/42 exiting new vehicle trips during the weekday afternoon peak hours). The following is a summary of the traffic operations as discussed in the TIAS dated "Revised July 2025":

New London Turnpike at Arnold Road Signalized Capacity Analysis

The analysis indicates that under 2025 existing conditions, New London Turnpike at Arnold Road operates at LOS C during the weekday morning and afternoon peak hours. The eastbound shared left-turn/through lane operates at LOS E with long queues and delays during peak periods based on existing signal timings. The intersection is projected to continue to operate at LOS C during the weekday morning and afternoon peak hours under 2030 No-Build. The intersection is projected to continue to operate comparable to the projected No-Build conditions under 2030 Build conditions due to the minor increase in traffic from the proposed residential development alone. It is recommended that the traffic signal timings be optimized after the proposed development is constructed and occupied. No additional mitigation is required to accommodate this proposed development.

New London Turnpike at New Full Access Driveway Signalized Capacity Analysis

The New London Turnpike at New Full Access Drive intersection does not exist under existing or No-Build conditions. The new full access drive will consist of full access into and out of the site. Under 2030 Build conditions in the TIAS dated "Revised July 2025" the proposed New London Turnpike Full Access Driveway is projected to operate at LOS C during the weekday morning and afternoon peak hours. It should be noted that the Synchro analysis overestimates the delays at unsignalized intersections because drivers tend to accept shorter gaps in traffic and the analysis does not fully take into account the gaps in traffic created by adjacent traffic signals that allow vehicles to enter/exit unsignalized intersections. The existing traffic signals at the New London Turnpike/Arnold Road intersection will create gaps that will allow traffic to access/egress this new driveway. It should be noted that the Build condition in the July 2025 TIAS includes the development of the adjacent parcel which is not under control of the applicant and all of the traffic projected from eleven other proposed developments in the area; therefore, the new site driveway will operate better than projected in the TIAS.

SIGHT DISTANCE EVALUATION

As stated previously, the proposed access to the development has been relocated to the south, at the top of the hill.

A sight distance evaluation was conducted for the proposed new full access site driveway on New London Turnpike and Arnold Road. Measurements were taken for Stopping Sight Distance (SSD) in accordance with guidelines provided by the American Association of State Highway and Transportation Officials (AASHTO).

The available sight distance at the proposed site driveway is greater than 305 feet, which meets a design speed of 40 miles per hour. The posted speed limit on Arnold Road is 35 miles per hour. The available sight distances at all proposed driveways meet AASHTO design standards.



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Tables 1 through 3 below compare the existing condition to the proposed condition during the peak hour. It should be noted that the Route 6W C-D road operates under stop control and uses unsignalized delay based LOS operations. The C-D road will remain under stop control through the proposed staging conditions.

FINDINGS

The proposed development program has been modified since VHB prepared the Traffic Impact and Access Study (TIAS) dated "Revised July 2025". The current development will only include the construction of 215 units because the parcel of land where the retail development was previously proposed is not under control of the applicant. The number of residential units has been reduced from 218 units to 215 units, and the plan includes approximately 324 parking spaces which exceeds the parking required by the Town of Coventry zoning requirements (323 spaces). The proposed access to the development has been relocated to the south, at the top of the hill at a location where the sight distance exceeds AASHTO requirements. The proposed driveway is projected to operate at an acceptable level of service (LOS C) based on a conservative analysis of proposed conditions. The driveway is actually expected to operate better than shown in the Synchro analysis because the analysis overestimates the delays because drivers tend to accept shorter gaps in traffic and the analysis does not fully take into account the gaps in traffic created by the existing traffic signals at the New London Turnpike/Arnold Road intersection that will allow vehicles to enter/exit the driveway.

The current development is not a large traffic generator; however, it is recommended that the traffic signal timings be optimized after the proposed development is constructed and occupied. No additional mitigation is required to accommodate the development of the 215 residential units.