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A. Introduction

In accordance with the Rhode Island Comprehensive Planning and Land Use Regulation Act, set forth in Title 45, Chapter 22.2 of the General Laws of Rhode Island, the Town of Coventry adopted the **Coventry Comprehensive Community Plan** on August 14, 1992. Thereafter, the Plan was revised on March 5, 1999 to reflect the comments of the State Comprehensive Plan Advisory Committee. The current revision to the Plan, dated June 19, 2000, amends and updates pertinent sections of the Coventry Comprehensive Community Plan.

This Introduction provides an overview of the planning process utilized in the development of the initial 1992 Plan as well as the planning process utilized in the formulation of the current revision to the Plan. It also sets forth the Organization of the Plan document.

The Introduction is presented in the following five sections:

- Request for Proposal under the initial 1992 Plan
- Selection of the Planning Team under the initial 1992 Plan
- Community Participation in the Planning Process under the initial 1992 Plan
- Planning Process under the current revision to the Plan
- Organization of the Comprehensive Community Plan

A.1 Request for Proposal under the Initial 1992 Plan

In September 1989, the Town of Coventry issued a Request for Proposal to prepare a new Comprehensive Community Plan in accordance with Title 45, Chapter 22.2 of the General Laws of the State of Rhode Island. The Comprehensive Community Plan addresses nine State-mandated elements including, Goals and Policies, Land Use, Circulation, Economic Development, Open Space, Conservation and Recreation, Community Services and Facilities, Housing, Natural and Cultural Resources and Implementation. The Town of Coventry also requested that a Human Services Element be prepared in addition to the Plan Elements mandated by the State of Rhode Island.

A.2 Selection of the Planning Team Under the Initial 1992 Plan

After a competitive selection process, BRW, Inc. and Horizons Research were chosen to prepare the **Coventry Comprehensive Community Plan**. The Work Program consisted of seven specific tasks to be completed, as outlined below:

1.0 Inventory and Analysis of Existing Conditions

- 1.1 Review of Existing Data Base
- 1.2 Community Background and History
- 1.3 Natural and Environmental Resources
- 1.4 Cultural and Historic Resources
- 1.5 Land Use and Zoning
- 1.6 Land Ownership and Large Scale Development
- 1.7 Housing Characteristics
- 1.8 Circulation
- 1.9 Community Services and Facilities
- 1.10 Municipal Fiscal and Economic Conditions

2.0 Visions, Goals and Policy Development

- 2.1 Review State Goals and Policies Requirements
- 2.2 Draft Goals and Policies for Future Revitalization, Growth and Development
- 2.3 Ensure Consistency with Related Elements
- 2.4 Community Review and Comment on Vision Statements, Goals and Objectives
- 2.5 Final Vision Statements, Goals and Objectives Statements

3.0 Comprehensive Community Plan Elements

- 3.1 Land Use Element
- 3.2 Housing Element
- 3.3 Economic Development Element
- 3.4 Natural and Cultural Resources Element
- 3.5 Community Services and Facilities Element
- 3.6 Open Space, Conservation and Recreation Element
- 3.7 Circulation Element
- 3.8 Human Services Element

4.0 Prepare Implementation Program

- 4.1 Comprehensive Community Plan Element Programs, Policies and Actions
- 4.2 Review Capital Improvement Program
- 4.3 Zoning and Subdivision Ordinance Amendments or Revisions
- 4.4 Inter-local Plan consistency with Adjacent Municipalities

5.0 Comprehensive Community Plan Review

- 5.1 Plan Submission to Director
- 5.2 Public Notice of 30-day Review Period
- 5.3 Director Review Results to Town
- 5.4 Plan Accepted
- 5.5 Local Adoption of Plan Validated

6.0 Preparation of Final Report

- 6.1 Comprehensive Community Plan Notebook and Final Document
- 6.2 Comprehensive Community Plan Executive Summary Brochure
- 6.3 Zoning and Subdivision Ordinance Amendments or Revisions

7.0 Community Participation

- 7.1 Comprehensive Plan Advisory Commission (CPAC) Meetings
- 7.2 Project Newsletters
- 7.3 Community Meetings
- 7.4 Town Council/Planning Commission Meetings
- 7.5 Department of Administration Meetings
- 7.6 Draft Technical Reports

A.3 Community Participation in the Planning Process under the Initial 1992 Plan

The 1992 **Coventry Comprehensive Community Plan** was prepared utilizing a variety of community participation techniques. Four community-wide public meetings were conducted throughout the planning process. These meetings provided a public forum for residents, property owners, business persons, representatives of adjacent communities, Town elected officials and Town appointed officials to discuss planning issues and strategies.

In addition, seven Comprehensive Plan Advisory Committee meetings were held in the planning process. The CPAC consisted of approximately 50 members of the Community, who represented a wide range of issues pertinent to the development of the **Coventry Comprehensive Community Plan**.

Five project newsletters were also published during the preparation of the Comprehensive Community Plan. The newsletters kept the public abreast of the progress of the Plan, and the major topics being reviewed at a particular time. The Plan was also discussed at several critical milestones by the local newspapers, including the *Kent County Times* and *Providence Journal*.

A.4 Planning Process under the Current Revision to the Plan

On July 26, 1999, the Town Council retained the services of Mullin Associates, Inc. to research growth management and business attraction techniques and to facilitate two public forums, a Land Use Charrette and a Business Attraction/Retention Charrette (Resolution 80-99-3048).

On that same date, the Town Council appointed a Comprehensive Plan Advisory Committee and a Growth Management Committee to revise the Comprehensive Community Plan, Zoning Ordinances, and Subdivision Regulations. (Resolution 82-99-3050, Resolution 83-99-3051). The 25 persons who comprise the committees were drawn from a diverse pool, representing different areas of Coventry and different view points. Members of the Planning Commission and several members of the Zoning Board of Review and Conservation Commission were appointed, as well as persons from the public at large, including a Fire Department Chief, a landscape architect, a land surveyor, a state representative, a school crossing guard, several engineers and homemakers, as well as persons in other occupations.

The Land Use Charrette and Business Attraction/Retention Charrette were conducted on September 16, 1999 and September 30, 1999, respectively. At the charrettes, Coventry residents and business owners identified problems facing Coventry and suggested strategies for dealing with these issues. The charrettes were summarized in two reports by Mullin and Associates, Inc.

In the meantime, the Comprehensive Plan Advisory Committee and the Growth Management Committee met over a dozen times with the Department of Planning and Development staff to review proposed changes to the Comprehensive Community Plan and to develop growth management strategies.

Based upon the committees' recommendations, the Department of Planning and Development drafted revisions to the Land Use Plan map and the written text of the Comprehensive Community Plan. The revisions were presented to the Planning Commission on March 29, 2000. The Planning Commission rendered a favorable recommendation to the Town Council on April 12, 2000. Thereafter, a public hearing was held by the Town Council on May 22, 2000 and May 23, 2000. At both the Planning Commission and Town Council levels, public hearings were conducted to allow residents and property owners to discuss their sentiment with respect to the proposed Plan. The Town Council adopted the revised Comprehensive Community Plan on June 19, 2000.

Throughout the process, the Comprehensive Community Plan was discussed at length by the local newspapers, including the *Kent County Times*, the *Coventry Courier* and the *Providence Journal*.

A.5 Organization of the Comprehensive Community Plan

The remainder of the **Coventry Comprehensive Community Plan** is organized into the following four chapters:

Chapter B: *Inventory and Analysis of Existing Conditions*, which identifies existing conditions and analyzes potential opportunities or constraints based on the information collected.

Chapter C: *Visions, Goals and Objectives*, presents the visions and goals members of the community hope to achieve through the Comprehensive Community Plan.

Chapter D: *Plan Elements*, presents the eight individual elements that comprise the Comprehensive Community Plan. The Plan Elements present the recommended policies and actions that are required to achieve the Visions, Goals and Objectives.

Chapter E: *Implementation Program*, provides a five-year and 20-year implementation program for the Town. The Implementation Program presents the actions necessary to accomplish the Plan Elements, the recommended five-year time frame to implement each action, the purpose for the action and the agency responsible for the implementation of the action.

Plan Amendment Process

Plan amendments will be in conformance with Title 45, Chapter 22.2-12 of the Rhode Island Comprehensive Planning and Land Use Regulation Act. At a minimum the Town will update the Plan every five years, and the Plan may be amended not more than four times in any calendar year.

B. Inventory and Analysis of Existing Conditions

The formulation of a Comprehensive Community Plan for the Town of Coventry is based on a thorough understanding of the existing physical, social and economic conditions within the Town. The existing conditions have been divided into elements that have been inventoried and analyzed by the Planning Team. All information was collected from field research, secondary sources, and interviews, and then analyzed and summarized by the Planning Team.

The Inventory and Analysis of Existing Conditions for the **Coventry Comprehensive Community Plan** is presented in the following nine sections:

- B.1 Community Background and History
- B.2 Natural and Cultural Resources
- B.3 Land Use and Zoning
- B.4 Land Ownership and Large Scale Development
- B.5 Demographic and Socio-Economic Characteristics
- B.6 Circulation
- B.7 Open Space and Recreation
- B.8 Community Services and Facilities
- B.9 Municipal Fiscal Structure

B.1 Community Background and History

B.1.1 Regional Setting

The Town of Coventry is located in Kent County, approximately 15 miles from Providence, the State's Capital City. The Town is bordered on the north by Foster, Scituate and Cranston, on the east by West Warwick, on the south by East Greenwich and West Greenwich, and on the west by the State of Connecticut.

The Town contains approximately 64 square miles of land and water, making it one of the largest towns in the northeast. The eastern portion of the Town is characterized by typical urban and suburban development patterns that have filled in much of the land between the historic villages within the Town. The western half of Coventry is characterized by rural development, including large lot residential uses, agricultural uses and large expanses of natural open space. This dynamic relationship between the western and eastern portions of Town often is the subject of division in community growth management policy.

B.1.2 Community Background and History¹

The present Town of Coventry was initially a part of Warwick, and was included as the western part of the Shawomet Purchase of 1643. Increase in population, settlement to the west and geographic isolation from the center of government in Warwick prompted the incorporation of the Town of Coventry in 1741. The current location of Coventry is illustrated on Figure B.1-1, *Regional Location*.

A number of major eighteenth century thoroughfares crossed Coventry and additional settlement in the Town tended to occur along them. An example of this is Rice City, which developed as an overnight stop along the Plainfield Pike (Route 14) between Providence, Rhode Island and Norwich, Connecticut, then called the Great North Road. Taverns and other roadside businesses flourished. Other major thoroughfares of the time were along the paths of South Main Street, Nooseneck Hill Road, Harkney Hill Road, Perry Hill Road, Flat River Road, Town Farm Road, Maple Valley Road and Waterman Hill Road.

The nineteenth century brought two new important influences on development to Coventry, the railroad and the textile mill. The mill village centers, which largely determine the character of the Town, were developed in this period. Tiogue Lake, the Flat River Reservoir and other mill ponds were created to power mills that required the steady employment of large numbers of people. Standardized housing and company-built stores and schools can still be seen in many of the village centers.

¹ Comprehensive Community Plan, 1986.

An important factor in the development of these industries was the construction of the Hartford, Providence and Fiskville Railroad line through the center of the Town. This line was still being utilized by industries in Town until very recently. The railroad, as a whole, drew traffic from the earlier turnpike roads. The early population centers that had developed around overnight stopovers began to decline as people moved to the new mill centers. The visual changes (flooding of reservoirs for the mills) symbolize this change in Coventry's development.

By the end of the 1800s the dramatic growth of the textile industry began to decline. Cheap labor and lower transportation costs brought about an exodus of the industry from New England to the South. An attempt was made to convert the empty mills into other light manufacturing, but the strong future-oriented investment in an expanding industry had been lost. Due to this reverse in industrial growth in the Town, Coventry saw an extended period of forty years, from 1900 to 1940, where the Town's population increase was only half of the statewide average.

The twentieth century has also brought about new powerful influences on development. The completion of Route 3, Route 117 and Interstate 95 have brought parts of eastern and southern Coventry within reasonable commuting distance of the Providence Metropolitan Area and provided new opportunities for industrial development in southeastern Coventry.

Other new patterns of growth include residential development around the mill ponds, especially the Flat River Reservoir (Johnson's Pond) and Tiogue Lake. There has also been a substantial amount of subdivision development in the Town east of Flat River Reservoir.

Of all the villages of the nineteenth century, Harris, in northeast Coventry, has survived as the most intact. Coventry Center has lost many of its functions as an independent community, and Arkwright has blended with villages in surrounding towns. Quidnick, Anthony and Washington have, with the widening of Route 117, begun to blend into one large urbanized area.

Despite the growth in the Town, no centralized commercial area has developed. Commercial growth has occurred primarily in a "strip" fashion along Route 3 (Tiogue Avenue) and in random conversion of residences along Route 117 (Flat River Road). Also, the concurrent industrial growth that had supported the residential population increase in the 1800s has not continued. As a result, Coventry moved into the late 1980s with a tax base that increasingly left the burden of taxation on single-family residences. Residential growth slightly abated in the early 1980s due to the recession, but increased

FIGURE B.1-1
REGIONAL LOCATION

in the mid-1980s. As the Town moves into the 21st century, it must come to grips with providing infrastructure to meet increasing residential growth demands, the preservation of the rural character and open space in western Coventry and the need to attract high quality industrial development to provide employment and keep the residential tax burden to a minimum.

Today while the western portion of Coventry is still rural and sparsely populated, the eastern section is considered one of the most rapidly growing residential communities in the State of Rhode Island. Recent growth trends show that central Coventry is experiencing a similar rise in population. The Town's population in 1970 was 22,947 and increased to 27,065 in 1980, an increase of 17.9 percent. The preliminary results of the 1990 Census of Population and Housing indicates a population of 31,000 persons in the Town of Coventry, an increase of 13.9 percent over 1980. The most recent population estimate for the Town is 35,000, an increase of 11.4 percent over 1990. This estimate, however, must be confirmed by the 2000 Census of Population and Housing.

B.2 Natural and Cultural Resources

The Natural and Cultural Resources section of the Inventory and Analysis of Existing Conditions presents a review of the natural and environmental conditions existing within Coventry, and examines their interrelationships one to another and resulting impact upon community growth. The environmental aspects are addressed from both a Town-wide point of view and, of equal importance, a regional overview. The components with the most immediate relevance to the Town's capability to sustain expansion of residential, commercial and industrial activity are soils, groundwater, surface water and wetlands.

The Natural and Cultural Resources Inventory of the Town of Coventry are presented in the following seven sub-sections:

- Soils
- Prime Agricultural Lands
- Natural Vegetation
- Wildlife
- Wetlands
- Water Resources
 - Surface Water
 - Groundwater
- Environmental Features
 - Air Quality
 - Solid Waste
 - Noise Quality
 - Scenic Resources
- Cultural and Historic Resources

B.2.1 Soils

Rhode Island was covered by glacial ice sheets several thousand feet thick during the Pleistocene Epoch, which began 2.5 to 3 million years ago. As the glacier moved south, it picked up older glacier deposits, bedrock and soil. The final deposition of glacial material occurred during the Wisconsin Glacial 10,000 to 12,000 years ago. As melting occurred, the glacier deposited unconsolidated material consisting mainly of unsorted glacial till and beds of meltwater-sorted sand, gravel and silt. Glacial till is the most extensive of these deposits. The meltwater and the eroded material it carried caused a landscape of kames, eskers, terraces and outwash plains, all of which contained stratified outwash and alluvial deposits.

The glacial deposits in Rhode Island are divided into four types: the Upland Till Plains, the Narragansett Till Plains, the Charlestown and Block Island Moraines and the Outwash Deposits. Most of the Town is physiographically categorized as Upland Till Plains with the eastern edge of Town being Outwash Deposits. This general division and proportion is shared in general geology with older granite rocks to the west and Pennsylvanian sedimentary rocks to the eastern edge. Portions of five drainage basins fall within the State of Rhode Island, with two of the five directly impacting the Town of Coventry. Three-fourths of the Town is located in the Narragansett Basin, and the balance in the Thames River Basin.

The USDA, SCS, Soil Survey of Rhode Island, 1981, lists 107 soil types present within the state, with a composite of 74 types making up the approximate 39,745 land acres that comprise the Town of Coventry. Table B.2-1 presents a breakdown of the soil types by acreage in the Town of Coventry. The soil types most prominently found in Coventry are profiled on Table B.2-2 to facilitate a clearer understanding of development constraints from the perspective of the comprehensive planning process. Each soil type presented exists in quantities greater than 1,000 acres and, combined, account for almost 80 percent of the land mass. By far, the single largest series present is Canton and Charlton. The SCS Soil Survey of Rhode Island should be consulted for specific location of soils in the Town.

A detailed description of each of the eight prominent soil types found in the Town of Coventry are listed on Table B.2-2.

The Canton and Charlton soil type varieties are evenly distributed town-wide, with notable absence in the urbanized area west and northwest of Tiogue Lake and the southeast corner of the Town. This soils group accounts for 36 percent of the Town's land mass. The Hinckley group accounts for 10 percent of the land mass and is found from central Coventry west with fair amounts of it wooded. The Merrimac group accounts for 6 percent of the land mass, occurring in the north central section of the Town and grows more concentrated in the mid-section moving east. The Narragansett group accounts for 5 percent of the land mass and is concentrated primarily in the north central area of the Town. The Paxton group accounts for 4 percent of the land mass and is strong in the northwest and adjacent to the Flat River Reservoir progressing west. The Ridgebury accounts for 8 percent of the land mass and is centrally situated on the community in small groupings between the north and south boundaries. Most of the Woodbridge concentrations, 6 percent of the land mass, are situated northwest of the Flat River Reservoir, adjacent to the Quidnick Reservoir and west.

Consistent with State and SCS standards, the predominant Coventry soil types are grouped below relative to their individual characteristics and level of constraint in regard to the general growth issues in Coventry of site development, sanitary disposal and open space/conservation.

TABLE B.2-1
COVENTRY SOIL TYPES BY ACREAGE

Symbol	Name	Acres
AaAdrian Muck	1,050	
AfA, AfB	Agawam	250
BmA, BhA, BhB, BmB,BmC, BoC	Bridgehampton	465
CdB, CdA, CdC, CB	Canton and Charlton	14,255
CoCarlisle Muck	765	
DcDeerfield	290	
Du	Dumps	15
EfA, EfB	Enfield	395
GhC, Ghd	Gloucester-Hinckley	120
HkC, HkA, HkB, HkD	Hinckley	4,195
LgC	Lippitt	895
MmB, MmA, Mu	Merrimac	2,425
NaB, NaA, NbB, NbC, NcC	Narragansett	1,850
Nt Ninigret	75	
PbB, PaA, PaB, PbC, PcC	Paxton	1,655
Pg (Gravel) Pits	300	
Pk (Quarries) Pits	5	
Pp Podunk	5	
RbB, RgA, RgB	Rainbow	15
RcRaypol	105	
Re, Rf	Ridgebury	3,035
RpRock Outcrop	25	
RuRumney	205	
Sb Scarboro	600	
ScA, ScB	Scio	30
Ss Sudbury	585	
StB, StA, SuB, SyB	Sutton	965
Tb Tisbury	35	
UD	Udorthents	725
Ur Urban Land	80	
Wa	Walpole	650
WcB, WcA, WdB	Wapping	345
WqA, WgB	Windsor	915
WoB, WhA, WhB, WrB	Woodbridge	2,420
Total Coventry Land Area		39,745

Source: United States Department of Agriculture, SCS, Soil Survey of Rhode Island, 1981.

TABLE B.2-2
PROMINENT COVENTRY SOIL TYPES

	Name	Acres	Percent of Town Land Area
Aa	Adrian Muck	1,050	3%
CaC, CdB	Canton and Charlton	14,255	36%
HkC	Hinckley	4,195	10%
MmB	Merrimac	2,425	6%
NaB	Narragansett	1,850	5%
PbB	Paxton	1,655	4%
Re	Ridgebury	3,035	8%
WoB	Woodbridge	2,420	6%
Total Prominent Soils Types		30,885	78%
Total Town Land Area		39,745 (or approximately 62.2 square miles)	100%

Source: United States Department of Agriculture, SCS, Soil Survey of Rhode Island, 1981.

Note: See Appendix A for soil type description.

Group A: Minimal Constraint

Canton and Charlton (fine sandy through extremely stony)

Hinckley

Merrimac

Narragansett

Paxton

These soils are predominantly found in central Coventry and west to the Connecticut state line encompassing much of the developable land in the Town. Low and moderate residential densities, along with appropriate septic system design, can be accommodated by this group.

Group B: Moderate Constraint

Woodbridge

Although technically these soils are developable through sensitive engineering and septic design, their high water table frequently results in land that is regulated wetlands and areas posing serious pollution threats to the aquifer. The larger areas of Woodbridge soils are found in the north central section of Coventry with some located in preservation (Griffith's Farm), and the balance in the path of potential development.

Group C: Steep Slope (15%)/Stony Soils

Canton and Charlton (CaC, CaD, CeC, ChD)

Small deposits of these soil types can be found disbursed amongst the previously identified Canton and Charlton in central and western Coventry. Although their constraint level is moderate and appropriate site design can mitigate their negative aspects, potential environmental deterioration through erosion demands close review and control measures.

B.2.2 Prime Agricultural Lands

The USDA SCS has compiled a report entitled *Rhode Island Important Farmlands* (May, 1985), which identifies prime farmland as available land with the best combination of physical and chemical characteristics for producing food, feed, forage, fiber and oilseed crops. Coventry also has several tree farms which are also a large agricultural land use in the community. The conclusions of this report are presented in soil types consistent with SCS, 1981, statewide mapping and identified prime farmland and farmland of statewide importance. Since the original publication, the SCS now qualifies both categories as being of statewide importance. Cross reference to this inventory as a part of the zoning and development process is a vital step in maintaining the rural character of the community and a protective step to curb the loss of this valuable resource. The following list details the soil types and number of acres for both farmland and farmland of statewide importance in Coventry.

Table B.2-3 presents a listing of soils in Coventry that are considered prime agricultural soils by the SCS. Also, agricultural soils, as delineated by RIGIS are illustrated on Figure B.2-1A and Figure B.2-1B, "Agricultural Lands". This Figure illustrates the location of agricultural land uses as defined by DEM. Uses may include pasture, cropland, orchards, groves, nurseries, confined feeding operations and idle agricultural lands. The DEM Division of Agriculture also listed the following farms in Coventry as of April 1990.

Operator Name	Farm Location	Acres	Products⁽¹⁾
Bloomer, George	410 Maple Valley Road	40 ac	Beef Cattle
Lucky Foot Ranch and Rabbitry	----	10	Beef Cattle/Rabbits
Plainview Farm	5 Alvero Road	10	Peppers, Pumpkin, Squash, Tomatoes
Scott Hollow Farm	135 Scott Hollow Road	140	Layers, Sheep, Hogs
Waterman Hill Farm	Waterman Hill Road	451	Silage Corn, Pasture, Sudan Grass, Dairy Cows
TOTAL		651 ac	

Source: DEM, Division of Agriculture, April 1990.

Notes: (1) Does not include seven Christmas Tree operations.

TABLE B.2-3
COVENTRY PRIME FARMLAND
FARMLAND OF STATEWIDE IMPORTANCE

Soil Grouping	Acreage
• Bridgehampton BhA, BhB, BmA, BmB	45
• Canton and Charlton CdA, CdB, CdC	1,040
• Enfield EfA, EfB	395
• Merrimac MmA, MmB	1,965
• Narragansett NaA, NaB	865
• Ninigret Nt	75
• Paxton PaA, PaB	1,080
• Podunk Pp	5
• Raypol Rc	105
• Ridgebury Re	5
• Rumney Ru	205
• Scio ScA	30
• Sudbury Ss	585
• Sutton StA, StB	130
• Tisbury Tb	35
• Walpole Wa	650
• Windsor WgA, WgB	915
• Woodbridge WhA, WhB	370
Total	8,500

Source: USDA, SCS, Rhode Island Important Farmlands, 1985.

FIGURE B.2-1A
AGRICULTURAL LAND

FIGURE B.2-1B
AGRICULTURAL LAND

B.2.3 Natural Vegetation

Field investigation and aerial photography reveal substantial portions of Coventry, with the exception of the urbanized eastern portion to be wooded. While commercial production of trees is a statewide consideration from a management point of view, the major concern in Coventry is the natural vegetation's role in mitigating erosion, and the consequential negative ramifications upon the aquifer and major drainage basins (i.e., Thames and Pawtuxet).

The general locations of rare or endangered plant species identified by the Rhode Island Natural Heritage Program have been inventoried and mapped. These areas are indicated on Figures B.2-2A and B.2-2B.

Table B.2-4 presents a listing of trees common to the soil types found in the Town of Coventry.

TABLE B.2-4

TREE MATERIAL COMMON TO COVENTRY SOIL TYPES⁽¹⁾

Red Maple	Red Maple
White Ash	Shagbark Hickory
Quaking Aspen	Yellow Poplar
White Cedar	Swamp White Oak
Eastern White Pine	European Larch
Sugar Maple	Eastern Hemlock
Northern Red Oak	Norway Spruce

Source:

Note: (1) Cross reference to the 1981, USDA, SCS, Rhode Island Soil Survey will provide excellent reference for pairing tree material to soil type.

Table B.2-5 presents a list of rare species occurring either presently or historically, in the Town of Coventry. Scientific name, common name, taxonomic family and date of last observation are listed. The field SPROT indicates the RIDEM's official state protection status for each species and the fields PREC and CONF are codes for the status of confirmation by RIDEM staff. Any occurrence with an "S" precision and confirmation status of "Y" is assumed to be extant.

TABLE B.2-5

Rare Species and Exemplary Natural Communities in Coventry

Scientific Name	Common Name	Family	SPROT	Last Observation	PREC	CONF
Malaxis unifolia	Green Adder's Mouth	Orchidaceae	SE	1971	S	
Hirundo pyrrhonota	Cliff Swallow	Hirundinidae	ST	1981	S	
Hemileuca maia maia	Buck Moth	Saturniidae	ST	1987	S	Y
Gymnocarpium dryopteris	Oak Fern	Aspleniaceae	ST	1971	S	
Larix laricina	American Larch	Pinaceae	ST	1971	M	
Liparis liliifolia	Lily-leaved Twayblade	Orchidaceae	ST	1971	S	
Platanthera orbiculata	Round-leaved Orchid	Orchidaceae	ST	1971	S	
Thelypteris phegopteris	Long Beech Fern	Aspleniaceae	ST	1979	S	
Trillium erectum	Purple Trillium	Liliaceae	ST	1980	S	
Botrychium lanceolatum var angustisegmentum	Triangle Grape-fern	Ophioglossaceae	SSI	1978	S	
Botrychium matricariifolium	Daiseyleaf Grape-fern	Ophioglossaceae	SSI	1979	S	
Isoetes echinospora ssp muricata	Pointed Quillwort	Isoetaceae	SSI	1920	M	
Isoetes engelmannii	Engelmann's Quillwort	Isoetaceae	SSI	1978	U	
Lilium canadense	Canada Lily	Liliaceae	SSI	1913	U	
Lygodium palmatum	Climbing Fern	Schizaeaceae	SSI	1987	S	Y
Sagittaria graminea	Grass-leaved Arrowhead	Alismataceae	SSI	1988	S	Y
Tephrosia virginiana	Goat's-rue	Fabaceae	SSI	1984	S	Y
Ambystoma opacum	Marbled Salamander	Ambystomatidae	C	1983	S	
Hemidactylum scutatum	Four-toed Salamander	Plethodontidae	C	1987	S	Y
Storeria occipitomaculata	Northern Redbelly Snake	Colubridae	C	1984	S	
Aletris farinosa	Colicroot	Liliaceae	C	1979	M	
Arethusa bulbosa	Swamp Pink	Orchidaceae	C	1986	S	
Asclepias amplexicaulis	Blunt-leaved Milkweed	Asclepiadaceae	C	1980	S	
Lupinus perennis	Wild Lupine		C	1979	S	
Ophioglossum vulgatum	Adder's-Tongue	Ophioglossaceae	SH	1971	M	

Woodsia ilvensis	Rusty Woodsia	Aspleniaceae	SH	1978	U	
New England Pitch Pine-Scrub	New England Pitch Pine-Scrub			1988	S	Y
Oak barren	Oak Barren					
Acronicta grisea		Noctuidae		1987	S	Y
Acronicta lanceolaria	A Daggermoth	Noctuidae		1987	S	Y
Catocala sp 1	Pine Woods Underwing Moth	Noctuidae		1987	S	Y
Holomelina laeta		Arctiidae		1987	S	Y
Incisalia irus	Frosted Elfin	Lycaenidae		1984	M	
Metarranthis pilosaria		Geometridae		1987	S	Y
Nepytia sp 1		Geometridae		1987	S	Y
Oligia bridghami		Noctuidae		1987	S	Y
Zale submediana		Noctuidae		1987	S	Y

Source: Rhode Island Natural Heritage Program, Rare Species and Exemplary Natural Communities in Coventry, 5 October 1990.

Figure B.2-C
Town of Coventry - Forested Areas

B.2.4 Wildlife

Coventry's approximate 62 square miles of land mass is home and habitat for numerous common and rare species of animals and plant life, all contributing to the delicate ecological balance of the area.

Of particular importance is the November 1990, RIDEM, Natural Heritage Program, *Rare Species in Coventry* report that, in addition to its town-wide overview, calls out specific areas of concern (i.e., Trestle Trail, Nicholas Farm, Parker Woodland and Broadwell Farm) for their potential impact on wildlife habitats. Although state and private organization purchases have resulted in the largest amount of open space preservation in the State located in Coventry, ever expanding development activity affords potential negative impact upon sensitive habitats. With this in mind it would be most appropriate to highlight and enforce natural habitat protection as a regular aspect of zoning and site development procedures. The Town must remain mindful of the fact that lower residential densities alone will not afford adequate protection.

Approximate boundaries of the rare species habitat areas, as provided on topographical maps by the RIDEM Heritage Program, are illustrated on Figures 2A and 2B.

B.2.5 Wetlands

A review of the Town of Coventry indicates a pattern of wetlands evenly distributed town-wide imaging the drainage patterns, streams and brooks and surface water bodies. Their individual character ranges from narrow and linear in nature (the majority), to broad irregular shaped parcels of up to several hundred acres. A number of these larger water bodies and wetlands are located in proximity to the Town's southern boundary (i.e., Mishnock Swamp, Great Grass and Whitford Pond Areas). Criteria for locating the wetland areas have been field investigation, aerial photography and the Rhode Island Geographic Information System (RIGIS), Coventry Soil Analysis 1990, "Hydric Soils" demarkation. Wetlands are illustrated on Figures B.2-2A and B.2-2B.

Coventry's wetlands are a vital component in the community's ecological system providing a buffer for groundwater recharge areas, serving in a retention capacity alleviating flooding and providing a habitat for much of the Town's wildlife.

Recognizing both the sensitive nature of and magnitude of importance in the overall ecosystem, strong state and federal regulations have been put in place for the protection of wetlands. A classic example of these protective measures can be cited in Coventry in the need for an arterial connector roadway between Route 117 and Route 3 in the general vicinity of Reservoir Road. The proposed alignment would pass through a wetland. The mitigating measures identified in accordance with regulations to allow roadway development to occur, make the project unrealistic.

FIGURE B.2-2A
NATURAL AND CULTURAL RESOURCES

FIGURE B.2-2B
NATURAL AND CULTURAL RESOURCES

FIGURE B.2-3A
WETLANDS

FIGURE B.2-3B
WETLANDS

B.2.6 Water Resources

a. Surface Water

Coventry possesses an extensive network of surface water resources comprised of rivers, lakes, ponds, brooks and streams, with the lakes and ponds exceeding twenty in number and the composite accounting for over 1,600 acres. These bodies of water are basic elements to the Town's character, provide wildlife habitat, afford recreational opportunities and are component parts of a broader regional ecological system. The eastern two thirds of Coventry are located within the Pawtuxet River Basin, with the western section of Coventry falling within the Thames River Basin. The following profile of the south branch Pawtuxet River Watershed speaks to the complexity of the overall system and consequential critical need for monitoring and controls. Water resources were illustrated previously on Figures B.2-2A and B.2-2B.

This watershed consists of the 8.5 mile segment of the South Branch of the Pawtuxet River from the Flat River Reservoir Dam to the confluence with the North Branch, including 6.2 miles of tributary streams and 263 acres of ponds and reservoirs. The waters are located in Coventry and West Warwick. These waters support fishing, and in those portions designated as Class B, swimming. Public access is provided via a car top boat launch on Mishnock Pond; and a state boat launch ramp, town beach and shoreline access on Tiogue Lake.

RIDEM data collected at the Route 33 bridge, in the segment of the South Branch delineated by Mishnock River and the North Branch confluence indicate exceedances in chronic criteria for lead, naphthalene and fluoranthene, and acute criteria for copper. At the station located on the South Branch just upstream from the confluence with the North Branch, chronic criteria for total cadmium, total copper, total silver, DHP and fluoranthene were exceeded one out of three monitoring events, and chronic criteria for total lead were exceeded three out of three monitoring events.

Tiogue Lake is shallow and nutrient rich. Heavy residential development within the watershed and commercial development on Route 3 contribute runoff and the pond receives little "clean" inflow. It is believed the lake is meeting Class B criteria for bacteria, however, eutrophication has reduced its attraction for swimming. Watershed Watch, a volunteer group is currently monitoring water quality in Tiogue Lake. The information collected by Watershed Watch can be used to determine the water quality in the future.

Based upon the available monitored and evaluated information, it is determined that 7.7 miles and 48 acres of surface waters within the sub-watershed are in full support of their designated uses, but are threatened due to non-point source contributions. The 215 acres making up Tiogue Lake are found to be in partial support of designated uses due to eutrophic conditions aggravated by non-point source inputs of nutrients. The 7.0 mile stretch of the South Branch designated as Class C are found to not support designated uses, due to elevated heavy metals and organic concentrations, with both point and non-point sources contributing to the degradation. Fishable/swimmable conditions are maintained at 7.7 miles and 48 acres, are not supported but are attainable at 215 acres and are not attainable in 7.0 miles.

The Big River was the site of a proposed water supply reservoir. The State of Rhode Island purchased large tracts of land in the Big River Watershed for this purpose. This land is under consideration for deep wells by the State. presently, this land and water is used for recreational purposes, primarily fishing and boating via a boat ramp located at Zeke's Bridge. The holding includes the Coventry Pines Country Club, which is leased to the operator.

Data has been collected by consultants under contract to the Rhode Island Water Resources Board on the Big, Congden, Nooseneck and Carr Rivers as part of the once proposed Big River Water Supply project. Collected bi-weekly over a two month period in 1986, the data indicate exceedance of Class A standards for fecal and total coliform. The data were judged to be insufficient as the basis of determining the water's designated use support status. However, the data are indicative of a threat to the designated use. Potential pollution sources include failing or improperly functioning individual subsurface disposal systems (ISDS), runoff from roadways and urbanized area, agricultural activities and wildlife activities.

Based upon available evaluated information, an overall assessment finds the 22.9 miles of river and 110 acres of ponds to be in full support of Class A designated uses and to be of fishable/swimmable quality.

The Flat River Reservoir sub-watershed is located downstream of the Big River sub-watershed and upstream of the South Branch of the Pawtuxet River. It is composed of the Flat River Reservoir, also known as Johnson's Pond, Quidnick Reservoir and Stump Pond, among other small reservoirs and tributary streams. The sub-watershed is located primarily in Coventry with its tributaries originating in the Towns of Foster and Scituate. Flat River Reservoir is an important recreational resource; fishing, swimming, and boating are available to the public via a public boat ramp at Zeke's Bridge . The Trestle Trail also provides potential shore access to Stump Pond and the Flat River Reservoir.

Limited recent water quality data are available for the waters in this watershed. In 1986, consultants to the Rhode Island Water Resources Board collected water quality monitoring data from two stations on Flat River Reservoir and at the outlet of Maple Root Pond bi-weekly for two months as part of the Big River Water Supply project. These data indicate that fecal coliform levels detected within Flat River Reservoir are within the criteria established for Class B waters whereas, at the reservoir's outlet the total coliform data exceeded the criteria. Due to the variety of natural and human sources of total coliform, no conclusive statements can be made regarding this finding. Both total and fecal coliform were exceeded at the outlet of Maple Root Pond. The data were judged to be insufficient as the basis of determining use support status.

In the Flat River Reservoir, as well as Quidnick Reservoir, Stump Pond and Maple Root Pond, sources of metals, nutrients and oxygen demanding solids may be associated with development along the shoreline and within their respective watersheds. No known point sources of pollution contribute to these waters. Septic systems, fertilizer usage and stormwater runoff from urbanized areas, (especially from Route 3/Tiogogue Avenue), may contribute pollutants. The conversion of summer homes for year-round use and the presence of older, malfunctioning septic systems may contribute to accelerated eutrophication rates. The sandy soils in this area have poor nutrient attenuation capabilities. Under these conditions, even properly functioning ISDS may contribute excessive nutrients and bacteria. The building of walls and other shore line development may potentially have adverse affects upon fisheries habitat, and pollution from motorboat use represents another potential concern.

Based upon current available information, and the criteria established by DEM, the 1,019.5 acres of reservoirs and ponds and 17 miles of rivers in the Flat River Reservoir sub-watershed are determined to be in full support of Class B designated uses, however they are potentially threatened by point and non-point sources of pollution. Based on existing conditions meeting Class B criteria, fishable/swimmable conditions are met.

Coventry's water bodies are an invaluable, non-replaceable resource demanding restorative and quality control action by the Town on behalf of the immediate and regional populations. Land use and buffering techniques, combined with ongoing monitoring for water quality, are essential facets of restoration and preservation of the amenity. Adherence to, and participation with the USDA and SCS in carrying out the *Water Resources Strategy for Rhode Island 1990-1995* would provide excellent direction in this regard.

b. *Groundwater*

Groundwater reservoirs and their recharge areas are one of the state's most significant resources as they provide a large portion of the State's drinking water supply. Rhode Island's most significant and productive aquifers are located in areas of stratified drift consisting of well-sorted layers of silt, sand and gravel, often deposited in valleys. The thickness of such deposits is commonly 75-100 feet.

The Rhode Island Water Resources Board has mapped 21 groundwater reservoirs which are portions of the state's stratified drift aquifers that have the potential for supplying future and existing public water supply systems with large quantities of groundwater. The majority of the Mishnock Groundwater Reservoir and its outwash is situated in east-central Coventry.

Stratified drift deposits, in part due to the generally rapid permeability of the type aquifer, along with other groundwater resources, are extremely vulnerable to contamination from a wide variety of pollution sources which include non-point sources of pesticides and fertilizers from agricultural and urban runoff (residential applications); nitrates, bacteria, viruses and toxics from ISDS; and sodium chloride from road salt application as identified in the RIDEM, *Assessment of Non-Point Sources of Pollution to Rhode Island Waters*.

The groundwater reservoir and its recharge area exist in constant threat of contamination. ISDS, erosion, stormwater run-off, road deicing and fertilization are some of the vehicles for contamination. Although each are all potentially damaging, conditions and practices in Coventry indicate septic systems and erosion may be major culprits. The reliance of the community upon ISDS, the high number of systems installed within the heart of the recharge area prior to current regulations and presence of soils conducive to system failure combine to make septic systems an issue demanding appropriate attention and follow through, with an appropriate model being the DOA, Division of Planning, Wastewater Management Districts...A Starting Point, 1987.

Erosion, dramatically exemplified by massive gravel pit operations in Coventry, is a major threat to the aquifer by altering natural drainage patterns as a result of eroding the land's surface and further by depositing this material as sediment in surface water bodies.

With regard to area and regional responsibilities, although Coventry is not technically included in the Coastal Resources Management Council's (CRMC) 1988 **Providence Harbor Special Area Management Plan**, it should be recognized that eastern Coventry is the first urbanized area that the Pawtuxet River passes through on its journey to Providence Harbor. Accordingly, the Town should effect the cleanup of shoreline debris, control run-off and identify and curtail direct discharge.

Despite the fact that potential contamination of the groundwater supply is a constant threat and protection appears to be an enormous task, the State of Rhode Island, through RIDEM and federal participation, has jurisdiction in addressing these issues, and the Town of Coventry must ignite public awareness and commit by policy and action to provide local regulatory actions to mitigate potential groundwater contamination.

B.2.7 Environmental Features

a. Air Quality

The Town of Coventry, as per the RIDEM Division of Air and Hazardous Materials, complies with the US Clean Air Act, with the exception of ozone. Non-compliance with regard to ozone is a deficiency shared with surrounding communities in the area. The basis of the problem is "smog" created by hydrocarbons, oxygen and nitrogen combining in the presence of sunlight to form an inversion layer. The source of the problem is most likely auto emissions and industry. While industrial uses impacting air quality in Coventry are not significant, the "bedroom" nature of the community and lack of convenience facilities improved recreation facilities, low population density and non-vehicular transportation alternatives in western Coventry contribute heavily to auto usage.

b. Solid Waste

The Town of Coventry separately collects, through public and private services, refuse and recyclable items for deposit at the Town's transfer station adjacent to Town Hall on Flat River Road. From the transfer station solid waste is trucked to the state landfill at Johnston.

c. Noise Quality

Industry-related stationary noise in Coventry is relatively light. Vehicular activity accounts for most of the Town's noise pollution with Route 3 (Tiogue Avenue) being the biggest offender, followed by Route 117 and, despite its volumes, Interstate 95 affording minimal impact due to its remote location on the fringe of Town. Coventry is located on a flight path to the T. F. Green State Airport and these flight patterns add significant noise impacts and visual disruptions to some areas of Coventry. Addition, some migratory bird patterns have been observed to be adversely affected by flight patterns over Coventry.

d. Scenic Resources

The Rhode Island DEM through its Planning Division, has surveyed and inventoried the state's scenic areas (1990). The survey intends to differentiate open space which should be preserved in its entirety, versus open space which may be buildable but requires design parameters to maintain the scenic quality of the landscape. The State of Rhode Island is divided into four physio-geographic regions with the vast amount of Coventry designated in the Interior Upland Region. Coventry's undulating terrain punctuated by sharp bedrock outcrops, extensive forests, lakes, ponds, rivers and streams typify the Interior Upland Region. The state inventory identifies 135 highly scenic sites in Rhode Island, six of which are located in Coventry, and are listed below:

- Hopkins Hollow 151 Acres (D)
- Bowen Hill Farm 268 Acres (D)
- Broadwall Farm 248 Acres (D)
- Summitt/Kozela Pond 148 Acres (N)
- Little and Great Grass Ponds 862 Acres (D)
- Reynolds Pond 204 Acres (N)

The state study qualified sites as being "Distinctive" (D) or "Noteworthy" (N). Four of the Coventry sites were determined to be distinctive. The study notes that Coventry's scenic areas are, in most cases, uniquely visible from the road, despite their size. All reasonable means should be considered to perpetuate these amenities. A number of these sites are presently in preservation.

B.2.8 Cultural and Historic Resources

The Coventry Historical Society was formed in 1971. It was established primarily as a response to threats of demolition of the last one room schoolhouse in Coventry. The organization since then has broadened its activities through lobbying for town support for historic preservation by creating a historic district commission, education programs and a unique program of visiting historic sites/museums in conjunction with the town recreation department.

Other activities have included creating a pictorial history book of the town commemorating the town's 250th anniversary and promoting the preservation of the Governors Mansion in Awkwright. In order to preserve the historic quality of Coventry's buildings, historic district zoning has been recommended by the Historical Society. Although support for this type of a preservation mechanism has not been outstanding, it has been included as an effective tool for preserving these structures and the town's heritage.

Because of the enormous number of low/moderate income families living in Coventry's historic homes, the possibility of enacting historic preservation requirements is presently difficult. Activities with less of a costly and restrictive posture may currently be the best approach to preservation for the town.

Many of the town's historic resources are threatened by insufficient identification, protection, documentation and education of the public about proper preservation measures. Addressing these issues will help preserve the historic resources of the town.

The Cultural and Historic Resources of the Inventory and Analysis of Existing Conditions provides a description of the key cultural and historic elements that may impact future growth in Coventry, and is presented in the two following elements:

- National Register Historic Districts
- Other Historic and Cultural Resources

These resources were illustrated previously on Figures B.2-3A and B.2-3B.

a. National Register Historic Districts

There are currently two National Register Historic Districts in Coventry; South Main Street and Rice City, as identified in the Rhode Island Historical Preservation Commission *National Register of Historic Places Registration Form*, 1978. The South Main Street Historic District is a linear, residential district developed largely in the early and mid-nineteenth century and extends about one-quarter mile between the South Branch of the Pawtuxet River at the north to a short distance south of Wood Street at the south. Twenty-seven of the 29 major buildings along the street are residences. At the north end of the district, along the Pawtuxet River, is an early twentieth-century

factory occupying the site of an earlier mill building. A large metal structure near the north end of the district is the major intrusion.

Although there were six factories operating at one time near the district, few of the South Main Street houses were occupied by mill workers, but rather by people of various occupations—a mill owner, a policeman, a carpenter, a doctor, farmers, the Town Clerk and several dealers and manufacturers, including a carriage maker who had his shop on South Main Street. Reflecting this essentially working class population, most of the houses are plain vernacular structures that reflect their Federal, Greek Revival, or Victorian origins with only a minimum of architectural detail or decoration. Of the 27 houses in the district, nine were erected during the Federal era, four were built in the Greek Revival style, eleven were built in mid-nineteenth century, most of these before 1850, and one dates from the late nineteenth century. There are four twentieth-century buildings, two 1920s bungalows, a mid-twentieth century rural house and a Veterans of Foreign Wars Hall. There are no "high-style" or architect-designed houses and it is this characteristic of South Main Street (an almost solid line of simple, frame houses) that makes it significant architecturally and historically.

South Main Street is located in the southern part of the Village of Washington. The northern end of South Main Street forms a "T" with Main Street (Route 117) the principal road of the village and one of the Town's main arteries. At the north end of the district, South Main Street crosses the South Branch of the Pawtuxet River over a bridge. The river was the site of about six factories in the Village of Washington and supplied water power for mills at several sites downstream in Coventry and West Warwick. The south end of the street curves sharply before it joins Tiogue Avenue (Route 3). Wood Street connects the northern part of South Main Street with Tiogue Avenue. Off South Main Street are side streets, all developed in the twentieth century. Both Main Street and Tiogue Avenue, at each end of South Main Street, are commercialized and heavily traveled.

Contributing structures to the South Main Street Historic District are defined as those buildings constructed during the eighteenth, nineteenth, and early twentieth centuries when Washington was the major village in Coventry. Most buildings have been altered to some extent; they are defined as contributing, if it appears that they could be restored to their original appearance. A list of historic properties is presented in Appendix B: Historic District Properties.

The buildings of the South Main Street Historic District are arranged along the east and west sides of South Main Street. As a transportation corridor South Main Street has historical significance—it has carried traffic between the Country Road (running from Apponaug to Connecticut) and the road from Coweset to Hopkins Hollow since at least the early nineteenth century. In addition, the road is the organizing principle of the historic district; the buildings are set along the road, are oriented toward it and derive much of their significance from their uniformity of siting and their relationship to each other and the road. The actual road surface, however, appears to have been altered and resurfaced within recent times and, thus, does not appear to retain integrity. In addition, South Main Street has been reconstructed as a Rhode Island Department of Transportation (RIDOT) project and will impact the integrity of the district.

The Rice City National Register Historic District is situated in the northwest corner of Coventry, and comprises a two-mile stretch of the Plainfield Pike (Route 14) lined with concomitant eighteenth- and nineteenth-century development. The district includes three primary nodes of activity, including the Village Center or Rice City proper, located at the turnpike's junction with Vaughn Hollow Road; Vaughn Hollow itself, an enclave of former agricultural and milling activity north of Rice City; and the former industrial and commercial center, Fairbank's Corner, located at the turnpike's junction with Flat River Road (Route 117).

The district includes some 27 architecturally and historically important buildings, two archaeological sites, fourteen family cemeteries, one state management park area and one abandoned and overgrown eighteenth-century dirt road. The main component of the district, which gives the settlement its linear aspect, is the turnpike itself, a two-lane road (now asphalt).

The ambience of the district remains essentially rural, despite twentieth-century land divisions and subsequent scattered development of modest residences. Stone walls line much of the turnpike and most of the side roads and provide a key visual link for the entire district. Much of the land, particularly in the western section, remains open, some of it still in light agricultural use, as orchards and for grazing.

The Rice City Historic District is characterized by good examples of simple vernacular architecture, modest frame structures, one and two and one-half stories high, country versions of the Federal, Greek Revival and Victorian styles. The beginning of the district, at the eastern end, is marked by the presence of a turnpike tollbooth now obscured by undergrowth, which stands next to an eighteenth-century house and across from an abandoned early twentieth-century country store. The three-quarter mile stretch from the tollbooth to the actual Village consists of woodland, mixed with some twentieth-century residential development, set back and well-screened by vegetation from the road. The district bounds are drawn to include the road and its right-of-way, including the stone walls on both sides of the road, but excluding the newer houses.

The Village Center is defined visually by the two and one-half story, five-bay Rice Tavern, located at the junction of the turnpike with Vaughn Hollow Road the small Democrat Schoolhouse (the Rice City School), the Rice City Church and the Obadiah Potter House, a former hotel and store, the last three all on Vaughn Hollow Road. The two last-named public buildings, school and church, were both built in 1846 in the Greek Revival style; they complement each other architecturally, and serve as the civic focus of the village.

The district extends northward along the unpaved Vaughn Hollow Road into Vaughn Hollow itself, a wooded area containing six farmhouses dating from the late eighteenth to mid-nineteenth centuries, as well as several mill sites on the Moosup River. These farms spread east and west along Vaughn Hollow Road, Potter Road and Barbs Hill Road and abut the southern border of the Town of Foster, which serves as the northern boundary of the district.

The Rice City Historic District continues southwest from the Village Center, one-quarter mile along the Plainfield Pike, to its intersection with Flat River Road (Route 117). This intersection, known as Fairbank's Corner since the mid-nineteenth century, is the former industrial and commercial center of the village. It is marked on the north side of the Pike by a stone Greek Revival house connected by an open-sided wooden walkway to a larger, late nineteenth-century frame store; on the south side, the other enterprises located at this corner are indicated by a small tailor shop and a large slaughterhouse.

Beyond Fairbank's Corner, the last mile of settlement becomes increasingly rural and sparse, marked only by one eighteenth-century farmstead with numerous outbuildings and stone walls, four small family cemeteries, and the relatively undisturbed foundations of two of the turnpike taverns. These archaeological sites have the potential to provide below-ground documentation, through the testing of hypotheses concerning the social and economic interaction of these hostleries along the turnpike and the changes brought about by this extensive transportation network.

Near its western end, the district includes Gibson Hill Road, a now-abandoned eighteenth-century track, which runs northwest from the turnpike. A preliminary site survey has revealed nine foundations, several trash pits, several cemeteries and miles of walls on Gibson Hill Road. There are indications of more house lots on side paths. The foundations are of eighteenth and nineteenth century farmsteads that constituted this rich agricultural hinterland of Rice City. The dry-laid stone foundations with half-cellars and wells represent the kind of settlement common in rural Rhode Island and southern New England during the late eighteenth century through the nineteenth century. Fairly well undisturbed, the area is almost unreachable, due to heavy overgrowth, suggesting that the sites may yield rather complete data, which will provide supplemental information on life in Rice City. There are no plans to excavate any of these archaeological sites at this time.

b. *Other Cultural and Historic Resources*

Other historic resources located within the Town of Coventry include three structures listed on the National Register: the Nathanael Greene Homestead, Waterman Tavern and Paine House. Non-Register historic districts include the mill villages of Harris, Arcwright, Quidnick, Anthony, Washington and Read School House.

