



TOWN OF COVENTRY, RI
DEPARTMENT OF PLANNING & DEVELOPMENT

STAFF REPORT

Project Name:	New London Preserve
Plan Type:	Major Land Development
Plan Review Phase:	Preliminary Plan
Owner/Applicant:	Alpha Holdings, LLC
Address:	New London Turnpike
Plat / Lot / Zone:	AP 7 Lot 25; AP 8 Lots 2, 3, & 9; and AP 16, Lot 133 Zone R-20 Lot Size 53.9 acres
Existing Use:	Vacant
Proposed Use:	Single-family Condominium Units
Description:	The applicant proposes to develop 75 detached, single-family condominium units, each of which would be roughly 2,500 SF in size and include a combination of one-car, two-car, and basement garages. The project will also include pedestrian walkways, lighting, landscaping, visitor parking areas, and other site amenities. The applicant was previously granted zoning variances for proposing multiple single-family dwelling units on the same lot and dwelling unit density allowances.

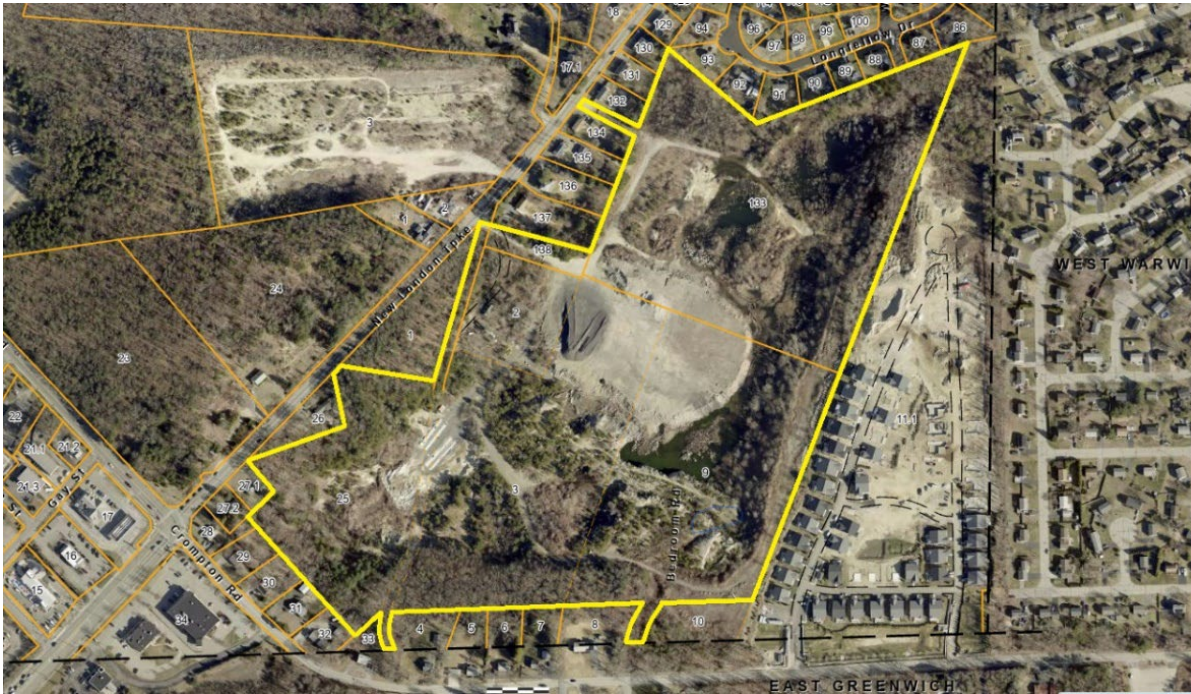
I. PROJECT INFORMATION

Overview

This project will be reviewed as a Preliminary Plan application for a Major Land Development that proposes a 75-unit single-family development on a 53.9-acre parcel, with 20% of the units proposed as deed-restricted affordable housing. The applicant previously received Master Plan and Dimensional Variance approval at the December 2024 meeting of the Planning Commission.

In support of its proposal, the applicant has submitted substantive materials in the form of a Plan Set, Project Narrative, Stormwater Management Report, and initial correspondence related to water capacity. Per the Master Plan conditions of approval, the applicant has also submitted a Soil Erosion and Sedimentation Control Plan, a Grading Plan, a Drainage Plan, a Utilities Plan, and a Traffic Impact Assessment.

