

Coventry Centre

Arnold Road & New London Turnpike
Coventry, RI

PREPARED FOR

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Existing Conditions

The Site is approximately 17 acres consisting of Assessors Plat 7, Lot 23 and Lot 24 in Coventry, RI. The Site is currently zoned Industrial-1, bound by Arnold Road to the west and New London Turnpike to east. The portion of the site along Arnold Road is located across from bordering commercial/industrial uses of the Centre of New England carrying mostly Business Park zoning designation. Portions of the Site to the north and west are located adjacent to both industrial zoned property and residential-zoned property. The Site area along New London Turnpike is located across from residential land use.

Soils

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

- Hinckley Loamy Sand
- Hinckley-Enfield Complex
- Merrimac Fine Sandy Loam
- Udorthents-Urban land 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 properties, the Site slopes southwest along Arnold Road and southeast along New London Turnpike. Topography from the center of the Site is sloping generally in a northern direction toward the entirety of the northern property boundary line. Slopes throughout the site range from approximately 3% to 40% as showed on the survey plan by VHB 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 southwest and southeast portions of the Site is collected via catch basins within Arnold Road (southwestern portion) and New London Turnpike (southeastern portion) and piped southwest and southeast, respectively within the roadway drainage system. The northern portion of the site runoff drains overland across the entirety of the northern property boundaries.



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Proposed Conditions

The Site has been proposed to receive a rezoning as the Coventry Centre Overlay district to accommodate various compatible uses within the neighborhood and promote a tasteful development of the property.

The proposed land development includes nine (9) retail/commercial buildings (approximately 50,000 square feet of total building footprint) and associated parking and infrastructure on Lot 23. This retail development phase includes two driveways along Arnold Road and one driveway on New London Turnpike for access and egress. The development plan includes an internal pedestrian walkway network which connects to new proposed sidewalks along the property frontages.

In addition, a four (4)-building multifamily residential program is proposed on Lot 24 with associated parking and infrastructure. This portion of the development also includes an internal pedestrian system connecting to a new proposed sidewalk along the property frontage as well as a pedestrian connection over to the proposed commercial development. The total residential units contemplated is approximately 220 units.

Parking

Parking in the Coventry Centre Planned District is proposed as 4 spaces per 1,000 square feet of gross floor area of non-residential uses and 1.5 spaces for each dwelling unit.

Loading in the Coventry Centre Planned District including size and number of spaces will be required as determined by the Planning Board, considering the type of use, size of delivery trucks, expected timing of delivery, when found to be in the best interest of planning practice, considering the unique characteristics of the development.

Traffic

The proposed redevelopment plan includes the construction of up to 50,000 square feet (sf) of retail development and up to 220 residential units. The proposal includes one full-access driveway and one limited-access driveway on both New London Turnpike and Arnold Road, for a total of four access points. The north driveway will be a full access driveway providing access/egress to and from the proposed residential use and the other three driveways will be for the retail uses. Providing three access points to the retail uses will disperse the traffic minimizing delays and traffic impacts. The development plan will include mitigation measures to the adjacent roadway network that will incrementally offset the impacts of the proposed project. A full Traffic Impact and Access Study has been prepared by VHB, Inc. and included with the project Master Plan submission.

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 two connections along this New London Turnpike line to service each phase of the project independently.

Water

A 12-inch water main exists in New London Turnpike and a 16-inch water main exists in Arnold Road. The project will utilize a connection from each main to service each phase of the project independently.

Gas

RI Energy provides gas service in the area. The project will require gas service from Arnold Road and New London Turnpike.

Electric

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

Telephone

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

Stormwater

A complete Stormwater Management Plan will be prepared for the project at the preliminary plan stage. The plan will include water quantity and quality controls to protect water resources, wetlands, and adjacent properties from potential impacts and will be 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 separate commercial, and office uses from the street. At least a ten-foot strip along roadways will be landscaped with trees, shrubs, fences, berms or other means deemed acceptable by the Planning Commission. Along shared property lines, 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 will contain 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 2026. Phasing of the project will likely have Phase 1 which will include the retail/commercial development program and Phase 2 which will consist of the multi-family residential portion of the project. The construction schedule for each Phase will be determined based on tenant interest.

Lighting

A full photometric plan and specifications for light temperature will be provided at the preliminary plan stage. 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 commercial/retail program as well as multifamily residential as a mixed-use 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 tax to the Town of Coventry. A fiscal impact analysis has been provided by the Applicant 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 uses for the Site will be compatible with surrounding land uses and is not expected to impact the area.



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Permitting Approach

Local

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

- Master Plan with the Planning Board (Major Land Development)
- Zone Change with the Council
- Preliminary Plan with the Planning Board (Major Land Development)
- Final Plan with the Planning Board (Major Land Development)

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 in Coventry, is causing a shortage of available sites in attractive living areas. This issue intensifies as demand grows.

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