There are many known significant archaeological sites in the Town of Coventry. These have been mapped by RIGIS and are indicated on the Historical, Archaeological and Scenic Resources Plan Map in Section D.6 of the Plan Elements. The Carbuncle Hill Archaeological District is considered significant because of the area's potential to increase the public's understanding of prehistoric lithic procurement patterns and production technology in western interior Rhode Island. The district contains seven loci that are functionally-related and exhibit similarities in site composition, content and structure. Although no finished tools were recovered from any of these loci, each locus yielded by-products of the lithic acquisition, processing and manufacturing process (raw material, shatter, cores, flakes). These data permit technological and morphological comparisons to be made among the sites throughout the district. Research questions on both the intra-site and regional level can be

addressed. It is believed that knowledge of the prehistory of Rhode island can benefit greatly from the information contained within the sites in the Carbuncle Hill area.

B.3 Land Use and Zoning

The Land Use and Zoning section of the Inventory and Analysis of Existing Conditions has been prepared to identify existing land use patterns and zoning classifications within the Town of Coventry. This section also identifies areas of concern with regard to existing land use and reviews the Zoning Ordinance's classifications which have guided growth and development in the past. Land Use and Zoning is presented in the following two sub-sections:

- Existing Land Use Pattern
- Existing Zoning Pattern and Regulations

B.3.1 Existing Land Use Pattern

The general pattern of development in Coventry occurred along the major thoroughfares throughout the Town. Examples of these thoroughfares include South Main Street, Nooseneck Hill Road, Harkney Hill Road, Flat River Road, Town Farm Road and Maple Valley Road.

The other major influences that determined the land use pattern in Coventry were the railroad and textile mills. The Hartford, Providence and Fiskville Railroad line provided the means to move manufactured goods to markets outside the Coventry area. The development of the mills changed the population centers of the Town from the overnight stops along the thoroughfares to the mill centers. Dramatic visual changes occurred as the mills developed and reservoirs were flooded to power the mills. By the turn of the century, mill growth and production declined rapidly as many mills moved to the South. This decline continued through the 1940's, and is dramatized by the fact that Coventry's population growth was approximately half of the State average for this period.

In the mid-1960's, Interstate 95 and Interstate 295 provided easy access to Coventry for Providence commuters. As a result, opportunities for development in southeastern Coventry were recognized and the Town has become increasingly urbanized, particularly east of Johnson's Pond and around Tiogue Lake.

As illustrated on Figures B.3-1A and B.3-1B, Coventry has a wide variety of land uses. Each type of land use is described below:

- **Residential Uses**

Residential uses can be grouped into three categories in Coventry, single-family, multi-family and mobile home. The dominant use is single-family housing.

Generally the larger single-family subdivisions are located east of Johnson's Pond, while single-family residential uses west of Johnson's Pond are generally located in a linear fashion along the major thoroughfares. Low density residential development is also found scattered throughout the rural areas of the Town on large lots. Multi-family housing and mobile homes generally are found in isolated areas in the eastern half of the Town. Most higher density residential uses are located in the former mill villages, or along major arterial roadways.

- **Commercial Uses**

Commercial uses encompass an array of retail and service-type businesses. Despite the growth of Coventry in the 1900s, no centralized core or commercial district has developed. Commercial uses have generally developed in a "strip" configuration, generally one lot deep, along the primary arterial roadway corridors in Coventry. The primary commercial areas are located along Tiogue Avenue (Route 3) from Tiogue Lake westward to Woodland Manor, and along Washington Street (Route 117) from West Warwick to Abbots Crossing Road.

- **Industrial Uses**

Industrial uses include both manufacturing and non-manufacturing activities, as well as extraction, transportation, communication and utility-type uses. The major industrial areas in Coventry include the old mill sites (Hoescht-Celanese Plant, and the Concordia and Coventry Narrow Fabrics Mills in the Village of Washington; and the Arcwright, Victor Electric and Holiday Products Mills in the Village of Harris), the general industrial and warehousing area on Flat River Road (east of Town Hall) and at various gravel pits spread throughout Town.

- **Public/Semi-Public Uses**

Public/Semi-Public uses include schools, churches, and public facilities such as the Town Hall, the Police Station and the Fire Stations. Public/Semi-Public uses are located throughout the Town, but are generally concentrated on Flat River Road, to serve both the east and west ends of Town. The Town Hall complex includes the Town's administrative offices, Council Chambers, Library and Waste Transfer Station, and is located on Flat River Road just east of Read School House Road across from Washington Oak School.

- **Parks/Open Space Uses**

Parks/Open Space includes park facilities, committed open spaces and other recreational facilities in the Town.

FIGURE B.3-1A
EXISTING LAND USE

FIGURE B.3-1B
EXISTING LAND USE

- **Location of Special Concerns**

Quidnick and Flat River Reservoirs

As population continues to grow in Coventry, new residents are finding home sites on the Quidnick and Flat River Reservoirs very attractive. There has been little attempt to regulate this growth in the past, resulting in significant residential development around the reservoirs which increases the use of the reservoirs for recreation. This development also limits public access to the reservoirs for recreation.

Big River Reservoir

The disposition of lands in the former Big River Reservoir will have a significant land use impact on the Town of Coventry. The impacts of not completing the reservoir include the use of the vacant land, ownership and potentially returning the land to private ownership.

Gravel Pits

There are several areas of Town where gravel pits which have been dormant, have been reopened for production. The impacts on surrounding residential land has been negative. Some mitigation efforts such as buffering may be needed in gravel pit locations.

B.3.2 Existing Zoning Pattern and Regulations

The Town of Coventry currently enforces a zoning code to regulate the type of land use permitted within a described zone. The existing Zoning Ordinance was prepared in 1994 and was most recently amended on May 19, 1997. The Town of Coventry is divided into ten zoning districts that are described below:

- **Rural Residential District (RR5)**

This district includes rural areas which are generally not served by public facilities, and in which intensive development should not occur. These areas are characterized by low-density development, large estates, agriculture and certain low intensity non-residential activities incidental to a rural environment. This district is designed to preserve the rural character of the Town and to preserve and protect environmentally sensitive land. This district allows residential development at the density of one dwelling unit per five acres, or 0-0.2 dwelling units/acre (DU/AC).

The rural residential five-acre zoning district currently covers approximately 11,500 acres of land in western Coventry or approximately 28% of Coventry.

- **Rural Residential District (RR2)**

This district includes rural areas which are generally not served by public facilities, and in which intensive development should not occur. These areas are characterized by low-density residential development, large estates, agriculture and certain low intensity non-residential activities incidental to a rural environment. This district allows residential development at the density of one dwelling unit per two acres, or 0-0.5 DU/AC.

The rural residential two-acre zoning district currently extends across central Coventry as well as portions of western Coventry, covering approximately 17,600 acres of land or roughly 44% of Coventry.

- **Residential District (R-20)**

This district includes suburban areas which are generally served by public facilities. These areas are characterized by medium-density residential development, plus certain open areas where similar residential development will likely occur in the future. This district allows residential development at the density of approximately one dwelling unit per 20,000 square feet, or 2.2 DU/AC.

The current half-acre zoning district is located in eastern Coventry, encompassing approximately 6,850 acres of land or roughly 17% of Coventry.

- **Residential Mobile Home District (RMD)**

This district is limited to residential mobile home parks. It allows residential development at the density of approximately one dwelling unit per 6,000 square feet or 7.3 DU/AC. The Coventry Code of Ordinances specifies the maximum number of units for which mobile home park licenses may be granted. That figure is based upon the number of inhabitants in the town.

The current residential mobile home district is generally located in between Reservoir Road and Mishnock River, accessed by Tiogue Avenue (Route 3) in eastern Coventry. It comprises approximately 275 acres or roughly 0.7% of Coventry.

- **Neighborhood Business District (NB)**

This district is composed of certain land and structures to provide for the retailing of commodities classed by merchants as "convenience goods" such as groceries, milk and drugs, and the furnishing of certain personal services.

The current neighborhood business district is located in Coventry Center, along Flat River Road and Old Flat River Road, comprising approximately 12 acres of land or roughly 0.03% of Coventry.

- **General Business District (GB)**

This district is composed of certain land and structures to provide for the retailing of commodities and furnishing of services which depend primarily on vehicular traffic.

The community's two primary General Business districts are located along Tiogue Avenue (Route 3), between Hill Farm Road and Tiogue Lake, and Route 117 from the Town of West Warwick to Abbotts Crossing Road. Other General Business zones are designated along Sandy Bottom Road, along Nooseneck Hill Road, and along Route 117 in the vicinity of Town Farm Road. Several clusters of General Business zones are located at the intersections of Routes 117 and 102 (Summit Village) and Route 117 and Old Flat River Road (Coventry Center). The General Business zone covers approximately 650 acres or roughly 1.6% of Coventry.

- **Planned Business Park (BP)**

This district is floating zone in which one or more parcels of land are developed as a coordinated site to provide for major commercial centers for the Town. Land uses in this district include all commercial and industrial uses other than heavy industrial uses and certain other uses specifically prohibited. A Business Park project must be proposed as a Planned Development, also known as a Land Development Project.

The Business Park zone currently lies in the southeast portion of Coventry in between Hopkins Hill Road and Arnold Road, near access to Interstate 95, covering approximately 319 acres of land or roughly 0.8% of Coventry.

- **Planned Development District (PD) (also known as Land Development Projects)**

These districts are floating zones composed of a variety of land uses that are created in conformance with Article 14 of the Town of Coventry Zoning Ordinance, intended to provide flexibility in development, while achieving overall high quality in a single or mixed use development.

There are currently two planned districts, one a condominium complex incorporating a golf course, located off of Station Street in eastern Coventry and the other, a complex incorporating apartments and a nursing home, located off of Tiogue Avenue (Route 3) in between Mishnock River and Nooseneck Hill Road. The Planned District covers approximately 195 acres of land or roughly 0.5% of Coventry.

- **Industrial (I1)**

These districts are primarily large tracts of land suitable for industrial development in conformance with development standards enumerated in the Town of Coventry Zoning Ordinance.

The two largest industrial zoned (I1) areas are located between Flat River Road (Route 117) and Tiogue Avenue (Route 3), east of Reservoir Road, and between Hopkins Hill Road and Arnold Road generally south of Johnson Boulevard. The first area has no north-south access to connect Route 117 to Route 3. The second area has substantial access to Interstate 95. This Industrial zone encompasses approximately 495 acres of land or roughly 1.2% of Coventry.

- **Industrial (I2)**

These districts are older industrial mill complexes in existence prior to the enactment of zoning legislation in the Town which have existing buildings over thirty-five feet in height.

The Industrial zone (I2) consists of several older mill complexes, including the Quidnick Industrial Complex, the Anthony Mill Complex, and the Harris Industrial district. This industrial zone encompasses approximately 160 acres of land or roughly 0.4% of Coventry.

FIGURE B.3-2A
EXISTING ZONING DISTRICTS

FIGURE B.3-2B
EXISTING ZONING DISTRICTS

B.4 Land Ownership and Large Scale Development

The Land Ownership and Large Scale Development section of the Inventory and Analysis of Existing Conditions inventories large public and private properties in the Town of Coventry.

The Town of Coventry contains 64.8 square miles of surface area. Total land area is 62.2 square miles and total water area is 2.6 square miles.

Public land holdings in Coventry include a variety of State and Federal agencies. The State of Rhode Island owns approximately 2,639 acres. The Federal government owns the Nike site, located on Read School House Road. Major private holdings include lands owned by the Audubon Society of Rhode Island, at approximately 556 acres.

Table B.4-1 presents a listing of large public owners and acreage owned by private camps in Coventry.

**TABLE B.4-1
LARGE PROPERTY OWNERS, TOWN OF COVENTRY**

Owner	Site Name	Acres
State of Rhode Island	Carbuncle Pond Management	142.0
	Nicholas Farm	977.5
	Nathanael Greene Park	3.0
	Big River Reservoir	1,190.2
	Griffith Farms	222.0
	Trestle Trail	103.0
	Lake Tiogue Boat Launch	0.7
	State Total	2,638.6
Audubon Society of Rhode Island (ASRI)	McAlpine Memorial Preserve	197.8
	Parker Woodland (Coventry Portion Only)	288.0
	Perched Boulder Woods	52.0
	Whaley Hollow Road	9.0
	South Branch Water Fowl	9.2
	ASRI Total	556.0

TABLE B.4-1 (continued)
LARGE PROPERTY OWNERS, TOWN OF COVENTRY

Owner	Site Name	Acres
Private Camps	Camp Westwood	100.0
	Camp Hamilton	59.0
	*Coventry Pines Country Club	82.0
	Hickory Ridge Camp	50.0
	Mile Road Lot	35.0
	Cotwell's Camp	34.0
	Washington Golf	76.9
	Sawmill and Hope Furnace	60.0
Total Private Camps		496.9

* The land that Coventry Pines is located on is owned by the State of Rhode Island.
Source: State of Rhode Island, Town of Coventry, 1990.

State land holdings and Audubon Society holdings in western Coventry present significant opportunities for conservation and open space preservation in the Town. The major uncertainty at this time is the disposition of the holdings in the Big River Reservoir Area. However, by combing these large parcels, the Town can achieve significant areas where natural and cultural resources can be protected.

B.5 Demographic and Socio-Economic Characteristics

The Demographic and Socio-Economic Characteristics section of the Inventory and Analysis of Existing Conditions has been prepared to provide an overview of the population growth, socio-economic and housing affordability characteristics of the Town of Coventry. Demographic and Socio-Economic Characteristics are presented in the following three sub-sections:

- Population Characteristics
- Employment Characteristics
- Housing and Related Characteristics

B.5.1 Population Characteristics

a. *Population Overview*

The Town of Coventry has experienced a significant population growth over the past three decades, a 49% increase in population between 1960-1970, an 18% increase in population between 1970-1980, and a 14% increase between 1980-1990.

Coventry can be divided into three distinct population sub-areas: the rural, the suburban and the old mill villages. The suburban and old mill areas in eastern Coventry contain approximately 20% of the Town's land mass with 71% of the Town's population. The rural area of central and western Coventry contain approximately 80% of the land and 29% of the population.

In 1970, the population distribution was 77% in the suburban and old mill areas and 23% in the rural area. These percentages indicate that although the population is concentrated in eastern Coventry, the distribution is slowly shifting westward as more people populate the Town.

Most of the growth occurred in new areas which were developed as subdivisions during the 1960's and 1970's (Tract 0207). Figures B.5-1A and B.5-1B, *Census Tracts and Traffic Analysis Zones*, show the boundaries of each area. The State of Rhode Island delineates some socio-economic data by traffic analysis zones (TAZ), which the Town may want to use in future studies. Census Tracts are generally used to collect socio-economic information such as income, population and housing characteristics by the US Census Bureau. Traffic Analysis Zones (TAZ) are smaller geographic areas within Census Tracts. Generally, TAZs are used to collect data in a smaller area, and can be used for forecast traffic volumes or socio-economic information for specific areas.

The population characteristics of Coventry follow the national trend of aging where in 1970 those under 15 years of age represented 32.8% of the Town's population and the age group of 65 years and older represented 6.6% of the population. By 1980 the figures were 24.1% and 8.3% respectively, as indicated in Table B.5-1. In 1990 approximately 20.4% of the population was under 15, and 13.0% were 65 or older. This represents a significant increase in the older population of Coventry.

**TABLE B.5-1
COVENTRY POPULATION: AGE COMPOSITION 1960-1990**

Age	1960	Percent of Total	1970	Percent of Total	1980	Percent of Total	1990	Percent of Total
Under 5	1,931	12.5	2,276	9.9	1,947	7.2	2,016	6.5
5 - 9	1,726	11.2	2,660	11.6	2,129	7.9	2,105	6.8
10 - 14	1,602	10.4	2,596	11.3	2,446	9.0	2,217	7.1
15 - 19	1,085	7.0	1,893	8.3	2,605	9.6	2,139	6.9
20 - 24	809	5.2	1,604	7.0	2,185	8.0	1,792	5.8
25 - 34	2,027	13.1	3,247	14.2	4,641	17.2	5,244	16.9
35 - 44	2,409	15.6	2,807	12.2	3,454	12.8	5,253	16.9
45 - 54	1,638	10.6	2,670	11.6	2,838	10.5	3,432	11.0
55 - 59	565	3.7	926	4.0	1,431	5.3	1,414	4.5
60 - 64	458	3.0	756	3.3	1,145	4.2	1,435	4.6
65 - 74	767	5.0	952	4.2	1,454	5.4	2,457	7.9
75 and Up	415	2.7	560	2.4	790	2.9	1,579	5.1
TOTALS	15,432	100.0	22,947	100.0	27,065	100.0	31,083	100.0

Source: U.S. Census Bureau Reports, 1960, 1970, 1980 and 1990.

In 1960, 1,182 Coventry residents were age 65 or older. This represented approximately 7.7% of the entire Town population. By 1990, over 4,000 residents were age 65 or older, representing 13% of the population. While the percentage of the population over 65 has doubled, it is interesting to note that the actual number of residents 65 or over nearly tripled. Likewise, the percentage population aged 9 and under decreased from 23.7% in 1960 to 13.3% in 1990. However, the actual number of residents 9 or younger decreased by only 464 persons.

This trend clearly indicates that not only are people having fewer children, but the population is aging. Also, the age group between 25 and 44 years increased from 4,436 persons in 1960 to 10,497 persons in 1990. This groups represented approximately 29% of the population in 1960 and 34% of the population in 1990.

FIGURE B.5-1A
CENSUS TRACTS AND TRAFFIC ANALYSIS ZONES

FIGURE B.5-1B
CENSUS TRACTS AND TRAFFIC ANALYSIS ZONES

b. *Census Tract Characteristics*

- **Tract 0206.01**

This census tract consists of the older mill villages, including developments from the 1940s, 1950s and a few developments during the 1970's. Large areas of open space are still located in this tract, although significant new housing development and expansion of older developments have occurred.

The Town's *Population Trends and Projections Study* (1985) consider those recent development activities as "in-fill". Another trend indicated by the Town Study is the conversion of old, large single-family housing units into one- or two-bedroom multi-family units. The typical occupants of multi-family units are young persons (singles or couples) with smaller families than the occupants of single-family units.

- **Tract 0206.02**

This census tract contains a mix of commercial, industrial and residential uses, and contains the old mill villages of Quidnick, Anthony and Washington, accounting for the majority of the oldest housing stock and a large portion of the Town's multi-family housing.

- **Tract 0206.03**

This census tract consists of the existing residential areas south of Tiogue Avenue to the East and West Greenwich Town boundaries. Nearly half of the land in this census tract consists of large undeveloped parcels. The 1985 Town Study predicted that little population growth is anticipated in this tract due to the fact that most of the vacant land is zoned for industrial development while the rest of the area has severe development limitations by environmental constraints.

- **Tract 0207**

This census tract contains the largest land mass in the Town of Coventry running from Station Street and Reservoir Road westward to the Connecticut state line. In the late 1970's and early 1980's two significant land developments occurred in this tract: a planned unit development (PUD) of 426 apartments and a 300-bed nursing home; and the development of two mobile home parks which can accommodate up to 312 units.

The population trends of the 1980's continue to be reflected in the 1990 US Census of Population and Housing. The most significant increase in housing in the 1970's and 1980's was in the single-family sector.

Table B.5-2 presents an overview of population growth and density in the Town of Coventry from 1970 through 1990.

**TABLE B.5-2
POPULATION GROWTH AND DENSITY,
TOWN OF COVENTRY, 1970-1990**

Year	Population	% Increase	Persons/ Household
1970	22,947	-	3.48
1980	27,065	17.9	3.03
1990	31,083	14.8	2.73

Source: U.S. Census of Population and Housing, 1970, 1980 and 1990.

Table B.5-3 presents the historical and forecasted population and employment growth for the Town of Coventry for the period 1970-2010.

**TABLE B.5-3
HISTORICAL AND FORECASTED POPULATION AND
EMPLOYMENT GROWTH, 1970-2010,
TOWN OF COVENTRY**

Year	Population	Percent Growth
1970	22,947	-
1985	29,200	27.2%
1990	31,083	6.5%
2010	35,748	15.0%

Source: Substate Employment Growth Areas Socio-Economic Data, State of Rhode Island, Department of Administration, 1988.

As indicated, population grew by over 27% from 1970 to 1985. If the Town adopts a more aggressive posture in regard to economic development than it has traditionally had, coupled with significant infrastructure investments in areas targeted for economic development, population and employment growth by the Year 2010 may exceed the forecasts presented above.

B.5.2 Employment Characteristics

The Rhode Island Department of Administration (DOA), Division of Planning, prepared Technical Paper Number 127 titled "Rhode Island Employment Forecasts Year 2010 - The State, Cities and Towns, and Analysis Zones" in August 1987. The 1987 study projected a steady modest employment growth for Coventry between 1980-2010. Table B.5-4 illustrates changes in the eight employment categories for 1960-1985 and 2010. Table B.5-5 provides a breakdown of the Year 2010 employment forecast by census tract and TAZ. Table B.5-6 provides an estimate of employment growth on a 5-year incremental basis for each of the eight employment categories through the Year 2010. Table B.5-4 indicates increases in the manufacturing, wholesale and retail trade and service employment categories. Table B.5-5 shows that most of the manufacturing increases are likely to occur around some of the Town's existing manufacturing centers near the West Warwick Town Line. Likewise, increases in wholesale and retail trade are forecast for TAZs in eastern Coventry that are bordered by an existing arterial road. Service jobs are forecast to increase in several areas, including the TAZs which include the Town Hall, schools or other businesses that would employ service workers.

B.5.3 Housing and Related Characteristics

During the period between 1970-1980, the Town of Coventry experienced an overall 35.1% growth in housing stock. An estimate of growth by housing unit ownership type is presented in Table B.5-7.

By 1990, the Coventry housing stock had grown to approximately 11,788 housing units, including mobile homes, an increase of nearly 29% over 1980. A breakdown of housing units in 1990 revealed approximately 75% of total housing units to be single-family dwellings and 17% to be located in multi-family structures. Approximately 8% of the housing stock consist of mobile homes.

A growing concern in the 1980's in Rhode Island, and in areas throughout the United States that experienced significant growth in population and housing stock, was the escalating cost of housing. For many families of moderate income, securing affordable housing became a major concern. In Coventry the median family income increased significantly from 1980 to 1989, as illustrated in Table B.5-8, however it did not keep pace with housing costs.

A key element of Coventry's housing stock that has kept it affordable is the large number of mobile homes. In 1989 over 23%, or 785, of the developed mobile home sites within the State of Rhode Island were located within the Town of Coventry. Another 175 sites were approved recently. The large number of mobile homes, and the solid, existing older housing stock located in eastern Coventry (particularly in the Villages of Harris, Anthony, Quidnick and Washington) has served to keep Coventry's housing affordable, and below the State's median and average prices, as illustrated in Table B.5-9.

TABLE B.5-4
CHANGES IN EMPLOYMENT CATEGORIES FOR COVENTRY
1960-1985 AND 2010

Category	Absolute Numbers					% of Total State Employment				
	1960	1970	1980	1985	2010	1960	1970	1980	1985	2010
Agriculture, Forestry and Fishing	-	45	76	90	80	-	1.69	2.06	2.10	2.11
Construction	119	288	265	334	309	0.75	2.00	1.85	2.03	2.00
Manufacturing	742	2489	2129	2024	2101	0.58	2.04	1.61	1.66	1.70
Transportation, Communication and Utilities	7	78	30	18	14	0.05	0.59	0.22	0.13	0.10
Wholesale and Retail Trade	482	906	1181	1355	1630	0.70	1.16	1.38	1.40	1.50
Finance, Insurance and Real Estate (FIRE)	-	47	104	156	206	-	0.25	0.46	0.63	0.70
Services	143	604	740	1018	1750	0.45	1.04	1.11	1.26	1.40
Government, Colleges and Hospitals	549	217	806	818	817	1.05	0.29	0.98	0.97	0.97
TOTAL EMPLOYMENT	2,042	4,674	5,331	5,813	6,907	0.62	1.22	1.27	1.31	1.37

Source: *Technical Paper No. 127: Rhode Island Employment Forecasts Year 2010 - The State, Cities and Towns and Analysis Zones*, August, 1987; Division of Planning, Rhode Island Department of Administration.

TABLE B.5-5

**COVENTRY EMPLOYMENT PROJECTIONS BY CATEGORIES,
CENSUS TRACTS AND TRAFFIC ANALYSIS ZONES (TAZ), YEAR 2010**

Category	No. of Persons	TAZ	TAZ	TAZ	TAZ	TAZ	TAZ	TAZ	TAZ	TAZ	TAZ
		<u>50</u> C.T.	<u>51</u> C.T.	<u>52</u> C.T.	<u>53</u> C.T.	<u>54</u> C.T.	<u>55</u> C.T.	<u>56</u> C.T.	<u>57</u> C.T.	<u>58</u> C.T.	<u>59</u> C.T.
Agriculture, Forestry and Fishing	80	-	-	-	-	36	-	-	-	-	-
Construction	309	-	25	25	14	57	34	-	103	20	14
Manufacturing	2,101	-	19	-	15	637	31	-	116	1262	-
Transport, Communication and Utilities	14	-	-	-	-	-	-	-	-	14	-
Wholesale and Retail Trade	1,630	-	11	320	80	650	24	168	301	42	23
Finance, Insurance and Real Estate	206	-	-	-	48	158	-	-	-	-	-
Services	1,750	-	60	400	73	475	190	33	325	70	-
Government, Colleges and Hospitals	817	-	7	-	-	810	-	-	-	-	-
TOTAL	6,907	-	122	745	230	2823	279	201	845	1408	37

Source: *Technical Paper No. 127: Rhode Island Employment Forecasts Year 2010 - The State, Cities and Towns and Analysis Zones*, August, 1987;

Division of Planning, Rhode Island Department of Administration.

TABLE B.5-6**EMPLOYMENT PROJECTIONS BY FIVE-YEAR INTERVALS, 1985-2010,
TOWN OF COVENTRY**

Category	1985	1990	1995	2000	2005	2010
Agriculture, Forestry and Fishing	90	88	86	84	82	80
Construction	334	329	324	319	314	309
Manufacturing	2024	2039	2054	2069	2084	2101
Transportation, Communications and Utilities	18	17	16	15	14	14
Wholesale and Retail Trade	1,355	1,410	1,465	1,520	1,575	1,630
Finance, Insurance and Real Estate	156	166	176	186	196	206
Services	1,018	1,164	1,310	1,456	1,602	1,750
Government, Colleges and Hospitals	818	818	818	818	818	817
TOTALS	5,813	6,031	6,249	6,467	6,685	6,907

Source: *Technical Paper No. 127, Rhode Island Employment Forecasts Year 2010 - the State, Cities and Towns and Analysis Zones*, August, 1987; Division of Planning, Rhode Island Department of Administration.

TABLE B.5-7**HOUSING GROWTH, 1970-1990
TOWN OF COVENTRY**

Housing Ownership Type	1970	1980	1990
Owner-Occupied Units	5,118	7,127	8,989
Renter-Occupied Units	1,383	1,757	2,200
Vacant Seasonal Units	237	222	599
TOTAL	6,738	9,106	11,788

Source: U.S. Census of Population and Housing, 1970, 1980 and 1990

**TABLE B.5-8
MEDIAN FAMILY INCOME GROWTH, 1980-1989
TOWN OF COVENTRY**

	Coventry Median Family Income	% Growth Over 1980	State of Rhode Island Family Income	Coventry/ State Ratio
1980	\$21,263	-	\$19,448	109.33%
1989	\$40,125	88.7	\$36,700	109.33%
1990	\$41,000	92.8	\$37,500	109.33%

Source: U.S. Bureau of Census, 1980, 1989 and 1990 projections by Rhode Island Housing and Mortgage Finance Corporation (RIHMFC)

**TABLE B.5-9
HOUSING SALES PRICE ANALYSIS, 1990
TOWN OF COVENTRY AND STATE OF RHODE ISLAND**

	Median Price	% of State
Coventry	\$119,000	95.2
State of Rhode Island	\$125,000	-

Source: 1990 US Census of Population and Housing.

Table B.5-10, below, illustrates a comparison of rental housing costs in the Town of Coventry and in the State as a whole in 1990.

The New England economy has slowed dramatically since 1989, reflecting a much smaller increase in Rhode Island's housing growth in general, and Coventry's housing market in particular. As indicated above, most homes in Coventry are owner-occupied (approximately 75%) reflecting a typical suburban lifestyle. As illustrated earlier in Table B.5-2, the average household size declined from 3.48 persons per household in 1970 to approximately 2.7 persons/household in 1990.

TABLE B.5-10
RENTAL HOUSING COST ANALYSIS, 1990
TOWN OF COVENTRY AND STATE OF RHODE ISLAND

	Coventry	State of Rhode Island
Average Rent; 2-Bedroom Unit ⁽¹⁾	\$640.00	\$589.00
Income Needed to Rent Average 2-Bedroom Unit	\$25,600	\$23,250
Median Renter Income 1990	\$25,881	\$23,443
Affordable Rent for Median Renter	\$647.00	\$586.00
Gap in Income Needed to Rent	\$0.00	\$3.00
Affordable Rent for \$5/hr. Wage Earner	\$260.00	\$260.000

Source: 1990 Average Rent; Rhode Island Housing Biennial Rent Survey

Note: (1) Rent based on 30% of annual income.

Of the total housing stock in Coventry, 2,001 units or 17% was built before 1940 (1990 U.S. Census). The age of housing has previously been used as a good indicator of the need for housing repair. Today it is less representative of this need, because neighborhood gentrification has revitalized some of these homes. An estimate by the town building inspector approximates that 10% of all homes are in need of rehabilitation.

The housing needs of Coventry's lower income population are serviced by the Coventry Housing Authority and the Housing Rehabilitation Coordinator. The Coventry Housing Authority administers one hundred and seventy-seven (177) Section-8 certificates to low income residents. Currently, there are approximately 100 persons on a closed waiting list for these certificates. It will take about one to three years to provide these people with housing assistance. The town's housing voucher program has issued fifty (50) family vouchers in 1995. Of these vouchers, six applicants (6) came from out of town and twenty-four (24) went to out of town locations. This program also has a closed, one to three year waiting list for assistance.

In addition to the above assistance, low and moderate income residents are assisted with home improvements, rehabilitation and weatherization. These programs are administered by the town and West Bay Community Action. The weatherization program is administered by West Bay Community Action and provides fuel and weatherization assistance. The home maintenance program, administered by the Coventry Human Services Department provides \$500 per applicant for

home repairs. The home improvement program, administered by the Housing Rehabilitation Coordinator provides \$5,000 per property for home rehabilitation. The home repair and home maintenance programs are funded through grants from the CDBG program. These programs have provided assistance to the following in 1995:

Home Maintenance Program	13 Families 9 Single Head-of-Household 9 Children
Home Improvement Program	9 Families
Weatherization Program	13 Households

The Coventry Housing Authority currently administers 196 senior housing units at Knotty Oak Village Road and North Road Terrace. Eligibility is based on a federal preference system that takes into account three factors equally: payment of more than 50% of income on rent; substandard housing conditions; and involuntary displacement. In addition, the surrounding communities of Cranston and West Warwick each have over 500 units of elderly and handicapped housing while East Greenwich has approximately 50 units. The Communities of Scituate, Foster and West Greenwich do not provide any housing units for seniors. Currently there are 200 elderly and families waiting for assisted housing in Coventry.

The fastest growing segment of the population served by the department of Human Services is age 85+. Coventry currently has five-hundred and sixty-three (563) nursing home beds, a decline in the number of beds being constructed has led to an increased demand for in-home services. The nursing homes currently operating in Coventry have the following number of beds:

Alpine Rest Home	60 beds
Coventry Health Center	344 beds
Laurel Health care Center	60 beds
Riverview Nursing Home	68 beds
Woodpecker Hill Nursing Home	<u>31 beds</u>
Total	563 beds

Since remaining in one's home continues to be the preference of the older adults, and since this is the most cost-effective way to provide services to the senior population, we will continue to see major growth in this area.

Using a straight line projection method, the five year forecast reveals that 1,334 new housing units will be needed in 1995 from what existed in 1990. Using the same projection method and a twenty year time frame, 1,924 new housing units will be needed in 2000 from what existed in 1990.

Coventry had a large 65+ population in comparison to its neighboring rural communities. This population is likely to increase in size and will make a larger percentage of the town's overall population in the coming years. The greying of the baby boomer generation (persons age 25-45) and

extended life expectancies resulting from advances in medical research have contributed to the growth of the senior population. With the baby boomer generation making up the largest portion of the towns population in 1990, with 34 percent, the entire senior population will continue to increase in size. If this trends continues, this population will place more demands on community services.

Percentage of the Population over the age of 65 in
Coventry and Neighboring Communities

Kent County	15.0%
Coventry	13.0%
Cranston	18.6%
East Greenwich	12.2%
Foster	9.3%
Scituate	11.5%
West Greenwich	8.8%
West Warwick	14.0%

Source: *Census 90: Selected Population and Housing*
Characteristics for Rhode Island Counties, Cities and Towns.

Due to the lack of funding and availability of appropriate housing, the Coventry Housing Authority has had to close its list of applicants for the past three years. Because of this, the actual number of seniors who would prefer congregate housing is not available. The Housing Authority estimates that the increase in the number of applications for tax abatement and/or deferment, combined with a growing interest in reverse mortgages demonstrates that seniors are having difficulty meeting expenses and need housing assistance. Congregate care facilities could provide another reasonable alternative for seniors in need of housing assistance. Currently, there are no congregate housing facilities in Coventry.

Based on complaints filed with police, the incidence of domestic violence was documented at 185 occurrences in 1995. Approximately 15 percent are said to be duplicate complaints, while the remainder are first time complaints. There are currently no battered woman’s shelters in Coventry. The Elizabeth Buffum Chace (EBC) House is the only battered women’s shelter in the Kent County area and has received CDBG funds to aid EBC House operations in Coventry. During the calendar year 1995, Coventry residents received the following services from this agency:

Outreach	29
Shelter	5
Children Who Witness	123
Art Therapy Group	2

The Coventry Department of Human Services enjoys a strong working relationship with this agency and feels that it adequately addresses the town's need for this type of shelter. It has been found that women in situations of domestic violence frequently have difficulty accessing services because of school-aged children. The major difficulty has been in finding transportation for their children. This situation may discourage women from seeking shelter at the EBC House. In addition, women may be reluctant to relocate because of the disruption it would cause the household.

In addition to the housing needs of Coventry's lower income residents, there is a local awareness of the need for permanent and temporary homeless shelter. The Town of Coventry does not currently have any established homeless shelters. There has not been a determination as to what would be the appropriate number of homeless facilities needed for Coventry. The Department of Human Services has experienced an increase in the number of calls requesting referral to homeless shelters. In the first two months of 1996, the department had five cases of adult males ranging from the age of seventeen to twenty years of age requesting assistance. Temporary shelter has been provided on occasion through local fire departments, while long term shelter has been arranged with the Welcome Arnold House through Travelers Aid.

The Coventry Senior Center and Housing Authority are in full compliance with all local, state and federal mandates and codes including the Americans with Disabilities Act (ADA). When completed, the Coventry Health and Human Services Center will also be in full compliance with these codes and mandates.

B.6 Circulation

The Circulation section of the Inventory and Analysis of Existing Conditions describes the condition, capacity, volume and safety aspects of the major transportation features in the Town of Coventry, and is presented in the following three sub-sections:

- Streets and Highways
- Mass Transit System
- Pedestrian and Bicycle System

B.6.1 Streets and Highways

a. *Existing Streets and Highways*

The street system in the Town of Coventry consists of a network of roadways that are either under the jurisdiction of the State of Rhode Island or the Town. The location of the roadway network, functional classification of various system elements and average daily traffic (ADT) volumes are illustrated on Figures B.6-1A and B.6-1B. ADTs range from 12,200 to 24,000 on Tiogue Avenue (2- to 4-lane facility), the community's busiest roadway; from 4,900 to 13,500 on Flat River Road (2-lane facility); 6,000 on Fairview Avenue (2-lane) and 7,200 on South Main Street (2-lane facility). These compare with the following standards published in the 1985 Highway Capacity Manual for Level of Service (LOS) "C", or stable traffic flow.

Roadway Type	ADT
6-Lane Arterial	30,000
4-Lane Arterial	18,000
2-Lane Arterial or Collector	9,000

In comparison with the standards listed above, some of the current 2-lane sections of Tiogue Avenue are inadequate to handle current travel demand and will be further exacerbated as traffic volumes increase in the future. The remainder of the Town's arterial roadway network generally operates within published standards.

For transportation planning purposes the Town of Coventry is divided into two different planning areas; rural and urban. This division generally follows the alignment of Mile Road to Town Farm Road, heading east, then crosses Johnson's Pond and continues south along the alignment of Phillips Hill Road, then turns east on Harkney Hill Road and then continues to the Town of West Greenwich boundary along Fish Hill Road. Urban Areas are designated to utilize transportation system elements to smooth out irregularities; encompass fringe areas of residential, commercial, industrial, national

defense and transportation significance; include major highway interchanges where logical and consider the establishment of transit service areas. Rural Areas generally do not require the same type of improvements for safety and movement of traffic that Community Urban Areas require. However, rural areas still demand significant transportation commitment for maintenance and safety. Table B.6-1, identifies the major transportation-related features for the major urban and rural roadways in the Town of Coventry.

Of the approximate 69 miles of arterial and collector roadway system segments in the Town, approximately 74% or 51 miles, of the system falls under State jurisdiction. State jurisdiction limits Coventry's financial burden for roadway maintenance and construction, however it increases the need for careful coordination with State projects. Close coordination with the State ensures that the transportation needs of Coventry residents are met, along with the travel demands of residents from the surrounding region who travel through Coventry.

Coventry's segments of the roadway network consist primarily of urban collectors in the central and eastern portions of the Town. Most of these segments are less than one mile in length and provide access to the arterial system from local neighborhoods. Although ADT volumes are not available for most of these roadways, it is presumed that volumes are not high enough to warrant significant impact to the roadway condition. In general, existing collector roads suffer from several problems including lack of sufficient right-of-way for expansion, no sidewalks, poor drainage, on-street parking impeding the flow of through traffic and deficiencies in contemporary design standards such as lighting, curb and gutter, striping and control of access to adjacent properties.

A major transportation issue identified early in the planning process is the community's desire to increase north-south circulation between Flat River Road and Tiogue Avenue. A proposed connector roadway along the Reservoir Road alignment has been studied and determined unfeasible due to cost, and the substantial negative impacts on existing wetlands.

A key factor utilized to examine the functioning of a community's roadway system is its public safety record. Table B.6-2, presents a summary of the traffic accidents in the Town of Coventry for 1988, as compiled by the Rhode Island Department of Transportation (RIDOT). Table B.6-2 indicates the number of accidents within 1,000 feet of the referenced intersection. This system records accidents reported to the Registry of Motor Vehicles by the individuals involved in the accident or by the local police department.

As illustrated in Table B.6-2, intersections in the eastern portion of Town have the highest accident rates in the community. Tiogue Avenue, with an ADT ranging from 12,200 to 24,000 is the most accident prone location in the community. The Tiogue

FIGURE B.6-1A
EXISTING TRANSPORTATION SYSTEM

FIGURE B.6-1B
EXISTING TRANSPORTATION SYSTEM

TABLE B.6-1
STREET AND HIGHWAY CHARACTERISTICS,
TOWN OF COVENTRY

Name of Street	Functional Classification Area	Planning Traffic Volume	Average Daily Improvements	Planned or Programmed Jurisdiction	Miles
Tiogue Avenue (Route 3)	Principal Arterial	Urban	12,200-22,700	Yes	State 4.50 Miles
Arnold Road	Minor Arterial	Urban	11,200-11,450	No	Town 1.50 Miles
Fairview Avenue	Minor Arterial	Urban	6,000	No	State 1.50 Miles
Flat River Road (State Route 117, West Warwick to Phillips Hill Road)	Minor Arterial	Urban	6,350-13,500	No	State 5.75 Miles
Flat River Road (State Route 117 Phillips Hill Road to Victory Highway)	Minor Arterial	Rural	4,900	Yes	State 3.60 Miles
Flat River Road (State Route 117; Victory Highway to Susan Bowen Road)	Major Collector	Rural	1,900	No	State 0.35 Miles
Harkney Hill Road (Phillips Hill Road to Nooseneck Hill Rd.)	Minor Arterial	Urban	2,300	Yes	State 2.25 Miles
Harkney Hill Road (Victory Highway to	Major Collector	Rural	2,200-2,300	Yes	State 3.35 Miles

Phillips Hill Road)

TABLE B.6-1 (continued)
STREET AND HIGHWAY CHARACTERISTICS,
TOWN OF COVENTRY

Name of Street	Functional Classification	Planning Area	Average Daily Traffic Volume	Planned or Programmed Improvements	Jurisdiction	Miles
Hopkins Hill Road	Minor Arterial	Urban	4,850	No	State	1.60 Miles ⁽¹⁾
Knotty Oak Road	Minor Arterial	Urban	-	No	State	2.75 Miles
New London Turnpike	Minor Arterial	Urban	-	No	State	1.00 Miles
Plainfield Pike (State Route 14)	Minor Arterial	Rural	600-1,000	Yes	State	4.25 Miles
South Main Street	Minor Arterial	Urban	7,200	Yes	State	0.90 Miles
Sandy Bottom Road	Minor Arterial	Urban	-	No	State	0.05 Miles
Victory Highway	Minor Arterial	Rural	1,500-2,900	No	State	4.75 Miles
Ames Street	Collector	Urban	-	No	Town	0.10 Miles
Black Rock Road	Collector	Urban	-	No	Town	0.85 Miles
Boston Street	Collector	Urban	-	No	Town	0.75 Miles
Colvintown Road	Collector	Urban	700-2,900	No	Town	2.30 Miles
Connector Road (Proposed)	Collector	Urban	-	Yes	Town	1.70 Miles
Fish Hill Road	Minor Collector	Rural	-	No	Town	0.20 Miles
Gervais Street	Collector	Urban	-	No	Town	0.05 Miles

Gough Avenue	Collector	Urban	-	No	Town	0.15 Miles
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TABLE B.6-1 (continued)

**STREET AND HIGHWAY CHARACTERISTICS,
TOWN OF COVENTRY**

Name of Street	Functional Classification	Planning Area	Average Daily Traffic Volume	Planned or Programmed Improvements	Jurisdiction	Miles
Harris Avenue	Collector	Urban	-	No	Town	0.15 Miles
Hill Farm Road	Collector	Urban	-	Yes	State	3.15 Miles
Hill Street	Collector	Urban	-	No	Town	1.25 Miles
Hopkins Hollow Road	Minor Collector	Rural	-	No	State	1.55 Miles
Johnson Boulevard	Collector	Urban	-	No	Town	0.60 Miles
Laural Avenue	Collector	Urban	-	No	Town	0.10 Miles
Lincoln Avenue	Collector	Urban	-	No	Town	0.05 Miles
Main Street (State Route 115)	Collector	Urban	-	No	State	0.75 Miles
Maple Valley Road	Minor Collector	Rural	-	No	Town	3.15 Miles
Mishnock Road	Collector	Urban	-	No	Town	0.35 Miles
Phillips Road	Collector	Urban	-	No	Town	0.10 Miles
Pilgrim Avenue	Collector	Urban	-	No	Town	0.70 Miles
Pulaski Street	Collector	Urban	-	No	Town	0.40 Miles
Read Avenue	Collector	Urban	-	No	Town	1.10 Miles

Station Street	Collector	Urban	-	Yes	State	1.60 Miles
Summit-Greene Road	Major Collector	Rural	-	No	State	4.10 Miles
Susan Bowen Road	Major Collector	Rural	-	Yes	State	1.60 Miles
Town Farm Road (Flat River Road to Mile Road)	Collector	Urban	-	No	Town	1.60 Miles
Town Farm Road (Mile Road to Maple Valley Road)	Minor Collector	Rural	-	No	Town	0.75 Miles
Weaver Hill Road	Minor Collector	Rural	270-470	Yes	Town	1.70 Miles
Woodside Avenue	Collector	Urban	-	No	Town	0.10 Miles
TOTAL						69.05 Miles

(State 51.05 Miles)
(Town 18.00 Miles)

Source: Highway Functional Classification System for the State of Rhode Island, October 1988;
Highway Improvement Program and Plan; State of Rhode Island; July 1987

Note: (1) Portions of roadway are maintained by the Town and the State.

TABLE B.6-2
TRAFFIC ACCIDENT LOCATIONS
BY INTERSECTION, TOWN OF COVENTRY, 1988

Street	Number of Accidents
• Tiogue Avenue (Route 3):	
at Sandy Bottom Road	17
at Arnold Road	18
at South Main Street	18
at Reservoir Road	5
at Pilgrim Avenue	8
at Hopkins Hill Road	20
at Harkney Hill Road	11
at Coventry Drive	11
• Flat River Road:	
at Victory Highway	6
at South Main Street	10
Sandy Bottom Road:	
at Wood Street	6
at Main Street	6
• Knotty Oak Road:	
at Washington Street	7
• Washington Street (Route 117)	
at Laural Avenue	7
at Pulaski Street	6
at Capwell Avenue	7
• New London Turnpike:	
at Arnold Road	5

Notes to Table B.6-2:

(1) Includes intersections with five or more referenced accidents.

Source: RIDOT, Accident Location Reporting System: March 1990

Avenue intersections with Sandy Bottom Road, Arnold Road and South Main Street are complex and confusing for motorists due to their offsets and angular approaches. Currently, the South Main intersection has been redesigned by RIDOT and will undergo reconstruction with other planned

South Main Street improvements. The Sandy Bottom/Arnold Road intersection should be redesigned as plans for the widening of Tiogue Avenue are being developed.

b. *Planned or Programmed Street and Highway Improvements*

Several State roadway projects are in the planning or design stage. Other key circulation improvement projects are under discussion. Five projects that are critical to supporting the community's land use, transportation requirements and future economic development include:

- **South Main Street**

South Main Street is currently undergoing major reconstruction and widening from Wood Street to Route 117. The roadway will be resurfaced and include two travel lanes, new sidewalks and a new drainage system. The construction will also include improvements to the intersections with Main Street, Wood Street and eventually Tiogue Avenue. These improvements should improve traffic flow from Tiogue Avenue to Main Street, and correct intersection deficiencies to increase safety at Tiogue Avenue and Wood Street, where intersections will now be reconfigured to 90 degrees. Although traffic flow will be improved, the impact on the South Main Street Historic District could be detrimental to the character and integrity of the district. By increasing the capacity of South Main Street, the pressure to construct a connector road between Flat River Road and Tiogue Avenue along the Reservoir Road alignment may be reduced.

- **Tiogue Avenue**

The RIDOT is currently planning to upgrade Tiogue Avenue to an approximate 5-lane section in a 100' right-of-way from the West Warwick boundary to approximately Coventry Plaza. The widening and reconstruction of Tiogue Avenue shall have a very positive impact on economic development, circulation and land use in the southeastern portion of Town. Preliminary design has been scheduled to start in January 1992, with construction taking place three to five years from initiation of design.

Tiogue Avenue has historically served as the primary commercial corridor in the Town and has excellent regional accessibility from Interstate 95. The proposed reconstruction of Tiogue Avenue should include pedestrian area, landscape and lighting improvements as part of an overall program to improve the economic vitality of the corridor. Construction of a sanitary sewer line in Tiogue Avenue is programmed in the City's CIP at the same time as reconstruction of the roadway.

- **Route 117/Tiogue Avenue Connector Road**

The proposed connector road along the Reservoir Road alignment, between Route 117 and Route 3 is not considered feasible because it traverses significant wetlands. However, a connector road may improve overall community traffic operations, based on feasibility studies prepared in 1986 (Gorden R. Archibald, Inc., Final Report on the Feasibility and Location for the proposed Connector/Industrial Road from Route 3 to Route 117). However, the connector road is indicated on State plans and will remain one option to improving north-south access in central Coventry.

- **Station Street**

Station Street is programmed for preliminary engineering in 1992 to plan overall capacity improvements. Construction is programmed for 1995. This project will improve north-south access to growing areas of the Town.

- **Hill Farm Road**

Hill Farm Road from Route 117 to Harkney Hill Road is scheduled for preliminary engineering in 1993 to plan overall capacity improvements. This project will improve north-south circulation for residents of western Coventry. The improvements may also relieve some of the pressure to construct a connector road along the Reservoir Road alignment by increasing the capacity of the road.

Improvements to roads under Town jurisdiction are generally performed through the Town's Pavement Management Program. This system allows the Public Works Department to identify and improve local roadway segments on a routine basis. Table B.6-3, identifies the most recent program at the time of this report.

TABLE B.6-3
1990-1991 ROAD RESURFACING PROGRAM,
TOWN OF COVENTRY

Street (in feet)	(in feet)	Length	Width
Whitman Road		800	16
Allison Avenue	1400	16	
Fish Hill Road	1250	17	
Fish Hill Road	9445	16	
Three-M Road		875	12
Redwood Drive		914	28
Red Maple Drive		756	30
Alexander Road		981	21

First Street			298	29
Marie Drive	1591	30		
Industrial Drive	1100	24		
Gail Court			636	30
Leader Street			380	32
Ken Ray Drive			680	15
Rainville Avenue			480	13
Eileen Street			631	30
Normand Street			185	15
Batty Avenue			629	18
Beaulieu			467	21
Park Street			251	15
Hoxie Court			250	12
Capwell Avenue	1000	15		
Whitford Street			800	18
Morin Avenue			550	21
Lincoln Avenue			900	27
Hilloan			425	14
Benoit Street	1781	18		
Harvest Drive			550	27
Alice Street			400	15
Basset Avenue			300	15
Puritan	1000	20		
Princeton			619	30
Pembroke	3226	30		
Beach Street			742	18
Gilles Street			420	30
Lakeside Drive	1248	12		
Cady Street			308	18
Montana Avenue			720	16
Lantern Lane			565	30
Arizona			280	18
Arizona			441	18

Source: Town of Coventry Public Works Department; February, 1990.

B.6.2 Mass Transit System

a. Bus Service

Coventry is currently served by the Rhode Island Public Transit Authority (RIPTA) on one route. Route 13, Arctic-Washington Route, operates on approximate 30-minute headways (intervals of operation) during the morning and evening peak commuting periods, and generally on one hour headways during the rest of the working day. Saturday service operates on approximate one hour headways. There is no bus service on Sundays and holidays. Route 13 enters Coventry along Washington Street from West Warwick, turns southbound on South Main Street and makes a turnaround loop at Tiogue Avenue utilizing South Main Street and Wood Street. During non-peak periods, a few of the runs continue westbound on Tiogue Avenue to Coventry Plaza and Woodland Manor to serve daily shopping needs. There is an existing Park and Ride Lot at Exit 7 off of Interstate 95.

b. *Rail Service*

The Town of Coventry currently has no rail services. However, the Washington Secondary Track (formerly the Hartford, Providence and Fiskville Railroad) which travels east-west through Coventry is identified as a potential right-of-way for passenger service to New York in the *Rhode Island State Rail Plan*. The western half of this corridor in Coventry has been abandoned since 1968, and is currently utilized as the Trestle Trail, (a pedestrian trail) and is owned by the Narragansett Electric Company. The eastern half of the right-of-way is owned by the Town of Coventry and has not been used for rail service since 1985. The expansion of Trestle Trail to the eastern half of the corridor, and inclusion of a paved surface for bicycles has been identified as a priority by the community for inclusion in the Open Space and Recreation and Circulation Elements of the Comprehensive Plan.