Existing Conditions



The subject parcel occupies much of the area inside the angle formed by New London Turnpike and Crompton Road, in the southeastern corner of the town. It consists of undeveloped land which formerly hosted a gravel pit; evidence of this past use can still be seen in the landscape, which includes areas of steep grade changes, manmade wetland features (quarry ponds), and bare ground.

Like all of its abutters, the parcel is zoned R-20. The parcel itself is largely landlocked, with 75.02 feet of frontage distributed among several minor, right-of-way-width connections along New London Turnpike. The parcel is located within Flood Zone X.

Although the subject parcel is not located within a Groundwater Protection Zone or a Local Historic District, it does fall within a Natural Heritage Area (RIDEM ID #128). Additionally, a State-listed historical cemetery (#CY105) can be found on AP 16, Lot 137, adjacent to the property line Lot 137 shares with the subject parcel. The applicant depicted this cemetery on their Preliminary site plan, satisfying a Master Plan condition of approval.

Since Master Plan, the applicant for New London Preserve sought and was granted approval for an Administrative Subdivision which conveyed a 0.09-acre portion of AP 8, Lot 1 to AP 16, Lot 133 to ensure clear site access for the proposed 75-unit development.

The abutting 1.92-acre parcel designated as AP 8, Lot 1 was subject to a 3-lot Minor Subdivision called "Horizon Lots," which itself received Final Plan Approval in September 2025. Per the Preliminary Plan approval, the Horizon Lots applicant installed new sidewalks along the subject parcel's frontage on New London Turnpike. Sidewalks were initially a Master Plan condition of approval for New London Preserve, but Horizon Lots has since carried that requirement forward and satisfied conditions of approval for both developments.

Proposed Conditions

The applicant proposes to develop 75 single-family condominium units on the subject parcel. Each unit would be roughly 2,500 SF in size and include either a one-car, two-car, or basement garage. 20% of the units will be deed-restricted as affordable housing. The site design for New London Preserve for Preliminary Plan has evolved since its Master Plan iteration, as the applicant has since shifted development away from the northern portion of the lot and no longer proposes a secondary access point at New London Turnpike's northern end. The applicant has also abandoned its earlier plans to construct a walking path around the perimeter of the development.

At this time, the applicant has proposed one primary and one secondary access point between the condominium development and the existing roadway network. The existing entrance to the gravel pit on New London will be modified and widened to serve as the primary access point for residents. The site plans show that this residential access roadway will be a 32' main ingress and egress with a 6' center island, though Central Coventry Fire District has expressed concerns about emergency vehicle access. The roadway must be a minimum of 20' wide on each side of the island, therefore, the applicant will be required to (1) reduce the width of the island to achieve the 20' width on both sides and (2) set the island further back to allow easier access to the development for fire apparatus and other emergency vehicles.

The applicant also proposes a paved emergency access roadway with swing gates at Crompton Road at the southern end. The Town of East Greenwich has approved this secondary access point. The applicant abandoned their earlier plans to have another secondary access point at the northern end of New London Turnpike. Internal vehicular circulation would be facilitated by 24-foot-wide private roadways, while pedestrian circulation would be facilitated by sidewalks on one side of each roadway.

The applicant submitted a Stormwater Management Report that outlines the drainage system requirements and designs. The Engineering Department has reviewed this report and determined that it meets all relevant RIDEM regulations. Staff has no major concerns about stormwater at New London Preserve, but recommends that the applicant discuss the proposed site's effect (or lack thereof) on Proposed Watershed P-N, due to the proximity to existing homes on Longfellow Drive. DPW also raised similar concerns about existing drainage problems on Longfellow Drive at the TRC meeting.

The applicant has also submitted a Traffic Impact Assessment conducted by Crossman Engineering in keeping with the Town's broader effort to study future traffic conditions in the Center of New England area. The Traffic Impact Assessment concluded that (1) the access road intersection and existing roadway geometry allows for "sufficient sight distances" for drivers entering and exiting the proposed development, (2) the estimated peak hour traffic volumes arising from the proposed development will have a "negligible effect" on future traffic conditions in the area, and (3) turning movements will "operate efficiently with minor delays" during peak traffic periods.

Utilities (public water, sewer, gas, and telecommunications) are available nearby on New London Turnpike and are proposed to be extended into the subject parcel to serve the development. Proposed stormwater management would be achieved by subsurface retention/infiltration infrastructure. The applicant has also indicated that its project will require a RIPDES permit from RIDEM.