The RIDOT is also conducting a study to examine potential existing and abandoned rail corridors for reuse as public transit (or "peplemover") corridors to serve commuting travel demands into and out of the Providence Metropolitan Area. The Washington Secondary Corridor will be examined for potential reuse through this study effort.

B.6.3 Bicycle and Pedestrian System

a. *Bicycle System*

The Town of Coventry does not currently have a comprehensive bicycle circulation system. As a result, bicyclists do not have any coordinated system for routine transportation or recreational riding. The Circulation Element of the Comprehensive Plan should propose a comprehensive bicycle system in the Town of Coventry that will link public facilities, commercial areas, recreation areas and residential areas.

b. *Pedestrian System*

The Town of Coventry does not currently have a comprehensive pedestrian pathway system that addresses the needs of pedestrians in residential, commercial or employment areas. The Circulation Element of the Comprehensive Plan should identify a comprehensive strategy for increasing facilities for pedestrian circulation in the Town of Coventry.

B.7 Open Space and Recreation

B.7.1 Introduction

The Open Space and Recreation Plan element of the **Coventry Comprehensive Community Plan** identifies strategies for the preservation of open space and development of recreation facilities to serve the needs of the community through the Year 2010, as well as provide significant regional recreational resources. The foundation and point of reference for all aspects of this element is the adopted 1985 *Coventry Recreation, Conservation and Open Space Master Plan*.

The *Coventry Recreation, Conservation and Open Space Master Plan*, which addresses the years 1985 through 1995, was developed in accordance with the guidelines issued by the Recreation Resources Review Committee ("RRRC Guidelines") and contains the following four basic elements:

- Inventory of Facilities
- Analysis of Forecasted Needs
- Development of Policies
- Program Implementation

The Inventory of Facilities and Analysis of Forecast Need are presented here, in the Inventory and Analysis of Existing Conditions. Development of Policies and Program Implementation are contained in Chapter D, Plan Elements.

Coventry's Park and Recreation Program and facilities disposition can best be described as developmental in nature with site acquisition recently becoming an issue. Previously, the Town either owned or had access to recreation sites and land in sizes appropriate to provide adequate facilities at locations consistent with projected population growth. However, today, the acquisition of land for recreation is becoming a concern. Projected population growth will necessitate additional land acquisition for recreational development. The Parks, Open Space and Recreation Plan is illustrated in Figures D.7-1A and D.7-1B, *Parks, Open Space and Recreation Plan*.

B.7.2 Inventory of Existing Facilities

The following listing identifies existing recreational facilities in Coventry, provides an overview of available resources and identifies site size. Facilities are identified and reviewed under the following three headings.

- State Facilities
- Town Facilities
- Private Facilities

**TABLE B.7-1
PUBLIC & PRIVATE RECREATION FACILITIES SUMMARY,
TOWN OF COVENTRY**

Jurisdiction			Type and Number of Facilities
Federal			
	Number of Sites:	0	
State			
	Number of Sites:	7	Game Fields(2)
	Total Acreage:	2436 AC	Boat Ramps(4)
			Greenway (1) 9.5 miles
Town ¹			
	Number of Sites:	34	Game Fields(33)
	Total Acreage:	338.23 AC	Tennis Courts(16)
			Freshwater Beach (600 Linear Feet)
			Picnic Tables(38)
			Tot lots(12)
			Greenway (1) 4.5 miles
Private			
	Number of Sites:	19	Gamefields (8)
	Total Acreage:	1,538 AC	Fresh Water Beach (3200 Linear Feet)
			Boat Ramps (2)
			Camp Sites (288)
			Picnic Tables (270)
			Golf Holes (18)
			Horse Trails (8 Miles)
			Hiking Trails (12 Miles)

Source: Town of Coventry, Park and Recreation Department and Planning and Development Department, April 2000. List of Private facilities formulated by Horizons Research, March, 1991.

a. State Facilities

The following are recreational facilities, located in the Town, which are under the jurisdiction of the State of Rhode Island:

¹Includes town and school facilities.

FIGURE D.7-1A
PARKS, OPEN SPACE AND RECREATION PLAN

FIGURE D.7-1B

PARKS, OPEN SPACE AND RECREATION PLAN

b. Town Facilities

The inventory and analysis of Town Facilities is presented in two areas, Town Recreation Department Facilities and School Department Facilities. The facilities in each area are owned by the Town of Coventry and access is available to the entire community. However, School Department facilities require more specific attention to scheduling and hours of availability so as not to conflict with the education program.

1. Town Recreation Facilities

- **Coventry Greenway**

Size: 54 acres³
 Location: West Warwick Town Line
 To Town Farm Road

Former Hartford, Providence and Fishkill railroad line now utilized as a scenic trail for walkers, roller bladers and bicyclists. Designated as a Class I bikeway by Rhode Island Department of Transportation and East Coast Greenway. There are numerous parking lots along the route. There is planned expansion of paving and amenities, including a railroad interpretive center/visitor center that will relay the history of the railroad and display salvaged artifacts from the railroad at Lourd Avenue and Station Street.

- **Walker Farm Recreation Area**

Size: 23.7 acres
 Location: Walker Lane

Passive recreation area. Planned expansion to include trails, picnic facilities, Homestead interpretive area, farm equipment museum, meadows and wetland study area.

- **John J. Giblin Memorial Recreation Area**

Size: 10.83 acres
 Location: Hunters Crossing Drive

Community playground facility with play equipment, a basketball and tennis court, two volleyball courts, 60' softball diamond, and parking. Planned expansion includes two additional ball fields, expanded parking and additional playground equipment.

³At this time, 2.7 miles of the Coventry Greenway is paved. The balance will be paved in the near future.

Regional facility with two tennis courts, a basketball court, and playground. Also includes two softball fields, a soccer field, an 18 station fitness trail, six picnic stations with grills, a sand volleyball court and bocce court. Parking is available throughout. Planned expansion includes a skate park, basketball court, crochet, and a second playground. Building renovation will provide community group storage and indoor recreation center.

- **Foster Memorial Park**

Size: 86.6 acres

Location: Station Street

Major community park including three soccer fields, three softball fields, one 60' baseball diamond and parking. Pavillion provides storage, kitchen and restrooms. Proposed volleyball, playground, basketball and trail enhancements.

- **Harris Playground**

Size: one acre

Location: Howard Street

Community playground facility with play equipment, a basketball and tennis court.

- **Herbert F. Paine Memorial Park**

Size: 12.8 acres

Location: Route 117 (Main Street west of South Main)

Community play field with extensive facilities including one playground, two basketball courts (one lighted), four tennis courts, an all purpose court, three concession stands, one lighted 60' baseball diamond, two additional 60' baseball diamonds, one lighted 90' baseball diamond, restrooms, three field maintenance buildings, three press boxes and two parking lots. There is access to the Coventry Greenway. Planned expansion to include batting cages, playground, pavillion, picnic facilities and a skate court.

- **Rice Field**

Size: 8.9 acres

Location: Knotty Oak Road (North of intersection Route 117)

Community play field with mixed facilities, including one 60' softball diamond, one 90' baseball diamond, one basketball court, one lighted football field, one tennis court, play equipment, food concession, service building, and parking. Planned expansion includes pavillion with restrooms, community room, picnic facilities and park benches.

- | | |
|---|---|
| Quidnick School Play field | <p style="margin: 0;">Size: 3.7 acres</p> <p style="margin: 0;">Location: MacArthur Boulevard</p> |
| <p>Neighborhood play field with playground equipment, one 60' baseball diamond, one basketball court. Planned expansion of playground equipment, park benches, shelter.</p> | |
- | | |
|--|---|
| Francis H. Sherman Park | <p style="margin: 0;">Size: One acre</p> <p style="margin: 0;">Location: Old Flat River Road at Coventry Center</p> |
| <p>Undeveloped site suitable for small neighborhood waterfront park development. Proposed development to include trails, picnic facilities, fishing and canoe access, parking and shelter.</p> | |
- | | |
|---|--|
| Anthony Village Green | <p style="margin: 0;">Size: 0.3 acres</p> <p style="margin: 0;">Location: Route 117 (Between Anthony Street and Boston Street)</p> |
| <p>Small public open space with seating. Planned expansion under Anthony Village Enhancement Initiative to include monument, plaza, park benches, lighting and gardens.</p> | |
- | | |
|---|---|
| Upper Dam Pond (Breezy Lake Beach) | <p style="margin: 0;">Size: Seven acres</p> <p style="margin: 0;">Location: Walnut Street (Off Knotty Oak Road)</p> |
| <p>Community beach with 100' of water frontage and walking trail. Proposed expansion to include picnic facilities, park benches, shelter.</p> | |
- | | |
|---|---|
| Arnold Road Veteran's Memorial Park | <p style="margin: 0;">Size: 0.25 acre</p> <p style="margin: 0;">Location: Arnold Road</p> |
| <p>Scenic overlook and monument area provides park benches and shoreline fishing opportunities. Ample on-street parking. Planned expansion to include park benches, canoe access, shelter, and picnic facilities.</p> | |
- | | |
|---|---|
| Noel Rest Area | <p style="margin: 0;">Size: 0.25 acre</p> <p style="margin: 0;">Location: Hopkins Hill Road</p> |
| <p>Road side rest area including park benches in residential setting.</p> | |

- Coventry Focal Point**

Size: 0.5 acre
Location: Sandy Bottom Road & Tiogue Avenue (adjacent to CVS)

Community common in a commercial setting. Includes walkways, park benches and flower beds. Planned expansion to include gazebo, lighting, sculpture and park benches.

- Coventry AMVETS Memorial**

Size: 0.1 acre
Location: Arnold Road & Tiogue Avenue (adjacent to Subway Sandwich shop)

Landscaped memorial area. Includes flags, benches, and flower beds.

- Matteson Pond Wildlife Area**

Size: 4.07 acres
Location: Abuts the Greenway in Quidnick

Passive recreation area with walking trails along the Coventry Greenway. Planned expansion includes park benches, picnic tables, shelter and trail head sign.

- Harris Mill Riverfront Park**

Size: 3.6 acres
Location: Main Street, Harris

Former textile mill site that is currently a wooded lot having riverfront and Main Street frontage. Planned expansion to include riverfront trails, fishing access, picnic facilities, park benches, mill site interpretive signs, shelter and parking.

- Memorial Field**

Size: Two acres
Location: Wood Street

Neighborhood playfield with a 60' baseball diamond, food concession stand, restrooms, and parking. Planned expansion to include park benches, picnic facilities, shelter, fishing access, and canoe launch.

B.7.3 Open Space and Recreation Needs Assessment

The Town of Coventry recognizes the importance of facility standards applied to population forecasts to determine adequacy or deficiencies in the provision of community facilities and services.

The foundation for the Needs Assessment presented in the 1985 *Coventry Recreation, Conservation and Open Space Master Plan* was the National Parks and Recreation Association Standards, a detailed facility inventory and a ten percent user survey. The results of those efforts have been supplemented for the **Coventry Comprehensive Community Plan** through the CPAC, extensive public input received at public meetings and an updated facility evaluation.

In addition to Town resident input, area standards developed by the Rhode Island Statewide Planning Program for future recreation facilities were utilized to evaluate the current level of recreational facilities provided in Coventry. The standards used by the Recreation Department are 3.75 acres/1,000 population for minor parks and playgrounds and 6.25 acres/1,000 population for major parks and play fields. Based upon the estimate of 338.23 acres of Town-owned recreational facilities, these standards project a recreational land deficit of approximately 12 acres. See Table B.7-1, entitled “Public & Private Recreation Facilities Summary.”

Table B.7-3, *Quantitative Standards Facility Needs 2000-2010, Town of Coventry*, is helpful in defining today's recreational facility need, as well as that through the Year 2010.

TABLE B.7-3
QUANTITATIVE STANDARDS FACILITY NEEDS 2000 - 2010,
TOWN OF COVENTRY

Recreation Facility Type	2000⁽¹⁾	2010⁽²⁾
Minor Parks and Playgrounds	131.25 acres	147 acres
Major Parks and Play fields	218.75 acres	245 acres
State Parks - Metropolitan Systems	175.85 acres	192.55 acres
Management Area - Woodland System	959.19 acres	1050.29 acres
Beach Areas	9.91 acres	10.85 acres
Picnic Areas	17.76 acres	19.45 acres
Boat Launches	6 boat launches	7 boat launches

Source: Standards based upon Town of Coventry Recreation, Conservation and Open Space Master Plan; 1985.

Note: (1) Based upon Planning Department's 2000 Population Estimate of 35,000.
(2) Based upon Planning Department's 2010 Population Estimate of 39,200.

The *Recreation, Conservation and Open Space Plan*, 1985, was developed as part of the Town's Master Plan reports and studies prepared during the late 1970's and 1980's. The purpose of the Open Space Plan was "to set standards for present and future community needs and to serve as a guide for

recreational growth through the 1990's, within the framework of a Comprehensive Community Plan." Figures B.7-1A and B.7-1B, identify existing parks and open space areas, and Table B.7-2 lists recreation resources available within the Town of Coventry.

The Open Space Plan was developed as two five-year plans. The first five-year plan is a detailed recreational facilities development program, which includes identification of funding sources. The second five-year plan is flexible and subject to change due to funding, growth trends and future community needs. The *Recreation, Conservation and Open Space Plan* was required to ensure that the Town maintained its eligibility for funding through the Land and Water Conservation Fund (LAWCON) of the U.S. Department of the Interior.

The *Recreation, Conservation and Open Space Plan* utilized national standards for parks and recreation facilities in order to evaluate the Town's needs, and divided them into three levels:

- Neighborhood facilities;
- Facilities shared by a group of neighborhoods; and
- Community facilities shared by the community as a whole. For that purpose, the community was divided into six recreational planning districts.

In addition to the data contained in the Open Space Plan, the School Department has made its facilities available for recreational activities, thus addressing part of the increase in recreation demands. Some of the recreational needs have yet to be fulfilled, such as passive recreation, sufficient park equipment, bike and hiking trails and public beaches, to name a few.

B.8 Community Services and Facilities

The Community Services and Facilities section of the Inventory and Analysis of Existing Conditions describes the conditions, capacity, usage and relationship of facility size to existing and forecasted demand for the public facilities and services provided in the Town of Coventry. The inventory and analysis of the community facilities and services is presented in the following five sub-sections:

- Public Administration Facilities
- Public Safety Facilities
- Health Care Facilities
- Educational Facilities
- Public and Semi-Public Utilities and Services

The locations of Community Services and Facilities in Coventry are indicated on Figures B.8-1A and B.8-1B.

B.8.1 Public Administration Facilities

The Public Administration Facilities sub-section examines the Town facilities and administrative services, and identifies existing space requirements and potential future needs for Town departments.

The results of this sub-section were developed from interviews with department heads and a review of the *Municipal Space Needs Study* prepared in 1986. The departments examined in this element include:

- Town Hall Offices
- Library
- Public Works Department
- Senior Center
- Public Welfare Department
- Community Housing Program
- Coventry Housing Authority

a. Town Hall Offices

The Town Hall offices located at 1670 Flat River Road currently house the Board of Canvasser's, the Building Inspection and Planning Departments, the Tax Assessor, Tax Collector, Town Clerk, Town Manager, Town Solicitor and Treasurer's offices in approximately 4,855 square feet of space. The remaining space in the Town offices is occupied by conference rooms, public areas, storage and the Town Council Chambers. According to the *Municipal Space Needs Study*, and conversations with various departments, the major problem with the Town offices is lack of space. Other problems

indicated by the department heads included a shortage of privacy because of the open office plan, lack of sufficient storage, lack of vault storage and inadequate conference room space. Table B-8.1, identifies the existing and projected space needs allocated by department, the number of employees and the square footage per employee in Town Hall.

TABLE B.8-1
SPACE DISTRIBUTION FOR TOWN HALL OFFICES,
TOWN OF COVENTRY

Department	Square Footage		Number of Employee Workstations		Square Footage Per Employee	
	Existing	Projected	Existing	Projected	Existing	Projected
Board of Canvasser's Building Inspection Department	357	698	3	4	119	175
Planning Department	460	872	3	5	153	174
Tax Assessor	810	963	4	5	202	193
Tax Collector	525	759	4	5	131	152
Town Clerk	768	1,191	6	6	128	199
Town Manager	560	1,065	5	7	112	152
Town Solicitor	495	760	2	4	248	190
Treasurer	150	442	1	3	150	147
TOTALS	4,855	7,911	31	44	-	-

Source: Municipal Space Needs Study: January 1986
BRW, Inc.: March 1991

The remaining space in the Town Hall offices for storage, public circulation and other uses occupies approximately 5,731 square feet of space, bringing the total square footage of the existing Town Hall offices to 10,586 square feet. As indicated in Table B.8-1, the existing space allocation per Town employee in the Town Hall is very low, which is not unusual for communities that have grown as rapidly as Coventry.

Projected workstation needs and space needs for each department indicate that as the departments grow in the future the Town Hall offices will also have to expand. In addition to expansion of workstations, consisting of approximately 3,056 square feet, an additional expansion of conference rooms, public circulation areas and other functions will increase the required amount of needed space to approximately 17,584, an increase of nearly 7,000 square feet. Although projected needs will increase the required space of Town Hall offices by approximately 70%, the space allotted to Town Hall offices is still relatively low.

FIGURE B.8-1A
COMMUNITY SERVICES AND FACILITIES

FIGURE B.8-1B
COMMUNITY SERVICES AND FACILITIES

Based on a modified figure of 800 square feet/1,000 residents for municipal administrative services, (composite of national, State and local standards by the Planning Team), the Town of Coventry has significant deficiencies in the amount of space allotted to Town Hall offices. Based on an approximate 2000 population of 35,000 persons, the Town of Coventry could have up to 28,000 square feet of space allotted to Town Hall offices. It is important to realize that this figure is an idealized calculation based on the Town having the financial and physical ability to sustain such a facility. Realizing the constraints placed on the Town in terms of providing the highest quality public service while maintaining fiscal accountability to Town taxpayers, expansion to such ideal conditions is not practical.

b. *Town Library*

The existing Town Library occupies the west half of the Town Hall building at 1672 Flat River Road. Library facilities currently utilize approximately 10,000 square feet of space for all operations. Over the past ten years, circulation of books and materials from the library has nearly tripled, attendance in library programs has increased approximately 600% and the library has acquired a fully automated circulation system. However, the library has not expanded physically since it opened in 1979. Although the Library Director has recommended expansion of the library by approximately 10,000 square feet, the *Municipal Space Needs Study* recommends expansion by approximately 5,980 square feet. Based on a standard of 900 square feet/1,000¹ residents for library services the existing library could be as large as 31,500 square feet. However, the library currently meets the minimum requirements for public libraries set by the Rhode Island State Department of Library Services, and approved by the Advisory Board of Library Commissioners on 11 August 1983.

c. *Public Works and Engineering Departments*

The existing Public Works Department facilities south of the Town Hall houses both the Public Works and the Engineering Departments. The present location is convenient to other Town departments that interact with the Public Works Department. The facility has a vehicular service area and office space for administrative and managerial personnel. An addition made to the Public Works facilities in 1989 included space for the Engineering Department, Public Works Department administrative offices, bathrooms, locker rooms and public area away from the vehicle area. Despite the addition a decade ago, this facility needs further expansion in the future.

The office space currently houses six office employees. The Engineering Department forecasts a need for up to five more employees requiring approximately 1,026 square feet of additional space. The Public Works Department forecasts a need for four more employees who would also require additional office space. Likewise, additional space is needed for a conference room, file cabinets, and office equipment. Additional inside storage space for vehicles and equipment is needed, as well. This expansion could be accommodated at the current location of the Public Works Garage.

¹Source: Town of Coventry, *Impact Fee Feasibility and Methodology*, prepared by Ralph Willmer, AICP, December 8, 1995, citing a Wisconsin State Library Department study.

d. *Senior Center*

The Coventry Senior Center is located in the former Wood Street Elementary School, which also houses the School Department Administrative offices. The Senior Center is leased for \$1.00 per year from the School Department, presenting a significant savings in operational costs for the Town of Coventry.

The Senior Center consists of approximately 12,000 square feet of space including a kitchen to prepare hot meals. Although the Senior Center has actively pursued leasing or purchasing a new facility, the current location can continue to meet the needs of Coventry's seniors, including providing adult day care and services for disabled persons. The School Department and Senior Center Director can stabilize the Center's locational concerns by negotiating a long-term lease. Based on growth trends in the community, it is unlikely that this location will be required for re-conversion to an elementary school over the 20-year Comprehensive Plan horizon.

e. *Department of Human Services*

The Department is currently located at the Health and Human Services Mall, located at 195 Mac Arthur Boulevard (formerly the Quidnick School). The Department has nine employees and occupies most of the top floor of the building. Their space includes offices and a waiting area for clients. The Public Welfare Department has very little contact with other Town departments and therefore location near other departments is not necessary. Current space is adequate to handle the existing department staff and any future growth.

f. *Community Housing Program*

The Director of the Community Housing Program is housed in approximately 150 square feet of space at the Town Hall Offices. This position consists of a part-time director who administers Federal, State and local housing programs and the Community Development Block Grant (CDBG) program. It is anticipated that this program will require no additional space for its functions.

g. *Coventry Housing Authority*

The Coventry Housing Authority (CHA) is located in office space at the John O. Haynes Senior Citizen Housing Project. Current space is adequate to handle the existing department staff and any future growth.

B.8.2 Public Safety Facilities

Public safety in the Town of Coventry includes the provision of police and fire protection to the community. The following analysis of public safety facilities identify current condition and deficiencies, as well as forecasted needs of the Town of Coventry through the Year 2010.

a. Police Department

The Coventry Police Department is located in the former Town Hall building located at 1075 Main Street. The Department includes approximately 52 sworn officers and 26 civilian employees, working both inside and outside of the building. Peak use of the building occurs during the 8:00 a.m. to 4:00 p.m. shift, with the heaviest concentration occurring during change of shifts.

The existing Police Station contains approximately 10,000 square feet of space and is located in the eastern portion of the Town. The Chief of Police has indicated that this building and location is far from ideal. The building is not secure as the building was never designed as a police station. The current facility lacks adequate parking, handicapped access and office space, and the restrooms need modernization and improvements. Detectives currently have only one interview room. In addition, there are no separate holding facilities for juveniles or females. There are only two holding cells that are located at the far end of the building, in the basement, downstairs from the supervisor and cell monitors. In addition, there is no outdoor range. for officers to practice with their firearms.

The existing Police Station and the number of officers are insufficient based on national standards of 400 square feet/1,000 residents (for sizing of station) and 2 officers/1,000 residents. The Town would need to increase the size of the existing station by approximately 4,000 square feet and add approximately 18 officers to meet the existing need based on these two standards.

Rather than expanding the existing building, a detailed feasibility study should be conducted to determine a centralized site for a new police station. In the future, there may also be a need for the opening of a field office at the Centre of New England Business Park as there will be an increase in calls for services at that location. Parking lot accidents, the issuance of bad checks, shoplifting, larceny auto, missing children, vehicle lock-outs, and the like may require on-site officer assistance.

As Coventry is growing rapidly, the Town must commit to a level of staffing, facilities, and resources that will adequately support Coventry's growing population.

b. Fire Department

Fire protection in Coventry is provided by seven private, non-profit fire districts which maintain service for all areas of the Town. This system of fire protection has been the subject of some recent criticism because of the duplication of services and the need for expensive fire apparatus for seven different fire districts. In addition, specialized training for contemporary firefighting and emergency

response services has increased the burden for volunteer firefighters who now must spend significant amounts of time qualifying for to become a firefighter.

Coventry's fire district system evolved from a time when people lived and worked in villages within walking distance of their homes. Employers often let employees leave work to fight fires and the system revolved around volunteers in the community. Today people work miles from the community in which they live and firefighters often confront situations in which life and death decisions must be made instantly. Firefighters may have to recognize and identify hazardous materials, provide emergency medical services (EMS) and confront situations that present enormous liability questions. Several fire chiefs have recognized the changes in firefighting and, in response, are examining the potential of consolidating the fire districts into one more efficient, integrated system. Although the Comprehensive Plan cannot address a detailed evaluation of the performance of the existing system against potential new operating systems, some general conclusions can be discerned about duplication of equipment, hiring and training practices and existing costs of the seven district system.

The existing fire districts are:

- *Western Coventry Fire District:* The Western Coventry Fire District is located on Route 117 in Greene and serves the area bounded by the Town limits on the north, south and west, and generally by Hammet Road and Weaver Hill Road on the east. This station serves approximately half of the land area in Town, however, the population is very small in this district.
- *Central Coventry Fire Company:* The Central Coventry Fire Company is located at 2847 Flat River Road. The general boundaries of the fire district are the Town limits on the north and south, Hammet Road and Weaver Hill Road on the west and generally Read School House Road on the east. This is the second largest fire district in terms of land area in the Town.
- *Washington Fire Company:* The Washington Fire Company is located at 2 Station Street, just north of Route 117. The fire district boundaries are generally the Town limits on the north, the east side of Station Street on the east, Route 3 on the south and Read School House Road on the west.
- *Hopkins Hill Fire Company:* The Hopkins Hill Fire Company is located on Hopkins Hill Road, south of Bestall Road, serves a district bounded by Route 3 on the north, the west side of Arnold Road on the east, the Town limits on the south, and the east side of Woodland Manor on the west.
- *Anthony Fire District:* The Anthony Fire District (Anthony Station) is located at 571 Washington Street (Route 117). The fire district's general boundaries are Hill Street and the Town limits on the north, south of Tiogue Avenue on the south and the east side of Station Street on the west. The Anthony Fire District serves a heavily populated and traveled

section of Coventry. The Anthony Fire Station also serves the Hoescht-Celanese chemical plant in case of emergencies.

- *Tiogue Fire District:* The Tiogue Fire Station is located at 240 Arnold Road. The general boundaries of the fire district are the Town limits on the east and south, west of Arnold Road on the west, and the north side of Route 3 on the north.
- *Harris Fire District:* The Harris Fire Station is located at 701 Main Street. This fire district is the smallest district in terms of land area in the Town of Coventry. The general boundaries of the district are the Town limits on the north and east, and the Tiogue Fire District to the south and west.

Six of the seven fire chiefs have expressed interest in consolidating the existing district system into one system that would remain a public service provided by an entity outside of Town government. The major justification for consolidation includes many considerations that were expressed in interviews with the fire chiefs, and in the *Preliminary Merger Study* conducted to examine potential consolidation of the existing fire districts. The considerations include:

- Levels of service are inconsistent throughout the Town. This includes type of apparatus, response time, staffing of stations, training of staff and amount of staff on duty at any given time.
- The majority of fire districts have experienced a decline in the number of available qualified volunteers. This may be due to the amount of time needed to train, the lack of career opportunities available in the various fire districts (*Preliminary Merger Study*), and the shortage of social atmosphere that was part of the village fire district system.
- The initial manpower response level in most districts is not in accordance with the minimum recommendations of the National Fire Protection Association (NFPA). Currently all fire districts average a response of seven men during daytime and nine men at all other hours. However, it is not clear how many men respond during the initial call, which is critical for the protection of lives and property in the Town of Coventry.
- The combined fire districts are approximately 94 full-time firefighters short of NFPA standards, as identified in the *Preliminary Merger Study*. There are currently 34 full-time firefighters in the seven districts.
- Mutual aid is provided by most districts to overcome shortages in manpower or apparatus at any given time, both automatically and by call basis. Mutual aid policies should not be used as a instrument to place a disproportionate tax burden on any other fire district.

- Advanced life support is not provided to all residents on an immediate automatic basis. Advanced life support could be more efficiently provided to all residents through a consolidation.
- Fire prevention activities vary from district to district. Standardized activities could be consolidated by the formation of a single fire prevention bureau with one controlling officer.
- Routine and emergency repair may be more cost efficient if conducted by one repair facility.
- Seven fire districts replicate administrative services. For example there are seven fire district tax collectors. Most work on a part-time basis for a specified fee, or portion of the tax collected. Tax collection in the future could be integrated with the Town's tax collection system or accomplished in a more efficient manner.
- Training between all fire districts is not consistent. Each fire district maintains its own standards and requirements. A consolidated, routine training system should provide compatibility between all fire districts. This is important when more than one fire district responds to a call to minimize procedural and operational errors.
- The present location of fire stations was predicated on a build "as needed" basis over the past sixty years. A reassessment of the location and response times for all stations is required in relationship to a "built-out" analysis of the Town of Coventry.
- Standardized recruitment and hiring practices should be instituted for all fire districts and comply with all state and federal regulations.
- Existing fire district boundary lines impact the response time due to policy differences between fire districts. Standardization of response procedures, a more effective system of fire alarm operations and elimination of fire district boundary lines would increase the efficiency of emergency response.
- Fire districts currently are responsible for the provision of street lighting in their respective fire districts. This could also be consolidated into a single entity for efficiency purposes.
- Older, built-out fire districts have no way to increase revenue other than raising taxes.

All fire districts in Coventry are able to provide basic service to their constituents. However, a thorough assessment of the efficiency of this antiquated system is necessary to determine if consolidation would best meet the Town's needs over the next 20 years. The impacts of consolidation indicate that many services can be cooperatively addressed by the fire districts. The costs of consolidation have not yet been estimated. There will no doubt be significant increases in the number of full-time firefighters which could dramatically increase the cost of salaries and benefits. A list of some potential areas that should be addressed in a specific consolidation plan

include necessary fire and rescue personnel, necessary fire and rescue apparatus, standardized training and education, replication of services, number and location of existing and future stations, enforcement of the fire code including inspection, investigation and fire prevention services, fire alarm dispatch and communications, administrative structure, tax assessment and collection, comparison of Town fire department versus non-Town department and the impact of career firefighters versus a volunteer fire fighter system.

A potential option to measure the feasibility of consolidation would be to implement a phased consolidation process over several years. Districts such as Anthony or Harris could be consolidated first, and other districts could follow. It may also be feasible to continue the district system, but reduce the number of fire districts to three or four entities.

c. *Emergency Management*

Emergency Management is directed by an appointee of the Town Council. This director acts on behalf of the Town Council President executing town activities to cope with the emergency situation. Presently this person is the Fire Chief of the Anthony Fire District. This position should be listed among the municipal officials in the Camp Plan.

In conjunction with the American Red Cross, an agreement has been signed to identify & license the Coventry Senior Center as the #1 public shelter. Also, the town has also identified the Paine Field Community Center as the #2 shelter and the Coventry High School as the #3 shelter.

B.8.3 Health Care Facilities

Health facilities available to Coventry residents include Kent County Hospital in Warwick. The hospital has approximately 360 beds, and offers in-patient and out-patient services. Specialized areas of health care include a pediatric unit, obstetrical/gynecological ward, psychiatric unit and an intensive care and coronary care unit. Kent County Hospital also provides 24-hour emergency services.

Other available health care programs include a home care program and two pre-registration programs for health care. The Personal Emergency Program (PEP) is designed for the elderly and at risk population, and the Kid's Emergency Exam Permission (KEEP) allows parents to pre-register minor children for emergency treatment when the parents are not available. There is also the Pawtuxet Valley Emergency room on Sandy Bottom Road for treatment of minor emergencies. There are also several nursing homes available for elderly care.

B.8.4 Educational Facilities

a. Existing Facilities and Educational Indicators

The Coventry public school system consists of six elementary schools, one junior high school and one high school. The building capacity for these facilities and current enrollment figures are shown in Table B.8-2. The West Bay Vocational High School is located in Coventry, serving the communities of Coventry, North Kingstown, Exeter and West Greenwich. In addition, two Catholic schools serving grades kindergarten through eight are located within the Town. This Inventory and Analysis solely focuses on the public educational facilities, given their relevance to municipal comprehensive planning.

The Coventry public school system is widely respected. The graduation rate of 86.8% is 6.0% higher than the State average. The cumulative dropout rate is 13.0%, 6.9% less than the State average. A large portion of the Town of Coventry's operating budget is dedicated to the operation of the Coventry public school system. According to the Rhode Island Public Expenditures Council, the Town of Coventry public school system is ranked seventh in overall operating expenses. However, Coventry ranks only 31st in per pupil expenditures, statewide.

b. Enrollment Trends (past, present, and future)

Over the last several decades, enrollment trends in Coventry have exhibited a roller coaster effect. In the late 1970's and through the mid 1980's, Coventry experienced a decline of approximately 1,000 students from a high of 5,861 in 1976-1977 to 4,865 in 1983-1984, an approximate 17 percent decrease. Between the 1983-1984 and the 1989-1990 school years, the enrollment trend had shown a slight increase in students by approximately 291. Growth during this period was not consistent, and actually fluctuated between slight decreases and slight increases. However, the average increase was 49 students per year. Since 1990, school enrollment has continued to rise, climbing during the last decade from 5,239 pupils during the 1990-1991 school year to 5,605 students during the 1999-2000 school year. The average increase during this ten-year period was 37 students per year. Projections for future enrollment approach the 5,861 figure noted above, mimicking the apex that Coventry encountered in the mid 1970s. [See Table B.8-3, entitled "School Enrollment and Growth Projection 1999-2000 to 2004-2005," below].

Although School Department enrollment projections vary from year to year, the anticipated trend exhibits an average increase of approximately 50 students per year, from 1999-2000 to 2004-2005. The figures in Table B.8-3 are conservative, given that they were formulated using the Cohort Survival Formula, which fails to take into account rapid community growth. In fact, this formula underestimated the enrollment of 115 kids in the 1999-2000 school year. Such elevated projected enrollment figures alarm Coventry citizens and administrators as current enrollments are already at, or well above, capacity for all of Coventry's public schools.

As a steady increase in Coventry's school-aged population is anticipated over the next few years, the need for additional space is critical. Coventry residents passed a historic 34 million dollar bond referendum for the construction of a new elementary school and various additions to the High School and Middle School. The new structure and expansions will add approximately 750 seats (550 for the elementary school and 200 for the high school). However, according to the School Superintendent, the school district is effectively only gaining 200 seats at the K-8 level and 200 seats at the high school level, due to the fact that there will be some shuffling around of the students between the schools.

After the elementary school and additions are built under the 34 million dollar bond, Coventry will have a total of six elementary schools, two middle schools, and one high school. While the new elementary school and additions to the Middle School and High School will help to alleviate the current school capacity concerns, it will not solve the long-term growth problems that the Coventry public school system is facing. Additional facilities will need to be built in the future.

TABLE B.8-2
SCHOOL BUILDING CAPACITY and ENROLLMENT,
TOWN OF COVENTRY, 1999-2000

School	Class Rooms		Design Capacity	Current Use Capacity²	Nov. 1999 Enrollment³	Utilization Rate
Blackrock	2	Kindergarten	100	100	73	102%
	18	Regular	450	420	459	
Hopkins Hill	1	Kindergarten	50	50	50	102%
	15	Regular	375	330	336	
Oak Haven	1	Kindergarten	50	50	36	84%
	15	Regular	375	345	296	
Tiogue	2	Kindergarten	100	100	66	102%
	17	Regular	425	395	440	
Washington Oak	2	Kindergarten	100	<u>100</u>	111	90%
	38	Regular	900	775	679	
Western Coventry	1	Kindergarten	50	50	48	130%
	13	Regular	325	295	400	
Junior High School	56	Instructional Stations	950	932	952	102%
	32	Academic Classrooms				
High School	69	Instructional Stations	1800	1510	1,659	110%
TOTAL			6050	5452	5605	103%

Source: J.E. Deasy, Superintendent of Coventry Public Schools. The current use capacity figures are approximate numbers calculated by the Department of Planning & Development. The figures are based upon information supplied by the Superintendent of Coventry Public Schools regarding the operational use of the school facilities, including the requirements of the special educational programs as well as other educational and office needs.

²The current use capacity figures reflect the number of classrooms that are accommodating special education programs as well as other educational and office needs. Blackrock, Oak Haven, Tiogue, and Western Coventry each contain two classrooms for special education needs, accommodating approximately ten children per classroom. Hopkins Hill contains three classrooms and Washington Oak contains five classrooms, accommodating approximately ten children per classroom. Four additional classrooms in Washington Oak are utilized for offices and other school programs. The Junior High School contains four classrooms, with a total of approximately 25 children in special education programs. The High school has 15 classrooms with approximately 100 students in special education programs.

³Enrollment figures as of November 2000 for the 1999-2000 school year.

2

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TABLE B.8-3
SCHOOL ENROLLMENT PROJECTION 1999-2000 TO 2004-2005
TOWN OF COVENTRY

Grade	Nov. 1999 Enrollment	2000-2001	2001-2002	2002-2003	2003-2004	2004-2005
K	385	394	384	299	390	352
1	387	424	433	422	329	429
2	428	395	432	442	430	336
3	449	432	398	436	446	434
4	434	467	449	414	453	464
5	451	438	472	454	418	476
6	421	465	451	486	468	431
7	450	425	470	456	491	473
8	485	455	430	475	461	496
9	460	548	514	486	537	521
10	422	419	499	468	442	489
11	370	392	387	464	435	411
12	387	348	369	364	436	409
Special Education	76	85	95	106	119	134
TOTALS	5,605	5,687	5,783	5,772	5,855	5,855

Source: Coventry School Department: Cohort Formula Enrollment Survival Rate Projection, dated February 2,000.

B.8.5 Public and Semi-Public Utilities and Services

The Public and Semi-Public Utilities and Services subsection of the Inventory and Analysis of Existing Conditions provides a review of the existing utility systems in Coventry, as well as an analysis of the system's capacity to support new and revitalized development, and is presented in the three following elements:

- Wastewater Management
- Water Service and Supply
- Other Public Utilities

a. *Wastewater Management*

Provisions for a Wastewater Management Plan for Coventry have become increasingly important as the Town has grown over the past 20 years. Individual subsurface disposal systems (ISDS) have been the conventional method of managing Coventry's residential and non-residential wastewater for most areas of the Town. This portion of the Inventory and Analysis of Existing Conditions examines the existing condition of the wastewater treatment system in the Town, and assesses the potential for implementation of a Wastewater Management Plan for the Town that will meet its needs through the 20-year Comprehensive Community Plan horizon.

The information presented in this assessment of the existing and planned Wastewater Management Plan for Coventry is compiled from conversations with the Town Engineer, Consulting Engineer, Planning Director and a review of the seven following documents:

- *Amended Facilities Plan*
Hayden, Harding and Buchanan, Inc.
June, 1981
- *Facilities Plan for Wastewater Collection and Treatment Facilities*
C. E. Maguire, Inc.
1977
- *Sewerage and Sewage Treatment for the Town of Coventry*
Keyes Associates
November, 1966
- *Facilities Plan Supplement*
Weston and Sampson Engineers, Inc.
August, 1982
- *Wastewater Management Districts...A Starting Point*
State of Rhode Island

December, 1987

- *Sewer Construction and Sewage Disposal Between the Town of West Warwick and the Town of Coventry*
November, 1983
- *Town of Coventry, Rhode Island Industrial Sewer Study*
Weston and Sampson Engineers, Inc.
June, 1986

- **Individual Subsurface Disposal Systems**

The existing sanitary sewage disposal system in the Town of Coventry essentially consists of ISDS and very limited sewer mains transmitting wastewater to the West Warwick Treatment Facility. The latest map indicating ISDS concentrations and on-site system repairs was developed as part of the *Section 208 Area wide Water Quality Management Plan* in 1978. The previously referenced documents also clearly identify the areas with high concentrations of ISDS alterations and repairs. In general those areas include most of the area around the Town's lakes, ponds and streams. However, the highest areas of alterations and repairs are in the eastern portion of Town, specifically in the vicinity of Tiogue Lake, Anthony, Washington, Quidnick, Arkwright, Harris and Coventry Center. Specific problem areas that were identified by the Water Quality Task Force in 1982 for the *Facilities Plan Supplement* include:

- *Laurel Foster Nursing Home:* Laurel Avenue and Centre Street
- *Washington Street:* Buildings on the south side of Anthony Street generally discharge directly into the Pawtuxet River
- *Anthony Village:* Specifically Edward, Knight, Hazard, Boston and Anthony Streets
- *Apartment Building:* Located on Boston Street
- *Contentment Drive:* The elderly housing area
- *Mister V's, Nino's and Nicky's:* Located on the south side of Tiogue Avenue near Pilgrim Avenue
- The area generally bounded by Tiogue Avenue, Arnold Road, Lake Tiogue and Arizona Street
- The area generally located at the west side of Arnold Road, north of Little Tiogue Lake
- The area generally located near Wood Street, South Main Street and Rathbun Street
- *Garland Industries*
- *Saints John and Paul School:* Rectory and adjacent residential area
- *Oak Haven:* Near Oak Haven School
- *Hopkins Hill Road:* In the vicinity of Huron Pond

- *Arnold Road:* East side along the south side of the causeway behind Tiogue Fire Station
- *Arnold Road:* Along the brook near Holmes Road
- *Mohawk Street:* Along the east side of Tiogue Lake
- *Residential Area:* Behind the old Town Garage
- *Harris Village:* North side of Main Street

Many components impact the performance, deficiency or alteration of ISDS in these areas, including soil conditions, age and maintenance of ISDS, Rhode Island Department of Environmental Management (RIDEM) ISDS Regulations and residential density.

The Natural and Cultural Resources section of the Inventory and Analysis of Existing Conditions, B.2.1 Soils, discusses the soil types and conditions in Coventry and examines those that have limitations for ISDS construction. The *Soil Survey of Rhode Island* also indicates the location of these soils in much greater detail than can be illustrated in the Comprehensive Community Plan. Table B.8-4 lists soils with severe or moderate limitations, and the primary constraints that limit ISDS construction.

Most soil types in eastern Coventry, where the major ISDS deficiencies occur, are either Canton-Urban land complex or Merrimac-Urban land complex as identified in the *Facilities Plan Supplement*, August 1982. Both of these soils are characterized as having slight limitations for the construction of ISDS. However, the Soil Conservation Service (SCS) requires detailed on-site investigations and evaluation for most land uses on Canton Urban-land complex and Merrimac Urban-land complex soils.

TABLE B.8-4**SOILS WITH SEVERE OR MODERATE LIMITATIONS FOR ISDS**

Soil Symbol	Soil Name	Limitation⁽¹⁾	Primary Constraints
Aa	Adrian	Severe	High Water Table
Rf	Ridgebury, Whitman, Leicester	Severe	Slow Percolation Rate High Water Table
Wa	Walpole	Severe	High Water Table
WbB	Wapping	Severe	High Water Table
WcB	Wapping	Severe	High Water Table

Soil Symbol	Soil Name	Limitation⁽¹⁾	Primary Constraints
Wob	Woodbridge	Severe	Slow Percolation Rate High Water Table
ChB	Canton	Moderate	Has Large Stone Composition
HkC	Hinckley	Moderate	High Slope
LgC	Lippitt	Moderate	Shallow Depth to Bedrock
NbB	Narragansett	Moderate	Has Large Stone Composition

Source: Soil Survey of Rhode Island, USDA: July 1981

Notes: (1) Moderate limitation indicates unfavorable conditions for ISDS without special planning and design measures

A combination of the age of the residential and industrial development in eastern Coventry, and the fact that maintenance of ISDS is not regulated by the RIDEM, make the performance of most ISDS in this area of Town questionable. Although RIDEM does record “reported” ISDS failures and alterations, it is generally accepted that many such episodes go unreported. Not reporting the failure or alteration of an ISDS indicates an unwillingness or ignorance about the consequences of ISDS failure on the value of the Town’s health and environmental systems. This signals the need for a comprehensive public educational program related to wastewater management.

Current RIDEM regulations manage the location, design and installation of ISDS in the State of Rhode Island. Table B.8-5 presents the minimum distances required for the location of ISDS near certain environmental and man-made features.

TABLE B.8-5
RIDEM GENERAL STANDARDS FOR ISDS LOCATION

Feature	Minimum Distances for Distribution Box and Tank (feet)	Disposal Trench, Bed or Chamber (feet)	Seepage Pit (feet)
Private Well	75	100	200
Water Supply Line			
Pressure	10	25	25
Suction	30	40	40
Property Line	10	10	10
Dwelling Unit	5	15	20
Surface Drinking			
Water Supplies or			
Tributaries	200	200	200
Gravel Packed Wells	400	400	400
Watercourses	50	50	50
Subsurface Drains,			
Foundation Drains			
or Storm Drains	25	25	50
Edge of Any Land Level			
Lower than Invert of the			
Distribution Line	10	25	25

Source: State of Rhode Island DEM, January 1991.

The RIDEM regulations presented in Table B.8-5 are the minimum required, and local jurisdictions may establish more stringent ISDS standards if warranted (Gara Realty, Inc. Versus the Town of South Kingstown's Zoning Board of Review, April 1987). The Town of Coventry may examine the use of overlay districts for areas with high water tables, or water feature overlay districts as a measure to protect the Town's water resources from deterioration by ISDS where the construction of sanitary sewer lines is not practical.

Another limitation on the performance of ISDS is residential density. An analysis of the existing land use pattern in Coventry, the overall direction provided by the Land Use Plan of the **Coventry Comprehensive Community Plan** and the Town's Zoning Map, along with reports noted above, indicate that higher density residential uses will continue in the area of Coventry generally east of Johnson's Pond, while lower density residential uses and open space preservation will be the predominant feature of western Coventry. Residential densities that currently occupy eastern Coventry range from approximately 2 DU/AC to 8 DU/AC. Many areas that have lot sizes sufficient for the location and operation of an ISDS are former mill houses or large single-family homes that have been converted to higher density residential uses. Construction on smaller lots has also limited the location and severely impacted the performance of the ISDS.

Based on this pattern of development and the recommendations of the *Facilities Plan Supplement*, it is apparent that many areas of eastern Coventry may require area-wide solutions to wastewater

management and disposal. Specific areas where rehabilitation of ISDS are not feasible were indicated in the *Facilities Plan Supplement*.

In summary, the deficiencies of ISDS in certain areas of eastern Coventry has been well documented, at least since 1978. However, the implementation of an area-wide plan to alleviate the deficiencies in ISDS performance has been difficult. In recent years the Town has taken a proactive posture on installing "dry" sewer lines to serve future development, and existing development, where possible. However, attention towards mitigating the problems associated with ISDS, particularly in eastern Coventry, has not been the focus of these plans. An update of the *Facilities Plan Supplement* for eastern Coventry, along with the creation of a Wastewater Management Plan for the entire Town will provide a clear strategy for the 1990's and beyond.

• **Existing and Programmed Sewage Collection System**

The Town of Coventry has a very limited existing sewage collection system, although tremendous strides have been made in recent years regarding the installation of "dry" lines for future connection and use, as mentioned above. Existing sanitary sewer lines, for the most part, serve non-residential uses. Limited areas of Coventry on the West Warwick boundary include industrial and residential land uses tied into the West Warwick sewage collection system. An inventory of existing sewage collection lines in Coventry is presented in Table B.8-6, along with identification of major users on each line.

**TABLE B.8-6
EXISTING SEWAGE COLLECTION SYSTEM,
TOWN OF COVENTRY**

Name of Collection Line	Diameter	Major Users
North Branch Interceptor	10-inch	Victor Electric
New London Turnpike	15-inch	West Greenwich
Tiogou Avenue	8-inch	Industrial Park; Coventry Housing Authority
Old North Road	8-inch	Coventry Housing Authority
Arnold Road	N/A ⁽¹⁾	CAL Industries
Tiogou Avenue (Private Line)	10-inch	Woodland Manor
Hopkins Hill Road	N/A ⁽¹⁾	Future Industrial Park

Source: BRW, Inc.; March 1991.

Note: (1) N/A indicates that the diameter of the line has not been determined, and will be sized in the future.

As indicated in Table B.8-6, the installation of these lines, with the exception of the North Branch Interceptor, has been conducted in the southeast portion of the community. This area is important to the future economic development potential of Coventry. Construction of lines in this area has been influenced by ongoing roadway improvement projects, such as Hopkins Hill Road and the New London Turnpike, and in general conformance with the *Facilities Plan Supplement*.

Several projects are under study for the installation of sewage collection lines in conjunction with planned roadway improvements. These include:

Tiogue Avenue: The Tiogue Avenue sewage collection line is critical to the Town of Coventry for several reasons. The line could link significant portions of the planned, existing and "dry" sewer lines to the West Warwick Treatment Plant, including Hopkins Hill Road, South Main Street (if installed), Sandy Bottom Road and laterals from existing neighborhoods. The installation of a Tiogue Avenue interceptor would also allow service connections for businesses along Tiogue Avenue and improve the viability of Tiogue Avenue as a major economic development area for the Town of Coventry.

The Tiogue Avenue interceptor is required to implement the *Industrial Sewer Study*, conducted in 1986. This Study indicated that the approximate 150-acre area on the northeast corner of Tiogue Avenue and Reservoir Road should be developed as industrial uses. The Study recommended that the Town purchase portions of an existing 10-inch force main in Tiogue Avenue that is currently privately-owned and construct an 8-inch gravity sewer for conveyance of wastewater to the West Warwick Treatment Plant. Construction of this collection line would increase the development potential of this land and probably reduce the detention time and odor problems associated with the existing 10-inch force main.

- **Estimated Future Wastewater Flows**

In 1981 estimated future wastewater flows were prepared as part of a sewer study for the Town of Coventry. Based on a review of those figures relative to the results of the 1990 US Census of Population and Housing, and the "buildout" analysis conducted as part of the Comprehensive Community Plan, significant changes in the estimates are not necessary. Population estimates for 1990 were revised to correspond with 1990 Census results. Population estimates were also revised upward for the Years 2000 and 2010 to reflect current State of Rhode Island population projections, increasing the estimated domestic sewage flow. Estimates for industrial uses and infiltration were not revised. Table B.8-7 presents estimates for domestic, industrial and infiltration flows into the proposed collection system.

TABLE B.8-7
ESTIMATED WASTEWATER FLOWS, YEARS 1990, 2000 AND 2010
TOWN OF COVENTRY

	Year 1990	Year 2000	Year 2010
Total Population ⁽¹⁾	30,900	32,500	35,800
Population Service Area	22,250	23,400	25,800
Population Served	12,900	22,240	24,600
Domestic Sewage Flow ⁽²⁾	0.90 mgd	1.56 mgd	1.72 mgd
Industrial Sewage Flow ⁽³⁾	0.25 mgd	0.48 mgd	0.69 mgd
Infiltration	0.17 mgd	0.26 mgd	0.35 mgd
<hr/>			
TOTAL AVERAGE			
DAILY FLOW	1.32 mgd	2.30 mgd	2.76 mgd
TOTAL PEAK FLOW	3.39 mgd	5.36 mgd	5.94 mgd

Sources: Amended Facilities Plan; June, 1981;
 Revised by BRW, Inc., March, 1991.

Notes to Table B.8-7:

(1) 1990 population from 1990 Census, Year 2000 and 2010 population from State of Rhode Island Estimates

(2) Domestic Sewage Flow estimated at 70 gpcd x population served

(3) Industrial Sewage Flow, Total Average Daily Flow and Total Peak Flow do not include Hoescht-Celanese industrial facilities

• **Septage Disposal**

Septage disposal is currently handled in several different manners within the Town of Coventry. As indicated earlier, Coventry relies extensively on ISDS to dispose of wastewater in the Town. When ISDS pumping is required to dispose of liquid and solids, the material is pumped by a private contractor who then transports the waste products to the West Warwick or Cranston Treatment Plants for treatment. Adjacent communities with treatment facilities are not required to accept waste products unless there is an agreement with communities outside their service area.

The Town of Coventry currently has an agreement for sewer construction and sewage disposal with the Town of West Warwick at the West Warwick Treatment Facility. The agreement calls for Coventry to construct "intercepting sewer lines, pumping facilities, and force mains" that will allow the Town of Coventry a 1990 maximum capacity of 2.25 million gallons/day (mgd), and up to 5.36 mgd in the Year 2000. This is approximately twice the capacity required in the Year 2000 as estimated in Table B.8-7.

The Town of Coventry is also required to fund its portion of the required expansion of the treatment facility to treat waste coming from the Town. This portion of the treatment facility expansion was established at 28.5% of the design cost for Step 2 Improvements of the treatment facility. However, it is not clear how the agreement has been enforced since it was signed in 1983. Coventry has moved forward with installation of several important pieces of their sewage collection system. However, the method of septage disposal has not been resolved. The Town of Coventry and the Town of West Warwick must reach common ground on how septage is to be disposed of, and how disposal will be financed, before any significant environmental and economic value can be realized from Coventry's investment in the current sewage collection system.

b. Water Service and Supply

The Kent County Water Authority (KCWA) currently provides water service to the Towns of Coventry, West Warwick, Scituate, East Greenwich, Warwick and Cranston. The service area for the KCWA in the Town of Coventry currently does not extend west of the Town Hall offices at 1670 Flat River Road. KCWA is currently focused on solving four major problem areas for the provision and protection of drinking water in the Town of Coventry, as described below.

• System Improvements

Three of the four areas of concern deal with system deficiencies, and the fourth deals with the protection of Kent County wells within the boundaries of the Town. Three areas of concern are pressure and supply deficiencies in the areas of Oak Haven, Wood Estates and in the vicinity of Read School House Road. The other major concern is the protection of the KCWA sources of drinking water in the Town of Coventry.

Improvements to these areas are addressed in the *Capital Improvements Program (CIP) for Kent County Water Authority*; November 1988 (for the FY 1990-1995), which was updated in 1989 and in the *Water Quality Protection Plan* for the KCWA. The major improvements scheduled for the Town of Coventry are presented below in Table B.8-8. These improvements will address the deficiencies in portions of the KCWA's system within the Town of Coventry. Needed improvements indicate improvements that cover repairs, renewals and replacements required for reliability; contracted improvements include projects under design; recommended improvements represent projects that should be implemented on an area-wide basis and system improvements are projects that address approaches to conservation or service replacement.

The projects outlined in the KCWA CIP provide the prerequisite planning to improve existing deficiencies in the Coventry public drinking water delivery and supply. However, recent attempts at rate hikes to implement this CIP have been rejected by the State of Rhode Island Public Utilities Commission. The KCWA has indicated, as illustrated in Table B.8-8, that lack of funding for the CIP will significantly postpone most improvements in the Coventry system.

The Town of Coventry should work with the KCWA to implement each of these plans in conjunction with ongoing street improvement and sewer installation projects. New projects to

extend water service to portions of western Coventry must be coordinated with the Town of Coventry to assure that infrastructure extensions are consistent with the Town's plans for future growth.

- **Protection of Drinking Water Sources in Coventry**

The KCWA has prepared a *Water Quality Protection Plan* in accordance with the Rhode Island *Water Quality Protection Act of 1987*. The Plan specifically addresses the protection of the Water Authority's Washington wells, Spring Lake wells and Mishnock wells. The Washington wells, located adjacent to the Wood Street School building, are currently closed due to contamination. However, these wells could be opened if demand for water increased. The Spring Lake wells are located south of Tiogue Avenue near Huron Pond, and the Mishnock wells are located south of Nooseneck Hill Road near the West Greenwich town boundary.

The *Water Quality Protection Act* permits KCWA to enact a surcharge of \$.01/100 gallons on every retail and wholesale bill, except bills to single-family homes owned by persons over 65 years of age and certain commercial and agricultural uses. In 1989 the KCWA estimated that approximately \$90,000 would be available through this program, with approximately \$50,000 available for land purchase.

Spring Lake wells are ranked second and Mishnock wells are ranked third in the KCWA system for allocation of funds for purchase of land to protect the wells. Although the Plan indicates that potential sources of contamination do exist near the Spring Lake wells, there is sufficient KCWA land surrounding the wells for protection. The Mishnock wells are protected by significant wetlands which envelop the well site. The KCWA also owns land around the well site. If the Washington wells were to be opened, the KCWA would develop a contingency plan to purchase land in the vicinity of the wells for additional protection.

TABLE B.8-8**KENT COUNTY WATER AUTHORITY CAPITAL IMPROVEMENTS PROGRAM,
1990-1995**

Needed Improvements	Fiscal Year	Status of Project
• 3,000 feet of 10-inch pipe in Colvintown Road	FY 1990-1991	Under Construction/Design
• 1,000 feet of 8-inch pipe in Leuba Road	FY 1993-1994	250 feet complete
• 600 feet of 8-inch pipe in Youngs Avenue	FY 1993-1994	Under Construction/Design
• Additional pumping equipment at Knotty Oak	FY 1990-1991	Under Construction/Design
• Emergency Generators at Mishnock and Coventry Wells	FY 1990-1994	Pending funding availability
• Telemetry at Pumps and Wells	FY 1990-1991	Pending funding availability
• 2,300 feet of 12-inch pipe in Ames Street	FY 1990-1991	Pending funding availability
• 2,000 feet of 12-inch pipe in Washington Street	FY 1991	Pending funding availability
• 2,500 feet of 10-inch pipe in Sandy Bottom Road	FY 1991	Pending funding availability
• 4,100 feet of 16-inch pipe in South Main Street	FY 1992	Pending funding availability
• 5,400 feet of 12-inch pipe in Boston Street	FY 1993	Pending funding availability
• Convert Knotty Oak Road 20-inch pipe to high service	FY 1991	Pending funding availability
Contracted Improvements	Fiscal Year	Status of Project
• High service pump station at Johnsons Boulevard	FY 1990	Under Construction/Design
• 3,500 feet of 12-inch pipe in Johnsons Boulevard	FY 1990	Under Construction/Design
• 2.2 million gallon Storage Tank north of Teakwood Street	FY 1991	Pending funding availability

TABLE B.8-8 (Continued)

**KENT COUNTY WATER AUTHORITY CAPITAL IMPROVEMENTS PROGRAM,
1990-1995**

Recommended Improvements	Fiscal Year	Status of Project
• 2.0 million gallon Storage Tank and 16-inch pipe in Reservoir Road	FY 1992	Pending funding availability
• 2,000 feet of 8-inch pipe in Tiogue Avenue	FY 1993	Pending funding availability
• 4,100 feet of 12-inch pipe from Gough to Main Street	FY 1993	Pending funding availability
• 3,800 feet of 8-inch pipe in Main Street	FY 1993-1994	Pending funding availability
System Improvements	Fiscal Year	Status of Project
• Meter Change Out Program	FY 1990-1992	Completion upon funding
• Leak Detection Analysis	FY 1990	Completion upon funding
• Capital Improvement Program	FY 1993	Completion upon funding
• Other Improvements	FY 1990-1991	Completion upon funding
• Cost Benefit Study for New Facility	FY 1993	Completion upon funding
• Kent County Water Authority Facility	FY 1994	Completion upon funding

Source: Kent County Water Authority Modified Five-Year Capital Improvements Program, October 1989;
Revised by BRW, Inc. based on conversations with Kent County Water Authority Director, March 1991.

The KCWA desires to protect the quality of drinking water for its customers from contamination by the effects of urbanization and land use on the water quality. The Spring Lake wells and Mishnock wells in Coventry can be protected through the implementation of a Watershed Protection Overlay District. The goal of such a district would be to identify and manage point and non-point sources of contamination in the aquifer. This includes existing and potential sources of contamination such as:

- ISDS
- Known failure of Underground Storage Tanks (UST) as recorded by the RIDEM

- Documented spills of hazardous materials, and/or waste on State and local highways, or at commercial, institutional or residential sites
- Dumping of septic effluent and hazardous waste from waste haulers
- Former landfill sites
- De-icing sand or salt storage areas
- Commercial construction sites
- Groundwater contamination through inadvertent or unauthorized disposal of commercial or institutional hazardous materials

The Watershed Protection Overlay District for the Town of Coventry, as revised from the Scituate Watershed Protection Overlay District that protects the Scituate Reservoir, will provide the necessary protection for drinking water supplies in the Town.

The Rhode Island Wellhead Protection Program (WHP) was created to protect public drinking wells from potential contamination sources. The WHP will provide protection for the critical areas around public wells where water moves toward, and reaches a public well. Specific management strategies can be recommended once a wellhead delineation study has been completed, and the critical area for wellhead protection is known. The wellhead areas will vary in size and shape depending on the pumping rate and hydrogeologic characteristics of the area.

c. *Other Public Utilities*

• **Electric Power**

Electric power in the Town of Coventry is provided by Narragansett Electric Company. Currently, the only major service improvement project planned is the extension of a 300 KV line through the western portion of Town, generally east of Weaver Hill Road. High voltage lines have caused considerable community concern in the last few years because they have been identified as potentially causing cancer. Narragansett Electric has postponed this proposed project for three years and is currently fighting an effort to prohibit the construction of such lines.

The Town of Coventry should monitor construction of any new homes proposed along the right-of-way for high voltage power lines until a completed determination of the effects on human life known.

• **Natural Gas Service**

Natural gas is available throughout the urban area of the Town of Coventry as an alternative to electric heating and cooking. Natural gas service is provided by Providence Gas Company. No projects are currently in the planning or implementation stages for expansion of natural gas service in the Town.

B.9 Municipal Fiscal Structure

The Municipal Fiscal Structure section of the Inventory and Analysis of Existing Conditions describes and analyzes the fiscal structure of the Town of Coventry. Revenues and expenditures are examined for a five-year period. The Municipal Fiscal Structure is presented in the following four sub-sections:

- Revenue Sources
- Revenue Trends
- Expenditures Trends
- Impact of Land Use on Property Tax Revenues

B.9.1 Revenue Sources

The primary source of revenues for the Town of Coventry is from property taxes. Over the past five years these revenues ranged from 58 percent of the total revenues in 1995 to 62% in 1999. The Coventry School Department is included in the municipal budget and between State aid to schools, school revenues and State aid to school housing, school-related revenues are the second largest source of municipal revenues (all school-related revenues must be spent on school activities exclusively), averaging 34 percent of the total revenues over the five- year period.

The balance of municipal revenue includes funds generated from Town levies (such as Planning Commission inspection fees, Planning Commission recreation fees, Zoning Board of Appeals fees, Municipal Court fines, Parks and Recreation fees, Town Clerk fees and building inspector's fees), as well as State and Federal revenue sharing. Table B.9-1 provides an overview of Town revenue sources from 1995-1999.

B.9.2 Revenue Trends

Municipal revenue for the fiscal years (FY) 1995 through 1999 are presented on Table B.9-1. Overall, the ten categories exhibited slight increases in revenue over the five-year period, averaging an increase of 4.13 percent annually from 1995 through 1999.

**TABLE B.9-1
COVENTRY MUNICIPAL REVENUES,
FY 1995-FY 1999**

Revenue Categories	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
• Property Tax	\$27,617,024	\$28,801,027	\$31,639,810	\$33,309,500	\$34,792,751
• State Aid	493,825	521,182	540,371	625,434	684,031
• Town Revenue	1,472,580	1,367,370	1,508,690	1,772,753	1,650,121
• Federal Revenue Sharing	0	0	0	0	0
• State Aid to Education	13,998,022	14,446,971	14,636,154	14,997,401	15,622,786
• School Revenues	2,586,275	2,020,438	2,271,338	2,620,597	2,981,473
• State Aid to School Housing	602,282	451,758	410,123	385,165	370,899
• Fund Reserve Allocated	0	315,645	0	0	60,708
• Finance Borrowing	496,000	0	0	320,000	387,018
• Bonded Borrowing	0	0	0	0	0
TOTALS	\$47,266,008	\$47,924,391	\$51,006,486	\$54,030,850	\$56,549,787

Revenue Categories	Percent of Total Revenues				
	1995	1996	1997	1998	1999
• Property Tax	58.43	60.10	62.03	61.65	61.53
• State Aid	1.04	1.09	1.06	1.16	1.21
• Town Revenue	3.12	2.85	2.96	3.28	2.92
• Federal Revenue Sharing	0.00	0.00	0.00	0.00	0.00
• State Aid to Education	29.62	30.15	28.69	27.76	27.63
• School Revenues	5.47	4.22	4.45	4.85	5.27
• State Aid to School Housing	1.27	0.94	0.80	0.71	0.66
• Fund Reserve Allocated	0.00	0.66	0.00	0.00	0.11
• Finance Borrowing	1.05	0.00	0.00	0.59	0.68
• Bonded Borrowing	0.00	0.00	0.00	0.00	0.00
TOTALS	100.0%	100.00%	100.00%	100.0%	100.00%

Source: Town of Coventry, Department of Treasurer, April 2000.

B.9.3 Expenditure Trends

Municipal expenditures for FY 1995 through FY 1999 are presented on Table B.9-2. Expenditure trends over the past five years are comparable to the trends we saw in revenues over the past five years. As revenue increased an average of 4.13 percent annually from 1995 through 1999, expenditures correspondingly increased an average of 4.3 percent annually. Not one of the seventeen expenditure categories experienced a significant change over the five-year period. It is noteworthy, however, that school expenditures (school appropriation and school debt service) vastly surpass the other categories, varying between 75.6% of total expenditures in 1995 and 74.7 percent of total expenditures in 1999. Once construction is underway pursuant to the \$34 million bond, school expenditures will encompass even more of the Town's expenditures.

B.9.4 Impact of Land Use on Property Tax Revenues

The Town of Coventry relies heavily on property taxes for its income, as was illustrated in Table B.9-1, making up approximately 58 percent of Town revenues in FY 1995 to approximately 62 percent in FY 1999. Of that revenue source, residential property tax generation comprises 90 percent of the bulk of that revenue stream. The following list outlines overall land use contributions to the Town's tax rolls in FY 1999:

- Residential land uses consist of approximately ninety percent of the total land use in Coventry, with approximately three percent of the total residential valuation considered exempt from taxation (e.g. Town and state veterans, POW, Gold Star, blind, disabled veterans, religious facilities, etc.).
- Commercial land uses consist of approximately four percent of total land use and is levied at the rate of approximately ten percent of total valuation.
- Industrial land uses consist of less than one percent of total land use and is levied at the rate of approximately three percent of total valuation.
- Agricultural land uses consist of approximately four percent of total land use and is levied approximately three percent of total valuation.

Overall, no significant changes in these land use contributions have occurred in the period FY 1995-FY 1999, as illustrated in Table B.9-3. The nature of the Town remains a suburban "bedroom" community with limited commercial and industrial activities. Residents generally work outside the Town of Coventry and carry on a significant portion of their business transactions elsewhere. With the vast majority of Town revenues needed to support School Department operations, the Town must maintain an extremely

**TABLE B.9-2
COVENTRY MUNICIPAL GENERAL FUND EXPENDITURES, FY 1995-FY 1999**

Expenditure Categories	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
• Legislative	\$ 22,972	\$ 24,621	\$ 24,515	\$ 23,805	\$ 26,036
• Administrative	181,550	199,533	211,635	223,502	231,735
• Records and Personnel	284,664	268,773	295,747	293,997	325,654
• Law	76,843	86,921	91,774	96,507	106,739
• Judicial	34,532	26,311	27,078	26,418	27,788
• Finance	461,695	492,778	517,445	553,838	551,884
• Safety and Welfare	3,752,011	4,083,895	4,691,468	4,701,980	4,907,692
• Public Works	3,448,997	3,607,277	3,596,144	3,677,339	3,932,622
• Parks and Recreation	540,457	587,673	611,335	653,655	684,512
• Senior Center	372,185	407,419	444,799	460,436	478,927
• Public Library	401,746	408,225	433,700	472,489	490,492
• Planning	166,976	157,936	173,148	186,042	191,518
• Non-Departmental	894,079	969,596	978,354	1,194,304	1,421,057
• Town Debt Service	106,601	456,463	444,355	430,475	207,191
• School Debt Service	858,010	826,485	798,329	770,973	745,348
• Capital Improvement	541,624	235,444	293,484	335,532	580,190
• School Appropriation	34,159,308	35,120,016	37,180,256	39,442,780	40,984,002
TOTALS	\$46,304,250	\$47,959,366	\$50,813,566	\$53,544,072	\$55,893,387

Expenditure Categories	Percent of Total Expenditures				
	1995	1996	1997	1998	1999
• Legislative	0.05%	0.05%	0.05%	0.04%	0.05%
• Administrative	0.39%	0.42%	0.42%	0.42%	0.41%
• Records and Personnel	0.61%	0.56%	0.58%	0.55%	0.58%
• Law	0.17%	0.18%	0.18%	0.18%	0.19%
• Judicial	0.07%	0.05%	0.05%	0.05%	0.05%
• Finance	1.00%	1.03%	1.02%	1.03%	0.99%
• Safety and Welfare	8.10%	8.52%	9.23%	8.78%	8.78%
• Public Works	7.45%	7.52%	7.08%	6.87%	7.04%
• Parks and Recreation	1.17%	1.23%	1.20%	1.22%	1.22%
• Senior Center	0.80%	0.85%	0.88%	0.86%	0.86%
• Public Library	0.87%	0.85%	0.85%	0.88%	0.88%
• Planning	0.36%	0.33%	0.34%	0.35%	0.34%
• Non-Departmental	1.93%	2.02%	1.93%	2.23%	2.54%
• Town Debt Service	0.23%	0.95%	0.87%	0.80%	0.37%
• School Debt Service	1.85%	1.72%	1.57%	1.44%	1.33%
• Capital Improvement	1.17%	0.49%	0.58%	0.63%	1.04%
• School Appropriation	73.77%	73.23%	73.17%	73.66%	73.33%
TOTALS	100.00%	100.00%	100.00%	100.00%	100.00%

Source: Town of Coventry, Department of Treasurer, May 2000

TABLE B.9-3
TAX BASE SOURCES BY LAND USE, 1995-1999,
TOWN OF COVENTRY

Land Use Categories ¹	Number of Parcels		Valuation		Percent of Tax Base		Percent of Total Valuation	
	1995	1999	1995	1999	1995	1999	1995	1999
Residential	11,241	11,942	\$1,263,538,153	\$1,269,434,283	89.7%	89.4%	78.6%	80.5%
Commercial	468	488	166,971,497	172,319,190	3.7%	3.6%	10.4%	10.9%
Industrial	78	82	87,799,398	61,122,910	0.6%	0.6%	5.5%	3.9%
Agricultural (FFOS)	491	500	51,429,730	53,021,920	3.9%	3.7%	3.2%	3.4%
Others	246	339	36,581,942	20,774,050	2.0%	2.5%	2.3%	1.3%
Totals²	12,524	13,351	\$1,606,320,720	\$1,576,672,353	100%	100%	100%	100%

Source: Town of Coventry, Department of Tax Assessor, March 2000

¹Residential parcels include single family residences, two-to-five family residences, vacant residential lots, other vacant lots, residential condominium, mobile homes. Commercial parcels include apartments, combination parcels, commercial, vacant commercial lots, commercial condominium. Industrial parcels include Industrial and industrial condominium. Agricultural parcels include farm, forest, and open space. Other parcels include utility and railroad, seasonal and beach, other improved land, and residences on leased land.

²The number of parcels is reduced from previous totals reported in the 1992 Coventry Comprehensive Community Plan due to new tax assessor's maps recognizing the merger of non-conforming lots.

fiscally responsive posture to utilize the remaining portion of its revenues to the fullest extent possible to provide a wide variety of services and facilities to its citizens. As a result, as the **Coventry Comprehensive Community Plan** is formulated, serious attention must be paid to examining options to increase the Town's revenue base in an environmentally responsible manner which preserves the suburban and rural lifestyles so valued by community residents.

C. Visions, Goals and Objectives

The Visions, Goals and Objectives are presented in the following eight categories and are not prioritized or ranked in any order:

- Land Use
- Circulation
- Economic Development
- Housing
- Community Services and Facilities
- Natural and Cultural Resources
- Open Space and Recreation
- Human Services

The following definitions assist in differentiating between the purpose of Visions, Goals and Objectives:

Vision: *A concise statement that creates a future image of the values and assets the community holds for itself in a given area.*

Goal: *A concise statement that describes a desired condition to be achieved during a specific time period.*

Objective: *A concise statement or procedure which addresses a goal and causes it to be achieved.*

The intent of the Visions, Goals and Objectives is to:

- Provide the foundation to manage the orderly, planned growth of Coventry in a manner prescribed by the community.
- Develop and maintain a vehicular and non-vehicular transportation system that meets existing and future needs of the community, and minimizes environmental degradation, and does not diminish the scenic quality of many Town roads.
- Encourage economic growth to balance the tax burden and create job opportunities for Coventry residents and the region, without degrading the natural and man-made environment.
- Provide affordable housing opportunities for residents of Coventry through appropriate new housing development and neighborhood revitalization.

- Protect cultural, natural and historic resources, and encourage the development and maintenance of compatible land use zones through comprehensive land use planning.
- Plan for the delivery of Human Services to all members of the community who are in need.

C.1 Land Use

Vision: *Our vision for land use recognizes that Coventry is composed of three communities-- eastern, central, and western Coventry-- whose diverse nature is Coventry's defining characteristic. Each area contains important resources that contribute significantly to Coventry as a whole. Whether it is open space, scenic roads, historic mill villages, farms, access to Route 95, close-knit residential neighborhoods, commercial or industrial business locales, proximity to recreation areas or town facilities, each feature is essential to Coventry's character and sense of community. As such, the diverse character of Coventry should be preserved.*

GOAL 1: GUIDE THE RATE, LOCATION, AND CHARACTER OF DEVELOPMENT BY TAKING INTO ACCOUNT THE NATURAL CHARACTERISTICS OF THE LAND (INCLUDING SUITABILITY FOR USE), PROTECTION OF NATURAL, HISTORIC, CULTURAL AND SCENIC CHARACTER, AND THE CAPACITY OF EXISTING AND PLANNED PUBLIC AND PRIVATE SERVICES AND FACILITIES.

Objective 1.1: Revise Zoning and Subdivision regulations to reflect the goals that were formulated during the Comprehensive planning process.

Objective 1.2: Develop and implement rural development standards to protect the distinctive rural character of western and central Coventry from the threat of suburbanization/urbanization.

Objective 1.3: Carefully review all proposed development projects to ensure that all State and Town standards are met relative to maintaining environmental quality, and overall public health and safety.

Objective 1.4: Revise standards for development and recreational use in environmentally sensitive areas, including, but not limited to wetlands, streams, rivers, ponds, lakes, well-head areas and aquifers so that the range of permitted uses and intensities are governed by the character of the land.

Objective 1.5: Provide buffers between residential, commercial and industrial land uses where appropriate.

Objective 1.6: Maintain the visual quality of the Town through protection of open space and preservation of the Mill Village character of eastern Coventry.

- Objective 1.7:* Protect the integrity of existing villages, including Summit Village, Coventry Center, and Anthony Village, by ensuring that new land uses are compatible and in character with existing uses and by ensuring that new construction is consistent in scale, massing, building fabric, and character of existing buildings.
- Objective 1.8:* Encourage the on-going maintenance of properties, buildings, and public facilities in and around the village areas and the reuse of older buildings within the villages as an alternative to new construction.
- Objective 1.9:* Develop and implement a growth rate limitation program that is consistent with the Town's capacity to accommodate new development and to provide the services needed to support that development (including schools, roads, police, and fire protection, and recreation).
- Objective 1.10:* Promote conservation of farmland, open space, and other natural resources through the use of federal and state grant programs, the Coventry land trust, zoning incentives, and environmental education.
- Objective 1.11:* Develop a plan to extend public sewers to eastern Coventry in order to ameliorate environmental conditions that are associated with septic systems in that region and to attract economic development opportunities to that area.
- Objective 1.12:* Develop and implement historic zoning districts in order to protect the historic mill villages of the town, including Rice City, the South Main Street Historic District and other mill village areas in eastern Coventry.

GOAL 2: ENCOURAGE COMMERCIAL, INDUSTRIAL, AND OFFICE DEVELOPMENT IN SPECIFIC AREAS OF COVENTRY.

- Objective 2.1:* Expand existing commercial, industrial and business park districts in appropriate areas.
- Objective 2.2:* Create a Commercial Village District along various areas of Flat River Road (Route 117) in order to encourage attractive and low-intensity commercial, industrial, and office use in these locations, which would be more compatible with the surrounding uses than existing general business designations.
- Objective 2.3:* Develop a plan for the extension of public sewers in eastern Coventry, in order to encourage the location of quality commercial, industrial and office uses in specific areas, including Tiogue Avenue (Route 3) and Main Street (Route 117).

- Objective 2.4:* Create a Business Improvement District in order to improve the landscape, street scape, and lighting of the Commercial and Industrial Districts.
- Objective 2.5:* Develop and institute a Traffic Management Plan that will address roads and infrastructure for pedestrian and vehicular circulation, in order to provide safe, efficient, and adequate vehicular and non-vehicular access to the commercial and industrial districts.
- Objective 2.6:* Continue to improve Land Development standards in order to achieve safe and attractive commercial development.
- Objective 2.7:* Continue to improve sign ordinance in order to enhance design and aesthetic guidelines.

C.2 Circulation

Vision: *Our vision for circulation includes the provision of a safe, efficient, and adequate transportation system for motor vehicles, pedestrians, and bicyclists.*

GOAL 1: IMPROVE VEHICULAR CIRCULATION THROUGHOUT THE TOWN OF COVENTRY

- Objective 1.1:* Continue to develop and maintain a town street system that provides appropriate access to all land uses, protects neighborhood areas, and provides systematic and orderly growth of new residential and non-residential areas.
- Objective 1.2:* Develop a functional classification system of all streets in Coventry to recommend design standards for various functional classifications, and designate new street segments that should be constructed in accordance with the adopted Comprehensive Community Plan.
- Objective 1.3:* Implement traffic system management (TSM) techniques (e.g., curb cuts and access control, traffic signalization, etc.) in existing and new areas to alleviate current and future arterial street capacity problems and to improve north-south circulation.
- Objective 1.4:* Work with private developers to ensure that new streets are constructed on an orderly basis in conjunction with new development, and in accordance with the Comprehensive Community Plan elements and Town standards.
- Objective 1.5:* Encourage creative neighborhood street design in new subdivisions that will serve local traffic and foster neighborhood integrity, while discouraging through traffic.
- Objective 1.6:* Continue to monitor the condition of all existing streets on an annual basis to assess further street improvement projects, estimate costs, establish timing and identify revenue sources to carry out improvement projects through the Town's Capital Improvements Program (CIP).
- Objective 1.7:* Work closely with the Rhode Island Department of Transportation (RIDOT) and adjacent Towns to integrate planned transportation improvements to State routes and other local roads.
- Objective 1.8:* Encourage the private installation or improvement of roads in conjunction with new developments, where appropriate to improve circulation and impacts caused by new developments on the roadway system and adjacent developments.

GOAL 2: WORK TO ENSURE THE PROVISION OF FUNCTIONAL AND AFFORDABLE PUBLIC TRANSIT SERVICE TO COVENTRY RESIDENTS.

- Objective 2.1:* Work with Rhode Island Public Transit Authority (RIPTA) to establish transit routes in the Town which best serve the needs of Coventry residents in terms of location and frequency of service.
- Objective 2.2:* Encourage the use of alternative transit modes including, but not limited to, van pooling, car pooling, jitney service and dial-a-ride service for Coventry residents.
- Objective 2.3:* Cooperate and work closely with the RIDOT on the *Statewide Rail Corridor Study* to examine opportunities for rail corridor abandonment for recreational purposes (e.g., Trestle Trail), and/or reuse for fixed guide way public transit corridors.

GOAL 3: DEVELOP AND IMPROVE NON-MOTORIZED CIRCULATION THROUGHOUT THE TOWN OF COVENTRY.

- Objective 3.1:* Utilize abandoned right-of-ways, existing right-of-ways and residential streets and potential non-motorized paths for bicycles, hikers and pedestrians.
- Objective 3.2:* Utilize elements such as sidewalks, signage, signalization and other accepted circulation system components to protect the safety of pedestrians, bicyclists and other forms of non-vehicular modes.
- Objective 3.3:* Encourage the use of non-vehicular circulation throughout the Town of Coventry to reduce congestion on the roadway system.
- Objective 3.4:* Cooperate with developers in preparing plans for non-motorized paths for bicycles, hikers and pedestrians, particularly to link existing paths, parks and open spaces.

C.3 Economic Development

Vision: *Our vision for economic development concentrates on providing opportunities for high quality, job-based development and revitalization of existing commercial districts in specific areas of Coventry in order to diversify the tax base and to provide employment opportunities for Coventry residents. New businesses should be located with consideration of available infrastructure, sensitivity to environmental areas, transportation access and compatible adjacent land uses. Industries that are recognized as low-polluting should be targeted for attraction to Coventry.*

GOAL 1: PROMOTE AND ENCOURAGE HIGH QUALITY, LOW POLLUTING COMMERCIAL, INDUSTRIAL, AND OFFICE DEVELOPMENT.

Objective 1.1: Encourage the upgrading of existing commercial, industrial and office areas in the Town of Coventry through the use of Business Attraction and Retention strategies, such as the creation of Business Improvement Districts, tax incentives and/or abatements, and buy-back programs for signage, etc.

Objective 1.2: Expand existing commercial, industrial and business park zone districts in order to minimize the disparity that exists between residential and business land use in Coventry.

Objective 1.3: Create a Village Commercial district along various areas of Main Street (Route 117) in order to encourage attractive and low- intensity commercial, light industrial, and office use in these locations and to preserve the neighborhood integrity of these areas.

Objective 1.4 Create stable, identifiable and functional industrial districts that contain a full compliment of public services, are compatible with neighboring land uses and are located in areas physically and environmentally suited for development.

Objective 1.5: Establish and enforce commercial, industrial and office design standards to encourage the development of safe, attractive, and quality commercial, industrial and office centers.

- Objective 1.6:* Promote the Town of Coventry as an area that encourages quality commercial, industrial and office development through the use of business attraction and retention strategies, such as the establishment of a local business outreach program, development of a Community Information packet, visitation of local businesses by Town staff, etc.
- Objective 1.7:* The Town shall appoint an Economic Development Commission and establish an Economic Development Program to pursue quality commercial, industrial, office development and revitalization projects where appropriate.
- Objective 1.8:* Work with developers, and industry in an expeditious manner to maintain the quality image of Coventry's future commercial, industrial and office development.
- Objective 1.9:* Develop a plan for the extension of public sewers in eastern Coventry in order to encourage the location of quality commercial, industrial, and office uses in specific areas, including Tiogue Avenue (Route 3) and Main Street (Route 117).
- Objective 1.10:* Develop and institute a Traffic Management Plan that will address roads and infrastructure for pedestrian, bicycle and vehicular circulation in order to provide safe, efficient, and adequate vehicular and non-vehicular access to the commercial and industrial districts.
- Objective 1.11:* Revise sign ordinance to improve design and aesthetic guidelines for new development and reutilization of existing structures.

C.4 Housing

Vision: *Our vision for housing recognizes the diverse needs for housing opportunities in Coventry in order to preserve the old and encourage high quality new development. The variety of housing opportunities must recognize natural limitations and the visual qualities of the community, as well as the desire of residents of all ages to continue to reside in the Town regardless of their economic status.*

GOAL 1: PROVIDE A WIDE VARIETY OF HOUSING OPPORTUNITIES IN COVENTRY GEARED TO THE NEEDS OF ALL RESIDENTS

Objective 1.1: Adopt a Housing Plan, as part of the Comprehensive Plan, that targets opportunities for new and revitalized affordable housing development.

Objective 1.2: Enforce the requirements of the Zoning Ordinance and minimum housing standards to protect the community's existing housing stock and neighborhoods.

Objective 1.3: Establish and maintain an orderly urban growth pattern to develop high quality neighborhoods geared to the availability of public infrastructure and services.

Objective 1.4: Establish a plan to provide housing opportunities for low- and moderate-income families, the elderly and the handicapped in proportion to their identified needs.

Objective 1.5: Formulate a comprehensive approach to neighborhood revitalization to preserve the community's valuable housing stock and maintain affordable housing opportunities.

C.5 Community Services and Facilities

Vision: *Our vision for community services and facilities is to provide a high-level of efficient and cost-effective community services and facilities to Coventry's residences and businesses. Services and facilities should provide for an expanding population and employment base.*

GOAL 1: PROVIDE A HIGH-LEVEL OF EFFICIENT AND COST-EFFECTIVE COMMUNITY SERVICES AND FACILITIES TO COVENTRY'S RESIDENTIAL AND BUSINESS POPULATION.

Objective 1.1: Develop and implement a growth rate program that is consistent with the Town's capacity to accommodate new development and to provide the services needed to support that development (including schools, roads, police, fire protection, and recreation).

Objective 1.2: Develop and implement an impact fee program that will assess new development for the proportionate share of the costs of providing improvements and additional facilities necessitated by the new development, such as for new or improved roadways, sewers, water lines, wastewater treatment facilities, police, fire, park and recreational facilities, schools, libraries, etc.

Objective 1.3: Extend public infrastructure (i.e., sanitary sewer, water, electric, telephone) to areas of the community where residential and non-residential growth is desired and targeted on the Land Use Plan.

Objective 1.4: Restrict new development in areas where public infrastructure cannot be cost-effectively extended.

Objective 1.5: Prepare a Water Master Plan (in cooperation with Kent County Water Authority) that is consistent with the Comprehensive Community Plan, establishes the basis for an annual water system capital improvement program and supports desired residential growth and economic development.

Objective 1.6: Prepare a Sanitary Sewer Master Plan that is consistent with the Comprehensive Community Plan, establishes the basis for an annual sewer system capital improvement program and supports residential growth and non-residential economic development.

Objective 1.7: Establish sewer use (assessment) districts that will be responsible for their individual fiscal and administrative needs in terms of providing and maintaining septic and sewer service.

- Objective 1.8:* Carefully coordinate Town community facilities and services planning, programming and development with adjacent communities and appropriate related agencies, which may include:
- All Fire Districts
 - Town of Coventry Police Department
 - Town of Coventry Library
 - Town of Coventry Parks and Recreation Department
 - Coventry School District
 - Town of Coventry Public Works Department
 - Sewer District Commission
- Objective 1.9:* Maintain and improve the high quality of the educational system in Coventry and provide educational opportunities to residents of all ages and economic levels.
- Objective 1.10:* Utilize educational facilities to provide joint- use sites for recreational activities or other programs for Coventry residents.
- Objective 1.11:* Require the highest level, and most cost effective system, of police and fire protection to protect Coventry residents from injury, crime and property damage.

C.6 Natural and Cultural Resources

Vision: *Our vision for natural and cultural resources recognizes that human actions can irreparably harm the environment when natural constraints are not recognized. Therefore, our vision seeks to protect and repair our natural environment. To the greatest extent possible, growth in Coventry must occur in harmony with the natural environment.*

GOAL 1: PROTECT THE NATURAL ENVIRONMENT THROUGH CONSERVATION AND CORRECTIVE MEASURES.

Objective 1.1: Adopt a plan to improve the operation, maintenance and functioning of individual sewage disposal systems (ISDS) in order to protect the Town's wetlands, streams, rivers, ponds, lakes, well-head areas and aquifers.

Objective 1.2: Develop a plan for the extension of public sewers in eastern Coventry in order to ameliorate environmental conditions that are associated with septic systems in that region (with particular attention to the areas surrounding Johnson's Pond and Tiogue Lake).

Objective 1.3: Promote the preservation of natural and cultural resources through the funding of the Coventry Land Trust, utilization of federal and state grant programs, zoning incentives, and environmental education.

Objective 1.4: Develop and implement rural development standards to protect the rural character of western and central Coventry from the threat of suburbanization/urbanization.

Objective 1.5: Carefully review all proposed development projects to ensure that all State and Town standards are met relative to maintaining environmental quality, and overall public health and safety.

Objective 1.6: Revise standards for development and recreational use in environmentally sensitive areas, including, but not limited to wetlands, streams, rivers, ponds, lakes, well-head areas and aquifers so that the range of permitted uses and intensities are governed by the character of the land.

Objective 1.7: Protect and preserve large open space and agricultural areas in western Coventry through development of an agricultural preservation district.

Objective 1.8: Enforce rules regarding boat traffic on the lakes and ponds, and allocate specific areas for public beaches.

Objective 1.10: Limit, through the Zoning Ordinance and Land Use Plan, the location and operation of gravel pits, while at the same time developing and enforcing measures to protect the environment from the adverse impacts of gravel operations. Also, include measures to increase revenue to the Town through the regulation of gravel pits.

Objective 1.11: Continue and enhance recycling programs for residential, business, schools and other uses throughout the Town.

GOAL 2: PROVIDE ADEQUATE CULTURAL FACILITIES PROPORTIONAL TO POPULATION GROWTH AND PRESERVE HISTORICAL SITES AND HISTORICAL LAND USES.

Objective 2.1: Develop a program in conjunction with the School Department to plan and construct a performing arts facility.

Objective 2.2: Provide increased library services through the expansion of the existing library, or construction of a new facility.

Objective 2.3: Protect and preserve the Town's historic districts, including Rice City, the South Main Street Historic District and other village areas in eastern Coventry, through the establishment and enforcement of historic district regulations and comprehensive neighborhood revitalization efforts.

C.7 Open Space and Recreation

Vision: *Our vision for open space and recreation is to provide present and future residents with the opportunity to enjoy recreational activities in Coventry, both through appreciation of natural settings and participation in organized or individual recreational activities.*

GOAL 1: CREATE A COMPREHENSIVE NETWORK OF RECREATION FACILITIES THAT ARE CONVENIENTLY LOCATED TO POPULATION CENTERS.

Objective 1.1: Determine a minimum acceptable spatial allocation standard for the various recreational areas in the Town;

Objective 1.2: Assess Coventry’s present recreational facilities and identify needs for the types and locations of future recreational sites, by taking into account the needs of all age groups, the need for a balance between indoor and outdoor recreation facilities, that recreational facilities should be conveniently located to population centers and should be oriented towards serving the everyday recreational needs of the neighborhood and community;

Objective 1.3: Develop a realistic Capital Improvement Plan (CIP) for the Coventry Department of Parks and Recreation that follows the guidelines contained in this plan while retaining flexibility and allowing for modification, in order to respond to future recreation needs.

Objective 1.4: Assess existing recreation facilities and plan for their systematic upgrading and maintenance on a regular basis.

Objective 1.5: Determine the responsibilities of the various levels of government and the private sector, and the roles they play in ensuring that Coventry’s present and future recreation needs are met.

Objective 1.6: Identify and utilize all available federal, state or local assistance to establish and improve park and recreational facilities.

Objective 1.7: Continue to explore the possibility of using innovative methods in acquiring and developing recreational facilities;

Objective 1.8: Seek assistance from developers for the establishment or expansion of recreational facilities that will benefit the residences located within the new development.

Objective 1.9: Continue the current efforts to develop hiking trails throughout the community for horseback riders, cross-country skiing, pedestrians and bike riders through the utilization of existing railroad right-of-ways. Where feasible, designate bicycle routes or bicycle lanes along town streets to connect to the Coventry Greenway.

GOAL 2: CREATE A COMPREHENSIVE NETWORK OF OPEN SPACE AREAS, PARKS, AND TRAILS.

Objective 2.1: Determine a minimum acceptable spatial allocation standard for the various parks and open space areas in the Town;

Objective 2.2: Assess Coventry's present open space areas and identify the need for, and the location of, open space areas in the future;

Objective 1.3: Determine the responsibilities of the various levels of government and the private sector, and the roles they play in ensuring that Coventry's present and future open space needs are met.

Objective 1.4: Identify and utilize all available federal, state or local assistance (including the Coventry Land Trust) to secure long-term preservation of large areas of open space and environmentally sensitive areas.

Objective 1.5: Continue to explore the possibility of using innovative methods in acquiring open space;

Objective 1.6: Seek assistance from developers for the establishment of permanent open space that will benefit the residences located within the new development.

Objective 1.7: Promote the preservation of open space through environmental education and utilization of planning tools, such as rural development standards and zoning incentives.

Objective 1.8: Continue the current efforts to develop hiking trails throughout the community for horseback riders, cross-country skiing, pedestrians and bike riders through the utilization of existing railroad right-of-ways, and where feasible, bicycle routes or bicycle lanes on existing and new streets.

C.8 Human Services

Vision: *Our vision for human services includes the provision of assistance for any member of the community who is in need of human and/or social services. The focus of human services should be on all segments of the Town's population.*

GOAL 1: PROVIDE THE HUMAN SERVICES NECESSARY TO ASSIST MEMBERS OF THE COMMUNITY WHO REQUIRE EMERGENCY OR LONG TERM ASSISTANCE.

Objective 1.1: Selectively identify and utilize all available federal, State or local assistance to improve human services for residents of Coventry.

Objective 1.2: Work with other service organizations to establish day care programs and facilities for adults and children.

Objective 1.3: Work with other service organizations to provide job training skills to seniors, young people and mentally and physically handicapped persons.

Objective 1.4: Share human services facilities and network with other adjacent and regional communities, as appropriate.

Objective 1.5: Expedite the process necessary to acquire human services to minimize unnecessary delays and inconvenience to human services clients, and potentially create a position for a staff person on Town staff to assist in this process.

D. Comprehensive Community Plan Elements

The Comprehensive Community Plan chapter of the **Coventry Comprehensive Community Plan** has been prepared based on the Visions, Goals and Objectives presented in Chapter C, and presents detailed strategies to achieve those objectives through eight Comprehensive Plan elements. The Comprehensive Community Plan elements are:

- Land Use Plan Element
- Circulation Element
- Economic Development Element
- Housing Element
- Community Services and Facilities Element
- Natural and Cultural Resources Element
- Open Space and Recreation Element
- Human Services Element

The Comprehensive Community Plan Element chapter of the **Coventry Comprehensive Community Plan** reviews the key issues identified in Chapter B, Inventory and Analysis of Existing Conditions, and presents specific recommended planning strategies and implementation techniques to achieve the Visions, Goals and Objectives identified in Chapter C.

The following eight Comprehensive Community Plan elements are intended to provide elected and appointed public officials, and the Town staff, with the framework within which they can promote and guide orderly and planned growth within the Town through the Year 2010.

D.1 Land Use Plan Element

The recommended Land Use Plan for the Town of Coventry is presented in the following four sections and nine sub-sections:

- **Introduction**
 - Function of the Land Use Plan
 - Planning Process
- **Land Use Plan**
 - Land Use Plan Definitions
- **Analysis of the Land Use Plan**
 - The Plan seeks to Maintain Coventry's Diversity
 - The Plan seeks to Expand Commercial Opportunities and to Enhance the Character of some of the Commercial Areas
 - Build-Out Analysis under the Land Use Plan
- **Land Use Implementation Guidelines**
 - Residential Land Use Guidelines
 - Commercial Land Use Guidelines
 - General Land Use Guidelines

D.1.1 Introduction

A. Function of the Land Use Plan

The Land Use Plan represents a vision for the future of land use in the Town of Coventry, indicating how the Town of Coventry anticipates accommodating its projected population growth in a pattern of land use which the Town encourages. The Land Use Plan will be used to guide the Town's future Zoning Ordinance and Subdivision Regulations, the two primary tools through which the Town legally implements the Comprehensive Community Plan.

B. Planning Process

During the past several years, there has been a steady influx of residential development in Coventry, causing Coventry citizens to be concerned about the rate, location, and character of growth in the Town. Protection of Coventry's open space and rural character have surfaced as top priorities for the community. Likewise, the Town's ability to furnish a high-level of governmental services and facilities to its current and future residents also has become a principal concern. Coventry residents recently expressed their convictions during a town referendum, wherein the community approved the funding of a public land trust and the issuance of a \$34 million school bond for the expansion of educational facilities.

In and around this time, Mullin Associates, Inc., a planning consulting firm employed by the Town, conducted a public Land Use Charrette and a public Business Attraction/ Retention Charrette. At the charrettes, members of the residential and business community focused on identifying problems facing Coventry and developing potential strategies for dealing with the issues articulated. In addition, numerous meetings of the Comprehensive Plan Advisory Committee, the Growth Management Committee, the Planning Department, the Planning Commission and the Town Council were held, resulting in the formulation of the Visions, Goals, and Objectives presented in section C of this document, as well as the Land Use Plan discussed below.

D.1.2 Land Use Plan:

The proposed land use plan is illustrated on Figures [D.1-1A and D.1-1B] , *Land Use Plan*.

A. Land Use Plan Definitions:

It is important that the intent and terminology for each land use designation be defined so that an understanding of the Land Use Plan can be developed. This portion of the Land Use Plan Element defines each land use type and the general criteria in each land use designation.

The designated land use categories have been established to guide future land use decisions for the Town of Coventry. Whenever possible, the boundary lines between land use districts have been located along significant natural and man-made features to aid in identification. These features include rivers, streams, lakes, roadways, power line and rail corridors. These boundary lines are generalized demarcation lines and can be adjusted if the land use is consistent with the intent of the **Coventry Comprehensive Community Plan**. Town staff and Town Council will have the final responsibility for the demarcation of land use boundaries when the exact location cannot be determined on the Land Use Plan Map.

The following list defines each land use district, and should be referred to when determining the interpretation of the **Coventry Comprehensive Community Plan**.

- ***Very Low Density Residential (VDR)***
1 DU/5 AC or more

The purpose of the Very Low Density Residential district is to denote areas where preservation of rural character and open space is desired. Suitability for residential development is determined primarily on the basis of natural and man-made constraints, including topography, soils, existing vegetation, minimizing impacts on and alterations to the natural environment and compatibility with adjacent land uses. Generally, Very Low Density Residential areas are not served by public utilities and facilities. The residential density for this district allows one dwelling unit/ 5 acres or more (1DU/5 AC or more). Densities greater than 1 DU/5 AC may only be allowed if areas of lower density off-set the increase, such that an average of no more than 1DU/5 AC is

maintained (i.e. rural residential cluster development). Higher density land uses will also require more stringent review.

- ***Low Density Residential (LDR)***
1 DU/2 AC ≤ LDR < 1 DU/5 AC

The purpose of the Low Density Residential district is to denote areas where large lot, single-family residential development and preservation of open space are desirable. Suitability for development will be determined by natural and man-made constraints including topography, soils, existing vegetation, minimizing impacts on and alterations to the natural environment and compatibility with adjacent land uses. Generally, Low Density Residential areas are not served by public utilities and facilities. This district's residential density ranges from one dwelling unit/2 acres up to, but not including, one dwelling unit/5 acres (1 DU/2 AC ≤ LDR < 1 DU/5 AC). Lower residential density is also permitted. However, densities greater than 1 DU/2 AC may only be allowed if areas of lower density off-set the increase, such that an average of no more than 1 DU/2 AC is maintained (i.e. residential cluster development). Higher density land uses will also require more stringent review.

- ***Medium Density Residential (MDR)***
1 DU/0.5 AC ≤ MDR < 1 DU/2 AC

The purpose of the Medium Density Residential district is to identify areas where more "suburban type" residential development is desirable. Suitability for development will be determined by natural and man-made constraints, availability of public services, transportation access and the impact on adjacent planned or existing land uses. Most Medium Density Residential areas are served by public utilities and facilities. This district's residential density ranges from one dwelling unit/0.5 acres up to, but not including, one dwelling unit/ 2 acres (1 DU/0.5 AC ≤ MDR < 1 DU/2 AC). Lower residential density is also permitted. However, residential densities greater than 1 DU/0.5 AC may only be allowed if areas of lower density off-set the increase such that an average of no more than 1 DU/0.5 AC is maintained (i.e. residential cluster development). Higher density land uses will also require more stringent review.

- ***High Density Residential (HDR)***
1 DU/ 0.05 AC ≤ HDR < 1 DU/ 0.5 AC

The purpose of the High Density Residential district is to denote areas where multi-family residential development is appropriate. This level of residential use would require public facilities to have sufficient capacity to service the development. It would also require adequate transportation access and impacts on the site and surrounding neighborhoods to be minimized. This district's residential density ranges from one dwelling unit/ 0.05 acre up to, but not including, one dwelling unit/ 0.5 acre (1 DU/ 0.05 AC ≤ HDR < 1 DU/ 0.5 AC). Lower residential density is also permitted. However, residential densities greater than 1 DU/ 0.05 AC may only be allowed if areas of lower density off-set the increase such that an average of no more than 1 DU/ 0.05 AC is maintained (i.e., residential cluster development). High density residential

developments are established through the use of Land Development projects, also known as Planned Developments.

- ***Commercial (C)***

The purpose of the Commercial district is to designate areas for retail and services which depend primarily on community patronage via motor vehicular traffic. The Commercial district includes a variety of intensive types of commercial uses such as retail, services, and office. Controlled access to arterial streets, buffering from adjacent land uses and the availability of public utilities and facilities is essential for the development of the Commercial district.

- ***Village Commercial (VC)***

The purpose of the Village Commercial district is to provide a land use category that will support a variety of less-intense type of land uses, including retail, services, light industrial, office, and residential uses, with particular attention to the preservation and enhancement of the visual, traditional and historic character of the vicinity. Development must be designed, sited and maintained to be compatible with the existing scale and building fabric. Likewise, buffering, access, landscaping, lighting and signage must be compatible with adjacent residential uses and must be consistent with the village concept. The primary objective of the Village Commercial District is to serve the convenience needs of the residential communities, while striving to preserve neighborhood integrity, historic structures and scenic vistas.

- ***Special Planning District (SPD) (Overlay District)***

The purpose of the Special Planning district is to provide a flexible land use category whose design guidelines take into consideration the special impact this area has on the community, due to its location in a visually prominent part of Town. There is a strong emphasis on aesthetics, including design and layout of buildings. Development should be designed and sited to encourage internal pedestrian traffic, such as with a traditional village center concept. Strip development is strongly discouraged. A mix of commercial (including retail, services, cultural and educational training institutions, and office) and residential uses are contemplated. Buffering, access, landscaping, lighting and signage must be oriented to accommodate pedestrian traffic within the site and should protect surrounding residences from adverse development impacts.

- ***Industrial (I)***

The purpose of the Industrial district is to designate areas for a variety of uses, including manufacturing, non-manufacturing, transportation, warehouse, storage, communications and utilities. Industrial use requires controlled access to arterial streets, appropriate buffering for adjacent residential uses and the availability of public utilities and services.

Manufacturing uses, in particular, will require special attention to natural and man-made environmental restraints.

- ***Business Park (BP)***

The purpose of the Business Park district is to denote major employment centers for the community, whereby one or more parcels of land are developed as a coordinated site. Uses should primarily include retail, service, office and light industrial development, with incidental retail and services integral to the overall area development. The particular type of use will be determined based upon its potential impact upon adjacent land uses and upon the proposed intensity of development. In particular, the development of Business Park areas will be such that the least intense uses are located along arterial streets where visibility to the public is likely. More intense uses will be located away from arterial streets, buffered by less intense use. The distinguishing feature of business park development will be heavy emphasis upon quality development, distinctive site design and significant landscaping and public space amenities (e.g., streetscape program, graphic identification). Suitability for Business Park development will be based on natural and man-made constraints, impact on adjacent land uses and transportation access to local and regional routes.