Variances and Waivers

New London Preserve previously received conditional approval for Dimensional Variances in December 2024, for (1) proposing multiple single-family dwelling units on one lot and (2) increasing the density of the property to construct 75 units, whereas 74 are allowed by the underlying zoning. The project was also granted waivers to allow the applicant to design all roadways with a 24-foot minimum width, bituminous berms in lieu of concrete curbing, and single-side sidewalks internal to the subject property. No new variances or waivers are being sought in conjunction with the current (Preliminary Plan) application.

Interdepartmental Review and Comments

Please see the attached report from the Technical Review Committee (dated September 15, 2025) for interdepartmental comments on this application.

II. MAJOR LAND DEVELOPMENT

Findings of Fact

Staff has conducted an orderly, thorough, and expeditious technical review of this Preliminary Plan application for conformance with required standards set forth in RIGL Section 45-23-60, as well as in the Town of Coventry's Subdivision and Land Development Regulations, and finds as follows:

RIGL § 45-23-60. Procedure – Required findings. (a)(1) states, “The proposed development is consistent with the comprehensive community plan and/or has satisfactorily addressed the issues where there may be inconsistencies.”

1. The Comprehensive Plan's Future Land Use designation for the subject parcel is Business Park. Although this land use is primarily intended to host “retail, service, office and light industrial development,” the subject parcel has hosted a heavy industrial use for years. A residential development on this parcel would provide a more compatible land use with respect to the numerous single-family abutters.
2. The proposed development is consistent with several key aspects of the Comprehensive Plan's intent for the Business Park land use designation, namely that development would be coordinated across multiple sites, with less intense uses serving to buffer more intense uses from the surrounding area. The proposed development bridges the intensity of land use between the Centre of New England development to the west and the single-family neighborhoods to the north/east. Also, the Comprehensive Plan envisioned the Business Park land use as a magnet for Planned Development projects, which more closely parallels the approach this proposal has taken than a traditional subdivision.

RIGL § 45-23-60. Procedure – Required findings. (a)(2) states, “The proposed development is in compliance with the standards and provisions of the municipality’s zoning ordinance.”

3. The subject parcel is zoned R-20.
4. The applicant received dimensional relief on December 23, 2024 that allows them to construct 75 detached single-family residential units on a single lot. This will result in an equivalent cumulative density that exceeds R-20 standards by 2%.
5. Preliminary Plan approval is conditioned upon strict adherence to the previously-approved Dimensional Variance Application.
6. The proposal will not alter the general character of the surrounding area or impair the intent or purpose of the Coventry Zoning Code.

*RIGL § 45-23-60. Procedure – Required findings. (a)(3) states, “There will be no significant negative environmental impacts from the proposed development as shown on the **final** plan, with all required conditions for approval.” (emphasis added)*

7. This finding pertains specifically to the final plan; however, no significant environmental impacts are anticipated based on the Preliminary Plan level of detail required at this stage. Further details on environmental components and mitigations will be reviewed and addressed at future stages of review to demonstrate how the application complies with this same finding at each stage.
8. The June 2025 update of the Rhode Island Natural Heritage map shows that the subject parcel falls within a Natural Heritage Area overlay.

RIGL § 45-23-60. Procedure – Required findings. (a)(5) states, “All proposed land developments and all subdivision lots have adequate and permanent physical access to a public street. Lot frontage on a public street without physical access shall not be considered in compliance with this requirement.”

9. The subject parcel currently enjoys adequate permanent physical access to a public right-of-way (New London Turnpike). The applicant has also proposed a paved emergency access roadway at Crompton Road, on the East Greenwich municipal border.
10. The applicant provided a Traffic Impact Assessment which indicates that the proposed residential access driveway will allow for sufficient sight distances and efficient turning movements. The effects of the peak traffic hour volumes arising from the proposed residential development on future traffic conditions is expected to be negligible.

Recommendation

Staff finds this proposal consistent with the standards for required findings of fact set forth in RIGL Section 45-23-60 as well as with the Town of Coventry’s Subdivision and Land Development Regulations. Staff therefore recommends that the Planning Commission adopt the documented findings of fact and **approve** the Preliminary Plan application, subject to the conditions denoted below.