- ***Public/Semi-Public (P/SP)***

The purpose of the Public/Semi-Public district is to identify areas that should be set aside for future development of public facilities in the Town. Uses may include educational, religious, charitable, philanthropic, service, governmental, public utility, railroad and related uses. Suitability for Public/Semi-Public development will be based on natural and man-made constraints, compatibility with adjacent related development (e.g., schools adjacent to neighborhood and community parks, cemeteries adjacent to open space preserves, etc.), impact on adjacent land uses and transportation access.

- ***Parks/Open Space (P/OS) (Overlay District)***

The purpose of the Parks/Open Space district is to designate areas that are desirable for park and recreational facilities, or permanent open space. These areas should be left in a relatively natural state, developed as part of the Town's park system, or managed and maintained by a non-profit or public/private preservation entity (e.g., Audubon Society, Nature Conservancy). Open spaces are also used to identify areas that have natural significance or other development constraints or serve as buffers between incompatible uses. Generally open spaces are held in ownership by public entities, or private associations (i.e., land trusts or land banks). The Parks and Open Space (P/OS) designation on the Land Use Plan does not indicate a lack of desire for parks and open space in other areas of the Town that are not included in the Parks and Open Space district.

- *Agriculture (AG) (Overlay District)*

The purpose of the Agriculture Overlay district is to designate areas where agriculture, horticulture or floriculture and accessory uses or structures related to farm-based business are encouraged. The primary objective is to minimize adverse impacts on both the natural and cultural environment and the rural character of the Town. The Agriculture (AG) designation on the Land Use Plan does not indicate a lack of desire for agriculture in other areas of the Town that are not included in the Agricultural Overlay District.

FIGURE D.1-1A
LAND USE PLAN

FIGURE D.1-1B
LAND USE PLAN

D.1.3 Analysis of the Land Use Plan

The Land Use Plan focuses on two general areas, which are described in further detail below. Mainly, the Plan seeks to: (A) maintain Coventry's diversity by preserving Coventry's rural character in western and central Coventry and preserving the historic mill character and neighborhoods of eastern Coventry; and (B) expand and enhance the character of the commercial areas in Coventry. These changes are reflected on the proposed Land Use Plan, illustrated on Figures [D.1-1A and D.1-1B], *Land Use Plan*. In addition, a Build Out Analysis of the Land Use Plan follows the main discussion.

A. The Plan seeks to maintain Coventry's Diversity.

The Land Use Plan recognizes that Coventry is composed of three geographic areas-- eastern, central, and western Coventry- whose diverse nature is a defining characteristic of Coventry. Each area contains important resources that contribute significantly to Coventry as a whole.

1. Eastern Coventry:

Eastern Coventry can be characterized as a densely-populated suburban community, housing a large portion of the Town's residents. The landscape is largely defined by mature neighborhoods that developed around various historical mill villages and several bodies of water, including Tiogue Lake, Huron Pond, and the Pawtuxet River. Standardized housing and company-built stores and schools can still be seen in many of the village centers. Residences in this area are principally located on modest parcels of land.

In addition to being the primary location for residential neighborhoods, most of the public schools, several fire departments, the post office and the police station are situated in eastern Coventry. Likewise, most of the town's commercial businesses are situated in this part of the Town along the two major arteries, Tiogue Avenue (Route 3) and Flat River Road (Route 117).

While public water predominantly services eastern Coventry, public sewer has only scarcely been introduced in the area. As a result, a high number of ISDS systems are installed within the recharge area where the soils are not conducive to septic use. There is one privately-owned sewer line that is installed along Tiogue Avenue (Route 3) that services a small proportion of businesses along that road. Another sewer line in eastern Coventry services the new Business Park that is being constructed along Hopkins Hill Road and New London Turnpike. The only other significant sewer line is located in the northeast corner of Coventry and serves the Village of Harris, particularly the Victor Electric site.

Overall, eastern Coventry can be described as a densely-populated suburban community whose history has shaped its development pattern. It is only in this area that public facilities and services are provided or planned.

2. Central Coventry:

Central Coventry is a blend of western and eastern Coventry, sharing both rural and suburban attributes. Its rural character is defined by a natural landscape containing large areas of woodlands and two rather large bodies of water (the Flat River Reservoir and Stump Pond). In addition to the water bodies, wetlands are also prominent in certain areas of central Coventry, making central Coventry among the Town's most environmentally sensitive areas. Public water only partially services central Coventry and public sewer is non-existent.

Central Coventry's suburban character is typified by various residential neighborhoods, whose building footprints are located within relatively close proximity to one another and whose roadways are lined with sidewalks and street lighting. There are several public facilities situated in central Coventry, including one public elementary school, two firehouses, the Town Hall and the public library. There are also sparse areas designated for commercial and industrial use along Flat River Road (Route 117).

Central Coventry can be characterized as a buffer between eastern and western Coventry. However, as the population grows, and as the rate of residential development increases, the central Coventry belt dissipates.

3. Western Coventry:

In contrast to eastern Coventry, western Coventry is rural in nature, being more sparsely populated and containing large expanses of forests. The State of Rhode Island and the Audubon Society owns over 2000 acres of open space adjacent to the Connecticut border, known as the North-South Trail. Private land owners own the remainder of the forests in western Coventry. Several of western Coventry's scenic vistas are noted on the State of Rhode Island's list of inventory sites. Farms, also, comprise a large portion of the landscape.

Wetlands perforate the region along with several water bodies, including the Quidnick Reservoir, Carbuncle Pond, Arnold Pond, Little Grass Pond, Whitford Pond, Great Grass Pond, Carr Pond and Corn Crib Pond. All of western Coventry lacks public water and sewer.

In contrast to eastern Coventry, relatively few town facilities are situated in this vicinity. Although western Coventry expands across roughly half of the town, only one public elementary school and two volunteer fire departments are located on this side of Town.

As for commercial activity in the western portion of town, there is only one small area, known as Summit Village, wherein commercial businesses operate. The remainder of western Coventry is zoned for rural residential development.

4. Protection of Coventry's Diversity

Whether it is open space, scenic roads, historic mill villages, farms, proximity to Route 95, close-knit residential neighborhoods, commercial or industrial business locales, proximity to recreation areas or town facilities, all of these features are essential to Coventry's character and sense of community. Consequently, the main thrust of the Land Use Plan is to preserve the existing diverse character of Coventry, by treating the three areas of Coventry as distinctive.

For instance, the Land Use Plan guides growth to the eastern portion of the Town, where Town services and facilities (such as educational facilities, water, sewer, police, and fire) are in adequate supply or planned. The Plan for the eastern portion of the town envisions medium and high density residential use and commercial/business park/office use within its bounds. In this way, the existing settlement pattern of Coventry is followed.

Western Coventry, however, is treated very differently from eastern Coventry. In an effort to preserve the rural character of the western portion of the Town, the Land Use Plan contemplates only very low density residential development, agriculture, open space and parks, outdoor recreational facilities and seasonal-type uses in the western section of Coventry. The plan for commercial and industrial use in this area is extremely limited (only around Summit Village area). Mindful that the extension of public water and sewer is improbable in the western portion of the town, and given that quality commercial development will necessitate the utilization of these utilities, no plan for large-scale commercial, business park, or office use has been devised. Instead, commercial ventures are guided toward the eastern portion of the town, where these services and facilities are in existence or are more likely to be introduced. Another reason for limiting commercial and industrial use in western Coventry is the undesirable secondary growth impacts associated with commercial-type development in the current rural areas. Suburbanization of western Coventry is highly discouraged.

Finally, the Plan recognizes that central Coventry serves as a transition between the two extreme areas of the town. The Plan, here, is an integration of low density residential development, limited commercial and industrial activity, agriculture, and open space and parks. Growth is balanced to minimize the impact on the natural environment and protection of environmentally sensitive areas in the community, by channeling it to areas where Town services and facilities are in adequate supply or are planned.

In this way, the Land Use Plan seeks to protect Coventry's diversity, by recognizing Coventry's diverse features and planning for their continuance.

B. The Plan seeks to Increase Commercial Opportunities and Strives to Enhance the Character of the Commercial Areas.

Coventry is predominantly zoned for residential use. In fact, over 90% of the town is currently zoned for residential purposes, while commercial, industrial, and Business Park zones comprise the remainder. Consequently, employment opportunities for Coventry residents are very limited and the brunt of the tax burden is being borne by homeowners. The Land Use Plan seeks to mitigate the imbalance, by increasing the areas planned for commercial, industrial, and service-related activities where appropriate.

In addition, certain commercial areas have been converted to specific commercial designations in order to preserve and enhance the visual and/or historic character of the commercial areas, as well as their surrounding residential counterparts.

1. Summit Village:

The Summit Village Commercial District is located in the western part of Coventry in the vicinity of Old Summit Road and the intersection of Victory Highway (Route 102) and Flat River Road (Route 117). The village is centered around Old Summit Road and the former train depot that serviced the Providence, Hartford, Fishkill railroad. The area is currently zoned General Business (GB) and consists of commercial and residential uses in a rural village setting. The commercial nature of this area is essential to the residents of western Coventry, by providing them with goods and services that they would otherwise have to obtain by traveling to central and eastern Coventry.

The Land Use Plan expands the Summit Village Commercial district, by including parcels north of Summit Road, west of Victory Highway (Route 102) and south of Flat River Road (Route 117), encompassing the entire intersection. These parcels were formerly planned for Very Low Density Residential (VDR) and Mixed (MXD) use. As the Summit Village vicinity is ideal for commercial, light industrial, and office use in the western portion of the town, the Plan converts these areas to the Village Commercial (VC) designation-- a designation that contemplates a mix of uses, including residential use. Summit Village is a suitable site for western Coventry's commercial district due to its location at the major intersection in western Coventry and given its historic roots as a village center for the area. Many of the existing businesses, including a General Store, florist, gunsmith, church, lumberyard, and sawmill, have served western Coventry residents with goods and services for decades. The new bounds of the village zoning district will serve to better define the village and will provide for anticipated growth needs of the western Coventry community.

Over the years, the historical character of Summit Village has been substantially preserved. However, as the population of western Coventry increases, the demand for commercial development will correspondingly occur. The General Business zoning regulations do not appropriately protect the historical features and mix of uses unique to the village and its surrounding area. The Village Commercial district will continue to provide for the mix of commercial, retail, residential, and light industrial uses essential to businesses and residents of the area, while preserving the historic and rural integrity of the area for all of Coventry's residents.

The creators of the Land Use Plan anticipate that design standards for the Village Commercial district will be implemented to ensure that the historic and rural character of Summit Village is maintained. Illustrations and design guidelines should be made a part of the zoning ordinance to accurately depict the type of character to be maintained. The following guidelines should be followed. New development and renovation of existing buildings should be compatible with the scale and building fabric of existing buildings and features predominant in the area. Historic structures should be preserved. New construction, renovation and new uses should provide for pedestrian access, low intensity lighting, and signage that complements the rural character of the village. New land uses within the village should be compatible and in character with existing uses. Development access, building orientation, lighting, and signage should focus towards the village center and should protect surrounding residences from adverse development impacts. In sum, the guidelines should seek to accommodate future growth while maintaining the character of Summit Village.

2. Coventry Center:

Coventry Center developed as a mill settlement at the juncture of Old Flat River Road, Hill Farm Road, and Flat River Road (Route 117). The area is currently occupied by mill structures, multi-family residences, light and manufacturing industry, retail and service-related businesses. The area serves as a commercial and industrial gateway to what many people consider rural Coventry. The commercial areas are presently zoned a mix of Neighborhood Business/Commercial (NB) and General Business (GB) with the remainder of Coventry Center being zoned for 2-acre residential use (RR-2).

The current Land Use Plan recommends this area for a Village Commercial (VC) district. The bounds of the Village Commercial District incorporate the existing u-shaped Neighborhood Business/Commercial (NB) zone along Flat River Road (Route 117) and Old Flat River Road, the General Business (GB) zone along Hill Farm Road, as well as adjacent undeveloped and underdeveloped parcels.

The impetus for converting this area is similar to the reason for transforming the Summit Village designation. Mainly, Coventry Center is the most ideal location in central Coventry for the anticipated growth needs of this community. It is located along one of the town's major arteries, Flat River Road (Route 117), and it is a site where industrial and commercial activities have historically taken place. Other community structures, such as a fire station and church, are also located in this area. There is also an important fishing access and bike path junction in close proximity thereto. As development trends indicate increased residential growth in Central Coventry, the Central Coventry Village Commercial district will be an important commercial node for providing residents and recreational users with goods and services. This area, or vicinity thereof, is also an ideal location for municipal facilities, such as a school or police department building.

Although further commercial and industrial development in this environmentally sensitive area is a concern, given the proximity to Flat River Reservoir and Stump Pond and several well-heads, the uses that will be permitted within this Village Commercial district must be mindful of the sensitive

nature of the area. Potentially harmful manufacturing industries will not be permitted in the Village Commercial district.

Design standards are envisioned for this area. They will be similar to the standards that were discussed in the previous Summit Village section, but will address issues unique to this area. For instance, the creators of the Land Use Plan envision that development of the newly incorporated 4.3 acre parcel north of Flat River Road will be oriented towards Old Flat River Road to direct traffic off of the heavily traveled Flat River Road (Route 117). In this way, the orientation focuses development towards the traditional village and takes advantage of the views of the mill pond. This would also result in the least impact to traffic and the traditional landscape. Furthermore, as the junction of Hill Farm Road, Phillips Hill Road and the Trestle Trail forms an important node for recreational and commercial opportunities, pedestrian access is an important consideration for development in this area.

3. Flat River Road/Suburban Commercial Area

This district incorporates parcels located along Flat River Road (Route 117), east of Poor Farm Road and west of Read School House Road, which are currently zoned for General Business (GB) use. The area is currently occupied by a mix of retail, industrial, service, and residential uses. A restaurant, a filling station, and a country store in this area serve the local residential population.

The Land Use Plan recommends that the afore-mentioned parcels in the General Business zone be converted to the Village Commercial designation. Unlike Summit Village and other village areas, this location is not associated with any traditional village character. The motivation for changing the nature of this district is to prevent intense commercial or industrial development, including “commercial strip development,” along this portion of Flat River Road. The current General Business (GB) zone does not appropriately protect the rural/suburban character of the area. The Village Commercial zone allows for commercial and industrial uses, but contemplates less intense uses.

The design standards for this area should also reflect the different nature of this Village Commercial area. The design requirements, such as lot coverage, lot size, setbacks, lighting, parking, landscaping, noise, signage, should be appropriate for uses along a major thoroughfare.

4. Commercial Areas zoned General Business along Route 117 in Eastern Coventry

Anthony Village is one of the historic mill villages of Coventry. It is located in the eastern portion of the town, in the vicinity of Main Street (Route 117), with important ties to the Pawtuxet River, and more recently the Coventry Greenway. General Business (GB) serves as the principal zone along Route 117's eastern corridor. However, only roughly half are used for commercial purposes. The remainder of the lots continue to be used for residential purposes. Many of the lots are small in size and portions of the roadway are extremely narrow in this area.

Several parcels at intersections along Route 117 have developed and function as intense commercial areas, particularly at the intersection of Main Street and South Main Street, the intersection of Main Street and Sandy Bottom Road, and the intersection of Main Street and Pilgrim Avenue. For instance, a commercial center, containing a supermarket, as well as several other retailers, operates at the intersection of Main Street and South Main Street. The remainder of the lots in the General Business zone are utilized for less intense commercial activities, such as law offices or small retail stores, or for residences. The Land Use Plan seeks to maintain and encourage less intense commercial activities by recommending that a number of parcels along Main Street and Washington Street (Route 117) be converted to the Village Commercial (VC) designation.

The primary objective in designating parcels along Route 117 to the Village Commercial (VC) designation is to preserve and enhance the visual and historic character of these commercial and residential areas. Additional considerations involved the prevalent lot sizes and traffic patterns in the area. In areas where Route 117 is very narrow, traffic congestion overwhelms the roadway. It may be difficult for the roadway to handle some of the types of businesses that could operate under the current General Business (GB) zone.

It is envisioned that the design standards for the Village Commercial district will be implemented to ensure that the historic character of Anthony Village and its surrounding areas along Route 117 will be maintained. Like Summit Village and Coventry Center, the scale and building fabric of new development and building renovation should be compatible with existing buildings and features predominant in the area. Historic structures should be preserved. New construction, renovation, and new uses should provide for pedestrian access and signage that complements the historic character of the village areas. New land uses within the village should be compatible and in character with existing uses. The design guidelines should also encourage the reuse of older buildings as an alternative to new construction. In this way, the Land Use Plan seeks to protect the integrity of the existing buildings and to ensure that new land uses will be compatible and in character with existing uses.

5. Business Park

The Business Park zone is the most flexible land use category, in terms of the mix of uses that can be allowed in one district. As Coventry is seeking to expand the commercial and industrial opportunities in the Town, the expansion of the Business Park designation in the Land Use Plan is consistent with the Economic Development Plan Element, chapter D.3.

On the current zoning map, the Business Park zone encompasses a large area of land east of Hopkins Hill Road and west of Arnold Road. The Land Use Plan expands the Business Park district in a northerly direction to be consistent with the current Business Park zone. The Land Use Plan also enlarges the area where Business Park expansion or, alternatively, where future Business Park projects may be appropriate, by encompassing adjacent parcels to the east, in the vicinity of Arnold Road and New London Turnpike, which are currently zoned for industrial (I-1) and residential (R-20) use. In total, the Plan designates approximately 700 acres of land in the vicinity of Hopkins Hill

Road, Arnold Road, and New London Turnpike as an appropriate location for future Business Park development.

There are several reasons for including these adjacent parcels. The adjacent lands have historically been underutilized under the current Industrial zoning designation. The principal land use activity has been sand and gravel extraction and processing. The extractive industry consumes large parcels of land, contributes very little, acre for acre, to the tax base or towards employment opportunities, and much of the land has been abandoned in various states of degradation. In addition, this area has excellent access to I-95 and is located adjacent to the West Greenwich Technology Park. Therefore, Business Park development would be well- suited in this area because of the range of land uses in the Business Park land use category, as well as the ability of arterial roads and I-95 to handle the traffic volume, as well as proximity of supporting industry and commerce.

As stated above, the Land Use Plan should be interpreted as designating areas where expansion of the existing Business Park, or alternatively, the establishment of additional Business Park projects may be appropriate. The Land Use Plan does not recommend rezoning these areas for Business Park use at this time as a Business Park must be proposed as a Planned Development, also known as a Land Development project. The reason for this is to ensure a coordinated development plan where uses, traffic controls, open space needs, buffering and site appropriateness can be evaluated. Therefore, a Business Park zone, without specific project proposals, will be ineffective.

6. Arnold Road

Arnold Road is located in the southeastern corner of Coventry. It extends from Tiogue Avenue (Route 3) to the town of East Greenwich, running in a south-easterly direction. Most of the land along this major thoroughfare is zoned for half-acre residential use.

There has been a trend of depreciating residential property values along Arnold Road, between Tiogue Avenue (Route 3) and the causeway, primarily due the high volume of traffic and proximity to the commercial district and Route 95. These conditions will likely exacerbate as the Centre of New England Business Park, situated between Hopkins Hill Road and Arnold Road, bears fruition and Route 3 continues to redevelop to serve the commercial needs of Coventry's growing population.

Mindful of the lack of affordable locations for small businesses in Coventry, and given the trend of depreciating residential property values, certain kinds of service-type businesses (in conjunction with residential use) would be advantageous for the modest homes along this corridor. Consequently, applications for combination uses (business/residential) along this section of Arnold Road should be considered on a case-by-case basis, via a special use permit and should follow the conditions set forth below in the Land Use Implementation Guidelines with respect to neighborhood commercial uses in residential areas. In time, if reutilization of residential structures proves to be successful, office and other commercial use may be considered for planned uses along this portion of Arnold Road in future.

At this time, the Land Use Plan does not reflect any specific plans for changes of use along this corridor. Nevertheless, this narrative shall serve as a footnote thereto, and warrants consideration in regard to future Land Use Plans and Zoning Ordinances.

7. Corner of Reservoir Road and Route 3

There is a 1.5 acre parcel located on the north side of Route 3, at the junction of Reservoir Road, that is zoned for residential half-acre use (R20). However, over the years, this parcel has been used primarily for commercial purposes. Due to its location on a major commercial thoroughfare, it is unlikely that this parcel will ever be utilized for residential purposes in the future. As a result, the current Land Use Plan seeks to resolve this inconsistency by designating that area for commercial use.

8. Junction of Harkney Hill and Nooseneck Hill Roads

The junction of Harkney Hill and Nooseneck Hill Roads plays an important role as a landmark for persons traveling into Coventry. One of the parcels in the area is known by Coventry residents as the “cornfield.” The parcels at this intersection are currently zoned for General Business (GB). The Land Use Plan designates this area as a Special Planning District, providing a flexible land use category whose design guidelines take into consideration the special impact this area has on the community, due to its location in a visually prominent part of Town.

Development in this area should be designed and sited to encourage internal pedestrian traffic, such as with a traditional village center concept. Strip development is strongly discouraged. A mix of commercial (including retail, services, cultural and educational training institutions, and office) and residential uses are contemplated. Buffering, access, landscaping, lighting and signage must be oriented to accommodate pedestrian traffic within the site and should protect surrounding residences from adverse development impacts.

C. Build-Out Analysis under the Land Use Plan

The following build-out analysis was prepared to project the development potential for the Town of Coventry under the Land Use Plan. Table D.1-1, *Anticipated Development Potential, Town of Coventry*, illustrates the amount of residential land available by density category, and the commercial and the industrial uses that would be required to support forecast populations.

TABLE D.1-1
Anticipated Development Potential,
Town of Coventry

Land Use Category	Total Land ⁽¹⁾ Area	Buildable Land ⁽²⁾ Area	Percent Land Area /	Max.Res Density Dwelling	Res. Develop. Potential	Acres/ 1,000 Persons	Popula-tion ⁽³⁾ Density	Inds./Com. Land Needed	Popula-tion Capacity
VDR (5AC)	19,386 AC	14,539 AC	48.1%	0.2 DU/AC	2,908 DU	-	2.7	-	7,851
LDR (2-5 AC)	11,245 AC	8,433 AC	27.9%	0.5 DU/AC	4,217 DU	-	2.7	-	11,385
MDR (1/2-2 AC)	5,562 AC	4,171 AC	13.8%	2.0 DU/AC	8,343 DU	-	2.7	-	22,525
MDR (<10,000SF)	1,290 AC	967 AC	3.2%	4.0 DU/AC	5,159 DU	-	2.7	-	13,929
HDR(1/20-1/2AC)	193 AC	145 AC	0.5%	20.0 DU/AC	2,902 DU	-	2.0	-	5,804
Commercial/ Business Park	1975 AC	1481 AC	4.9%	-	-	10.7	-	658 AC	
Industrial	653 AC	490 AC	1.6%	-	-	20.6	-	1267 AC	
TOTALS	40,303 AC	30,277 AC			23,528 DU	-	-	1,430 AC	61,494

Source: Coventry Department of Planning & Development

Notes to Table D.1-1:

- ⁽¹⁾ Areas extrapolated from proposed Land Use Plan by Coventry Department of Planning.
- ⁽²⁾ Buildable Land Areas reflect a 25% reduction from Total Land Area due to wetlands, roads and other unbuildable areas.
- ⁽³⁾ Average population per household in Coventry derived from 1990 Census is 2.7 persons/household.

Based on the calculations presented in Table D.1-1, Coventry could experience an approximate 43 percent growth in population (assuming a population capacity of 61,494 persons and a current population of approximately 35,000 residents).

D.1.4 Land Use Implementation Guidelines

A. Residential Land Use Guidelines:

The following guidelines shall aid in governing all land use planning pertaining to the development of land designated as residential in the Land Use Plan.

Residential Density Calculations

$$D = \frac{DU}{A - (c + i + s + a + u)}$$

Where: D = Residential Density
DU = Total Number of Dwelling Units in a Project
A = Total Site Area in Acres
c = Total Commercial Land Area in Acres
I = Total Industrial Land Area in Acres
s = Reserved but Undedicated School Sites in Acres
a = Arterial Street Rights-of-Way in Acres
u = Undevelopable Land such as wetlands, steep slopes, power lines or other features

Allowable Residential Densities^{1 2}

Very Low Density Residential (VDR):	One Dwelling Unit/5 Acres (1 DU/5 AC or more)
Low Density Residential (LDR):	One Dwelling Unit/2 Acres - One Dwelling Unit/5 Acres (1 DU/2 AC - 1 DU/5 AC)
Medium Density Residential (MDR):	One Dwelling Unit/0.5 Acres - One Dwelling Unit/2 Acres (1 DU/ 0.5 AC - 1 DU/ 2 AC)
High Density Residential (HDR):	One Dwelling Unit/ 0.05 Acres- One Dwelling Unit/ 0.5 Acres (1 DU/ 0.05 AC - 1 DU/ 0.5 AC)

Conditions for Allowing High Density Residential Uses in a Lower Density District

Higher density residential uses will be allowed in lower density residential districts provided:

- The higher density residential use is part of a residential cluster development;³ or

¹Lower density residential uses are allowed.

²A range such as (A-B), means A, up to but not including B.

³Where areas of lower density off-set the increase, such that an average of no more than the

maximum density is maintained.

- The higher density residential use is part of a planned development also known as a Land Development Project;⁴ and
- Public utilities, facilities and transportation facilities are available or planned to accommodate the higher density use; and
- Higher density uses are located adjacent to or very near arterial roadways; and
- Higher density residential uses buffer lower density residential uses from commercial, business park or industrial uses, and/or major roads; and
- Higher density residential uses are located in close proximity to public open space and facilities such as parks, playgrounds, schools or other similar uses (if not located in close proximity to public open space, the development must provide recreational open space within the development).

Conditions for Allowing Neighborhood Commercial Uses Within Residential Areas

In an effort to maintain and create quality neighborhoods in the Town of Coventry, certain retail, office, and service-related activities may be permitted as part of the neighborhood development pattern. However, any commercial development must be sited, designed and maintained such that the activities present will not be detrimental to the adjacent residential neighborhood or natural resources. To this end, the following guidelines will influence the siting of new neighborhood commercial uses:

- Professional offices, retail and service commercial may be permitted in neighborhoods at a scale that is compatible with adjacent residential uses. On-site lighting and signage will be allowed only at a scale appropriate to neighborhood patronage and compatible with adjacent residential uses.
- The parking and trash disposal areas will be screened from adjacent residential uses through substantial landscaping and setbacks.
- Commercial uses will only be allowed at intersections of arterial roadways, collector roadways or collector and arterial roadways.

Conditions for Allowing Multi-Family Residential Development

Multi-family residential use will be allowed provided:

- The multi-family residential use is proposed as a Planned Development, also known as a Land Development Project;
- Densities for multi-family residential use may range up to 20 dwelling units/acre.

⁴As defined in the Zoning Ordinance.

- When proposed as a mixed-use Planned Development, the multi-family residential use encompasses a maximum of 30 percent of the site and the following items must be incorporated into the plan of development:
 1. Landscape and architectural design integration with commercial development.
 2. Elimination of residential parking from public view.
 3. Provision of internal and external transportation system management (TSM) techniques and design to maximize traffic efficiency and minimize traffic congestion.

B. Commercial Land Use Guidelines:

Guidelines for Business Park Uses

The following guidelines shall aid in governing all land use planning pertaining to the development of land designated as Business Park on the Land Use Plan Map.

- **Allowable Uses**

Land uses in Business Park districts include office, research and development, light industrial, commercial, warehousing and trans-shipment uses. Heavy industrial uses will not be permitted in areas designated solely as Business Park.

- **Relationship to Major Roads**

Light industrial, research and development, commercial and office uses may be located along arterial streets. Heavier industrial uses, including warehousing and trans-shipment activities, should be located away from arterial streets, allowing the lesser intensity uses to buffer the view of heavier industrial activities.

- **Landscaping and Site Development**

All Business Park development shall be landscaped utilizing consistent landscaping themes that will integrate adjacent projects and users within the parks into a single theme. Landscape easements along public rights-of-way with shrubs, trees and/or earth berming will be provided and installed at the time of street construction. Signage control will also be integrated into the overall development, including placement and maximum size of signs. Industrial development projects will also be required to landscape and/or screen unattractive uses from public view. Stormwater management should be an integral part of such Landscape Plans, to incorporate multiple use of open space areas.

- **Master Planning**

A Business Park project shall be proposed as a Planned Development, also known as a Land

Development Project.⁵ To assure compatibility between internal business park activities and adjacent uses, master planning of Business Park developments should be required at the time of zoning and subdivision planning.

Guidelines for Agricultural Uses

Agricultural activities are important to the Town of Coventry's rural heritage and culture, as well as to its scenic landscape. Although agricultural uses are currently permitted in the residential areas, there are no zones specifically designated for agriculture. It is recommended that the Town adopt an Agricultural Overlay District as a protective step to curb the loss of Coventry's agricultural resources. The following guidelines should be followed when adopting the Agricultural Overlay District.

In an Agricultural overlay district, a maximum of one dwelling unit and one accessory dwelling unit should be permitted on a lot of record at a density designated in the Zoning Ordinance, unless otherwise determined appropriate by the Zoning Board. However, when three or more structures are proposed for residential use, the Planning Commission should only grant a special permit if the following items are satisfied:

- The development plan conforms to the Town's preliminary subdivision review;
- The minimum area of land for development is 5 acres and the maximum density does not exceed 1DU/5AC;
- The total amount of residual farmland is at least 50 percent of the development; and,
- The residual land shall be used for recreational, conservation or agricultural purposes and shall be:
 - owned jointly or in common by the owners of the building lots; or,
 - owned by the Town or other public/private conservation entity; or,
 - the residual land is deeded with conservation restrictions to remain with the original property owner, who has sold the development rights to this part of the property to the developer, who has in turn sold an undivided equal interest in these rights to each new homeowner in the development.

The Agricultural overlay district should also be subject to development plan review by Town staff and the Planning Commission. The Town should establish a Farmland/Open Space Conservation and Development By-Law to facilitate the permanent use of the Agricultural district. A useful reference in this regard will be "Dealing with Change in the Connecticut River Valley: A Design Manual for Conservation and Development."

General Land Use Plan Implementation Guidelines

⁵As defined in the Zoning Ordinance.

- **Buffering and Transitional Land Use**

When any two significantly different land use types are shown in an adjacent configuration on the Land Use Plan Map, or are approved as part of a development master plan, buffering or a transitional land use between the two land uses may be required, particularly if there is substantial reason to believe that the two land uses will be incompatible. When a less intense use is proposed on a more intense land use district, then the burden falls on the less intense use to provide the buffer (for existing land uses only).

Buffering consists of the placement of neutral space between two incompatible uses and will be required of the more intensive use where a less intensive use exists, or where the Land Use Plan Map shows that a less intensive use is intended adjacent to the more intensive use.

The use of transitional land uses consists of placing uses of intermediate density or intensity between two incompatible uses, such as placing higher density uses between commercial uses and single-family residential developments.

Situations requiring buffering or transitional uses may include low density residential development adjacent to higher density residential development.

In cases where buffering is acceptable or desirable, the following techniques can be utilized to achieve an effective buffer:

- Areas consisting of open space;
- Arterial or collector streets with significant right-of-way landscaping and setbacks;
- Natural features such as streams or wetlands, including State-mandated setbacks; and,
- Walls, landscaping, earth berms or a combination of two or more of these techniques.

Development Impact Fees

The Town of Coventry recognizes that declining expenditures by federal and state governments for major infrastructure has shifted the burden of financing to local governments. As such, the Town of Coventry desires to implement a system to pay for major infrastructure improvements, which will consist of development impact fees for new projects which are privately developed.

This shift from traditional shared tax-base financing to development impact fees will achieve one basic goal: eliminate the inequalities that can arise when infrastructure is publicly financed, and one generation of residents builds infrastructure for another.

Recent legislation enables the Town of Coventry to adequately provide for expansion of Coventry's municipal capital facilities in the functional categories of schools, police and fire protection, recreation, library services and roadways through a development impact fee ordinance adopted by the Town Council. The Town must prepare an ordinance which should establish a local development impact fee system which equitably shifts a greater share of capital costs to new development to finance area-wide improvements. This permits a development impact fee to be applied to a new development in proportion to the impacts the development has on the infrastructure that has been earmarked for private financing.

The first step of developing a development impact fee consists of the following principles:

1. The need for additional capital facilities to be financed through development impact fees must be a consequence of new development rather than arising from existing development.
2. The fees imposed on new development must be no more than a proportionate share of the Town's costs of new capital facilities needed to serve such development.
3. The revenues raised must be managed and expended in such a time and place that the development paying the fee will receive a substantial benefit from the facility that is improved.

The second step consists of determining the proportionate share cost. The two primary factors to determine proportionate share are:

1. Determining appropriate facility standards.
2. Determining the proportionate share of the costs for improving those facilities.

The Town may choose to develop facility standards using standards in the Comprehensive Plan, or other recognized sources and more detailed studies and reports. The imposition of development impact fees will equitably shift the cost of infrastructure improvements to those who benefit, without adding additional burden to other Town residents.

There are many areas in Coventry where the need for impact fees is evident. One example is Reservoir Road in eastern Coventry. The roadway is very narrow and lacks sidewalks. In addition, the quality of the road surface, as well as the drainage, is substandard, often flooding in inclement weather. Given the location of the high school on an adjoining street, there is a high volume of traffic traveling on Reservoir Road. Increased traffic in this area will exacerbate the current roadway conditions. Consequently, further development in the Reservoir Road vicinity should be assessed an impact fee in accordance with the foregoing guidelines.

Interpretation of Land Use Map Boundaries

The land use boundaries illustrated on the Land Use Plan Map utilize natural or man-made boundaries wherever possible. Where the boundaries are not readily distinguishable, variations may be allowed, provided the spirit of the Land Use Plan is not violated. With proper buffering and site planning techniques, variations can be allowed without diminishing the intended goals of the Land Use Plan.

Consistency with Existing Zoning Map

The Land Use Plan map is consistent with the existing zoning map with the exception of the following:

1. The current Zoning Map has pockets of 5-acre and 2-acre zoning in western Coventry. The Land Use Plan varies from the existing zoning map by recommending Very Low Density (1DU/5 acres) in all of western Coventry. The decision to decrease the density in this area is consistent with the 1992 Land Use Plan.
2. The Land Use Plan recommends that the Village Commercial designation replace some of the areas zoned for General Business, Neighborhood Business, and Industrial use along Route 117. Although not inconsistent with these zones, the Village Commercial district contemplates less-intense type of uses (including residential use) as well as the implementation of special design standards that will help to preserve the character of these areas.
3. The Land Use Plan recommends that the Special Planning District overlay the General Business zone on Route 3 at the juncture of Harkney Hill and Nooseneck Hill Roads. Although not inconsistent with the General Business Zone, the Special Planning District does provide for a mix of commercial and residential uses and envisions the implementation of special design standards that would recognize this area as a commercial gateway in Coventry.
4. The Land Use Plan designates adjacent areas in the vicinity of Arnold Road and New London Turnpike, currently zoned for industrial (I-1) and residential (R20) use, as appropriate for future Business Park proposals.
5. The Land Use Plan recommends that a parcel located on the north side of Route 3 at the junction of Reservoir Road be planned for commercial use. It is currently zoned for residential (R20) use.
6. The areas that are currently developed as senior housing that are not allowed under existing zoning districts has been designated as High Density Residential (1DU/ 0.05 AC to 1 DU/ 0.5 AC). This will provide a land use designation that is consistent with the existing land use.

Schedule for Zoning Ordinance Revisions

The Town of Coventry will amend its Zoning Ordinance to be in conformance with the Comprehensive Plan within eighteen (18) months of plan adoption in accordance with the General Laws of Rhode Island, section 45-22.2-5(A)(4).

D.2 Circulation Plan Element

The recommended Circulation Plan for the Town of Coventry is presented in the following five sub-sections:

- Introduction
- Functional Classification System
- Street Development Standards
- Transportation Implementation Guidelines
- Transportation Interface with Other Elements

D.2.1 Introduction

The Circulation Plan has been developed to address all transportation modes available to residents within the Town of Coventry. The Circulation Plan specifically addresses the regional transportation system, local streets and roads, transit and other alternative transportation modes for Town residents.

The Circulation Plan also addresses the long-range impact of circulation on economic development within the Town and relates the Circulation Plan to the future Town land use framework.

The Circulation Plan has been prepared with extensive input from the CPAC, the citizens of Coventry, the Town Public Works and Planning Departments and a thorough review of the existing and proposed circulation conditions in the Town. The major issues identified by the CPAC and members of the community in regard to transportation include:

- Recognition that north-south circulation is constrained by natural features, however north-south circulation could be improved through existing system improvements and TSM techniques.
- Utilization of Town regulations to improve traffic flow on arterial and collector streets.
- Creation of neighborhood street systems that serve local traffic, while protecting the character of Coventry and maintaining the integrity and safety of neighborhoods.
- Planning of streets in adjacent subdivisions to provide logical connections in the overall Town circulation system.
- Continuation of efforts to monitor and improve the condition of local streets through the Town's existing Pavement Management Program.
- Provision of affordable public transportation to all Coventry residents.

- Continuation of efforts to develop and improve non-vehicular circulation throughout the Town of Coventry.

The recommended circulation system is illustrated on Figures D.2-1A and D.2-1B, *Circulation Plan*, and indicates the proposed system for local and regional circulation in the Town of Coventry through the Year 2010. The Circulation Plan of the **Coventry Comprehensive Community Plan** provides Town staff, the Planning Commission and the Town Council with clear direction on recommended transportation improvements and construction of new transportation facilities consistent with the Land Use Plan contained within the **Coventry Comprehensive Community Plan**. The Circulation Plan also provides the Town Council with a list of capital improvements that should be jointly pursued with the RIDOT for arterial streets and intersections.

D.2.2 Functional Classification System

As areas of Coventry develop and become urbanized, an important balance must be established between land uses and the circulation system that links each land use. Techniques to provide the most effective link from a traffic movement point of view must be balanced with the environmental, social and economic impacts of the construction and improvement of the transportation connections.

The circulation network for the Town of Coventry must be planned in a manner that achieves both short-range and long-range goals to meet the changing travel demands of the residents of Coventry. This comprehensive approach to planning the circulation system will allow all modes of transportation to be planned in a manner that best serves the travel demands for local residents, as well as those persons passing through Coventry on their way to other destinations. The first step in this approach to formulation of the Circulation Plan is the establishment of a functional classification system.

Roadways are categorized much the same way that land uses are classified. That is, certain categories of roads are designed primarily to carry traffic from one point to another. Other roadways are designed to carry lower volumes of traffic at slower speeds for a wider range of access to adjacent lands. In order to effectively plan the roadway system it is necessary to organize roadways by functional classification.

Generally, roadways are classified to:

- Establish logical, integrated systems which, because of their particular service should be administered by one jurisdiction or agency;
- Relate geometric traffic control and other design standards to the roadways in each classification; and
- Establish a basis for developing long-range programs, improvement priorities and capital improvement plans.

FIGURE D.2-1A
CIRCULATION PLAN

FIGURE D.2-1B
CIRCULATION PANEL

Although there are several systems to classify roadways, for transportation network planning and specific design purposes, roadways are most effectively classified by function. The two basic functions are:

- To provide mobility from point to point; and
- To provide access to adjacent land uses.

This however is a paradoxical relationship in terms of designing roadways. For land access, low speeds are desirable, usually accompanied by inconsistent traffic flows. For mobility, high speeds and uniform traffic flows are desirable.

The majority of all roadway mileage falls somewhere between roadways that function for maximum mobility and roadways that function for maximum accessibility. These roadways are the most difficult to classify because they must provide both mobility and accessibility. The four primary roadway functional classifications are presented in Table D.2-1, *Roadway Functional Classification System*.

**TABLE D.2-1
ROADWAY FUNCTIONAL CLASSIFICATIONS**

Category	Primary Function	Degree of Private Access Control
Principal Arterials	Mobility	
• Freeways		Total
• Expressways		Very High
• Major At-Grade Arterial Streets		Very High
Major Arterial Streets	Mobility	High
Minor Arterial Streets and Collector Streets	Mobility/Accessibility Transition	Moderate
Local Streets	Accessibility	None

Source: BRW, Inc.; December 1990.

The functional classifications presented in Table D.2-1 illustrate the hierarchy of functional classes which relate directly to the different levels of travel demand from the travelling public. Travel demand by the public is easily identified according to the types and lengths of trips which individuals make. In addition to each functional classification satisfying the travel demand, continuity, facility spacing and access control mechanisms are also key characteristics that distinguish the features of the functional classification system. Table D.2-2, *Functional Classification Characteristics*, presents a summary of the characteristics of each classification.

TABLE D.2-2

FUNCTIONAL CLASSIFICATION CHARACTERISTICS

Characteristics	Principal Arterials	Major Arterial	Minor Arterial	Collector	Local
Service Performed	Traffic Movement, No Direct Land Access	Traffic Movement, Minimal Land Access	Both Traffic Movement and Some Land Access	Land Access and Some Traffic Movement	Direct Land Access
Typical Trip Lengths	Interstate and Regional	Subregional and Inter-Community	Within Subregions and Communities	Within Communities and Neighborhoods	Within Neighborhoods and Business Centers
Spacing	2-4 miles	1 mile	1 mile	¼ - ½ mile	Every Block
Continuity	Totally Interconnected Over the Entire Region	Interconnected with Principal Arterials and Continuous within Subregions	Interconnected with Principal and Major Arterials and Continuous within a Subregion Community	Interconnected with Major and Minor Arterials, and usually Continuous within Neighborhoods	No Continuity Required
Access Type and Spacing	Interchanges at approximately one mile spacing (freeway or expressway) and Major Signalized Intersections (expressway only) as Warranted	Signalized Intersections at Consistent Spacings (e.g., ½-mile, ¼-mile if warranted); Private Access Restricted	Signalized Intersections at Consistent Spacings as Warranted (e.g., ¼-mile spacings); Private Access usually Restricted	Signalized and Stop Sign Controlled Intersections at _-mile; Some Restriction to Private Access	Stop Sign Controlled Intersections; Unrestricted Private Access
Percent System Mileage	5 - 10%	5 - 20%	5 - 20%	5 - 10%	65 - 80%
Percent Vehicle Miles of Travel Carried	40 - 55%	10 - 35%	10 - 25%	5 - 10%	15 - 30%

Source: BRW, Inc.; December 1990.

A detailed description of each roadway functional classification is presented below:

- ***Principal Arterials***

The principal arterial system should serve the major center of activity of a metropolitan area, the highest traffic volume corridors and the longest trip desires, and should carry a high proportion of the total urban travel demand on a minimum of roadway mileage.

Principal arterials form a system of streets and highways that are significant to the regional circulation system. The principal arterial system should carry the major portion of trips to and from the Providence Metropolitan Area and the majority of traffic that moves through Coventry. Interstate 95 which is located along the southeast boundary of Coventry serves as a principal arterial that connects to national and regional circulation systems. The principal arterial system also frequently carries intra-urban and intercity bus routes and typically has speeds in excess of 45 miles per hour. Because of the nature of trips that principal arterials serve, almost all roads are fully or partially controlled access roadways. However, this system is not restricted to controlled access routes. Other roadways included in the principal arterial system are interstate highways, freeways and expressways and partially controlled access roadways.

The spacing of principal arterials is closely related to the trip-end density characteristics of particular portions of the area. That is to say, that the land use characteristics will generate a certain level of traffic, which will influence the spacing of principal arterials. A firm spacing rule for principal arterials cannot be established that is applicable in all circumstances. However, spacing generally ranges from less than one mile in dense central business areas to five miles or more in rural and sparsely populated areas.

The ability to access land off a principal arterial is subordinate to the provision of travel service for major traffic movements. Direct access to property from a principal arterial is only available from a partially controlled access principal arterial, and any such access is incidental to the functional responsibility of the principal arterial classification.

- ***Major and Minor Arterials***

The major and minor arterial roadway system for the Town of Coventry should provide interconnection with the principal arterial system and provide service trips of moderate length and somewhat lower level of travel mobility than the principal arterial system. The major and minor arterial system are intended to distribute travel to a subregional or community-wide level and provide north-south and east-west continuity for the circulation system. As examples, Arnold Road, Hopkins Hill Road, Sandy Bottom Road and South Main Street provide north-south continuity between Interstate 95, Tiogue Avenue and Flat River Road.

Major and minor arterial roadways provide more emphasis on land access than principal arterials and offer a lower level of traffic mobility. Major and minor arterial roadways should also provide intra-community connections without impacting established neighborhoods.

The spacing of major and minor arterials can vary from 1/8 to 1/2 mile in dense central business districts, to more than one mile in rural areas. In central and western Coventry, arterial roadway spacing will be more than one mile due to the very low density characteristics of existing and future land uses.

- ***Major and Minor Collectors***

The major and minor collector system differs from the arterial system in that roadways on the collector system can penetrate neighborhoods to distribute trips from the arterial system to their ultimate destination, which may be on a local street or additional collector street. Some major and minor collector streets will have through traffic because of the design of the existing system. However, the primary function of the major and minor collector system is to provide land access and local traffic movement within residential neighborhoods, commercial and industrial areas of the Town.

As the Town grows the major and minor collector system will continue to evolve, connecting neighborhoods and providing a means to make short trips without constant access to the arterial system. This evolution should be planned and coordinated with all new development projects to begin to relieve the volume of traffic and congestion on the major and minor arterial roadway system. Relief of the arterial system will result in greater efficiency in the arterial systems and reduction in the right-of-way requirements that would otherwise be needed.

- ***Local Streets***

The local street system for the Town of Coventry consists of all residential, commercial and industrial streets not included in the previous functional classifications. The local system provides direct access to adjacent land and linkage with the higher classified roadways in the Town.

a. *Typical Roadway Classification Cross-Sections*

In Coventry, the roadway functional classifications are further characterized as "urban" or "rural", generally defining the adjacent land use density served. In central and western Coventry (generally west of Johnson's Pond), the major streets are classified as either Rural Arterials or Rural Collectors serving the adjacent very low density residential and agricultural uses, and in eastern Coventry the major streets are classified as either Urban Arterials or Urban Collectors serving residential neighborhoods, commercial areas and employment centers.

Figure D.2-2, *Typical Roadway Cross-Sections*, provides recommended street cross-sections for the various functional classifications in Coventry, which include:

Roadway Classification	Right-of-Way Width
Urban Principal Arterial	110 feet
Urban Collector	60 feet
Rural Principal Arterial	50 feet
Rural Collector	50 feet
Street Local	50 feet

Reasonable adjustments in these cross-sections can be expected to meet existing development and right-of-way constraints, but in undeveloped areas these guidelines should be adopted as closely as practicable.

b. Roadway Jurisdictional Responsibility

RIDOT has proposed to enter into agreement with the Town of Coventry to take over maintenance responsibilities for all Urban Arterials and Rural Arterials and Collectors within the Town limits. The proposed jurisdictional responsibilities for roadways in Coventry are identified below in Table D.2-3, *Proposed Highway Jurisdiction System; Rhode Island Department of Transportation*.

In addition to the current State-maintained roadways in Coventry (Route 117, Flat River Road; Route 3, Tiogue Avenue/Nooseneck Hill Drive; Route 14, Plainfield Pike; Route 102, Victory Highway and portions of Hopkins Hill Road and New London Turnpike), RIDOT has proposed a trade with the Town in which the State would acquire maintenance responsibilities for approximately 4.0 miles of Urban Arterials (New London Turnpike, Arnold Road, Hopkins Hill Road), and would relinquish maintenance responsibilities to the Town for approximately 7.1 miles of Urban and Rural Collectors, including:

- Hill Farm Road (Route 117 to Harkney Hill Road)
- Main Street (Route 115) in Village of Harris
- Hopkins Hollow Road (Route 117 to Greenhouse Road)
- Old Main Loop Road (at Colvintown Road and Route 117)
- Wood Street (Sandy Bottom Road to South Main Street)
- Old Flat River Road in Village of Coventry Center

Although the Town takes on more roadway maintenance responsibilities in terms of mileage through this proposed agreement with the State, the Town relinquishes maintenance responsibilities for three key Urban Arterial roadways. These roadways serve as key north-south linkages between Interstate 95 and the remainder of the Town and, as such, are expected to incur significant increases in average daily traffic (ADT) volume and will become major roadways serving significant sites targeted for economic development over the next 20 years. When coupled with the currently-planned South Main Street

upgrading project, and the programmed Tiogue Avenue upgrading and intersection improvement project by RIDOT, the Town (by consummating an agreement with the State) will have turned over nearly all maintenance responsibilities to the State for roadways that are anticipated to undergo heavy traffic volume increases, or those with current high accident rates. The Town should carefully assess the conditions of all roadway corridors proposed for transfer to the community and require RIDOT-sponsored basic improvements, as required, prior to acceptance. This agreement is currently on hold pending financing from the State of Rhode Island.

TABLE D.2-3
PROPOSED HIGHWAY JURISDICTION SYSTEM;
RHODE ISLAND DEPARTMENT OF TRANSPORTATION

Functional Classification	Federal Aid System	Proposed Jurisdictional Responsibility
<i>Urban:</i>		
• Principal Arterial (connecting)	Primary	State
• Principal Arterial (non-connecting)	Urban	State
• Minor Arterial	Urban	State
• Collector	Urban	Municipal
• Local	-	Municipal
<i>Rural:</i>		
• Principal Arterial	Primary	State
• Minor Arterial	Primary	State
• Major Collector	Secondary	State
• Minor Collector	-	Municipal
• Local	-	Municipal

Source: Rhode Island Department of Transportation, 1990.

c. Bicycle Route System

A Bicycle Route System is recommended as an integral component of the circulation system to serve the Town of Coventry. The recommended route system can be upgraded on a staged basis in coordination with new development or roadway improvement projects.

The Bicycle Route System, established to provide the Town of Coventry with an integrated bicycle circulation system, is based upon the linear open space system which will contain the Class 1 Bike Paths and a Class 3 Bike Route along collector and local

FIGURE D.2-2
TYPICAL ROADWAY CROSS-SECTIONS

streets. In working with the *Friends of Coventry Rail Trail*, a local bicycling group, it was determined that the Coventry Bicycle Route System should focus on developing a "spine" along the Trestle with which linkages (via bike lanes and routes) could be made to neighborhoods, community facilities, commercial areas and employment centers.

The Bicycle Route System, as shown previously, has been established in coordination with the Land Use Plan, the Municipal Facilities Plan and the Circulation Plan. The bicycle circulation system should provide linkages to key destination points between major residential areas, recreational facilities, public facilities and commercial areas. These destination points are illustrated on Figures D.1-1A and D.1-1B, *Land Use Plan*, and D.5-1A and D.5-2B, *Community Services and Facilities*, and include:

- Neighborhoods
- Parks and Major Open Space Preserves
- Schools
- Library
- Town Hall
- Commercial Areas

d. *Classes of Bikeway Facilities*

The Bicycle Circulation System should be composed of three different classes of bikeway facilities, thus providing the best suited bikeway facility to the particular constraints or opportunities of the location. The three classes include:

- Class 1: Bike Path
- Class 2: Bike Lane
- Class 3: Bike Route

Each classification is defined below and illustrated in Figure D.2-3, *Bicycle System Classification*.

The Class 1 Bike Path serves as the major bicycle circulation path which is linked to the Class 2 Bike Lanes, which are linked to the Class 3 Bike Route, which eventually link to the major destination points. Bicycle storage racks and areas should be provided at all key destination points.

- ***Class 1: Bike Path***

A completely separated right-of-way designated for the use of bicycles. Cross-flows by pedestrians and motorists should be minimized. A paved pathway is provided, along with signage designating the bike path's location. The majority of the Class 1 Bike Paths for the Town of Coventry are located along the Trestle Trail. Other Class 1 Bike Paths may be located along open space buffers and link to other open spaces off of Trestle Trail.

- ***Class 2: Bike Lane***

A restricted right-of-way designated as such by signs for the exclusive or semi-exclusive use of bicycles. Through travel by motor vehicles or pedestrians is not allowed; however, vehicle parking may be allowed. Cross-flows by motorists, for example, to gain access to driveways or parking facilities, are allowed; pedestrian cross-flows, for example, to gain access to parked vehicles or bus stops or associated land uses are also allowed. It is anticipated that Class 2 Bike Paths will not be utilized extensively in the Town of Coventry.

- ***Class 3: Bike Route***

A shared right-of-way designated as such by signs or markings stenciled on the pavement. Any bikeway which shares its through traffic right-of-way with moving (not parking) motor vehicles and pedestrians is considered a Class 3 bikeway. Class 3 Bike Routes are to be developed in areas where Class 1 and 2 bikeways are not implementable, or practical, such as along Knotty Oak Road where the striped medians permit bicycle circulation.

e. *Bicycle Circulation System Implementation*

The development of the Coventry Bicycle Route System should be accomplished in phases to minimize costs and to maximize usage as the system develops.

- ***Immediate Priority (1991-1993)***

Initiation of a paved Class 1: Bike Path on the Trestle Trail. The western eight miles of the Trestle Trail is owned by New England Electric (Narragansett Electric) and is used as a utility right-of-way with the railroad track removed. The Town of Coventry should work with New England Electric to secure an easement for pathway development.

The remaining eastern portion of the corridor is owned by the Town of Coventry, with the railroad track in-place but no existing rail service. It is highly unlikely that rail service would be required in the future in this corridor because of the lack of industrial uses along the corridor, and the numerous, adjacent environmentally sensitive areas which would inhibit many forms of economic development. The Town should initiate track removal and planning for paved pathway development.

The State Rail Plan (August, 1990) identifies the Trestle Trail corridor as a potential passenger rail route between Boston and New York. However, with existing Amtrak service along the Shoreline, it is unlikely that such service would be initiated in this corridor. The Town should work with RIDOT for any transit planning in the corridor and initiate plans to develop Trestle Trail as a multi-modal transportation corridor that could include public transit, bicycle, pedestrian and equestrian forms of circulation.

FIGURE D.2-3

BICYCLE SYSTEM CLASSIFICATIONS

Class 2: Bike Lanes should be established at new public facilities, including parks and linear open space buffers between employment areas and residential uses in the southeast portion of Town. The Town should also revise its Subdivision Ordinance to secure right-of-way at the time of subdivision approvals for bicycle path or lane development.

Class 3: Bike Routes should be striped and signed when State and local roads are improved.

- ***Moderate Priority (1993-1995, or as development occurs)***

The Town should encourage the construction of bicycle paths as part of private development projects wherever possible feeding into the Trestle Trail. The Town should also plan and develop Class 3: Bike Routes wherever possible utilizing local streets and easements feeding into the Trestle Trail, jointly in coordination with other capital improvement projects. The Town should also mandate the construction of bicycle paths in all new developments which contain parks or open spaces to allow for energy conserving transportation to these assets.

- ***Long Range Priority (Beyond 1995)***

The long-range priority for bicycle path, lane and route development in the Town of Coventry is to acquire and develop major stretches of the overall comprehensive trail system, necessary to connect existing portions of the trail system.

D.2.3 Street Development Standards

With the establishment of a Roadway Functional Classification System, it is important to provide a means of maintaining the functional integrity of the roadways over time. It is also important to preserve the primary functions of each class of roadway as development occurs and travel demand increases. This can be accomplished by addressing certain basic parameters in connection with design, planning and approval of street designs and access permits.

Standard roadway cross-sections were developed for the Town of Coventry and include the arterial, (urban and rural), collector and local street classifications. These recommended design standards have been developed to provide appropriate levels of service to various densities of land use. As higher density land uses are proposed, wider streets are generally required to service higher traffic volumes, to facilitate better access to shared driveways, and to facilitate additional anticipated on-street parking. The cross-sections presented on Figure D.2-2 are intended to illustrate the range of physical characteristics applicable to each functional classification.

In addition to revising street development standards to more effectively manage traffic flow on the arterial and collector streets, the Town of Coventry should adopt and follow standards relative to arterial access and intersection spacing. General access guidelines are recommended below.

- ***General Intersection Spacing: Arterial Roadways***

Because of the configuration of the existing arterial roadway system in Coventry, uniform spacing criteria would not be appropriate to implement in the Town. However, intersections between arterial roadways should be designed to maximize traffic flow, through signalization and the provision of exclusive right and left turn lanes where volumes and turning movements warrant. All other intersections with arterial roadways should be spaced based on appropriate signalization to ensure two-way progression, with intersections located at consistent intervals.

Direct access to property should be restricted and limited to areas where access points currently exist. Access points should be consolidated wherever possible, with any new access points justified by a Traffic Impact Analysis (TIA) subject to review and approval by the Town of Coventry Public Works Director.

- ***General Median Break Spacing: Arterial Roadways***

Intermediate intersections (median breaks) along arterial roadways should be located a minimum of one-eighth mile from the nearest major intersection. Desirable median break spacing is at quarter-mile intervals to allow for two-way traffic signal progression.

Direct land access along arterial roadways should be controlled by raised (or barrier) median breaks, or designated through striping. Wherever possible, joint access points should be designated to serve multiple properties, and aligned across the roadway with other access points, which allows future signalization, if warranted. Right-in, right-out access points should be allowed to access private property based on forecasted travel demand.

- ***Traffic Signal Locations***

If warranted by traffic volumes and safety hazards, traffic signals should be located at each major intersection of arterial streets, between arterial and collector streets and at major commercial and employment centers along arterial and collector streets.

Traffic signals should be timed to allow progression in both directions of movement. Signal spacing must be established wherever possible on consistent intervals along an arterial or collector street to allow two-way progression. Two-way progression is not mandatory, but is highly desirable. Intermediate intersections may be equipped with traffic signals depending upon satisfaction of warrants as contained in the "Manual on Uniform Traffic Control Devices" (MUTCD), safety considerations and the professional judgement of the Public Works Director.

Slight shifts in consistent signal spacing locations are permissible depending upon a review of traffic requirements and system impacts. Shifts of up to 50 feet in either direction from the consistent spacing point are allowable. Semi-actuated signals for major traffic generators may be located in excess of this distance following analysis and review of demand requirements and hourly variations. Semi-actuated signals should be coordinated with adjacent signals within 2,000 feet in each direction along the arterial or collector street.

- ***Intersection Types***

Intersections provide for controlled changes in the direction of travel. Design parameters for intersections include the facility design speed, peak-hour volume requirements and traffic control characteristics.

Design types permitted for major intersections on arterial streets are as follows:

- Basic four-leg cross type; and,
- Tee type, three-leg.

No five- or six-leg intersections or rotary intersections should be allowed.

Intersections should be oriented as close to 90 degrees from the arterial as possible, but not less than 75 degrees. Lane arrangement should provide for continuous flow through the intersection; variations in alignment and sudden changes in lane width should be avoided.

On median-divided arterial streets, median breaks should be provided at all major intersections as identified previously. Breaks should not be planned unless adequate geometrics are available (i.e., sufficient storage/deceleration length, land width, etc.).

Specific intersections that should be programmed for redesign and construction in Coventry based on traffic volumes, existing intersection geometrics and accident records (as identified in Chapter B: Inventory and Analysis of Existing Conditions of the **Coventry Comprehensive Community Plan**) include:

- Route 117, River Road/South Main Street
- South Main Street/Route 3, Tiogue Avenue
- Wood Street/South Main Street
- Wood Street/Sandy Bottom Road
- Sandy Bottom Road/Route 3, Tiogue Avenue/Arnold Road
- Harkney Hill Road/Route 3 Nooseneck Hill Drive
- Knotty Oak Road/Main Street

The three intersections along South Main Street are currently under redesign by RIDOT as part of the planned South Main Street Improvement Project. All critical intersections along Route 3 should be redesigned by RIDOT as plans for widening of Tiogue Avenue are prepared in the near future. Particular attention should be paid to a complete redesign of the Sandy Bottom Road/Route 3/Arnold Road intersection to create a four-leg cross type intersection.

- ***Arterial Access Driveways***

Driveways (access points) directly affect the safe operation and level of service of through roadways, but are an important mechanism to provide access to adjacent land uses. The primary function of arterial streets, which is to move traffic, should be protected through the use of access restrictions.

All driveways should be located so as to minimize the friction and conflicts with through traffic. Safe and consistent/predictable operation of the through street should be maintained.

Principal arterial access points should not be allowed. Arterial street access points to any single standard lot parcel should be limited to one two-way driveway or one pair of one-way driveways for each parcel. The determination of these guidelines should come only following site-specific traffic analyses. Large developments should seek to consolidate access points at appropriate arterial street intersection/median break locations. Such consolidation may assist in meeting traffic signal warrants in the future. Driveways so located should provide for acceptable signal progression on the through street.

Spacing between driveways/access points must allow safe and efficient execution of all movements, and turns, as well as crossing flows. The degree of driveway spacing control should be consistent with the through traffic speeds and land development intensity along the through roadway. A desirable driveway spacing for major arterial streets is 200 feet or more.

Desirable spacing for minor arterial streets is 185 feet or more. Where these dimensions are not possible, each proposal should be carefully evaluated by the Town's Public Works Director in order to minimize negative impacts to traffic flow.

Where driveway traffic volumes warrant traffic signals, a minimum spacing of 1,200 to 1,500 feet to any other intersection with signals should be maintained. Of the driveways with signals at tee-intersections with the remote possibility of future extension of the fourth leg, a minimum spacing of 660 feet from the nearest intersection with traffic signals may be acceptable, based on traffic signal warrants and local signal system capabilities. In any event, driveway signals are to be directly coordinated with any existing or planned signals within one-half mile of the signalized driveway.

Driveway/access point locations should be coordinated along any roadway. Where possible, driveways on opposite sides of the roadway should be aligned to facilitate cross travel and take advantage of appropriate median breaks. Where this is not possible, driveways on opposite sides of arterials with barrier medians should be offset to provide sufficient storage for left-turning vehicles.

D.2.4 Circulation Implementation Guidelines

The implementation techniques to carry out the recommended transportation goals and objectives of the **Coventry Comprehensive Community Plan** are presented in the four following areas:

- Town-Wide Circulation System
- Site Specific Street Improvements
- Bicycle Route System
- Public Transit

a. *Town-Wide Circulation System*

The Town of Coventry should adopt the Circulation Plan presented on Figures D.2-1A and D.2-1B, for implementation through the Year 2010 in conjunction with the Land Use Plan of the **Coventry Comprehensive Community Plan**. The Town should also seek to complete the agreement between itself and RIDOT as soon as possible, transferring maintenance and improvement responsibilities for the three urban arterials of New London Turnpike, Arnold Road and Hopkins Hill Road to RIDOT. With this transfer completed, all arterial roadways experiencing major public safety problems (five or more recorded accidents at key intersections in 1988), all roadways with current heavy volumes and all roadways anticipated to service major economic development opportunities through the Year 2010 will become the responsibility of the State of Rhode Island. The Town of Coventry should then work very closely with RIDOT in the formulation of the regular 5-year Capital Improvements Programs (CIP) by providing input to RIDOT to insure improvements are made to critical roadway segments and intersections within the Town. The remaining urban and rural elements of the Functional Classification System will be the responsibility of the Town of Coventry and should be capable of supporting anticipated development through the Year 2010 at their current design configuration with regular maintenance. The Town of Coventry currently administers one of the most aggressive pavement management and roadway rehabilitation programs in the State of Rhode Island.

The design guidelines and street development standards presented above relative to roadway classification, access control, signalization and other transportation system management techniques shall become part of the adopted Circulation Plan.

b. *Site Specific Street Improvements*

The Town of Coventry should identify and further evaluate areas of high accident frequency and turning movement conflicts presented earlier in Chapter B: Inventory and Analysis of Existing Conditions of the **Coventry Comprehensive Community Plan**. The Town will utilize the following guidelines in improving site specific problems for transportation facility improvements:

1. To assess State-generated ADT volumes and turning movement counts to:

- Prepare and evaluate TSM techniques or physical improvements to resolve identified problems.
- Evaluate and revise traffic signal timing, as necessary, to allow smooth traffic progression in both directions of movement.
- Prepare preliminary engineering plans, cost estimates and prioritized implementation schedules to improve problem intersections, including:
 - Wood Street/Sandy Bottom Road
 - Sandy Bottom Road/Route 3, Tiogue Avenue/Arnold Road
 - Harkney Hill Road/Route 3 Nooseneck Hill Drive
 - Knotty Oak Road/Main Street

This implementation strategy will require a great deal of cooperation with the RIDOT to ensure the Town's goals are met with the improvement of any arterial roadway segments or intersections, most of which are State routes through Coventry.

2. To require developers to dedicate rights-of-way for major streets and bicycle facilities, and to construct these facilities in accordance with Town standards as identified in the Circulation Plan of the **Coventry Comprehensive Community Plan** at the time of subdivision approval.
3. To prepare and adopt a Tiogue Avenue Specific Area Plan to address redevelopment, revitalization, visual, traffic movement and safety improvements on Tiogue Avenue from the Town of West Warwick to Reservoir Road. The Tiogue Avenue Specific Area Plan should be prepared concurrently with RIDOT's planning for the widening of Tiogue Avenue, and should include recommended:
 - Storefront rehabilitation and signage design criteria;
 - New infill development design criteria;
 - Roadway access control plan, including consolidation of existing curb cuts and installation of a landscaped barrier median;
 - Redesign of the Sandy Bottom Road/Route 3/Arnold Road intersection into a four-leg cross type intersection; and
 - Streetscape/landscape improvement program.
4. To require that new or revitalized development addressed in the Tiogue Avenue Specific Area Plan consolidate access points, coordinate parking and provide streetscape amenities.
5. To evaluate all roadway corridors, particularly rural segments, for potential sight distance, drainage and geometric improvements (e.g. Colvintown Road, Sandy Bottom Road, Station Street, Hill Farm Road) for inclusion in the Town's regular CIP for reconstruction.

The Town of Coventry should reassess the need for north-south arterial and/or collector roadway capacity in approximately five years after the South Main Street Improvement Program, and potentially the Tiogue Avenue widening and intersection improvements (currently not funded for implementation), have been completed. Studies conducted for the RIDOT as part of the *Feasibility and Location Study for the Proposed Connector/ Industrial Road* from Route 3 to Route 117 indicated some congestion relief could be expected at the Sandy Bottom Road and South Main Street intersections with Tiogue Avenue, but widening of Tiogue Avenue from Sandy Bottom Road to South Main Street was also necessary, as well as addressing significant environmental issues regarding the crossing of the wetlands associated with the Pawtuxet River. The potential for upgrading north-south capacity on Hill Farm Road should also be evaluated at this time.

c. *Bicycle Route System*

The Town of Coventry should adopt a Bicycle Route System which links the major public facilities (e.g., parks, schools, libraries) within Coventry to residential areas and commercial districts, as practicable.

The guidelines the Town of Coventry should utilize to implement a Town-wide Bicycle Route System are:

1. Adopt the Bicycle Route System presented on Figure D.2-2A and D.2-2B, *Circulation Plan*, providing a bicycle circulation system to all major destinations, and include the staged implementation of the system in the Town's regular CIP.
2. Lobby for inclusion of the Trestle Trail on the *State Bicycle System Plan*.
3. Provide bicycle racks or lockers at major new and revitalized commercial and employment destinations, either by the developer/owner, or in the case of public facilities, the Town should provide such facilities.
4. In accordance with the CIP to be phased on an incremental basis, designate bicycle routes by signage, striping routes on existing and proposed streets, and or constructing exclusive bicycle paths, particularly with the expansion of Trestle Trail and the development of large park and recreation facilities.
5. Explore the potential for funding significant bicycle path planning, design and development as effective alternative modes of transportation through the Federal Highway Administration (FHWA).

d. *Public Transit*

The Town of Coventry currently has one public transit route (#13, Arctic-Washington Route) which operates on approximate 30-minute headways during peak periods, and generally one hour headways during the remainder of the working days and on Saturdays. The Town should periodically monitor transit ridership within the Town to determine if an expansion or upgrading of the existing RIPTA

services should be encouraged. Also, there is an express bus to Providence from the Park and Ride Lot located at Exit 7 off of Interstate 95 (new London Turnpike).

The guidelines the Town should utilize to implement and evaluate transit needs are:

1. Jointly with RIPTA, conduct a Town-wide random sample Resident Survey of transit needs and usage.
2. Conduct random sample interviews on transit needs with residents of Coventry, businesspeople, and potential new businesses locating in Coventry to ascertain transit needs.
3. Work with RIPTA to implement any new bus route or service improvements based on the results of the Resident Survey, including park-n-ride facilities and transit shelters.
4. Work with the RIPTA to conduct a feasibility study to evaluate the potential implementation of an express transit route during peak periods which would access the Town from Interstate 95 via Arnold Road, Hopkins Hill Road and Tiogue Avenue/Route 3, as illustrated on Figures D.2-1A and D.2-1B. Implementation of this route may be particularly advantageous to the Town in supporting economic development in southeast Coventry.
5. Jointly work with RIDOT and RIPTA on all transit studies (e.g. *State Ground Transportation Plan, Rail Corridor People Mover Study*) to evaluate the potential of establishing a fixed guideway transit linkage between Providence and the Village of Washington, with bus and bicycle linkage to the remainder of the Town.

D.2.5 Circulation Interface with Other Elements

Several portions of the Circulation Plan must be interfaced with other elements of the **Coventry Comprehensive Community Plan** to ensure proper planning, coordinated CIP programming and ease in Community Plan implementation. These include, in particular, the Land Use, Economic Development and Community Services and Facilities Plan elements. Specific points of interface include:

1. All public utility and facility planning must be carefully coordinated so that as existing utilities are upgraded, transportation facilities can also be upgraded. In all new development, right-of-way acquisition should be planned and carried out to enable proper sequencing and coordinated installation of water lines and sanitary sewer lines where required, and any other public or private utilities.
2. Implementation of the Zoning and Subdivision Ordinances, particularly in newly developing areas, should include careful attention to right-of-way set aside for properly-sized roadways in accordance with the Land Use Plan. Adequate setbacks and properly spaced access points will

also minimize disruption to traffic flow and improve site design, particularly for new commercial development.

3. The recommended bicycle route system is intended to primarily function on existing Town roads. Proper provision of signage and striped bicycle lanes on existing roads should be coordinated in the Town's CIP.
4. Implementation of the Economic Development Plan, particularly in regard to the revitalization of Tiogue Avenue and the proposed significant business and industrial park development in southeastern Coventry, will require close coordination with transportation facility improvements, including:
 - The Tiogue Avenue Revitalization Program, as described in the Tiogue Avenue Specific Area Plan of the Economic Development Plan, is intended to be carried out in conjunction with RIDOT's plans to widen this arterial corridor.
 - Significant business and industrial park development in southeastern Coventry must be closely monitored in terms of potential requirements for improving capacity on the New London Turnpike, Arnold Road and Hopkins Hill Road, as well as potential Interstate 95 interchange improvements.

Successful economic development efforts on the part of the Town may also justify upgrading public transit services in these areas, as previously described.

5. Further residential development in western Coventry, albeit at a very low density, will require the continuation of the Town's aggressive pavement management and roadway rehabilitation program to service this development on an ongoing basis.

D.3 Economic Development Element

The recommended Economic Development Plan for the Town of Coventry is presented in the following five sub-sections:

- Introduction and Analysis
- State of Rhode Island Economic Development Framework
- Economic Development Implementation Guidelines
- Tiogue Avenue Revitalization Concept Plan
- Economic Development Plan Interface with Other Plan Elements

D.3.1 Introduction and Analysis

The Economic Development Plan element of the **Coventry Comprehensive Community Plan** provides a recommended economic development program for the Town through the Year 2010. The Economic Development Plan and Implementation Guidelines have been prepared based on the Visions, Goals and Objectives for economic development presented in Chapter C and have been coordinated with the *State of Rhode Island Economic Development Strategy* (1986) and the *Industrial Land Use Plan - State Guide Plan Element 212* (1990). The Visions, Goals and Objectives were formulated at public workshops with the CPAC. In addition to serving as the Community Plan's Economic Development Element, this Economic Development Plan will serve as the preliminary work program for the recommended Economic Development Commission and will provide direction as to a comprehensive approach in revitalizing Tiogue Avenue (the community's prime commercial district), in conjunction with the Route 3 widening planned by the RIDOT.

Several issues were identified during the data collection and analysis phase of the Comprehensive Community Plan preparation. These are documented in Chapter B, Inventory and Analysis, and can generally be grouped into the following three areas:

- History of the Community's Development
- Land Use Pattern
- Lack of Infrastructure

a. *History of the Community's Development*

The primary elements that historically shaped economic development in the Town of Coventry were the railroad and textile mills. With the advent of these two influences in the nineteenth century, the physical characteristics of much of the community were established. Tiogue Lake, the Flat River Reservoir and other mill ponds were created to power the mills, standardized housing was built and company stores were constructed in most of the village centers that are still evident today. The construction of the Hartford, Providence and Fiskville Railroad further supported this nineteenth century industrial growth linking many of the mill villages and providing a central spine for commerce through Coventry.

As the textile industry declined in the late 1800's due to cheap labor and lower transportation costs in the southern United States, Coventry saw an exodus of industry, relatively minor growth in population, very limited economic development activity and the evolution of Providence as the region's prime center of commerce and jobs. With the completion of Route 3 and Interstate 95, commuting to other locations of employment in the region became even easier for Coventry residents, and the Town has taken on the character of a suburban "bedroom" community since the early 1960's.

b. *Land Use Pattern*

Despite the growth of Coventry in the 1900s, no centralized core or commercial district has developed. The community's two commercial districts include Tiogue Avenue (State Route 3) stretching from Tiogue Lake westward to approximately Woodland Manor, and Route 117 from the Town of West Warwick to approximately South Main Street. Both commercial areas have developed in a strip fashion generally one lot deep, abutting adjacent residential neighborhoods with no land use transition or buffers. Conditions in these commercial districts are further exacerbated by the numerous curb cuts causing significant traffic and public safety problems, lack of any coherent landscaping theme, a proliferation of unsightly signage and a variety of building types, sizes and character that presents a rather negative image to the public.

In terms of industrial land use within Coventry, the State's *Industrial Land Use Plan* identified six sites currently zoned industrial within the Town, totaling approximately 1,157 acres. Of this total of 1,157 acres, the Plan identified 305 acres currently under industrial use, 289 acres currently used for other types of land uses and 563 acres as vacant. These estimates are somewhat deceiving given that major portions of one of the larger sites (the former Coventry Airpark) has severe industrial development constraints, including poor access, high water tables, wetlands, floodplains of the Pawtuxet and Mishnock Rivers and the presence of groundwater aquifers. The other large site, a current aggregate extraction and recycling area located along the Town's southern boundary between Hopkins Hill and Arnold Roads, poses strong potential for reuse as a business park adjacent to the West Greenwich Technology Park and Interstate 95, but will require significant site restoration and the development of buffers adjacent to existing and proposed residential uses.

A closer look and field reconnaissance of existing and potential industrial sites in the Town of Coventry identified approximately eleven viable sites, as illustrated on Figure D.3-1, *Economic Development Plan*, and described in Table D.3-1, *Industrial Land in Coventry*.

Other smaller industrial sites are located in isolated instances throughout the Town, usually within commercial areas along the Route 117 and Route 3 corridors.

Along route 3, commercial/mixed use sites have been targeted for general office development. Opportunity for innovative site designs integrating office development with commercial enterprises, while reducing building footprints and sharing parking facilities is provided through these land uses.

ECONOMIC DEVELOPMENT PLAN

TABLE D.3-1
INDUSTRIAL LAND IN COVENTRY

• **Industrial - Existing Mill Facility**

Facility	Location	Approximate Site Size
1. Garland Mill	South Main Street/Route 117	4AC
2. Coventry Narrow Fabrics Mill	Pilgrim Avenue/Route 117	8AC
3. Concordia Mill	Pilgrim Avenue/Route 117	4AC
4. Holiday Products Mill	Village of Harris	2AC
5. Victor Electric Mill	Village of Harris	8AC
6. Arcwright Mill	Village of Harris	5AC
7. Hoechst Celanese Mills and Industrial Site	Pawtuxet River/Route 117	58AC

• **Industrial - General Industrial Park or Facility**

Facility	Location	Approximate Site Size
1. Coventry Industrial Park	Industrial Park Road/Route 117	80AC
2. General Industrial Site	Dale Street/Route 117	2AC
3. Hoechst Celanese Mills and Industrial Site	Pawtuxet River/Route 117	58AC

• **Existing Aggregate Extraction Areas Targeted for Business Park Development**

Facility	Location	Approximate Site Size
1. Aggregate Extraction and Recycling Site	Arnold Road/New London Turnpike along Town South Border to Hopkins Hill Road	310AC

Source: BRW, Inc.; January, 1990.

c. Lack of Infrastructure

A significant factor limiting economic development in the Town of Coventry is the availability of sanitary sewer facilities. Sewer facilities are available only on a limited basis in eastern Coventry, and include a 15" gravity line in the New London Turnpike serving the

West Warwick Industrial Park and the West Greenwich Technology Park. A short extension of this line runs approximately 500 yards down Arnold Road to serve the Cal Chemical Company in Coventry. This line currently has excess capacity and could prove to be a significant asset to business park development in southern Coventry near Interstate 95. The only other significant public sewer line in Coventry is located in Main Street and serves the Village of Harris, particularly the Victor Electric site. A 10" force main with capacity of 200,000 gallons/day (gpd) was constructed along Tiogue Avenue to serve Woodland Manor by its developer. This sewer line has "excess capacity," and may be tapped to serve adjacent areas with the approval of the Town of West Warwick. Currently, the Town of Coventry has installed a "dry" sewer line in Hopkins Hill Road to serve future industrial uses to the south tapping the existing Tiogue Avenue "private" sewer line, or a future line to be built by the Town in Tiogue Avenue.

As more and more evidence of groundwater, lake and pond pollution is identified, it is becoming obvious that a comprehensive approach is necessary to install sanitary sewers in eastern and central Coventry to rectify environmental problems, and to provide significant economic development opportunities.

In addition to sewer lines, roadway capacity will be an important criteria for stimulating economic development in Coventry. The proposed business park site along the Town's southern boundary is served well by the recently upgraded Hopkins Hill Road (4 lanes), but will require capacity improvements to the New London Turnpike and Arnold Road to serve any significant development on site. Both freeway interchanges with Interstate 95 should also be examined for traffic handling capacity in the future as significant industrial development occurs in both Coventry and West Greenwich. The RIDOT currently has plans to begin a preliminary engineering study of Tiogue Avenue/Route 3 for widening to four lanes to accommodate existing and forecasted traffic volumes through this major commercial district.

D.3.2 State of Rhode Island Economic Development Framework

The State of Rhode Island currently has two key documents that provide significant assistance and direction to local economic development planning. These include the State's *Economic Development Strategy* and the *Industrial Land Use Plan - State Guide Plan Element 212*.

a. Economic Development Strategy

The *State of Rhode Island Economic Development Strategy* was drafted in 1986 with a primary goal of:

"fostering and maintaining a vigorous economy able to provide an adequate number and variety of activities that generate wealth for the people of the State."

Within that framework, the *Economic Development Strategy* has three primary objectives:

- *Objective A - Employment:* Provide at least 10,800 new employment opportunities per year.

- *Objective B - Facilities:* Encourage industrial and commercial development of a type and in a location that is consistent with the *State Land Use Policies and Plan*, and with other applicable elements of the *State Guide Plan*.
- *Objective C - Climate:* Maintain a business environment conducive to the birth, sustenance, and growth of suitable industry and commerce.

The Division of Planning indicated in 1988 that the State's economy will support approximately 504,000 jobs by the Year 2010, representing an increase of nearly 61,000 jobs over the 1985 level. A significant portion of this growth is expected to be within the services sector, with approximately one third anticipated to be industrial employment requiring industrial or business park locations, including manufacturing, wholesale trade, transportation, communications and utilities and certain business services. Utilizing a cross industry average of 15 employees generated per acre in industrial and business parks, from the 1975 *State Land Use Policies and Plan*, the State of Rhode Island will require an additional 1,200 acres (or 48 acres/year) of this land use through the Year 2010.

b. *Industrial Land Use Plan - State Guide Plan Element 212*

As a followup to the State's *Economic Development Strategy*, the *Industrial Land Use Plan* was completed in 1990, with two key factors in mind:

- *First*, Rhode Island has more than enough acreage zoned for industrial use to support anticipated growth through the Year 2010, but much of this existing inventory requires significant improvement to fully achieve site development potential.
- *Second*, The tools were not available to identify, inventory and maintain an up-to-date data base for all new industrial sites on a statewide basis.

In the State's *Economic Development Strategy*, the following goals emphasize the need to reserve sufficient, quality land for industrial expansion:

- *Diversify industrial base*
"...capitalize on the wide range of the State's resources to build an industrial base..."
- *Promote "urban industry"*
"Relate industrial development to overall land use and general industrial development in accordance with sound land use policy."
- *Provide optimal infrastructure types*
"...transportation, utilities, goods, water, energy and waste processing..."

Based on establishing the following three target industry criteria:

- high growth potential
- low energy consumption

- low environmental impact

The State of Rhode Island has identified a listing of ten target industry types for attraction to or expansion within the State, as listed below on Table D.3-2, *Target Industries for Rhode Island*.

**TABLE D.3-2
TARGET INDUSTRIES FOR RHODE ISLAND**

Standard Industrial Classification (SIC) Code	Industry Types
2831	Biological Products
2833	Medicinal Chemicals
2834	Pharmaceutical Preparations
3511	Small and Medium Turbines
3622	Two-way Communications Equipment
3693	Medical Electronics
3811	Laboratory, Scientific and Research Instruments
3823	Process Control Instruments
3825	Instruments to Measure Electricity
3843	Dental Equipment

Source: Rhode Island Statewide Planning Program, Strategy, Rhode Island: Target Industries, Executive Summary, Report No. 36A, 1979

In summary, the State's *Industrial Land Use Plan* objectives are to direct the public and private sectors to:

- 1. Reserve 20,000 acres of industrial land** suitable to sustain economic growth without compromising Rhode Island's quality of life.
- 2. Employ "mixed use" as a strategy** wherever feasible, using industrial performance standards to commingle appropriate industries, while at the same time protecting their neighbors, and optimizing utilization of the limited land resource.
- 3. Assure to the maximum extent possible, the appropriate use of "prime" industrial land** by matching an industry's needs to the land.
- 4. Promote the reuse of under-utilized facilities in urban industrial zones** to make the most out of existing infrastructure, and to accommodate small but growing businesses in the central cities.

5. **Encourage business partnerships that can nurture growing companies with much potential**, strategically locating them in industrial parks and business incubators.

D.3.3 Economic Development Guidelines

The techniques recommended to carry out the economic development goals and objectives of the **Coventry Comprehensive Community Plan** are presented in the following four categories:

- Economic Development Structure
- Target Industry Identification and Recruitment
- Local Business Outreach/Retention
- New Business Recruitment/Attraction Program

a. Economic Development Structure

The techniques recommended to establish an overall organizational structure to aggressively pursue economic development in Coventry include establishing a close working relationship with the Rhode Island Department of Economic Development (RIDED) in order not to duplicate State efforts and to maximize State investments and their return to Coventry. The following organizational strategies include:

1. **Appointing an Economic Development Commission** by the Town Manager (in accordance with Section 296 of the Town Code) to act in an advisory capacity to the Town Council and Town Manager to promote and encourage the location and development of new business in Coventry, and to encourage the maintenance and expansion of trade and business within the Town.

The Economic Development Commission should include 8 to 12 individuals with representatives from the business community, financial institutions, merchant organizations, the real estate sales and development industry, utility companies, major property owners and the Quidnick Reservoir Company.

2. **Hiring a Town Economic Development Director** to support the activities of the Economic Development Commission, serve as the Executive Director of the Economic Development Corporation (as described below), aggressively pursue economic development opportunities for the Town and carefully coordinate all activities with the Rhode Island Departments of Administration (Planning Division) and Economic Development.

The Economic Development Director should report directly to the Town Manager and have significant past experience in economic development marketing, recruiting and successful enterprise development, along with skills in financial analysis, urban planning, community involvement and real estate sales.

3. **Incorporating a Town Economic Development Corporation or Foundation** as a non-profit development corporation which can serve as a holding entity for land banking, negotiate property acquisition and sales in a confidential manner, apply for grants and loans set aside for non-profit economic development activities, plan and develop projects and reinvest proceeds into new ventures without overriding political considerations.

As an entity for land banking, the Town's Economic Development Foundation can negotiate the reservation or acquisition of key land parcels, enabling property owners to realize significant tax free concessions while these properties are held "off the market" awaiting final sales for future economic development projects. Care must be taken in implementing this strategy to evaluate the potential effect on the Town's tax base.

4. **Establishing a Computerized Inventory of Potential Industrial and/or Economic Development Sites** within the Town of Coventry to be utilized as resources in the pursuit of new economic development projects. Under the direction of the Economic Development Director, a comprehensive inventory of all sites zoned for commercial, office and industrial development should be made identifying size, available access and infrastructure, development characteristics (soil conditions, slopes, etc.), ownership, surrounding land uses, assessed valuation and estimated market value.

This inventory should also include characteristics of existing facilities (e.g., size, access, infrastructure, loading facilities) that are available for sale or lease, as well as potential regional and local developers and contractors, and contacts at local utilities, lending institutions and public agencies involved in economic development.

b. *Target Industry Identification and Recruitment*

The techniques recommended to identify target industries for recruitment include establishing a very strong, cooperative working relationship with the RIDED to achieve consensus on those industry types best suited for development in Coventry. This will include closely reviewing those target industries identified for recruitment by the Statewide Planning Program in 1979, as listed earlier in Table D.3-2, evaluating their developmental requirements against the opportunities and constraints to development in Coventry, and establishing a refined list for targeted marketing efforts. It is also recommended that the Town encourage the RIDED to prepared an updated Competitive Trade Study, which should further expand and update a statewide target industry identification and recruitment strategy in relationship to the regional assets identified within the State.

c. *Local Business Outreach/Retention*

The techniques recommended to communicate with, address the needs of and retain local businesses and industry include a variety of supportive strategies that can be provided by the Town, the School District's Vocational Educational Program, local and regional colleges and universities, and local business/merchant associations. These strategies include:

1. **Establishing a Local Business Outreach Program** between the Town's Economic Development Director/Economic Development Commission and local merchant organizations, industrial councils, civic groups, etc., which might include a monthly newsletter, regular Speaker's Bureau and traveling exhibits.

This effort should include a strong presence on the part of City staff (e.g., Economic Development Director, Town Manager, Planning Director) to maintain two-way communications with the business community in terms of explaining local ordinances and regulations that affect business, soliciting assistance from the business community in industrial recruiting, providing information on upcoming community development and public works projects that affect the business community and disseminating information on any available business assistance program [e.g., Town rehabilitation loans, Small Business Administration (SBA) loans, etc.]. This effort will also include establishing communications between the business community and resources such as the University of Rhode Island (URI) Small Business Assistance Center, Bryant College's Small Business Development Center, the Brown Venture Forum and the School District's Vocational Educational Program to provide potential technical assistance on various business planning, marketing and financial subjects.

2. **Encouraging the development of various support services** to local businesses, such as child care, occupational health care, business fitness/recreation, etc.

This effort should primarily take the form of planning for and promoting Coventry's business centers (industrial areas, business and office parks, and commercial areas) as good locations for the development of child care, health and related recreational facilities. As new business and office parks, in particular, are planned and developed, the Town's Planning and Economic Development Directors should strongly encourage the inclusion of these business support services to meet the needs of contemporary employers and employees.

3. **Developing programs to encourage business revitalization and expansion** in targeted areas.

The Town, utilizing its Economic Development Revolving Fund or future Community Development Block Grants (CDBG), should consider establishing targeted business expansion and revitalization efforts in various business districts or specific new business park development locations. If federal funds are utilized for these purposes, it will be important to target the use of such funds to ensure jobs are created for low- and moderate-income persons. The initial program efforts in this area should include concentrating on the revitalization, selected redevelopment and public facility improvements along Tiogue Avenue, as presented in D.3.4, below. Subsequent efforts could concentrate on village center commercial district rehabilitation or the development of a new business park through the Town's Economic Development Foundation.

d. *New Business Recruitment/Attraction Program*

The techniques recommended to recruit and attract new businesses to Coventry must be a joint venture of the Town's Economic Development Commission and the RIDED, maximizing the resources of both and emphasizing the assets of the Town. The basis for this effort should be rooted in the State's *Economic Development Strategy* and the *Industrial Land Use Plan* to position Coventry to aggressively pursue new economic development activities. These strategies include:

- 1. Preparing a high quality Town of Coventry marketing brochure** that describes the community's quality of life, school system, public safety and fire protection services, available infrastructure to fully serviced sites, low rate of taxation, low cost of doing business in Town and available economic development incentives.
- 2. Establishing a specific cooperative agreement between the Town and RIDED to market Coventry** for appropriate types of economic development.

Based on the target industries identified as appropriate for development in Coventry (as discussed in b. above), the RIDED would utilize its network of contacts, prospecting trips, membership in various trade organizations [National Association of Industrial and Office Parks (NAIOP), Urban Land Institute (ULI), Center for Urban Economic Development (CUED)], participation in trade shows and conferences and public relations programs to identify "leads" and establish contacts with industries considering relocation, consolidation or branch plant development. Once identified (and on a confidential basis), the Town of Coventry Economic Development Director and Economic Development Commission, with the assistance of RIDED, would develop specific proposals and incentives to present to the candidate target industries, followed up by appropriate negotiations to formalize a development agreement.

This process would be designed to maximize the resources of the State of Rhode Island in marketing economic development opportunities, including utilization of the RIDED data resource bank, audio/visual presentations and briefing center at T.F. Greene Airport, State marketing materials and RIDED marketing staff. Resources that could be targeted to create incentive packages to attract industry would include State assistance such as low-interest loans for project development and capital equipment purchases, grants for infrastructure development, designation of enterprise zones or tax increment financing districts and providing assistance and facilitation in project review through such agencies as the RIDEM. Local assistance such as low-interest loans from the Town's Revolving Loan Program, infrastructure development financed through CDBG funds and providing assistance and

facilitation in project planning and zoning review would be coupled with State resources to create attractive industrial location proposals.

3. Developing high quality, fully serviced business park sites in attractive locations within the Town of Coventry.

Either in joint venture with private property owners or developers, or through the Economic Development Foundation, the Town of Coventry should acquire and develop high quality, fully serviced business park sites within close proximity to Interstate 95. The Town of Coventry should propose the co-funding (with the RIDED through a Community Planning Grant) of required site analysis and master planning activities to evaluate the conversion of the current gravel extraction and recycling site between Arnold and Hopkins Hill Roads along the Town's southern boundary, into a high quality business park that could accommodate a variety of light industrial, warehousing/distribution/trans-shipment, research and development and office uses. This planning exercise should take into consideration the life expectancy of the current mineral extraction operations and formulate a long-range master plan for business park development tied to the "phase out" of the current uses.

4. Securing "reserve capacity" within existing infrastructure to support new business park development within the Town of Coventry.

In addition to master planning, reserving or acquiring property, negotiating development agreements and recruiting industry for new business park development, the Town of Coventry should negotiate and make appropriate financial commitments with the City of West Warwick to "reserve" adequate sanitary sewer capacity in the New London Turnpike 15" sewer line to support business park development in Coventry. Likewise, the Town of Coventry should also negotiate with the KCWA to "reserve" water supply capacity in new infrastructure recently installed to service the West Greenwich Technology Park.

As described in D.5, Community Services and Facilities Plan Element, the Town of Coventry should also pursue the phased development of sanitary sewers in eastern and central Coventry, including service to Tiogue Avenue which would allow the utilization of the new Hopkins Hill Road sewer line to serve new business park development within the Town.

5. Revising the Town Zoning and Subdivision Ordinances to include strong performance standards for business park development.

As part of the comprehensive planning process, recommendations have been made to revise the Town's Zoning and Subdivision Ordinance. These include establishing

a Business Park Zoning Classification to encourage the development of carefully planned settings, which typically include the following features:

- Subdivision and development in accordance with a master plan;
- Accommodating a "community" of industries, whose operations do not conflict with each other;
- Exhibiting a "park-like character" that enhance acceptance by its neighbors, through heavy landscaping, streetscape amenities and signage controls;
- Protecting surrounding areas through suitable buffering and architectural controls; and
- Maintaining a much lower employment density than typical urban industrial centers (13-15 employees per acre vs. 20-25 employees per acre in central city areas).

6. Examining the potential reuse of existing under-utilized industrial facilities.

In addition to new industrial development, the Town of Coventry offers the opportunity to examine the reuse of possibly under-utilized existing industrial facilities, principally its mills.

As described earlier under D.3.1 of this chapter, the Town of Coventry includes seven mill sites that are currently utilized for a wide variety of industrial uses ranging from electronics to fabric manufacturing, from chemical processing to holiday products manufacturing. At this time it is difficult to determine if these structures are being fully utilized.

As part of the inventory of potential industrial and/or economic development sites described above, the Town's Economic Development Director should carefully evaluate the current mills' utilization with their property owners and identify any potentials for reuse. If appropriate, the Economic Development Director, in joint cooperation with the RIDED, may then examine the opportunity for alternative use of some of Coventry's mill space. Alternative uses that may be considered include industrial incubators (such as Richmond Square located adjacent to Brown University), "back" office uses, particularly those that required large floor plates and utilize heavy data processing equipment or the potential development of affordable housing.

If, after preliminary analysis, a potential reuse project seems feasible, the same process and resources as those described above under the strategy to develop new business parks could be targeted for reuse of existing industrial facilities.

D.3.4 Tiogue Avenue Revitalization

a. Introduction

Tiogue Avenue/Nooseneck Hill Road (Route 3) constitutes the primary commercial service spine in the Town of Coventry running from east to west in the southern portion of the community. The corridor has evolved from that of a series of isolated "strip" commercial areas in the 1960's and 1970's into a nearly linear pattern of commercial retail and service development that today has serious image and functional problems. In order to improve public safety and enhance traffic handling capacity, the RIDOT will soon initiate preliminary engineering studies to examine the feasibility of widening this two-lane corridor to four lanes from the West Warwick Town border to approximately the Coventry Plaza, a distance of approximately three miles. This study process, along with subsequent reconstruction activities, offers the Town of Coventry an excellent opportunity to plan for a comprehensive revitalization of this important commercial corridor to meet contemporary needs.

b. Tiogue Avenue Revitalization Concept Plan

In order to more fully evaluate a comprehensive revitalization of this commercial corridor, the Tiogue Avenue Revitalization Concept Plan has been prepared and is illustrated on Figures D.3-2A, D.3-2B and D.3-2C. This urban design study makes proposals for roadway, landscape, streetscape, lighting and transit improvements, as well as building rehabilitation and selective redevelopment activities. Recommended improvements are targeted into four character districts with varying levels of treatment.

- **Treatment Level #1: Residential Orientation**

(from West Warwick Town border to Pilgrim Avenue)

- Roadway Widening (to 4-lane section in an approximate 75' right-of-way)
- Curb and Gutter Installation (to establish access control)
- Street Tree Planting
- Street Lighting (shielded from residential intrusion)
- Public Sidewalk Installation
- Underground Utilities
- Transit Shelter Installation

- **Treatment Level #2: Recreational Commercial**

(Pilgrim Avenue to Mister V's/Lakeside Antiques)

- Roadway Widening (to 5-lane section in an approximate 100' right-of-way)
- Curb and Gutter Installation (to establish access control)
- Street Tree Planting
- Street Lighting
- Public Sidewalk Installation
- Underground Utilities
- Transit Shelter Installation
- Commercial Building Rehabilitation and Signage Control

- **Treatment Level #3: Urban Commercial**

(Mister V's/Lakeside Antiques to Coventry Plaza)

- Roadway Widening (to 5-lane section in an approximate 100' right-of-way)
- Realignment of Sandy Bottom Road/Arnold Road/Tiogou Avenue intersection into a "T" type intersection with through movement from Sandy Bottom Road to Arnold Road
- Curb and Gutter Installation (to establish access control)
- Street Tree Planting
- Street Lighting
- Pedestrian Walkway/Crosswalk Pattern Paving Installation
- Intensive Streetscape Improvements (e.g., benches, trash receptacles, planters, information kiosks)
- Underground Utilities
- Transit Shelter Installation
- Commercial Building Rehabilitation and Signage Control
- Selective Commercial Property Redevelopment
- Potential rear access road to reduce curb cuts and provide safe delivery access

- **Treatment Level #4: Suburban Commercial**

(Coventry Plaza to West Greenwich Town border)

- Curb and Gutter Installation (to establish access control)
- Street Tree Planting
- Street Lighting
- Public Sidewalk Installation
- Underground Utilities

In order to carry out this revitalization program, it is recommended that the Town of Coventry conduct an overall Tiogue Avenue Urban Design Study concurrent with the RIDOT preliminary engineering studies for roadway widening. A Tiogue Avenue Task Force, consisting of representative merchants, property owners, financial institutions, real estate professionals and residents, should be established to provide rigorous public input into these planning, engineering and urban design processes. It is of critical importance that the Town-initiated Urban Design Study be undertaken as soon as possible to clearly establish the Town's position in regard to corridor revitalization and provide this input into the RIDOT roadway engineering process.

The implementation program of the Tiogue Avenue Urban Design Study should consider the types of funding in Table D.3-3, *Potential Tiogue Avenue Improvement Funding*, to carry out the improvements described above.

FIGURE D.3-2A

TIOGUE AVE. REVITALIZATION CONCEPT PLAN

FIGURE D.3-2B

TIOGUE AVE. REVITALIZATION CONCEPT PLAN

FIGURE D.3-2C

TIOGUE AVE. REVITALIZATION CONCEPT PLAN

TABLE D.3-3

POTENTIAL TIOGUE AVENUE IMPROVEMENT FUNDING

Revitalization Component	Potential Funding Resource
1. Route 3 Widening and attendant improvements (e.g., curb and gutter, sidewalks), Traffic Signalization, Intersection Realignment, Street Lighting	RIDOT 5-Year Capital Improvement Program
2. Street Tree Planting, Streetscape Improvements, Underground Utilities	Local Improvement District (LID), Tax Increment Finance (TIF) District, Town 5-Year Capital Improvement Program (CIP)
3. Transit Shelters	RIPTA Capital Improvement Program
4. Commercial Rehabilitation	Community Development Block Grants, Local Bank Revolving Loan Program (CRA)
5. Commercial Redevelopment	Tax Increment Financing, Local Bank Loan to Economic Development Foundation (CRA)
6. Ongoing District Management, Maintenance and Marketing	Local Management (Assessment) District

Source: BRW, Inc. January, 1991

D.3.5 Economic Development Plan Interface With Other Plan Elements

The Economic Development Plan Element of the Coventry Comprehensive Community Plan has been carefully integrated with all other plan elements, including Land Use and Community Facilities and Services. In each case, new economic development and commercial revitalization strategies have been recommended in accordance with planned land uses, programmed transportation facilities and proposed community facility and infrastructure improvements.

As illustrated on Table D.1-1, *Anticipated Land Needs, 1990-2010, Town of Coventry*, the Town will require approximately 383 acres of commercially-zoned land, and approximately 736 acres of industrially-zoned land, to support its own estimated population growth of approximately 4,000 persons by the Year 2010. However, the intent of this Economic Development Plan element is to go far beyond Coventry's needs and to contribute to achieving the State's goals identified in its *Economic Development Strategy* and *Industrial Land Use Plan - State Guide Plan Element 212*, through the following key strategies:

1. Development of over 310 acres of new Business Park development between Arnold and Hopkins Hill Roads along the community's southern boundary which could result in up to 600 new jobs created (utilizing the State's estimated average of 15/jobs per acre for business parks).
2. Revitalization and development of the approximate 4.6-mile Tiogue Avenue/ Nooseneck Hill Road (Route 3) corridor through southern Coventry which will dramatically improve the functioning and appearance of the commercial corridor, create redevelopment opportunities of approximately 31 acres of retail and services which could result in approximately 270 net new jobs, development of approximately 160 acres of new office development which could result in approximately 6,900 new jobs and development of approximately 75 new acres of retail and services which could result in approximately 1,300 new jobs.
3. Additional development of the Coventry Industrial Park for either light industrial or warehousing/distribution uses which could result in up to 600 new jobs, or more if sanitary sewer service is provided to the site. Approval of development in this area should include site plan review to reduce degradation of nearby wetlands.
4. Examination of the mill facilities within the Town for full utilization of space, and potential accommodation of alternative uses such as in industrial incubator, "back" office space or affordable housing.

The end result of a successful economic development program in the Town of Coventry between now and the Year 2010 could result in significant job growth which would result in a corresponding significant housing and retail/services growth. Given the relative concentration of urban development in eastern Coventry, continued opportunities for substantial low- to moderate-density development in central Coventry and the targeted objective of maintaining a very low-density of development in western Coventry, as illustrated on the Land Use Plan, the Town should very easily be able to accommodate a significant increase in growth over that forecasted by the State, assuming a sanitary sewer system is installed on a phased basis to serve the higher density residential and commercial areas in eastern and central Coventry.

D.4 Housing Plan Element

The recommended Housing Plan for the Town of Coventry is presented in the following four sub-sections.

- Introduction and Analysis
- Housing Implementation Guidelines
- Housing Plan
- Housing Plan Interface with Other Plan Elements

D.4.1 Introduction and Analysis

The Housing Plan element of the **Coventry Comprehensive Community Plan** provides a recommended housing development and revitalization program for the Town through the Year 2010.

The Housing Plan and Implementation Guidelines have been prepared based on the Visions, Goals and Objectives for housing presented in Chapter C, which were formulated at public workshops with the community and with the CPAC. In addition to serving as the Community Plan's Housing Element, this Housing Plan will serve to assist the Town of Coventry in their comprehensive application for CDBG funds (a part of the Rhode Island Small Cities CDBG Program), and provide input into the *State of Rhode Island Comprehensive Housing Affordability Strategy* (CHAS).

Several issues were identified during the data collection and analysis phase of the Comprehensive Community Plan preparation. These are documented in Chapter B, Inventory and Analysis of Existing Conditions, and can generally be grouped into the following two areas:

- Characteristics of Existing and New Housing Development
- Town of Coventry Community Development Program

a. *Characteristics of Existing and New Housing Development*

With the numerous textile mills in eastern Coventry and other large structures in Coventry, excellent sites for conversion to affordable housing are available. Although most such structures are utilized to a great extent, future economic forces could result in their conversion.

During the period between 1970-1990, the Town of Coventry experienced an overall 75% growth in housing stock. An estimate of growth by housing unit ownership type is presented below in Table D.4-1, *Housing Growth; 1970-1990*.

By 1990, the Coventry housing stock had grown to approximately 11,788 housing units, including mobile homes, an increase of nearly 42% over 1980. A breakdown of housing units in 1989 revealed approximately 88% of total housing units to be single-family dwellings and 12% to be located in

multi-family structures. A detailed breakdown of housing units by ownership type will be provided in the Coventry statistics of the *1990 US Census of Population and Housing* when published in 1991.