Conditions of Approval

1. Preliminary Plan approval is conditioned upon strict adherence to the associated Dimensional Variance Application as previously approved.
2. The applicant shall deed-restrict 20% of the units developed through this project as low- and moderate-income housing for a period of 30 years at 120% Area Median Income for homeownership units or at 80% Area Median Income for rental units, and such low- and moderate- income units shall be equitably distributed throughout the development, consistent with RI Housing standards.
3. Upon project completion, a Certificate of Conformance (COC) from the Engineer of Record (EOR) shall be required. The COC shall certify that the constructed project meets all required standards, regulations and specifications in the permitting and construction documents. The COC shall be focused on site civil related work. Work includes but is not limited to; all drainage system components, drainage related to retaining wall placement, earth grading, roadway subbase, pavement, concrete flatwork, underground utilities (sewer, electric, water, etc.), survey markers and monuments and fire cisterns. EOR shall partner with a qualified sub-consultant to perform necessary inspection related duties if EOR does not perform these duties in-house. All coordination between EOR and inspection sub-consultant shall be finalized before construction commences. Separate COCs shall be required from the Structural Engineer of Record (SEOR) and the Geotechnical Engineer of Record (GEOR) as applicable. A certificate of occupancy will not be issued until COCs are received and accepted by the town.
4. The applicant shall construct a short segment of sidewalk along New London Turnpike to close the gap in the existing sidewalk network between AP 8, Lot 1 and AP 16, Lot 137.
5. The applicant shall utilize concrete (as opposed to bituminous concrete) for their proposed internal sidewalks. The applicant shall also clarify the use of concrete in the site plans.
6. The applicant shall install street lights at all internal and external intersections.
7. The applicant's Final Plan submission shall include the following revisions, per the Engineering Department's comments at the Technical Review Committee on September 15, 2025:
 - a. Proposed Watershed P-N, as shown on Sheet PWS, shall be added to the 3.3 Proposed Conditions on Page 8.
 - b. Additional details about the proposed sidewalk wheel chair ramps and their locations shall be provided on Sheet C-4.1.
 - c. SHWT elevations shall be shown to ensure separation with residential building slabs.
8. The applicant shall reduce the width of the center island to achieve the 20' minimum required width for emergency vehicle access and set the island farther back to allow easier access to the development for fire apparatus and other emergency vehicles.

9/19/25

Pursuant to Article XII. Appeals, Subsection A. Procedure for Appeals to the Board of Appeal of the Coventry Subdivision Regulations, the decision of the Planning Commission herein may be appealed in writing by any party aggrieved by said decision to the Coventry Board of Appeal. Any such appeal shall be made within 20 days of the day of the decision is recorded and posted in the Town Clerk's Office.



TOWN OF COVENTRY

Department of Planning & Development
1675 Flat River Road, Coventry, RI 02816
Phone (401) 822-9184 Fax (401) 822-6236

TECHNICAL REVIEW COMMITTEE REPORT

DATE: September 15, 2025
PROJECT NAME: "New London Preserve"
PROPERTIES: AP 7, Lot 25; AP 8, Lots 2, 3, & 9; AP 16, Lot 133
ADDRESS: New London Turnpike
ZONE: R-20 (Residential)
OWNER/APPLICANT: Alpha Holdings, LLC

This matter came before the Coventry Technical Review Committee at its September 15, 2025 meeting as a Preliminary Plan Application for a Major Land Development project in accordance with Article V, § D.4. of the Coventry Subdivision & Land Development Regulations.

The site plans and application materials were submitted for review on August 22, 2025, and a supplementary Traffic Impact Assessment was submitted on September 8, 2025. The applicant proposes to develop 75 detached, single-family condominium units, each of which would be roughly 2,500 SF in size and include a combination of one-car, two-car, and basement garages. The project will also include pedestrian walkways, lighting, landscaping, visitor parking areas, and other site amenities. The applicant was previously granted zoning variances for proposing multiple single-family dwelling units on the same lot and dwelling unit density allowances.

The members of the Technical Review Committee reviewed the following documents related to this application when preparing the comments below:

New London Preserve - Project Narrative.pdf
New London Preserve - Preliminary Plan Set.pdf
New London Preserve - Traffic Impact Assessment.pdf

TOWN ENGINEER

General

- Upon project completion, a Certificate of Conformance (COC) from the Engineer of Record (EOR) shall be required. The COC shall certify that the constructed project meets all required standards, regulations and specifications in the permitting and construction documents. The COC shall be focused on site civil related work. Work includes but is not limited to; all drainage system components, drainage related to retaining wall placement, earth grading, roadway subbase, pavement, concrete flatwork, underground utilities (sewer, electric, water, etc.), survey markers and monuments and fire cisterns. EOR shall partner with a qualified sub-consultant to perform necessary inspection related duties if EOR does not perform these duties in-house. All

coordination between EOR and inspection sub-consultant shall be finalized before construction commences. Separate COCs shall be required from the Structural Engineer of Record (SEOR) and the Geotechnical Engineer of Record (GEOR) as applicable. A certificate of occupancy will not be issued until COCs are received and accepted by the town.