**TABLE D.4-1
HOUSING GROWTH; 1970-1990**

Housing Ownership Type	1970	1980	1990
Owner-Occupied Units	5,118	7,127	8,989
Renter-Occupied Units	1,383	1,757	2,200
Vacant Seasonal Units	237	222	599
Total	6,738	9,106	11,788

Source: U.S. Census of Population and Housing, 1970, 1980 and 1990.

A growing concern in the 1980's in Rhode Island, and in areas throughout the United States that experienced significant growth in population and housing stock, was the escalating cost of housing. For many families of moderate income, securing affordable housing became a major concern. In Coventry the median family income increased significantly from 1980 to 1989, as illustrated below in Table D.4-2, *Median Family Income Growth; 1980-1989*.

**TABLE D.4-2
MEDIAN FAMILY INCOME GROWTH; 1980-1989**

	Coventry Median Family Income	% Growth Over 1980	State of Rhode Island Family Income	Coventry/ State Ratio
1980	\$21,263	-	\$19,448	109.33%
1989	\$40,125	88.7	\$36,700	109.33%
1990	\$41,000	92.8	\$37,500	109.33%

Source: U.S. Bureau of Census, 1980; 1989 and 1990 projections by Rhode Island Housing.

A key element of Coventry's housing stock that has kept it affordable is the large number of mobile homes. In 1989 over 23%, or 785, of the developed mobile home sites within the State of Rhode Island were located within the Town of Coventry. Another 45 sites were under development, and an additional 75 sites were planned for development. The large number of mobile homes, and the solid, existing older housing stock located in eastern Coventry (particularly in the Villages of Harris,

Anthony, Quidnick and Washington) has served to keep Coventry's housing affordable, and below the State's median and average prices, as illustrated in Table D.4-3, *Housing Sales Price Analysis, 1990; Town of Coventry and State of Rhode Island*.

**TABLE D.4-3
HOUSING SALES PRICE ANALYSIS, 1990
TOWN OF COVENTRY AND STATE OF RHODE ISLAND**

	Housing Units Sold	Median Price	% of State	Average Price	% of State
Coventry	400	\$116,250	93.0	\$124,800	87.5
State of Rhode Island	7,634	\$125,000	-	\$142,600	-

Source: 1989 Annual State Report on Local Government Finances and Tax Equalization; Division of Planning, Department of Administration, State of Rhode Island.

Table D.4-4, *Rental Housing Cost Analysis, 1990; Town Coventry and State of Rhode Island*, illustrates a comparison of rental housing costs in the Town of Coventry and in the State as a whole in 1986 and 1988.

**TABLE D.4-4
RENTAL HOUSING COST ANALYSIS, 1990
TOWN OF COVENTRY AND STATE OF RHODE ISLAND**

	One Bedroom Units			Two Bedroom Units		
	1986	1988	% Increase	1986	1988	% Increase
Coventry	\$390	\$464	18.9	\$463	\$574	23.9
State of Rhode Island	\$407	\$480	17.9	\$487	\$591	21.4

Source: Rhode Island Housing Surveys of Classified Advertisements and Apartment Complexes, 1986 and 1988

The New England economy has slowed dramatically since 1989, reflecting a much smaller increase in Rhode Island's housing growth in general, and Coventry's housing market in particular. As indicated above, most homes in Coventry are owner-occupied (approximately 75%) reflecting a typical suburban lifestyle. The average household size declined from 3.03 in 1980 to 2.72 in 1990.

Currently the Town of Coventry has three public housing projects totaling 147 units serving low-income senior citizens administered by the Coventry Housing Authority (CHA). The John O.

Haynes Project includes 24 one-bedroom dwelling units and the Manchester Circle Project includes 75 one-bedroom dwelling units. These projects are located adjacent to each other just north of Route 117 east of Knotty Oak Road. The remaining 48 units are also one-bedroom serving low-income senior citizens in the North Road Terrace Project located just south of Tiogue Avenue (Route 3) on North Road. The CHA also administers approximately 177 Section 8 vouchers and certificates utilized by low-income families to make up the difference between pre-established Fair Market Rents (FMRs) for the Town of Coventry, and 33% of household income. These vouchers and certificates provide assistance to 75 one-bedroom units, 83 two-bedroom units and 19 three-bedroom units. The CHA reports that generally those residents with vouchers seeking qualified rental housing can find available units, with the exception of two-bedroom (small family) units which are in high demand.

Taking a regional perspective on housing need in Coventry, one must look at the percentage of each population group in Kent County that resides in town. Large and small family households as well as female and minority headed households present certain needs in housing that the town must support.

Coventry currently has 1,172 or 20% of the large family households (five people or >) and 2,300 or 15% of the small family households (two people or <) in Kent County (US Census 1990).

Of the minority and female headed households in Kent County, Coventry currently has 982 of 6,016 or 16% of the female headed households and 11 of 107 or 10% of the minority headed households (US Census, 1990). In order to adequately address these issues, the town should continue working with regional agencies such as West Bay Community Action. These efforts will ensure that housing assistance to these and other groups will continue to be provided and expanded upon.

Persons 65+ total 4,036 persons or 13% of the total population. The number of federally assisted elderly housing units provided housing for four percent of the town's current elderly population. The Coventry Housing authority reports a three year waiting list for assisted housing units.

The number of special needs individuals under 60 years old seeking services from the Coventry Department of Human Services is roughly between 1,000 and 1,500 per year. Housing location assistance for this group through the Coventry Department of Human Services, while some housing is provided through private organizations. The Coventry Housing Authority reports a three year waiting list for assisted housing units and Section 8 vouchers.

Low-income families earning approximately eighty percent of the town's median family income totals approximately 2,181 or 25% percent of the families in town.

In addition to the need for senior housing, family housing resources are inadequate to meet the requests for assistance. Because family housing is not provided by the town, assistance is provided in the form of Section-8 and Voucher programs. Family housing is necessary to address the need for affordable housing for families. The use of scattered site housing would provide an excellent alternative to building large multiple unit housing complexes.

As the senior population grows, there will be increasing need for additional senior housing units. An additional 50 units of market built housing would likely reduce the waiting list, but other forms of housing would also be necessary to meet the future housing demands.

There is a potential need for market-built housing geared to the needs of seniors. Woodland Manor, a privately run one-hundred and fifty (150) unit planned unit development (PUD), has thirty-one (31) elderly, handicapped and disabled units. In addition, it has fifty (50) units of family housing. The use of clustering techniques to build new units will maximize open space while occupying a relatively limited footprint. Senior housing can also take the form of infill development in some areas. This kind of development can be placed where infrastructure such as sewer and water service are available. The development of senior housing does not add to the number of children entering the school system, thus limiting the impact on the town budget.

Older adults have preferred to remain in their homes rather than choosing other types of housing. This preference remains the most cost-effective way to provide services to this population and will continue to produce major growth in this area.

Most housing development activity has occurred in the eastern and central portions of Coventry leaving most of western Coventry relatively undeveloped, or developing at a very low density (less than one dwelling unit per acre). The main factors dictating this trend are an aggressive posture on the part of the Town Council and Planning and Zoning Commission:

1. To protect the large areas of environmentally sensitive groundwater aquifers, wildlife habitats and surface water resources in this area;
2. To maintain the rural, low density lifestyle in western Coventry clearly identified by citizens and the CPAC during the comprehensive planning process; and
3. To concentrate medium density (1DU/2AC - 2DU/AC) residential development in the eastern half of Coventry in closer proximity to employment opportunities, community facilities, commercial services and potential future infrastructure (e.g. sanitary sewers) under consideration for development.

An analysis of the past and current community development trends described above suggest the following approach to future housing development and revitalization in Coventry to meet the needs of all citizens. The rezoning of areas targeted for single family and rental rehabilitation are not necessary in order to enhance affordability. Current zoning regulations provide ample opportunities for development or rehabilitation of affordable housing.

All applications for P.U.D.'s are required to be reviewed by the Planning Commission who provides an advisory opinion to the Town Council for their decision. The planning Commission reviews all subdivision applications. The implementation of housing programs is the responsibility of the Town Planning Director.

Current Zoning provides opportunities for affordable housing to be built. Changes in zoning are not necessary to effectuate housing affordability. The Town currently allows multi-family and mobile homes as well as half-acre-lot housing, which with the relatively low cost of land provides many opportunities for affordable housing.

- The Town of Coventry should continue to strongly encourage and assist in the preservation and rehabilitation of its housing stock, as well as overall revitalization of its older neighborhoods.
- The Town of Coventry should encourage affordable housing development by the private sector targeted to moderate-income groups, particularly first-time homebuyers. Strategies can include:
 - Encouraging the private development community to build homes appropriately-sized to first-time homebuyers that qualify for the State's First Home Mortgage Program.
 - Identifying a list of Town-owned, or publicly-owned properties that might be donated or sold at a low cost to a non-profit housing development organization which will build affordable owner-occupied housing.
 - Identifying and acquiring foreclosure properties from the Veteran's Administration (VA), Resolution Trust Corporation (RTC), Federal Housing Administration (FHA), Department of Housing and Urban Development (HUD) and other public agencies, for rehabilitation, as necessary, and resale to first-time homebuyers, potentially utilizing the new HOPE 3 funding program from HUD.
 - Encouraging the use of PUDs and cluster development to provide a variety of housing types, sizes and costs developed in a high quality manner in a planned environment.
- The Town of Coventry and the CHA should continue to secure all available resources to provide housing for low-income groups, particularly senior citizens, the handicapped and disadvantaged families, including:
 - Section 8 Certificates and Vouchers
 - Section 8 Substantial Rehabilitation and Moderate Rehabilitation Programs
 - Section 202/Section 8 Elderly Housing Program
 - Section 202/Section 8 Handicapped Housing Program
 - Permanent Housing for the Handicapped Program
- The Town of Coventry should plan and devise an equitable means to finance the orderly extension of infrastructure in the medium and higher density areas of eastern and central Coventry to encourage neighborhood preservation and infill development. This strategy is further described in the Community Services and Facilities Plan element later in this chapter.

- The Town of Coventry should continue to allow high quality mobile home subdivision development appropriately buffered from other residential areas, and developed with a full complement of community facilities and services.
- Woodland Manor I & II is federally assisted, the town will continue to request that assistance as long as funding is available. In the event that federal funding becomes unavailable, the town will continue to seek sources of funding for these facilities and services.
- The town shall seek a balance between choices and need for housing, emphasizing the issues of the region and state. This will be facilitated through the utilization of housing programs offered by state, regional and local agencies and funded by the state and federal government. The town of Coventry provides housing assistance through various programs in order to sustain quality housing opportunities in terms of size, type and location desirable to renters and home owners alike. The town will continue to participate in state and federal housing assistance programs while working in conjunction with neighboring communities to expand housing assistance.

The implementation techniques to accomplish these objectives are described in the subsequent sections of the Housing Plan Element.

b. *Town of Coventry Community Development Program*

The Town of Coventry's Community Development Program is part of the Rhode Island Small Cities Community Development Block Grant (CDBG) Program. The local program is designed to address the following needs:

1. To provide safe, decent, and sanitary housing for all residents through the following programs: code enforcement, housing rehabilitation and housing weatherization for low- and moderate-income persons, including the elderly and handicapped;
2. To encourage business and industry to expand and locate in Coventry through infrastructure improvements in order to expand employment opportunities for low- and moderate-income persons;
3. To insure that Town services meet the demands of a growing population;
4. To provide appropriate human services;
5. To correct existing street flooding incidents and develop an urban road reconstruction program; and
6. To provide adequate park and recreation facilities and programs for all Town residents.

Since 1982 the Town's Community Development Program has achieved the following:

1. Established the Coventry Community Housing Program, a loan and grant program that provides assistance to low- and moderate-income homeowners in home rehabilitation. To date 60 housing units have been rehabilitated under the program.
2. Extended a sanitary sewer line to the Victor Electric manufacturing plant in the Village of Harris insuring the retention of a major employer. More than 600 jobs were retained and 100 new jobs created as a result of this infrastructure investment.
3. Extended sanitary sewer lines to serve 55 low-income elderly public housing units and the retention and expansion of an industrial plant.
4. Established an Economic Development Revolving Loan Program to assist a private for-profit firm expand and provide new jobs to low- and moderate-income individuals.

The proposed 1990 Town of Coventry Community Development Program will continue to conduct the Housing Rehabilitation Program town-wide, maintain the Revolving Loan Fund to encourage targeted economic development projects and fund safety and accessibility improvements for municipal recreation facilities.

D.4.2 Housing Implementation Guidelines

The implementation techniques recommended to carry out the housing goals and objectives of the **Coventry Comprehensive Community Plan** are presented below in the following three categories:

- New Housing Development
- Housing Rehabilitation and Historic Preservation
- Assisted Housing Improvements

a. *New Housing Development*

The techniques recommended to stimulate new, quality, affordable housing development in Coventry include:

1. **Planning, programming and devising a program to finance infrastructure extensions** (such as existing sanitary sewers and sidewalks) in eastern Coventry to encourage infill development in areas targeted for medium and high density residential development.

2. **Considering the granting of density bonuses** (10-15%) when evaluating rezoning proposals for PUDs (primarily residential over 20 acres) or larger residential subdivisions (over 50 dwelling units) when at least 10% of the housing proposed is targeted to low-income (51-80% of median income) and moderate-income (81-95% of median income) families, or for special population groups (e.g. seniors, handicapped, etc.).
3. **Encouraging the development of high density residential areas** in mixed use developments and along arterial corridors because of its:
 - proximity to community services and facilities;
 - access to public transit routes; and
 - proximity to employment opportunities

through the adoption of a Land Use Plan that provides for the orderly development of a balanced mix of housing types.
4. **Encouraging and promoting the use of the State of Rhode Island's Mortgage Credit Certificate and First Home Mortgage Programs** by first-time homebuyers as a means to increase housing affordability for moderate-income families. This strategy also includes encouraging developers to construct housing targeted to the programs' qualifications criteria.
5. **Considering the formulation of a set of rural housing development standards** that could be utilized in PUDs in Coventry to reduce the overall cost of housing. This might include, but would not be limited to, narrower street widths (geared to housing densities), no sidewalk requirements or only one sidewalk required per street, no curb and gutter requirements with proper drainage contouring, reduced street lighting standards from urban neighborhood requirements, cost effective means to construct community wells and sewage treatment systems, etc. The Town should aggressively pursue a developer to conduct such a *demonstration project*, jointly participate in the master planning process to devise additional creative cost reduction strategies and monitor the marketing and sales activities. This strategy should be coupled with Strategy #2, above, granting a density bonus for affordable housing development.

b. *Housing Rehabilitation and Historic Preservation*

The techniques recommended to stimulate housing rehabilitation, neighborhood revitalization and historic preservation intend to employ a variety of public and private resources in order to improve and preserve existing neighborhoods, which in turn can improve the image and tax base of the Town. These techniques include:

1. **Continuing to apply for and utilize CDBG funds to stimulate housing rehabilitation and neighborhood revitalization** in areas of low- and moderate-income.

This effort should include continuation of the Coventry Community Housing Program which provides loans and grants for housing rehabilitation to low- and moderate-income families, and the continuation of targeting low- and moderate-income neighborhoods for revitalization.

These neighborhood revitalization efforts should include rigorous enforcement of minimum housing code requirements and a comprehensive upgrading of community infrastructure and services (e.g. roadway paving, sidewalks between neighborhoods and to commercial areas and educational facilities, recreation facilities, sanitary sewer extensions) coupled with aggressive marketing of rehabilitation assistance programs. Funding for the community infrastructure upgrading could be derived from the annual Town CIP or LIDs, in addition to CDBG funds.

2. **Encouraging and supporting the preservation and revitalization of the South Main Historic District.**

The RIDOT has completed preliminary engineering studies to upgrade South Main Street from Route 3 to Route 117. Upgrading of the roadway corridor will provide the Town with a significant opportunity to encourage corresponding housing rehabilitation and landscape improvements on the part of property owners. The Town should complement these efforts with the targeting of public right-of-way landscaping, historic street lighting and historic street furniture installation.

The Town may wish to consider establishing an Historic Overlay District in the South Main Historic District to strictly regulate design and rehabilitation in an historic character. If this route is chosen, it will be important to assist any area low- and moderate-income homeowners through the Coventry Community Housing Program to carry out residential rehabilitation activities, particularly those that may go beyond normal rehabilitation requirements.

3. **Encouraging private and/or non-profit developers to purchase, rehabilitate and resell vacant and/or significantly deteriorated housing in designated rehabilitation areas,** through the provision of rehabilitation loans to those agreeing to target resale to low- and moderate-income families.

4. **Encouraging and promoting the use of State of Rhode Island's Buy-It/Fix-It Mortgage Program** by first-time homebuyers who could purchase, rehabilitate and refinance a home at below market interest rates.

5. **Facilitating the use of the following federal housing programs to provide affordable owner-occupied and rental housing:**

- Section 8 Substantial and Moderate Rehabilitation Programs
- Section 312 Rehabilitation Program
- Section 203K Mortgage Program
- Rental Rehabilitation Program

6. **Facilitating the use of the following State of Rhode Island housing programs through Rhode Island Housing to provide affordable owner-occupied and rental housing:**
 - Low Interest Home Mortgage Programs
 - Elderly Home Equity Programs
 - Non-Profit Construction Loans
 - Land Bank Loan Program
 - Rental Housing Production and Rehabilitation Loan Program
 - Emergency Shelter Capital Fund Grants

7. **Encouraging local financial institutions [through their Community Reinvestment Act (CRA) requirements] to invest in the communities** by providing loan processing assistance, revolving loan pools at potentially advantageous interest rates and grants to assist in various community development activities.

8. **Exploring the applicability of utilizing non-profit corporations to rehabilitate and/or build residential or non-residential structures into low- and moderate-income housing,** including:
 - Cooperative Housing Associations
 - Shared Equity Housing Trusts

Several non-profit housing corporations exist in Rhode Island, and throughout New England, with the objective of developing affordable housing. In many cases these organizations have provided significant assistance to towns and cities in planning, programming, financing and constructing affordable housing projects ranging from mill conversions to residential uses to new townhouse developments. Participation arrangements can vary from consulting fees to equity ownership to ongoing management contracts with the non-profit organization.

9. **Retaining a Town Housing Development and Revitalization Coordinator** to oversee and manage the Town of Coventry's involvement in implementing the Housing Plan element of the Comprehensive Community Plan.

The Housing Development Coordinator should report directly to the Town Manager and maintain regular communications with the CHA, Rhode Island Housing, HUD, the non-profit housing development corporations, the development community and all others involved in planning, programming, financing and developing affordable housing, or carrying out neighborhood revitalization activities. The Town Manager should appoint an 8-12 member Housing Advisory Commission to advise the Town Council on all affordable housing development and neighborhood revitalization activities in which the Town may wish to engage, and to work with the Housing Development Coordinator on a day-to-day basis. The Housing Advisory Commission should include members skilled in housing development, finance, real estate and neighborhood activists.

c. *Assisted Housing Improvements*

The Town of Coventry's minority population includes approximately 1.2% of the total population. However, there are a few targeted population groups in Coventry in need of housing assistance. These include the elderly, the handicapped and low-income households. Based on the adopted Goals and Objectives for the **Coventry Comprehensive Community Plan**, the following techniques are recommended to encourage the rehabilitation and maintenance of assisted housing in the Town of Coventry, and are intended to make full use of the diminishing federal and state resources for assisted housing. These include:

1. **Continuing, through the CHA, to utilize all available federal assistance to maintain and provide rent subsidies and make necessary improvements to housing for low-income residents, including:**
 - Conventional Low Income Public Housing
 - Acquisition/Rehabilitation for Low Income Public Housing
 - Section 8 Existing Rental Housing Assistance Program
 - Section 202/Section 8 Elderly Housing Program

2. **Continuing, through the CHA, to apply for Section 8 Vouchers and Certificates to be used by low- and moderate-income families, as well as the handicapped and senior citizens in existing housing units qualified under the Section 8 Existing Rental Housing Assistance Program.**

Figure D.4-1
HOUSING PLAN

D.4.3 Housing Plan

The Housing Plan illustrated on Figure D.4-1, *Housing Plan*, identifies the three targeted areas of housing development and neighborhood revitalization in which the Town will be engaged during the next ten years.

a. *Single-Family Rehabilitation Target Area*

This area is generally bounded by the Town's north and east boundaries, a line running just west of Knotty Oak Road transitioning to the western edge of the South Main Historic District and transitioning to Spring Lake on the west and then running diagonally to the southeast to intersect with Arnold Road on the south. This area could generally be defined as the oldest, most urbanized and highest density residential area in the Town of Coventry and is targeted for intensive promotion of the Coventry Community Housing Program to encourage property owners to conduct home rehabilitation, as required. This will also be the area where the Town will target its CDBG funds to conduct overall neighborhood revitalization activities, particularly in areas defined as having concentrations of low- and moderate-income residents.

b. *Rental Rehabilitation Target Area*

These areas are generally defined as the Villages of Harris and Anthony that include a relatively high percentage of older rental housing in the Town. In these areas the Town will aggressively promote the use of the Rental Rehabilitation Program by property owners who agree to rehabilitate their properties and rent them to low- and moderate-income tenants.

c. *South Main Historic District*

This area includes the South Main Historic District where RIDOT plans major upgrading to South Main Street. In this area the Town will target neighborhood revitalization activities and heavily market its Coventry Community Housing Program to carry out corresponding historic rehabilitation activities concurrently with roadway improvements.

D.4.4 Housing Plan Interface With Other Plan Elements

The Housing Plan element of the **Coventry Comprehensive Community Plan** has been carefully integrated with all other plan elements, including the Land Use and Community Facilities and Services Plans. In each case, housing implementation strategies have been recommended in accordance with areas for planned growth reflecting proposed densities, areas for neighborhood revitalization and infill development and areas planned for major infrastructure and community facility improvements.

D.5 Community Services and Facilities Plan Element

The Community Services and Facilities Plan of the **Coventry Comprehensive Community Plan** is presented in the following four sub-sections:

- Schools
- Public Safety
- Water and Sewer Service
- Municipal Services and Facilities

D.5.1 Introduction

The Community Services and Facilities Element presents the recommended plan to eliminate deficiencies, and improve public/semi-public services and facilities in the Town of Coventry. The Community Services and Facilities Element indicates those services or facilities that should be expanded to satisfy the projected needs of residents, and proposes changes to existing systems in terms of the Town's participation in guiding its future, as illustrated on Figures D.5-1A and D.5-1B, *Community Services and Facilities Plan*. By careful planning and allocation of resources the level of services and facilities can be programmed to match the actual needs of the community.

D.5.2 Schools

On November 2, 1999, Coventry residents passed a historic 34 million dollar bond referendum for the construction of a new elementary school and various additions to the High School and Middle School. The new structure and expansions will add approximately 750 seats (550 for the elementary school and 200 for the high school). However, according to the School Superintendent, the school district is effectively only gaining 200 seats at the K-8 level and 200 seats at the high school level, due to the fact that there will be some shuffling around of the students between the schools. Once the new school and additions are built under the 34 million dollar bond, Coventry will have a total of six elementary schools, two middle schools, and one high school.

Based on an examination of recent growth trends, the target area for the new school will be in central Coventry. The School Building Committee, together with Town Staff, is currently considering specific locations for the school. However, no exact location has been determined at this time.

Notwithstanding the construction of a new elementary school and expansion to the Middle School and High School under the 34 million dollar bond, additional facilities will need to be built in the

future. The project under the bond will mostly help to alleviate current capacity problems, rather than provide for Coventry's growing population. Originally, when Coventry sought state approval for the school construction project in 1998, two new elementary schools were proposed as part of the project. However, one of the elementary schools was eventually eliminated from the proposal due to financial constraints. As it is anticipated that a new elementary school will be needed by the year 2010, the proposal for an additional elementary school will be renewed in the near future.

D.5.3 Public Safety

a. Police Protection

The Coventry Police Department is housed in the former Town Hall, located at 1075 Main Street (Route 117) in the eastern portion of the Town. The existing facility contains approximately 10,000 square feet of space. Currently the Police Department employs a total of approximately 78 persons, of which approximately 52 are sworn police officers and the remainder are civilian employees.

The existing Police Station and the number of officers are insufficient based on national standards of 400 square feet/1,000 residents (for sizing of station) and 2 officers/1,000 residents. In order to meet Coventry's existing needs, the Town would need to increase the size of the existing station by approximately 4,000 square feet and would need to add approximately 18 officers based on these two standards. As the population continues to expand, additional staffing and space will be required.

As noted in Chapter B.8, the Inventory and Analysis of Existing Facilities, the current building was never designed for a police station and Coventry's population is expanding into central and western Coventry. Consequently, a new facility-- one that is more centrally located-- is planned. The 2000-2001 capital improvement budget allocates \$4,500,000 for the construction of a new police facility in the years 2004-2005.

b. Fire Protection

Fire protection in the Town of Coventry is provided by seven fire districts who operate independently and have the power to levy taxes to fund fire protection services in each district. The existing fire district system is currently being reviewed to determine the level of service provided by each district, existing finances and the distribution of population and anticipated future growth in the Town of Coventry.

FIGURE D.5-1A
COMMUNITY SERVICES AND FACILITIES PLAN

FIGURE D.5-1B
COMMUNITY SERVICES AND FACILITIES PLAN

Although each district has the ability to provide basic fire protection and emergency services, the level of service and actual rendering of services differs from fire district to fire district. The inconsistency of operating procedures and delivery of service from one fire district to another is, at best, inequitable and potentially harmful to property and persons in Coventry.

Seven fire districts may also be redundant in terms of overlapping of services, personnel, equipment purchases, administrative functions and training and operating systems. In 1989, the combined operating budgets of the seven fire districts was \$2,350,100, with an average tax rate of \$1.66/\$100 valuation.

In 1989 and 1990 the Coventry Merger Study Committee (composed of members of each Fire District) prepared a draft study examining the merger of the seven fire districts into one operating entity. The major findings and opinions expressed by the Coventry Merger Study Committee regarding the existing fire district system are presented in Chapter B, Inventory and Analysis of Existing Conditions, of the **Coventry Comprehensive Community Plan**.

It is recommended that the Town of Coventry take the recommendations of the Merger Study Committee and conduct its own, independent evaluation to examine the public safety and financial implications of three alternative fire protection scenarios:

- Remain as a Consolidated Fire District System
- Contract with a Private Contractor to Provide Fire Protection Services
- Establish a Town Fire Department

Regardless of how consolidation might be conducted, the following measures should be implemented to provide improved fire fighting capabilities throughout the Town of Coventry.

- Reassessment of the location of existing stations, and possible closure or relocation if warranted.
- Standardization of recruitment and hiring practices be implemented according to State and federal requirements.
- A comprehensive update and coordination of the dispatch systems, and standardization of communications between districts.
- Establishment of consistent training and operational procedures for all fire districts.
- Development and maintenance of consistent criteria for response times, type of equipment responding and the qualifications of personnel responding to calls. Response times may be different for urban and rural areas of the Town.
- Recognition that different districts should provide special equipment and service for industries or rural areas, as necessary.

Although the consolidation of fire districts appears to reduce redundancy and provides a more efficient organizational structure, it will be necessary for the fire districts to prepare a detailed analysis of the consolidation proposal.

c. *Emergency Management*

The plan for the procedures during an emergency is called Coventry's Emergency Operations Plan (EOP), its most recent update is 1987. The town officials who hold a copies of this document are:

- Director of Emergency Management (Currently the Anthony Fire District Chief)
- Town Council President - Chief Executive Officer
- Town Manager
- Human Services Director

In the event of an emergency situation, the gathering place specified in the EOP for officials to direct emergency operations is the Anthony Fire Station a.k.a. Emergency Operations Center (EOC).

Coventry Emergency Management (CEM) currently does not participate in the Federal Emergency Management Assistance Program which helps fund the EMA directors position. Coventry has requested and received federal funding through the Facilities and Equipment Program for the purchase of generators for shelters.

In preparation for emergencies, training from the state on testing Emergency Plans and Hazardous Materials has been requested and received by CEM. This preparation is in part.

In an attempt to mitigate property damage from storms such as hurricanes, the town engages in precautionary tree trimming. It also does not allow development in flood hazard zones such as the one-hundred (100) year flood plain without appropriate permitting procedures (see attached flood zone map).

Figure D.5-2
Flood Zone Map

D.5.4 Sewer and Water Service

a. *Sewer Service and Waste Management*

In 1982 the Coventry Water Quality Task Force compiled a list of septic disposal problem areas based on their personal knowledge of specific problem locations within the Town.

These areas have not been addressed in terms of correcting waste disposal since preparation of the *Facilities Plan Supplement* in 1982. The eighteen problem areas are identified in Chapter B, Inventory and Analysis of Existing Conditions, of the **Coventry Comprehensive Community Plan**.

As indicated in the Inventory and Analysis of Existing Conditions, significant progress has been made on the installation of "dry" sewer lines in the southeast portion of the Town and in the Village of Harris (specifically to serve Victor Electric).

Although improvements in the collection system have been fairly consistent with the *Facilities Plan Supplement* (Weston & Sampson, 1982), there are areas in the *Facilities Plan Supplement* that should be updated to accurately reflect what has actually been constructed. In addition, the Town must update its Facilities Plan to be eligible for the State Revolving Loan Funds (SRF) Program. The following program indicates those areas of the *Facilities Plan Supplement* that should be updated and recommends actions to correct deficiencies in the existing wastewater disposal system in the Town. The recommended plan will focus on three primary areas:

- Sewerage Collection System for Urban Areas
- Town-wide Wastewater Management District
- Septage Disposal

1. Sewerage Collection System for Urban Areas

The Town of Coventry should continue the installation of a sewerage collection system in the urbanized areas of eastern Coventry, specifically to serve high density residential projects and commercial and industrial land uses. As discussed previously in Chapter B, Inventory and Analysis of Existing Conditions, the continued construction of a sewerage collection system is critical to the economic development and preservation of the natural environment in Coventry. The following actions are recommended to expand the existing system:

- **Installation of a sewer line in Tiogue Avenue from Hopkins Hill Road to transmit wastewater to the West Warwick Treatment Plant.** This sewer line should be installed concurrently with the State plans to reconstruct Tiogue Avenue. Construction of the State project is scheduled to begin in approximately two years. The installation of a Tiogue Avenue sewer line will allow significant opportunity for economic development on Tiogue Avenue as discussed in the Economic Development Plan Element of the **Coventry Comprehensive Community Plan**. Installation of a Tiogue Avenue sewer will also allow the Hopkins Hill Road line to be activated to serve potential industrial development on the southern end of Hopkins Hill Road and to serve residential uses, if ISDS in the Hopkins Hill area are failing.

- **Installation of a gravity sewer in Arnold Road, from Tiogue Avenue to New London Turnpike.** This line will serve a wide variety of problem areas identified by the Water Quality Task Force which are documented in Chapter B, Inventory and Analysis of Existing Conditions. The problem areas are generally the result of failed ISDS due to poor soils, high water table and poor maintenance of ISDS.

Year 2010 wastewater flows for the Town of Coventry estimate that the Town will generate approximately 2.76 million gallons/day (mgd) of wastewater to the West Warwick Treatment Plant. According to the agreement between the Town and West Warwick, Coventry has a capacity of 2.25 mgd available in 1990 and up to 5.36 mgd in the Year 2000. This is well beyond the needs of the Town of Coventry. Therefore it is also recommended that the Town of Coventry renegotiate the agreement with West Warwick to more accurately reflect future capacity for wastewater flows.

Based on the installation of the Tiogue Avenue line, the Arnold Road line and the activation of the Hopkins Hill Road line, the *Facilities Plan Supplement* should be updated concentrate on utilizing these lines to their best potential. Areas identified as one of the 18 problem areas by the Water Quality Task Force and in the *Facilities Plan Supplement* should be revised to reflect changes in the actual construction of sewer lines. High priority should be given to areas that can tie into the Tiogue Avenue line, Hopkins Hill Road line and the Arnold Road line. The areas that should be given priority for installation of sewers are illustrated on Figures D.5-1A and D.5-1B, *Community Facilities and Services Plan*.

The Town of Coventry should also create Wastewater Management Districts (WWMDs) to oversee wastewater collection and treatment in diverse areas of the Town. The WWMDs would be implemented through a Sewer Authority that would have the power to fund the operation of the WWMDs through bonding, assessment of ISDS owners, receive grants or establish a revolving fund to make low interest loans or grants for improvements to ISDS. A model ordinance describing the specific role of WWMDs is provided in *Wastewater Management Districts...A Starting Point* (December 1987, Department of Administration, Division of Planning). The Town of Coventry should adopt such an ordinance to create WWMDs. The functions of WWMDs are described below.

2. Wastewater Management Districts¹

¹ *Wastewater Management Districts...A Starting Point*, State of Rhode Island, Department of Administration, Division of Planning; December 1987

It has been recommended on several occasions that eastern Coventry be sewerred and convey its waste to the Regional Wastewater Treatment Facility located in West Warwick (*Section 208 Water Quality Management Plan, Amended Facilities Plan*). This solution would improve water quality in the Pawtuxet River and protect vital groundwater supplies from malfunctioning subsurface disposal systems. Due to a lack of federal, State and local funding the actual sewerred of all of eastern Coventry may be impractical, if not impossible. A more responsive and realistic scenario is the creation of Wastewater Management Districts WWMDs. The creation of such a district would require amending the Coventry Zoning Ordinance to create Wastewater Management Districts in accordance with the provisions of Chapter 45-24.5 of the Rhode Island General Laws to ensure that individual septic disposal systems (ISDS) are properly operated, inspected and maintained to prevent malfunctioning.

The Town of Coventry may create more than one Wastewater Management District. The implementation of WWMDs should include inspections of septic tank sludge levels, surface break-out, lush plant growth, odor, and tree or shrubs impervious areas. The WWMDs could also require that septic tanks be pumped on a regular schedule and avoid having an inspector examine tanks and increase ISDS setbacks in sensitive areas.

The pumping of tanks should be staggered throughout WWMDs to avoid having all tanks pumped in the same year. The WWMDs could contract with a private firm to have tanks pumped on a regular basis. The advantages of having septic tanks pumped on a regular basis by a private firm include:

- Complete compliance with WWMDs pumping requirements would be assured.
- An efficient and orderly pumping schedule could be established to avoid overloading septage receiving facilities.
- ISDS could be more easily planned and carried out than currently occurs.
- Septage can be readily traced to insure proper disposal.
- ISDS owners could be eligible for a reduced group rate from private pumpers.
- The WWMDs would be sure that ISDS pumpers are properly trained and licensed. Septage haulers would be also required to maintain records indicating the source and estimated volume of septage picked up, the date of shipment and the name of the facility where the septage was discharged.

The following three areas of concern must be dealt with for the successful operation of WWMDs. Recommendations are made in each area for the successful operation of WWMDs in Coventry.

- Education Program

The first thing that any potential WWMD is going to encounter is the "what I do on my own property is my business" attitude. Residents have to be convinced that the pollution caused by malfunctioning septic systems is not a problem that can be confined to a single property, but affects the entire community. It is much cheaper for the Town to rely on septic systems than to install public sewers and assess home and property owners for the expenses of installation, expansion and maintenance of the system. However, home and property owners who are served by on-site wells and ISDS need to provide proper maintenance to safeguard their drinking water supplies.

The educational program should, at a minimum, include the following items:

- Pamphlets, public information meetings and newspaper articles to inform the Town of what a WWMD is and its value to the well being of the community.
- An ongoing program to educate residents on the proper operation and maintenance of ISDS.
- Distribution of low flow water devices for installation in showers, faucets and toilets.

- **Financing**

The financing for WWMDs should be funded through an annual fee based on the number of dwelling units on a property. Fees for non-residential users should be assessed at a higher level. The fee structure should be based on the annual operating cost of the WWMD, and provide a reserve fund to assist low-income homeowners with repairs or pumping fees.

There will be situations where homeowners will not be able to afford to replace a failed ISDS, or maintain a failing ISDS. The WWMD will have the authority to issue bonds for financing that can be allocated as either grants or low - interest loans to assist qualified individuals in resolving ISDS problems.

- **Enforcement**

The WWMD must have an effective enforcement capability to ensure compliance with the district's regulations. Penalties for noncompliance should be high enough to encourage participation in the district.

3. Septage Disposal

The Town of Coventry must establish an agreement with the Regional Wastewater Treatment Facility in West Warwick to accept the Town's septage. The septage could be transported to the treatment plant via existing public sewer lines or transported via pumpers.

A detailed study of the creation of WWMDs is necessary to provide the quality of groundwater that residents of the community have come to expect. WWMDs offer Coventry a realistic and affordable

solution to the problems of failing septic systems. Proper maintenance of ISDS benefits home and property owners and the Town both environmentally and economically. In addition, those areas of Town that were recommended for sewerage should be installed as soon as the Town is able to set up and implement WWMDs.

The Town of Coventry currently has an agreement for sewer construction and sewage disposal with the Town of West Warwick at the West Warwick Regional Wastewater Treatment Facility. The agreement calls for Coventry to construct "intercepting sewer lines, pumping facilities, and force mains" that will allow the Town of Coventry a 1990 maximum capacity of 2.25 million gallons/day (mgd), and up to 5.36 mgd in the Year 2000. This is approximately twice the capacity required in the Year 2000.

The Town of Coventry is also required to fund its portion of the required expansion of the treatment facility to treat waste coming from the Town. This portion of the treatment facility expansion was established at 28.5% of the design cost for Step 2 Improvements of the treatment facility. However, it is not clear how the agreement has been enforced since it was signed in 1983. Coventry has moved forward with installation of several important pieces of their sewage collection system; however, the method of septage disposal has not been resolved. The Town of Coventry and the Town of West Warwick must reach common ground on how septage is to be disposed of, and how disposal will be financed, before any significant environmental and economic value can be realized from Coventry's investment in the current sewage collection system.

b. *Water Supply and Distribution System*

The KCWA currently provides water service to the Towns of Coventry, West Warwick, Scituate, East Greenwich, Warwick and Cranston. The service area for KCWA in the Town of Coventry currently does not extend west of the Town Hall offices at 1670 Flat River Road. KCWA is currently focused on solving four major problem areas for the provision and protection of drinking water in the Town of Coventry.

1. *System Improvements*

Three of the four areas of concern deal with system deficiencies, and the fourth deals with the protection of Kent County wells within the boundaries of the Town. Three areas of concern are pressure and supply deficiencies in the areas of Oak Haven, Wood Estates and in the vicinity of Read School House Road. The other major concern is the protection of KCWA sources of drinking water in the Town of Coventry.

Improvements to these areas are addressed in the *Capital Improvements Program (CIP) for Kent County Water Authority*; November 1988 (for the FY 1990-1995), which was updated in 1989 and in the *Water Quality Protection Plan* for KCWA. These improvements will address the deficiencies in portions of KCWA's system within the Town of Coventry. Needed improvements cover repairs, renewals and replacements required for reliability; contracted improvements include projects under design; recommended improvements represent projects that should be implemented on an area-wide

basis and system improvements are projects that address approaches to conservation or service replacement.

The projects outlined in the KCWA CIP provide the prerequisite planning to improve existing deficiencies in the public Coventry drinking water delivery and supply system. However, recent attempts at rate hikes to implement this CIP have been rejected by the State of Rhode Island Public Utilities Commission. The KCWA has indicated, that lack of funding for the CIP will significantly postpone most improvements in the Coventry system.

The Town of Coventry should work with the KCWA to implement each of these plans in conjunction with ongoing street improvement and sewer installation projects. New projects to extend water service to portions of western Coventry must be coordinated with the Town of Coventry to assure that infrastructure extensions are consistent with the Town's plans for future growth.

2. Protection of Drinking Water Sources in Coventry

The KCWA has prepared a *Water Quality Protection Plan* in accordance with the Rhode Island *Water Quality Protection Act of 1987*. The Plan specifically addresses the protection of the Water Authority's Washington wells, Spring Lake wells and Mishnock wells. The Washington wells, located adjacent to the Wood Street School building, are currently closed due to contamination. However, these wells could be re-opened if demand for water increased. The Spring Lake wells are located south of Tiogue Avenue near Huron Pond, and the Mishnock wells are located south of Nooseneck Hill Road near the West Greenwich Town boundary.

The *Water Quality Protection Act* permits KCWA to enact a surcharge of \$.01/100 gallons on every retail and wholesale bill, except bills to single-family homes owned by persons over 65 years of age and certain commercial and agricultural uses. In 1989 KCWA estimated that approximately \$90,000 would be available through this program, with approximately \$50,000 available for land purchase.

Spring Lake wells are ranked second and Mishnock wells are ranked third in the KCWA system for allocation of funds for purchase of land to protect the wells. Although the Plan indicates that potential sources of contamination do exist near the Spring Lake wells, there is sufficient KCWA land surrounding the wells for protection. The Mishnock wells are protected by significant wetlands which envelop the well site. KCWA also owns land around the well site. If the Washington wells were to be re-opened, KCWA would develop a contingency plan to purchase land in the vicinity of the wells for additional protection.

KCWA desires to protect the quality of drinking water for its customers from contamination by the effects of urbanization and land use on the water quality. The Spring Lake wells and Mishnock wells in Coventry can be protected through the implementation of a Watershed Protection Overlay District. The goal of such a district would be to identify and manage point and non-point sources of contamination in the aquifer. This includes existing and potential sources of contamination such as:

- ISDS
- Known failure of ISDS as recorded by the RIDEM
- Documented spills of hazardous materials, and/or waste on State and local highways, or at commercial, institutional or residential sites
- Dumping of septic effluent and hazardous waste from waste haulers
- Former landfill sites
- De-icing sand or salt storage areas
- Commercial construction sites
- Groundwater contamination through inadvertent or unauthorized disposal of commercial or institutional hazardous materials

The Watershed Protection Overlay District for the Town of Coventry, as revised from the Scituate Watershed Protection Overlay District that protects the Scituate Reservoir, will provide the necessary protection for drinking water supplies in the Town in the Moosup River Watershed. Protection of groundwater in the Mishnock Groundwater Reservoir, which includes two Kent County wells should be addressed in the *Water Quality Protection Plan* for KCWA and through participation in the State's wellhead protection program. The DEM will provide the Town with wellhead delineation areas in 1992, and a wellhead protection program is required by the State Safe Drinking Water Act. This is also recommended in the Natural and Cultural Resources Element.

D.5.5 Municipal Services and Facilities

The Municipal Services and Facilities sub-section presents the recommended program for the 20-year expansion of municipal facilities and services, except for police and fire public safety considerations discussed earlier. The results of the review of existing facilities is presented by department.

a. *Town Library*

The Town of Coventry Public Library occupies 10,000 square feet of space in the Town Hall/Library complex at 1672 Flat River Road. The existing population of the Town has been estimated at approximately 35,000. Based on current population and the *Municipal Space Needs Study* (January, 1986) it is recommended that the library be expanded by approximately 6,000 square feet. Based on the Town of Coventry, Impact Fee Feasibility and Methodology, prepared by Ralph Willmer AICP, dated December 8, 1995, libraries should have 900 square feet of space/1,000 persons resulting in a current space need of 31,500 square feet. The expansion should include a meeting room, staff space, children's room and increased book stack area.

b. *Town Hall*

Currently the Town Hall offices occupy approximately 10,000 square feet of space at 1670 Flat River Road. Departments located in the Town Hall include Board of Canvasser's, Building Inspection, Planning Department, Tax Assessor, Tax Collector, Town Clerk, Town Manager, Town Solicitor and Treasurer. The Town Council Chambers and the vault are also located at Town Hall. The *Municipal Space Needs Study* prepared a detailed space assessment of existing and forecast space needs in the Town Hall. Based on that Study, the Town Hall should be expanded by a minimum of 8,000 square feet. Expansions by specific department should include:

- Board of Canvasser's	341 SF	
- Building Inspection	412 SF	
- Engineering Department	634 SF	(now located in Public Works Department)
- Planning Department	349 SF	
- Tax Assessor	234 SF	
- Tax Collector	423 SF	
- Town Clerk	505 SF	
- Town Manager	265 SF	
- Town Solicitor	292 SF	
- Treasurer	627 SF	

The forecasted expansion of office space requires approximately 4,082 square feet. The remaining increases in space include 1,420 square feet for public circulation, 432 square feet for restroom expansion, 819 square feet for conference room expansion, 88 square feet of closet space, 295 square feet for a computer room, 636 square feet for vault expansion and 252 square feet for storage. Based on national standards of 800 square feet/1,000 persons, the Town is currently well below standard. Based upon an approximate town population of 35,000 persons, the Town Hall would need to be

28,000 square feet to meet national standards. Consequently, even the plan for an 8,000 square feet addition falls short of national standards.

c. *Parks and Recreation Department*

The existing Parks and Recreation Department building located on Flat River Road currently meets the needs of the Parks and Recreation Department, although a reconfiguration of interior space is required to expand office space and the reception area.

The existing building serves as both the office for the Parks and Recreation Department and contains several recreation facilities. The building also includes a large meeting hall combined with a boxing ring and several meeting rooms for local non-profit organizations. A detailed description of proposed expansion of parks and recreation facilities is presented in the Parks, Recreation and Open Space Plan element of the **Coventry Comprehensive Community Plan**.

d. *Department of Human Services*

The Department is currently located at the Health and Human Services Mall, located at 195 Mac Arthur Boulevard (formerly the Quidnick School). The Department occupies most of the top floor of the building and includes offices and a waiting area for clients. Current space is adequate to handle the existing department staff and any future growth. There are no recommendations to expand the Public Welfare Department at this time.

e. *Public Works and Engineering Departments*

The existing Public Works Department facilities south of Town Hall houses both the Public Works and the Engineering Departments. An addition made to the Public Works facilities in 1989 included space for the Engineering Department, Public Works Department administrative offices, bathrooms, locker rooms and public area away from the vehicle area. The facility contains approximately 6,800 square feet. Despite the addition a decade ago, additional space is needed in the future.

The office space currently houses six office employees. The Engineering Department forecasts a need for up to five more employees requiring approximately 1,026 square feet of additional space. The Public Works Department forecasts a need for four more employees who would also require additional office space. Additional space is needed for a conference room, file cabinets, and office equipment. Additional inside storage space for vehicles and equipment is needed as well. This expansion could be accommodated at the current location of the Public Works Garage.

f. *Senior Citizens Center*

The Senior Citizens Center is currently located in the Wood Street School and is leased from the School Department for \$1.00/year. The Human Resources Department has been attempting to find another location for relocation of the Senior Center, with the most recent proposed site being a commercial center on the west side of Sandy Bottom Road.

There are several advantages to remaining in the Wood Street School, including cost, access for handicapped, the availability of an on-site kitchen for preparing meals and potential for expansion if the School Department offices, (which occupy half of the building) move to another location. The existing facility meets the needs of the senior citizen community and could be expanded in the future to meet the needs of an expanding over-65 population. It is recommended that the Senior Center remain at the Wood Street location, and the facility be improved permanently to provide a secure location for the Senior Center.

D.5.6 *Underground Utility Corridors and Subdivision Utilities*

The Town of Coventry, in the best interest of it's citizens recognizes that chronic-long term exposure to electromagnetic fields (EMFs) (according to some health professionals) may be linked with certain cancers and reproductive risks. The public health community is still divided about the health risks of EMF exposure, however the Town wishes to protect the health and safety of residents (since scientific research is inconclusive) through local regulation for siting high voltage power lines and low voltage distribution power lines in Town subdivisions. The former is primarily for health and safety, while the latter is primarily for aesthetic purposes.

• ***High Voltage Transmission Lines***

The Town of Coventry will adopt an approach of "prudent avoidance" to regulate the siting of high voltage transmission lines in the Town. The prudent avoidance doctrine states that when a risk is unknown, it is best to avoid all exposure. Therefore the Comprehensive Plan recommends that the following policies be adopted to regulate the siting of high voltage transmission lines:

- The Town of Coventry should establish a program of energy conservation that will reduce potential exposure to EMFs by reducing energy consumption.
- Public awareness of EMF exposure should be encouraged through informational material and public school educational programs.
- Planning for expansion, siting or construction of power facilities (transmission lines, substations) should minimize EMF exposure near residential neighborhoods and public facilities (i.e. schools, nursing homes, hospitals, playgrounds).
- Public exposure to additional EMFs will not be increased where practical alternatives exist in siting new transmission lines, substations or distribution lines.

- Transmission lines, distribution lines and substations should be designed utilizing the best available technology to reduce exposure to EMFs.
- Above ground utility corridors will be prohibited in the Town of Coventry.

It is important to recognize that simple burial of high voltage transmission lines is *not* a solution to limiting exposure to EMFs. Soil is not an effective barrier to EMFs, and burial, in fact may expose the public to higher levels of EMF exposure. The key to siting high voltage facilities is the location to residential neighborhoods and public facilities. Rights-of-way for utility corridors must be of sufficient width, and located far enough away from potential development to successfully mitigate the risk of public exposure to EMFs. This includes widening of proposed and existing utility corridors, or rerouting utility corridors to areas that are forecast for limited development, and burial of lines when sufficient right-of-way is secured.

- ***Low Voltage Distribution Lines and Subdivision Utilities***

The Town of Coventry desires to improve the visual image of town subdivisions through many site design guidelines presented in the Comprehensive Plan. A logical extension of improving the aesthetic qualities of town subdivisions is the recommendation of under grounding electrical distribution lines and other subdivision utilities. The following policies are recommended the Town in regulating subdivision utilities.

- New subdivisions will be required to place electrical distribution lines and other subdivision utilities in an underground corridor to improve the aesthetic quality of the Town.
- Developers shall work with Narragansett Electric and Town staff to defray the cost of underground utilities to the greatest extent possible.

D.6 Natural and Cultural Resources Plan Element

The Natural and Cultural Resources Plan of the **Coventry Comprehensive Community Plan** is presented in the following nine sub-sections:

- Water Resources Management
- Soil Conservation and Management
- Wetlands Protection
- Agricultural Resources
- Vegetation
- Wildlife
- Scenic Resources
- Historical Resources
- Archaeological Resources

D.6.1 Water Resources Management

The Water Resources Management sub-section of the Natural and Cultural Resources Plan element describes existing and recommended strategies to protect the Town's water resources. This section describes potential sources of pollutants, groundwater management and surface water management. Water resources are illustrated on Figure D.6-1A and D.6-1B, *Natural Resources Preservation Plan*.

Potential sources of pollutants in the water resources of the Town of Coventry are generated by a wide variety of land uses or practices related to land use, such as underground storage tanks, landfills or the use of pesticides and fertilizers. Current, known sources of contamination include ISDS, erosion and runoff. Many residents in the eastern end of Town receive their drinking water from Kent County Water District which has wells located in the Town. These wells, located in the Mishnock Groundwater Reservoir and its critical recharge area, along with private wells in other portions of the Town should be protected from contaminants through a coordinated groundwater protection program.