Project Narrative

- Section 4.2 Granted Land Development Regulation Waivers – Engineering does not support the use of bituminous concrete sidewalks in lieu of concrete sidewalks.

Stormwater Management Report

- Proposed Watershed P-N is shown on Sheet PWS, but there is no mention of it 3.3 Proposed Conditions on Page 8.
- It would be beneficial to have additional discussion of the proposed site's effect (or lack thereof) on Proposed Watershed P-N, due to its proximity to existing homes on Longfellow Drive.

Plans

- Submission of a Town of Coventry Soil Erosion and Sediment Control (SESC) Application will be required for the project.
- A Town of Coventry Commercial Sewer Connection Application will be required for the proposed sewer connections. Findings of the capacity analysis of the existing sewer infrastructure in New London Turnpike will need to be addressed and finalized before a will-serve letter or permit is issued.
- Please show SHWT elevations to ensure separation with residential building slabs.
- Sheet C-3.0 – Engineering supports a sidewalk width of 4 ft in lieu of 5 ft to reduce the site's impervious area.
- Sheet C-4.1 – Provide additional detail of proposed sidewalk wheel chair ramps and their locations
- Sheet C-4.3 – Is the STD Bit. Concrete pavement detail being used for the 12'W Bit. Emergency Access Drive? How is drainage for this proposed drive being addressed?
- Sheet C-5.1 – Engineering recommends the installation of streetlights at all intersections.
- Sheet C-9.0 – Bituminous Concrete Detail - Engineering does not support the use of bituminous concrete for sidewalks. There are notes and details that contradict each other on the type of material to be utilized for proposed sidewalks (i.e. note on Sheet 4.3).

PRINCIPAL PLANNER DESIGNER

- Planning staff notes that the New London Preserve received conditional approval for Dimensional Variances in December 2024, for (1) proposing multiple single-family dwelling units on one lot and (2) increasing the density of the property to construct 75 units, whereas 74 are allowed by the underlying zoning.
- Planning staff notes that applicant sought and was granted approval for an Administrative Subdivision in March 2025, which conveyed a 0.09-acre portion of AP 8, Lot 1 to AP 16, Lot 133 to ensure clear site access for the proposed New London Preserve development.
- AP 8, Lot 1 is also the subject of a 3-lot Minor Subdivision called "Horizon Lots," which received Final Plan Approval in September 2025. Per the Preliminary Plan approval, the Horizon Lots applicant installed new sidewalks along the subject parcel's frontage on New London Turnpike. This partially addresses a previous Master Plan condition of approval for New London Preserve.

- The applicant shall construct a small section of new sidewalks to connect the recently constructed sidewalks from the northern terminus of Horizon Lots (AP 8, Lot 1) to the existing sidewalk network in front of 2050 New London Turnpike, the immediate abutting property.
- The applicant is not required to provide state and local permits at this stage of review but will be required to submit them at Final Plan. Per recently adopted state law § 45-23-39, state and local permits for major land developments and major subdivisions will now be required at the Final Plan stage of review, as opposed to Preliminary Plan.

Question for Applicant:

- What form of approval will this project require from the Town of East Greenwich for the emergency access roadway on Crompton Road?

PUBLIC WORKS DIRECTOR

- DPW was concerned about stormwater drainage issues at the abutting subdivision on Longfellow Drive and hopes to see mitigation efforts to prevent an increase in runoff.

FIRE REPRESENTATIVE

- The entrance shows an eight-foot-wide island in the center which reduced the exit and entrance width to 16'. The roadway shall be a minimum of 20' wide on each side of the island. If available overall width is limited, suggest reducing the width of the island to obtain the 20' width on each side. Also, if the island is set back further from New London Turnpike, it will allow fire apparatus to make the swing into the development easier.
- The hydrant placement looks to be sufficient and the water flow for fire protection must meet the requirements for the proposed buildings.

POLICE CHIEF

- No comments at this time.

PLANNING COMMISSION CHAIR

The Planning Commission Chair recused as this item will be heard before the Planning Commission.