Groundwater protection is a difficult topic because it involves the coordination and cooperation of Federal, State and local governments, along with the private sector to effectively implement a groundwater resource protection plan. The primary responsibility for groundwater protection in Rhode Island is at the State level. Current groundwater protection programs are primarily administered at the State level by the RIDEM, Division of Groundwater and ISDS. This Plan recommends specific actions, with the long-range

goal of protecting groundwater resources, and restoring non-attainment areas to the standards for their respective classification. There is additional research required to determine which actions can be implemented by the Town, and which actions should be administered by DEM. This will provide coordination with DEM, avoid duplication and provide the most prudent use of limited resources. Current RIDEM groundwater protection programs include:

- *Underground Storage Tank (UST) Program*; which requires tank registration, periodic precision testing, installation of line leak detection systems and spill containment structures. RIDEM reviews all plans for UST installation, and inspects removal of USTs.
- *Leaking Underground Storage Tank (LUST) Program*; which requires investigation and remediation of leaking USTs consistent with Federal Environmental Protection Agency (EPA) requirements. Funding is used to expedite leaking UST clean-ups and installation of public water supply lines to affected areas.
- *Underground Injection Control (UIC) Program*; which implements and enforces regulations to control discharges to groundwater from commercial and industrial facilities and other sources. RIDEM requires an application for an order of approval to discharge in a UIC and imposes monitoring requirements at UIC sites.
- *Groundwater Protection Act*; is the groundwater classification and standards for groundwater in Rhode Island. Although groundwater classifications have not been adopted at the time this document was prepared, using the classifications in "Rules and Regulations for Groundwater Quality".
- *Oil Pollution Program*; which regulates construction standards for above-ground storage facilities and spill prevention measures (administered through the Oil Pollution/Underground Storage Tank Program).
- *Emergency Response Activities*; coordinate response to oil spills and insures adequate control and clean up of releases.
- *Wellhead Protection Program (WHP)*; which protects public drinking water supplies from contamination. The WHP delineates wellhead protection areas where management strategies are developed to protect groundwater resources.

The Town of Coventry should carry out the following strategies as a part of the groundwater protection strategy that can be developed and administered at the local level to preserve groundwater resources. It should be noted that groundwater and surface water are part of one hydrologic system. Therefore, actions recommended to protect groundwater resources will result in the protection of surface water resources.

FIGURE D.6-1A
NATURAL RESOURCES PROTECTION PLAN

FIGURE D.6-1B
NATURAL RESOURCES PROTECTION PLAN

1. Adopt Wastewater Management Districts to eliminate and prevent further degradation of groundwater resources and surface water resources caused by malfunctioning septic systems.

Wastewater Management Districts (WWMDs) should be prepared in conjunction with **Wastewater Management Districts... A Starting Point** (available from the Division of Planning in the Department of Administration). At a minimum the Wastewater Management District should include:

- Measures to allow for the passage of WWMDs officials onto private property to provide for periodic inspection, maintenance, and correction of ISDS, with the permission of the property owner.
- The ability of WWMDs to raise funds either by assessing property owners for taxes or annual fees, issuing of bonds or setting rates for pumping of ISDS.
- Creation of the necessary administrative, financial, technical, enforcement, maintenance, and legal structures to effectively implement and conduct WWMD programs.
- A public education program which would teach property owners correct maintenance and care of ISDS. The program should be continuous to educate new residents and members of the District about changes in technology or maintenance practices.
- The ability of WWMDs to receive grants and establish a revolving fund to make grants and low interest loans available to individual property owners for the improvement, correction or replacement of failed septic systems.
- The authorization and ability to contract with independent septage haulers.
- The ability to contract with other cities and towns to provide septage disposal through sewage treatment plants.
- The designation of proper collection and disposal sites for septage collected by authorized pumping and hauling agents.
- The ability to levy fines for non-compliance.

2. Develop a Wellhead Protection Program to delineate wellhead protection areas and eliminate all potential pollution sources in the wellhead protection areas. The Amended State Safe Water Drinking Act (SWDA) requires the development of State Wellhead Protection Program (WHP) to protect public drinking water systems. The DEM will be providing the Town with Wellhead Protection Delineation Areas in 1992, for all public wells in Coventry.

The Town of Coventry should work with the KCWA to protect their Washington, Spring Lake and Mishnock wells in the eastern portion of Town. Additional public drinking water wells (as defined by DEM) in Coventry are also required to be part of the WHP. The WHP must address, source identification and management approaches. The Coventry WHP will include delineation of the wellhead protection area, inventory of pollution sources, development and implementation of management approaches, contingency planning and protection of new well sites as indicated in the State WHP. Specific management strategies include:

- **Acquisition** of land within the wellhead protection area through fee simple purchase or through conservation easement. Some funding for fee simple purchase is available through the Public Drinking Water Protection Program of 1987. Conservation easements and fee simple purchase by non-profit conservancy groups can also be used to acquire land.
- **Source reduction** programs for businesses and homeowners in the wellhead protection area. This program should be administered through the RIDEM Office of Environmental Coordination to reduce the volume of hazardous chemicals and the generation of hazardous waste.
- **Land use and zoning techniques** such as PUD, cluster development zoning, transfer of development rights (TDR), purchase of development rights (PDR), performance zoning and the use of conservation easements must be a significant part of the WHP.

The Town of Coventry must also adopt measures to eliminate potential degradation of groundwater resources in the Mishnock Groundwater Aquifer and its Critical Recharge Area. The following potential contamination sources, and strategies to eliminate the threat to the Mishnock Groundwater Aquifer, areas served by private wells and Wellhead Protection Areas include:

- Underground Storage Tanks (UST)
- Application and Storage of Road Salt
- Application of Fertilizers and Pesticides
- Soil Erosion and Sedimentation
- Public and Private Landfills
- Underground Injection Control (UIC) Wells
- Stormwater Runoff and Nonpoint Pollution Sources
- Hazardous Materials
- Household Hazardous Waste
- Junkyard and Salvage Operations
- Gravel Extraction Operations

USTs are a potential source of groundwater contamination. The RIDEM Division of Groundwater and ISDS has an inventory of all registered USTs in the Town of Coventry. Numerous factors influence the potential of tank leakage including soil type, age of the UST, improper installation or maintenance and lack of testing for leaks. A relatively small leak in a UST poses a large threat to groundwater resources in the Town of Coventry.

The Town should adopt the following strategies to minimize the threat of groundwater contamination from UST leakage:

- 1. Work with RIDEM to survey USTs in the Mishnock Groundwater Aquifer** to confirm that all USTs are registered and tested in accordance with existing state regulations. The Town should also support RIDEM efforts to increase regulations to require new USTs to be installed with a secondary containment and interstitial monitoring system within the Mishnock Groundwater Aquifer and within the wellhead protection area of any public drinking water supply.
- 2. Require all existing USTs in the Mishnock Groundwater Reservoir** to install continuous monitoring systems and monitoring wells to protect against leaks. Upgraded USTs in the Mishnock Groundwater Reservoir shall be treated as new USTs.
- 3. Confirm, through the Coventry Conservation Commission, that all USTs in Coventry are registered and in compliance with RIDEM regulations.** Such an undertaking should also include residential USTs. Currently, residential USTs under 1,100 gallons are exempt from State regulations. These tanks could be registered by the Town through the building permit process.
- 4. Provide installation checklists to local USTs installers** to afford some local authority for installation procedures. However, regulatory authority remains at RIDEM, and tanks are installed according to the manufacturer's guidelines. The Town may also inspect installation, however this will require special training, or contracting with a qualified consultant.
- 5. In order to update RIDEM records, maintain a record of all UST sites** in the community.

The application and storage of road salt in the Mishnock Groundwater Aquifer poses a significant threat to both groundwater and surface water in the Town. Improper storage

and application, combined with poor drainage, can damage or kill roadside vegetation, impair fish and wildlife habitat and deteriorate roadway structures, in addition to causing groundwater degradation.

The Town of Coventry should adopt the following strategies to mitigate the impacts of road salt on the Town's water resources:

1. **Any salt storage areas should be located on impervious, curbed surfaces** to minimize the threat to nearby water resources by containing runoff. The salt pile should also be covered.
2. **Loading areas around salt storage areas must be swept clean after handling of salt.**
3. **The salt-sand mix used for deicing of roadways should be applied at a ratio of 2:7 over the Mishnock Groundwater Aquifer.** Additional study should be undertaken to determine other areas where a salt-sand application should be used. This may include Wellhead Protection Areas and main roads in close proximity to public wells.
4. **Local residential streets and some collector streets may require no salt or reduced amounts of application.** Reductions in salt application should be combined with signage and public awareness programs to increase safety.

The application of fertilizers and pesticides are also a potential threat to water resources. However, the enforcement of regulatory mechanisms to mitigate this threat is very difficult to achieve. Therefore the mitigation should primarily focus on education and management practices.

The education and management practices The Town should implement relative to fertilizer and pesticide contamination of the aquifer include:

1. **Encourage the use of native groundcovers in place of lawns in residential and non-residential developments where residents or businesses do not require lawns for play.** The groundcover should be low maintenance and low water use plants, and should require no application of fertilizer.
2. **Encourage the use of land planning techniques to protect existing vegetation wherever possible in new development or revitalization.**
3. **The Town should make available basic educational material on proper fertilizer and pesticide application.** Such material should include information on the threat

to water resources and alternative turf/crop management practices to reduce the need for chemicals.

D.6.2 Soil Conservation and Resource Management

The Soil Conservation and Resource Management sub-section of the Natural and Cultural Resources Plan element is concerned with three primary areas:

- Control of erosion and sedimentation;
- Preservation of prime agricultural soils; and
- The impacts of gravel extraction on the Town's natural resources.

The regulation of land uses which erode the soil and contribute to the sedimentation of the Town's water resources can be accomplished through the implementation of the Town's Soil and Sedimentation Ordinance. The Soil and Sedimentation Ordinance will regulate uses to minimize erosion and subsequent sedimentation.

Conservation and management practices the Town should implement to reduce erosion and sedimentation include:

- 1. Adopt the Soil and Sedimentation Ordinance** to conserve soil and reduce sedimentation.
- 2. Require all State and local construction projects to utilize the best available technology to mitigate the impacts of erosion and sedimentation.** This strategy should set the tone of Town policy regarding erosion and sedimentation, and will be regulated through the Town's Soil Erosion and Sedimentation Control Ordinance.

Public and private landfills in Coventry can impact groundwater quality as precipitation infiltrates the landfill and contaminates the groundwater. Some contaminants are attenuated as liquids and move down in the water table. The extent to which contaminants are reduced depends on the soil type, depth to groundwater, the type of contaminant and how it behaves in its particular environment. The former Coventry Landfill on Arnold Road lies close to the Mishnock Groundwater Aquifer. Other private landfills within the aquifer should be identified and mapped. The RIDEM Division of Groundwater and ISDS has known landfill sites on file. In order to minimize the threat to the groundwater aquifer the Town should implement the following strategies:

- 1. The Town should prohibit the siting of landfills in the Mishnock Groundwater Aquifer** [currently prohibited by RIGL 18.9-9.1(a)].

2. **The Town should develop standards for monitoring existing landfill sites** to obtain information necessary for the protection of the aquifer. This includes establishing test wells, if deemed necessary, for the protection of the aquifer. The DEM Division of Air and Hazardous Materials monitors many sites throughout the State. They should be consulted regarding any potential groundwater monitoring.
3. **The Town should continue recycling, composting and other source reduction measures** at the existing transfer station at the Town Hall to reduce solid waste input to landfills.

A UIC well is simply a catch basin, well, cesspool, holding pond or pit into which liquid industrial or commercial waste is discharged. The RIDEM currently administers a UIC program that regulates this method of disposal. All commercial or industrial discharges, regardless of size must be approved by DEM. Residential septic systems must obtain a permit from the DEM Division of Groundwater and ISDS, but they do not require UIC approval.

UIC wells may be used by auto repair shops to dispose of automobile fluids, or by dry cleaning establishments for the discharge of cleaning solvents and degreasers. Industrial users may also dispose of petroleum products used in processing or stormwater runoff from a large parking lot via a UIC well. The Town of Coventry can diminish the threat of groundwater contamination from UIC wells by:

1. **Prohibiting the use of UIC wells** in the Mishnock Groundwater Aquifer, and its critical recharge area.
2. **Require periodic monitoring of existing UIC wells** in the Mishnock Groundwater Aquifer and its critical recharge area, if local requirements will be more stringent than DEM requirements.
3. **Local officials should be educated about the UIC program so that applicants with potential UICs can be directed to the State program.**
4. **The Town should coordinate the identification of existing UICs with DEM. Priority should be placed on Wellhead Protection Areas, Mishnock Aquifer and areas served by private wells.**

The use of ISDS by Town residents and businesses has increased the threat to all water resources in the Town of Coventry. The creation of a WWMD as previously recommended will mitigate the impact of residential and nonresidential ISDS on the Town's water resources.

In undeveloped areas, precipitation infiltrates through undisturbed soils to replenish groundwater supplies. Any precipitation that does not infiltrate soils moves overland to the nearest receiving water body. As an area develops, and soils are covered with an impervious surface, contaminants such as oil, grease, animal wastes, pesticides and heavy metals are collected by stormwater that is unable to infiltrate the soil. The contaminated runoff then washes off into surface waters and wetlands.

The RIDEM recommends that wet detention basins be used to capture runoff and let contaminants settle prior to discharge. Vegetated detention basins provide additional protection because the plant material can absorb some pollutants. To protect water resources the Town of Coventry should:

1. **Adopt a Soil and Sedimentation Ordinance** to reduce degradation of water resources.
2. **Adopt a Stormwater Management Ordinance which would establish design and performance standards (such as those contained in RIDEM's Stormwater Design and Installation Standards Manual) and require new developments to use the Best Management Practices (BMPs) to reduce stormwater runoff and non-point source pollution.**
3. **Maintain Town storm drains and drainage facilities** in a condition that will reduce contamination threat from stormwater runoff and non-point pollution sources.
4. **Examine drainage patterns on roadways to direct drainage away from water resources.**

Hazardous material can contaminate the water resources of the Town through uncontrolled discharges, spills, improper use and storage and illegal disposal. The Town currently has one Superfund site located at the former Picillo Pig Farm. Recent testing of groundwater around the site has been inconclusive as to the contamination of nearby private wells. However, continued testing of water quality in the area appears to be the most modest remediation effort, until additional funding is available to continue cleaning the site.

Additional measures that the Town should adopt to protect water resources from contamination include:

1. **Establish a Hazardous Materials Ordinance to set minimum standards for the storage of hazardous raw materials.**

- 2. Develop an Emergency Response Plan** in case of a spill from hazardous materials. This must be consistent with federally-required emergency response planning administered by the Rhode Island Emergency Response Commission of the Emergency Management Agency.
- 3. Conduct an educational program for all Town residents and businesses** to increase the knowledge of proper storage, transport, use and waste practices for hazardous material.

Many household items are potential sources of water resources contamination. Improper disposal, primarily by pouring them down the drain, into the toilet or into the ground increases the threat of water resource degradation. Improper storage of oil, paint, solvents and other products also increases the threat to homeowners and public safety personnel in the event of an emergency, such as a fire. Collection of household hazardous waste is not recommended at the local level because of the problems in storing and transporting a variety of materials. The RIDEM has sponsored household hazardous waste collection days on an annual basis. The Town should publicize RIDEM efforts in the future. Other potential management practices to reduce the threat from household hazardous waste is to:

- 1. Encourage RIDEM to create a permanent location for disposal of household hazardous waste products.**
- 2. Provide local education programs** on the dangers of household hazardous wastes and proper methods for their disposal. This should include information on safe and effective alternatives to use in place of many household hazardous materials.

Junkyard and salvage operations generally contain substances which can be a threat to water resources. For instance the oil, gas, lubrication fluids, antifreeze and battery acid from motor vehicles in salvage yards can easily introduce contaminants into water resources. The following regulations should become the policy of the Town of Coventry:

- 1. Demand that junkyard and salvage operations employ the BMPs** for facility management, and in the proper disposal of potential contaminants from motor vehicles.
- 2. Regularly inspect junkyard and salvage operations** for compliance with the BMPs. The Town must coordinate any local inspections with DEM, and provide adequately trained inspectors.

Gravel extraction operations can impact the quality of the Towns water resources through improper management, excavating to close to the groundwater table, through erosion and sedimentation of surface waters and wetlands and poor disposal practices or storage of potential contaminants. In order to minimize the threat to water resources from gravel extraction, the Town of Coventry should:

1. **Implement the Soil and Sedimentation Ordinance.**
2. **Require periodic inspection and observation** of gravel extraction operations to ensure compliance with local regulations.
3. **Ensure that vehicles and fuel are stored in a manner that minimizes the threat to water resources.**

D.6.3 Wetlands Protection

The Towns' wetlands provide a valuable habitat for a wide variety of fish and wildlife species. Wetlands improve water quality by filtering nutrients, wastes and sediment from upland runoff. Wetlands also provide flood and storm damage protection, erosion control, water supply, groundwater recharge and recreational opportunities.

The wetlands system in the Town of Coventry is continuously threatened by a wide variety of actions, mostly man-made. These include urban runoff, sewerage disposal, solid waste disposal, hazardous wastes and increased sedimentation. Most regulatory actions necessary to mitigate degradation of wetlands are administered by the RIDEM. However, the Town of Coventry may develop more stringent regulations where appropriate.

The following strategies are recommended to protect the wetlands system in the Town of Coventry.

1. **The Town of Coventry will provide RIGIS with updated wetlands maps as projects go through the Towns' development process.** These maps will provide RIGIS with accurate wetlands maps of specific projects.
2. **Where possible, the Town should monitor runoff for signs of contamination.** If increases in non-point contaminants are recorded mitigation measures can be implemented to reduce further contamination. This can be accomplished through volunteer organizations such as Water Watch.
3. **The Town of Coventry should develop a Wetlands Protection Ordinance** to manage the wetlands in Town. The Wetlands Protection Ordinance should identify riverbelts and linear wetlands mapped by RIGIS as an initial overlay for protection.

Such an ordinance should remove wetlands from density calculations in residential developments and provide a comprehensive system of wetlands protection throughout the Town.

4. **Land planning techniques should be used to protect wetlands.** Flexible land planning techniques such as PUD, cluster development and performance zoning allow developers to site plan around natural features such as wetland to protect them from encroachment from development.
5. **Where possible, the Town or non-profit conservancy groups should purchase wetlands for protection.**

D.6.4 Agricultural Resources

The preservation of prime agricultural lands will have an impact on the aesthetic quality, economy and image of Coventry. There is no single way to ensure conservation of agricultural lands, however, an agricultural preservation program will require participation by a wide variety of participants. It will also be important to distinguish between land to be preserved for cultural or aesthetic qualities, and farmland preserved as working farms.

The Town of Coventry should employ the following strategies to implement an effective program to preserve prime agricultural lands:

1. **Identify and establish the public interest in designating specific parcels for agricultural preservation.** Public interest to preserve agricultural lands may include the need for compact development, maintaining open space, preserving natural and cultural resources, promoting a rural lifestyle, or supporting the preservation of local farming.
2. **Establish a local Farm Advisory Board that includes farmers, farm property owners, agricultural-related businesspersons, the local county extension service agent and the local SCS agent.** This board should serve as a group of informed individuals who can develop, evaluate and potentially implement farmland preservation techniques within the Town. The Farm Advisory Board should:
 - Establish a policy for the identification, designation and preservation of agricultural lands.
 - Designate lands to be preserved in priority order. This would include the use SCS information and RIGIS-mapped agricultural lands as an initial base for identification.

- Select appropriate preservation techniques to conserve a particular parcel of farmland.
- Obtain support from local, State and Federal programs that can be used to assist in the funding for acquisition or preservation of farmland.

The following strategies can be use by the local Farm Advisory Board to identify and prioritize parcels for conservation:

- 1. Recommend to the Town Council and Planning Commission the adoption of an Agricultural Zoning District** that limits uses related to farming. This concept can work well if community consensus on farmland preservation is strong, and minimal variances and rezonings are allowed.
- 2. Innovative land planning techniques can be used** to maximize preservation of farmland. This includes PUDs, cluster development, TDR and conservation easements. The areas of the property least suitable for agricultural uses can be used for other land uses.
- 3. Important agricultural lands can be acquired** by the Town, State or a non-profit organization to ensure use as agriculture.
- 4. The Town, along with local grocers and community can promote the use of local farm products to ensure a marketplace for such goods.** Local farms could also grow specialized products if the market demanded.

D.6.5 Vegetation

Landscape features in the Town of Coventry represent a diverse inventory of plant materials. The Rhode Island Natural Heritage Program has identified the location of rare or endangered plant species in the Town. A map indicating the location of such plant material is included in Chapter B, Inventory and Analysis of Existing Conditions Section B.2, of the **Coventry Comprehensive Community Plan**. This landscape material is located in floodplains, wetlands, forests and farms of the Town.

The adoption of the following recommendations will preserve the distinct vegetation of the Town:

- 1. The Town should require the mapping of vegetative features** in site plan and subdivision review. These maps should be forwarded to State and Federal agencies to update their maps.

2. **The use of land planning techniques** such as cluster development, PUD, Transfer of Development Rights (TDR) and conservation easements will allow flexibility in site planning to protect rare or endangered plant species.
3. **The Town should adopt a Street Tree Ordinance** to encourage the use of native plant materials on the Town's arterial street system.
4. **The Town should encourage the use of low water consumption plant materials in the landscaping of all new or revitalization projects.**

D.6.6 Wildlife

The wildlife species in the Town of Coventry should be protected from encroachment from adjacent development. The Rhode Island Natural Heritage Program has identified rare or endangered wildlife species in the Town of Coventry. The habitat areas are mapped in Chapter B, Inventory and Analysis of Existing Conditions of the **Coventry Comprehensive Community Plan**.

The following strategies are recommended to protect wildlife habitat in the Town of Coventry:

1. **The use of innovation land planning techniques will increase the potential for wildlife protection** in the Town of Coventry by allowing flexibility in site design and conservation of natural resources.
2. **The recommended strategies to protect water resources, vegetation and other conservation strategies** in the Natural and Cultural Resources Plan element will also protect wildlife through protection of habitat.

D.6.7 Scenic Resources

Scenic resources in the Town of Coventry include a wide variety of natural and man-made resources. These include architectural elements, scenic roads and vistas, and landscapes that define the aesthetic of the Town. There has been a degradation of scenic resources by recent development. This portion of the Natural and Cultural Resources Plan element makes recommendations to preserve the aesthetic qualities of Coventry.

Scenic views are often difficult to map because they are a very subjective resource and it is difficult to quantify a view in measurable way. However, the **Coventry Comprehensive Community Plan** recognizes that scenic resources should include, historical and culturally significant properties, agricultural lands, sensitive lands such as wetlands or areas of endangered plant or animal species, and sites designated as scenic by the RIDEM, among others. Scenic resources are illustrated on Figures D.6-2A and D.6-2B, *Historical, Archaeological and Scenic Resources*.

The following recommendations should be implemented to protect the Town's scenic resources:

- 1. The Town should adopt the Scenic Highway System developed by the Rhode Island Scenic Highway Board** to evaluate and designate scenic corridors in the Town. This system will provide criteria needed to nominate scenic corridors that can be designated by the State of Rhode Island.
- 2. The Town should also investigate the implementation of a local "Scenic Corridor Overlay Zone"** which would allow local regulation in scenic corridors. Local scenic corridors should also include small information signage indicating historical or cultural resources, recreational areas or other public services.
- 3. The Town should adopt a "View Protection Overlay Ordinance"** which will designate areas of the Town where views from public places should be preserved. Some potential locations include significant landscapes identified by RIDEM, National Register Historic Districts and areas protected by conservation easements.
- 4. The Town should create a Design Review Board** to review development proposals. The Design Review Board should be comprised of local professionals (e.g. architects, planners, engineers, landscape architects, real estate development specialists, artists, etc.) who will serve in an advisory capacity. All applicants could appeal a decision to the Town Council.

D.6.8 Historical Resources

Preservation and management of the Town's historic resources is monitored primarily through the Town's Historical Preservation Society, in coordination with the State Historical Preservation Commission. A historic preservation plan that can begin to be implemented within the context of the current structure has been proposed for the Town of Coventry. Chapter B, Inventory and Analysis of Existing Conditions, of the **Coventry Comprehensive Community Plan** and the *State Historical Preservation Report* provide the necessary documentation of the Town's heritage.

The recommendations to protect the Town's historical resources present an integrated management program that recognizes historical preservation programs must protect the integrity of historical resources, while permitting private homeowners and businesses to operate economically. The

following recommendations and strategies will be utilized to safeguard the Town's historical resources:

1. **The Town of Coventry should develop Historic Overlay Zoning to protect the resources and integrity of its historic districts.** Two of the existing National Register Historic Districts should be examined first for potential designation as local Historic Overlay District Zones. They are the Washington National Register Historic District and Rice City National Register Historic District. Other non-register districts that may be candidates for historic district zoning include, the Villages and districts of Harris, Arcwright, Quidnick, Anthony, Coventry Center, Summit, Greene and Hopkins Hollow.
2. **The Town should utilize land use planning and zoning techniques** such as PUDs, cluster development, residential compounds, site plan review and potentially performance zoning to integrate historical preservation with land use planning.
3. **The Town should adopt a Historic Public Information Program** that informs owners of historic structures and properties to maintain exterior appearance, scale, texture, and architectural treatments. Such a program could discourage the use of intrusive materials, and familiarize property owners with potential funding sources for improvements or alterations. The School Department and the Town Library should also develop a joint cultural heritage program for the Town's young people.
4. **The Town should adopt a historic marker program for all National Register Districts and non-register districts.**
5. **The Town should encourage owners of historic structures who request demolition permits to seek alternatives to demolition**, including, rehabilitation, donation of the structure or moving of the structure. Other information that should be used to seek alternatives to demolition include providing information on funding sources for historic property grants and loans and the use of conservation easements to protect the property.
6. **Owners of potential National Register structures should be encouraged to place their property on the National Register.** A list of potential structures eligible for the National Register is presented in Chapter B, Inventory and Analysis of Existing Conditions.

FIGURE D.6-2A
HISTORICAL, ARCHAEOLOGICAL AND SCENIC RESOURCES

FIGURE D.6-2B
HISTORICAL, ARCHAEOLOGICAL AND SCENIC RESOURCES

D.6.9 Archaeological Resources

Known archaeological sites in the Town of Coventry are mapped by the Rhode Island Historical Preservation Commission (RIHPC), and are illustrated previously on Figures D.6-2A and D.6-2B. Detailed descriptions of archaeological sites are on file at the RIHPC offices in Providence. The major threats to archaeological sites in Coventry are vandalism, theft of artifacts and disturbance of land by excavation for buildings, roadways or other construction.

The RIHPC utilizes land use models to determine potential locations of archaeological sites in the State. These models identify environmental factors such as soils, slopes and distance to freshwater to indicate potential locations archaeological sites. The Town may ask the RIHPC to develop such models for National Register Districts or in sensitive areas where development is proposed.

The following recommendations should be used by the Town to protect archaeological resources:

- 1. The Town should require archaeological surveys in the site plan review process** for projects that are proposed in National Register Districts, National Register-eligible Districts, areas that are known to contain archaeological sites as identified by the RIHPC and in areas designated as archaeologically-sensitive after survey by a professional archaeologist.
- 2. The Town should work with the Narragansett Indian Tribe** to protect sites that are significant to Native Americans.
- 3. The Town should require measures necessary to identify, evaluate, protect or safely remove artifacts from areas around proposed development.**
- 4. The Town should adopt Site Plan Review** requirements that incorporate the above recommendations.

D.6.10 Performing Arts Facility

Interest and participation in the visual and performing arts thrives throughout the community in a variety of forums. Concentrating these activities in one form would promote a broader cultural base through interface and enhance both community image and pride. The Town of Coventry will plan and develop, jointly with the School Department, a Coventry Performing Arts Center.

D.7 Open Space and Recreation Plan Element

The Open Space and Recreation Plan of the **Coventry Comprehensive Community Plan** is presented in the following two sub-sections:

- Introduction
- Objectives, Policies and Development Strategies

The Open Space and Recreation Plan is illustrated on Figures D.7-1A and D.7-1B.

D.7.1 Introduction

The Open Space and Recreation Plan element of the **Coventry Comprehensive Community Plan** identifies strategies for the preservation of open space and development of recreation facilities to serve the needs of the community through the Year 2010, as well as provide significant regional recreational resources. The foundation and point of reference for all aspects of this element is the adopted 1985 *Coventry Recreation, Conservation and Open Space Master Plan*.

D.7.2 Objectives, Policies and Development Strategies

a. Open Space and Recreation Objectives

The Town of Coventry remains dedicated to the objectives that form the framework of the 1985 Open Space Master Plan and its implementation. The Comprehensive Plan process, through key staff interviews, numerous CPAC and public meetings, combined with research and analysis, have brought forward the following objectives. While remaining consistent with the original objectives, they spotlight today's community recreational interests and needs.

The consensus of the aforementioned is to provide a comprehensive parks, open space and trails system which will be developed throughout the community for the convenience of the residents of Coventry, and include:

- Developing a park system which will be conveniently located relative to population concentrations, and provides adequate recreational facilities and equipment.
- Creating hiking trails throughout the community for horseback riding, cross-country skiing, pedestrians and bicycle riding through utilization of abandoned railroad right-of-ways prior to the loss of their availability to other interests.
- Establishing an Open Space Procurement Program with State and Federal assistance, and non-governmental entities, as possible.

- Continually assessing existing facilities, and providing regular maintenance and improvements.

b. Open Space and Recreation Policies

The Town reaffirms the policies established and adopted in the 1985 *Recreation, Conservation and Open Space Master Plan*, which include:

- Planning for recreation, conservation and open space will be conducted within a comprehensive framework, with consideration to development trends and the demands of each district.
- Capital improvement programming will utilize, in conjunction with the guidelines outlined in the Open Space Master Plan, a systematic schedule for the acquisition and development of recreational facilities within the financial capabilities of the Town.
- Recreation goals, which are financially unattainable given fiscal constraints, will be coordinated with State and Federal funding opportunities.
- Methods of easements, zoning, and subdivision controls will be used as alternatives for obtaining and preserving recreation, conservation and open space when out-right purchase is not feasible. Any fees received through these controls will be deposited in a Recreation Facilities Development Fund.
- Town cooperation with the State of Rhode Island will be rigorously maintained in its purchases and development of recreation facilities.
- All recreational opportunities in the Town will be coordinated to avoid duplication and insure optimal utilization of developed recreational facilities.
- Recreational needs, both Town-wide and within the recreation districts, will be determined, to the greatest extent possible, on an objective basis.
- A Recreation Facilities Development Fund, utilizing the proceeds from the sale of surplus Town-owned properties, will be established and should be used as an additional source of recreation funding.
- A representative sample of the community will be surveyed to determine recreational preferences with the resultant information used as a guide to plan and develop recreation facilities to meet the needs of the Town population.
- Emphasis will be placed upon the preservation of such natural resources as watersheds, streams and wetlands.

c. Open Space and Recreation Capital Improvements Program

Table D.7-1, *Capital Improvements for Recreation Projects, Town of Coventry*, outlines the Town's current strategy relative to recreational facility improvements.

Figure D.7-1A
Open Space and Recreation Plan

Figure D.7-1B
Open Space and Recreation Plan

TABLE D.7-1
CAPITAL IMPROVEMENTS FOR RECREATION PROJECTS, 2000-2005,
TOWN OF COVENTRY

Project	Fiscal Year				
	2000-2001	2001-02	2002-03	2003-04	2004-05
Neighborhood Tot Lots	-	\$ 40,000	\$ 20,000	\$ 20,000	\$ 20,000
Pick-up Dump Truck Bus	\$ 30,000	-	\$ 20,000	\$ 20,000	\$ 20,000
Outdoor Play Courts	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000
Paine Field Garage Addition	\$ 45,000	-	-	-	-
Community Ctr Roof Replacement	\$ 15,000	-	-	-	-
Western Coventry Park	-	- \$250,000	\$125,000	\$125,000	\$125,000
Tractor Mower	-	-	-	-	\$ 15,000
Central Coventry Park	-	\$ 85,000	-	\$ 10,000	-
Hydraulic Material Spreader	-	-	-	-	\$ 9,000
Park Development Paine Field	\$ 20,000	\$ 28,000	\$ 20,000	-	-
Park Development RiverFront Trail System	-	\$300,000	\$150,000	\$150,000	\$150,000
Playground Rehab ADA	-	\$ 25,000	-	-	-
Totals	\$130,000	\$748,000	\$355,000	\$ 345,000	\$ 359,000

Source: Town of Coventry, Town Managers Capital Improvement Program, Summary Requests 2000-01 through 2004-05

The following listing outlines the proposed acquisition and development of recreational facilities in the Town of Coventry.

- *Western Coventry Park - proposed acquisition of approximately 15 acres in the vicinity of Route 102.*

This proposed facility remains, as stated in the Open Space Master Plan, long-range in nature and no action has been taken to date. Funding for the project is provided in the CIP.

- *Riverfront Park System - proposed five mile walkway along the south branch of the Pawtuxet River providing a variety of recreational opportunities including hiking, picnicking, biking, fishing and scenic overlooks.*

Although specific sites are yet to be acquired, the CIP provides funds for this purpose in the Years 1990 - 1993. Review and negotiations for access and/or purchases are currently underway regarding key sites (i.e., Whipple Property).

- *Paine Field - the proposed acquisition and development to expand the existing park and services (located on Route 117 west of Sandy Bottom) to meet user demands in a cost efficient manner.*

Funds have been scheduled for this effort within the CIP Years 2000 - 2005.

- *Francis H. Sherman Memorial Park - proposed one acre passive waterfront area on Route 117 opposite Coventry's Mill Store to alleviate lack of passive facilities on the upper portion of Johnson's Pond.*

- *Foster Memorial Park - plans for Phase III, and IV are uncertain at this time as neighborhood group seeks to maintain the remainder of the park in its natural state Phase III includes the development of additional game and practice space adjacent to the existing Coventry Junior High School field, enhancement of existing trails and expansion of passive recreational facilities, including a pavilion. Phase IV will include a community aquatic facility.*

Phases III and IV are supplemental to the original playfield improvements that established the park. Ballfield expansion has been completed with the passive improvements yet to occur and the aquatic facility slated for latter years.

- *Central Coventry Park - Phases I through V include the establishment of a 24-acre major community park at the site of the former Nike Missile facility. The park shall address a full range of both passive and active recreation opportunities.*

Court games and existing facilities have been upgraded and the garage is partially completed. New picnic and playfield areas and additional vehicular access are complete, with funds provided in the CIP during the Years 1990-1994.

- *Coventry Greenway- 5 mile paved greenway from West Warwick to Coventry Center. 10 mile Trestle trail from Coventry Center to the Connecticut border.*

Proposed east/west greenbelt, multi-use trail system accessed at various points along its route. Potential of the trail was identified in the 1985 Open Space Master Plan. 2.7 miles of the greenbelt are now complete and the remainder under design.

The aforementioned projects are well defined aspects of the 1985 *Recreation, Conservation and Open Space Master Plan*. The following strategies are more broadbrush in nature and are incorporated as a supplement to the 1985 Open Space Master Plan brought forward through the **Coventry Comprehensive Community Plan**.

d. *Supplemental Open Space and Recreational Facility Development*

Growth trends guided by the Comprehensive Community Plan's Land Use Plan element, along with population projections, indicate that, with little exception, the present balance and location of existing facilities will fulfill the objective of a park and recreation system that is conveniently located to the user population. Two deficiencies exist presently with this regard, one being the heavy orientation to "ball game" facilities and secondly, lack of access to and appreciation of the Town's water amenities.

New field facilities and renovations of existing facilities should include passive areas and, where lacking, the placement of play apparatus. The Town shall adopt the policy of requiring developers to dedicate open space areas for the recreational use of the newly developed surrounding area. The funds earmarked "tot-lots" in the CIP for the years 2000-2005 should also be directed toward this effort.

The necessary expansion of the Town's recreational open space network should occur through the pursuit of land acquisition for Western Coventry Park, the continuing improvements to Central Coventry Park and the establishment of the South Branch Riverfront Park System as described in the 1985 Open Space Master Plan. In addition to the recommendations presented in the Open Space Master Plan, the Town shall develop a waterfront park at Central Coventry Pond. Those areas, primarily in Western Coventry, designated as Open Space on the Land Use Plan shall be established through purchase, dedication, easement or individual agreements with property owners. Cluster development should also be utilized to establish these open space preserve areas within the new development.

1. *Johnson's Pond Access and Regulations*

Water is a prime amenity within the Town of Coventry and its quality and availability are matters of community concern demanding immediate attention. Access, public safety and pollution are particularly critical at Johnson's Pond and of immediate concern to property owners, the Town and the Quidnick Reservoir Association, owners of the pond. The Town should adopt a policy in concert with the Quidnick Reservoir Association that will incorporate a potential Wastewater Management District, work towards educating homeowners about individual actions which contribute to water pollution, control access to the pond, regulate craft and engine size and provide regular policing of the pond scheduled consistent with seasonal use.

2. *Pawtuxet River Master Plan*

A frequently abused, and sometimes forgotten, major amenity is the Pawtuxet River and its route through the community. The Town should establish a Master Plan for the river and its environs

within Coventry and establish goals consistent with the present efforts of the Pawtuxet River Authority. The Master Plan shall address:

- Inventory of Existing Conditions
- Sources of Pollution
- Public Access
- Creation of Waterfront Trail, Scenic Overlooks and Nature Preserves
- On-going Maintenance

Funds have been included in the CIP Years 2000-2005 specifically targeted to this master planning effort. Access and required riverfront land to carry out the Master Plan recommendations shall be accomplished through purchase, dedication and easement.

3. Trestle Trail/ Coventry Greenway

The strongest support for any recreational facility development identified in the comprehensive planning process was for the establishment of the Trestle Trail and Coventry Greenway. The system shall utilize the abandoned east-west Hartford, Providence and Fiskville Railroad easement and will include north-south feeders to the main trail, along with trails to ponds, preserves and the river. Convenient access points along the route will make the trail available to the entire community either on foot or a "park-and-lock" vehicular accommodation. Establishment of this system linked with the planned East Coast Greenway would create a natural continuous trail from Maine to Florida. Establishment of this network has begun throughout the length of the East Coast Greenway. The Town shall develop a Trestle Trail Master Plan that will address the following issues:

- Mapping of former railroad corridor with ownership identification.
- Conceptual plan for overall system route, including all secondary trails, access points, scenic overlooks and the identification of ownership of all proposed impacted parcels.
- Development of policies for acquisition, dedication and establishment of easements.
- Development of conceptual design for seating, signage, trail markers, fencing/barriers, kiosks, parking areas and lighting.
- Preparation of preliminary cost projections.
- Formulation of a development phasing Program.
- Coordination with the RIDOT and the RIDEM.

4. North-South Trail

The Coventry Comprehensive Community Plan supports the creation of the 53 mile North-South Trail, which traverses western Coventry and will connect thousands of acres of state property in Rhode Island. Also, the Trail will continue into Massachusetts and connect with the Appalachian Trail, which continues to Canada. The North-South Trail will provide regional access, and could link with the proposed Trestle Trail, which will traverse Coventry from east to west, potentially linking with other recreational facilities in eastern Rhode Island.

5. Open Space Acquisition and Dedication

The Town should develop an inventory of all parcels of property impacted or potentially impacted by the Open Space and Recreation Plan and monitor this inventory on a regular basis to assure assemblage of the network in the most cost effective manner. Federal and State funding assistance shall be requested for acquisition and development, and acquisition shall occur through dedication in the case of new subdivisions, whenever logical and possible. The longevity and stability of the Town has created a level of community pride that is reflected by long-time residents desiring to gift parcels to the Town. This fact should be an additional consideration relative to the aforementioned inventory.

6. Other Recreational Waters Access

Recognizing the importance of the Town's water amenities, and respecting the State Guide Plan's position on providing access to recreational waters, the Park and Recreation Department has established an inventory of possible boat and canoe launch sites, along with a policy to establish access through appropriate means (i.e.: purchase, easement, etc.).

Potential points of access and improvements to existing access points to the water include:

- Property along Pembroke Lane abutting property to the north owned by Hoechst Chemical for passive recreation (RIDEM Fish and Wildlife pursuing acquisition).
- South of (below) Quidnick Dam on westerly side of Pawtuxet River opposite Hoechst Chemical for passive recreation. (Possible access through power line corridor).
- Trestle Park - Leased to the Pawtuxet River Authority from Hoechst Chemical, above the Quidnick Dam for passive recreation (negotiating for transfer to the Town).
- Laurel Avenue and Pilgrim Avenue interchange along the Coventry Greenway above the Anthony Dam for passive recreation.
- Whipple property and Pawtuxet River access out to Sandy Bottom Road for passive recreation. (Portions of Whipple property to be retained by the family).
- From Harding Street to Sandy Bottom Road on Town-owned land, formerly property of the KCWA, with access from Harding and Wood Street for passive recreation. (Access back to Laurel Avenue).
- Bank Street, potential access above the Washington Dam for passive recreation. (Access to rear of Town Hall).
- Phenix/Harris Riverwalk developed by Pawtuxet River Authority for passive recreation (West Warwick/Coventry).
- Harris to Hill Street Riverwalk developed by Pawtuxet River Authority for passive recreation.
- North Glen Drive, RIDEM - Fish & Wildlife Boat Launch for passive recreation.
- Tiogue Avenue Boat Launch for passive recreation (Ownership unknown).

- Zeke's Bridge Boat Launch, RIDEM Fish & Wildlife, Flat River Reservoir for passive recreation
- Town of Coventry, Flat River Reservoir, Canoe Site proposed at Frances H. Sherman Memorial Park for passive recreation (development by RIDEM Fish & Wildlife).
- Flat River Reservoir, Old Flat River Road for passive recreation (Stan Williams owner, less than one acre, boat launch existing).
- Flat River Reservoir, Town Farm Road for active recreation (Keskinen property, 22.0 acres).
- Coventry Center Pond, access at Trestle Trail for passive recreation (RIDEM owner, abandoned railroad corridor).
- Green Acres property between Upper and Lower Dam Ponds for passive recreation (Town of Coventry owner, small beach front, wetlands).
- Headwater of South Branch of Pawtuxet River at Flat River Reservoir, mostly wetland for passive recreation (possible access from Industrial Drive or rear of Coventry Town Hall).
- Briar Point Beach and Picnic Area, Arnold Road to Briar Point Avenue for passive recreation (Town of Coventry owner, approximately 4.4 acres, some undeveloped land, possibly suitable for boat launch).
- Stump Road, Coventry Center, Gravel access road, sandy beach front for passive recreation (Stacia Hall owner, 48.0 acres)
- Black Rock Pond, Access from Hill Street for passive and active recreation (DeGraide Farm).
- Carbuncle Pond Management Area, Accessible from Route 14, Plainfield Pike for passive recreation (RIDEM Fish & Wildlife Division owner).
- Szymkowicz property, East Shore Drive along Lake Tiogue for passive recreation.
- Beaudoin property, Quidnick Brook, Central Coventry for passive recreation.
- Riverfront property abutting Route 117 on the south branch of the Pawtuxet River from South Main Street to Sandy Bottom Road for passive recreation.
- Riverfront property along Route 117 on the south branch of the Pawtuxet river from the Anthony Mill to the Clariant Corporation for passive recreation.
- Riverfront property from Coventry Town Hall on Flat River Road to South Main Street for passive recreation.
- Mays property in the vicinity of Carr's Pond and Route 102 for active and passive recreation.
- Burlingame property (Just-A-Mere Farm, Hope Furnace Road) for passive recreation.
- Butler property (Ledge House, Ledge Road) for passive recreation.
- Northrup Plat on Johnson's Pond in the vicinity of Hill Farm Road for active and passive recreation.

Coventry's Park and Recreation Program and facilities disposition can best be described as developmental in nature, with site acquisition becoming an issue in recent years. Previously, the

Town either owned or had access to recreation sites and land in sizes appropriate to provide adequate facilities at locations consistent with projected population growth. However, recently the acquisition of adequate locations is becoming a concern for accommodating Coventry's growing population as Town recreational facilities are lacking in central and western Coventry.

A key element in the Coventry Parks and Recreation Program is the longstanding agreement with the School Department to utilize school properties for recreational purposes. This cooperation should be maintained with appropriate attention directed to an understanding of responsibilities to maintenance and security.

To date, the Town continues to be guided by the 1985 *Coventry Recreation, Conservation and Open Space Master Plan* and has followed the parameters of that plan with little deviation. That Master Plan, along with the supplemental recommendations provided above as part of the Open Space and Recreation Plan element of the **Coventry Comprehensive Community Plan**, should serve the Town well in terms of open space preservation and recreational facility development through the Year 2010.

D.8 Human Services Plan Element

The recommended Human Services Plan for the Town of Coventry is presented in the following three sub-sections:

- Introduction
- Identification of Issues and Programs
- Human Services Plan

D.8.1 Introduction

The Human Services Plan is a unique element of the **Coventry Comprehensive Community Plan**. The Town has elected to add this element in addition to the State-mandated elements of a Comprehensive Plan in the State of Rhode Island.

Coventry provides human services through the Department of Human Services, a department which has evolved from related services which were originally provided through the Senior Citizens Center.

This history accounts for its departmental and program structure and status. In July of 1990, the Town designated the Department of Human Services as the provider of services previously offered through the Senior Citizens Center. The Department's target population is the working poor. The Department's approach to providing services involves working at the "grass roots" level. A "save and rescue" approach to services is not evident. Town of Coventry and State staff have developed an excellent rapport. Administration and service is provided through a staff consisting of a Director, 1.5 family social workers, 2.5 elderly social workers and one social worker supervisor.

The Human Services Plan Element has been prepared based on the Visions, Goals and Objectives presented in Chapter C of the **Community Comprehensive Community Plan**. The set of Visions, Goals and Objectives for human services were developed by the community through a number of public workshops and by the CPAC.

Key issues identified by the community and the CPAC in regard to human services included the need for:

- The improvement of overall human services assistance to all resident groups of Coventry.
- The establishment of day care services for both the very young and senior adult populations.
- The provision of adequate space and facilities for human services departmental needs, both administrative and professional services.
- The cooperation and sharing of human services programs with neighboring communities.

D.8.2 Identification of Issues and Programs

It is important to understand that the provision of human services covers a wide spectrum of services to large segments of the population (e.g., both the elderly and the young, substance abusers and the homeless). These services are administered by a wide variety of public, non-profit and private agencies. Some services, such as public housing, are provided by the CHA through an "unofficial network" of data exchanges between the Human Services Department and the housing authority within the Town and surrounding communities. Numerous other services are provided by non-profit agencies funded by the United Way.

a. Key Human Service Issues

The following are major issues the Town of Coventry's Human Resources Department currently addresses:

- *Issues of the Population at Large*
 - Providing substance abuse and co-dependency programs.
 - Developing parenting programs.
 - Developing pre-retirement program seminars addressing such issues as estate planning, health services, etc.
 - Developing a program to retrain retired persons in the areas of care for the young and old, and other related human services programs.

The programs and services listed above do not require participants to meet income requirements, and are available to the entire community.

- *Housing Needs*

Although not readily visible to the public, a homeless problem exists in Coventry. This problem is less apparent due to the fact that present assistance occurs in the form of families helping other families, and those persons with no housing options usually leave town.

Other housing needs in Coventry generally include:

1. The creation of a formal housing referral program between the Human Services Department and the CHA.
2. The creation of temporary shelter programs for the homeless (serving both families and abused spouses).
3. The adaption of existing housing for the handicapped and frail elderly.
4. The continuing provision of housing for the low- and very low-income elderly.

The Housing Plan element of the **Coventry Comprehensive Community Plan** presents a comprehensive program of strategies that include affordable housing development, rehabilitation of the existing housing stock and neighborhood preservation and rental assistance.

- *Transportation Needs*

The primary transportation need of lower income persons in Coventry involves the establishment of a local shuttle transit system which could "feed" through a hub to the main RIPTA bus lines, thus providing the young, poor and elderly with the means to travel to and from work.

The Town of Coventry, along with the Towns of Foster and Scituate, are participants in the Cranston Community Action Program (CAP) and, as such, receive assistance in the areas of nutrition, low-income heating and energy assistance and health. The Cranston Community Action Program is the largest source of finances for services at approximately \$319,000. The State of Rhode Island Department of Elderly Affairs provides senior companion, employment, health, transportation and legal services with a budget of approximately \$105,000. Additionally, twelve entities participate in various health maintenance programs and an additional nine entities provide legal and financial assistance programs.

Table D.8-1, *Existing Human Services Budget, 1990, Town of Coventry*, presents the Town's current level of expenditures for senior and family services.

**TABLE D.8-1
EXISTING HUMAN SERVICES BUDGET, 1990
TOWN OF COVENTRY**

Senior Services

Town of Coventry	\$200,000
Federal and State Grants In-Aid	500,000
Federal and State (Cash)	70,000
SUB-TOTAL	\$770,000

Family Services

Town of Coventry	\$30,000
State and Federal	40,000

TOTAL **\$840,000**

Source: Town of Coventry Human Services Department, November 1990

The Department of Human Services provides services through the Coventry Senior Citizens Center to 1,350 persons participating in its social services program. The Center's in-house and volunteer programs also serve a large segment of the population.

The Department of Human Services currently provides the following services:

A. Social Services for the Elderly

1. Client Intake
 - Comprehensive Assessment
 - Needs Assessment

2. In-Home Services
 - Department of Elderly Affairs (DEA) Homemaker
 - Friendly Visitor
 - Long-Term Care
 - Meals on Wheels
 - Nursing Home without Walls
 - Prosthesis Equipment
 - Respite

- Senior Companion
3. Referral Services
 - Food Stamps
 - Geriatric Day Care
 - Home Care
 - Hospital and Medical Care
 - Housing
 - Kent County Mental Health
 - Lawyer Referral
 - Medical Assistance
 - Miscellaneous Information
 - Nursing Home
 - Pawtucket Valley Emergency
 - Rhode Island Renal Facilities
 - Sargent Rehabilitation (hearing impaired)
 - Social Supplemental Income
 - Transportation
 - Visiting Nurses Association
 - Weatherization Program
 4. Financial Management
 - Blue Cross Medicare
 - Budget Assistance
 - Commodity Distribution
 - Food Baskets
 - Fuel Assistance
 - Income Tax Assistance
 - Legal Services
 - Pharmaceutical
 - Social Security
 5. Care Management for Elderly Abuse
 - Department of Elderly Affairs Abuse Worker
 - Police Department
 6. Health Maintenance
 - Aerobics/Exercise
 - Counseling
 - Dental Health Clinic
 - Emergency Frozen Food Packs
 - Eye Screening
 - Flu Clinic

- Glucose Testing
- Handicapped Parking
- Health Workshop
- Hearing Screening Rehabilitation
- Insight (blind and visually impaired)
- Life Long Learning
- Nurse In-House
- Nursing Students
- Program Development
- Senior Employment
- Reminiscence Group
- Travel Club

B. In-House Programs

- Leisure Learning
- Health Maintenance/Safety
- Sports and Recreation
- Financial Advice
- Social Events
- Special Programs
- Food Distribution - Holiday Baskets
- Nutrition
- Surplus Food

b. Summary of Current Service Activities

The centerpiece of the Human Services Department is the Senior Citizen's Center. It was projected that by 31 December 1990, more than 35,000 hours would have been volunteered at the Center. This time translates to a contribution value of over \$150,000 for the year. The Human Services Department's present focus is oriented entirely to the needs of the elderly. This focus is a direct result of the original mission of the Senior Center, and the fact that the transition from senior services to the Department of Human Services occurred recently in July 1990.

D.8.3 Human Service Plan

A mission statement addressing all the tasks and services falling within the realm of the Department of Human Services's new jurisdiction should be developed. The Department of Human Services continues to devote substantial effort toward the needs of the elderly and will continue to do so in the future. Additional areas of responsibility addressing critical needs of the general population of Coventry fall within the following areas and should be addressed in the mission statement.

- Substance Abuse

- Safety Programs
- Transportation for the Very Young and Poor
- Shelter for the Homeless
- Shelter for Abused Spouses with and without Children
- Regional Cooperation in the Provision of Social Services
- Current and Future Departmental Facility Needs

In an effort to appropriately accommodate the expanded responsibilities of the Department of Human Services, the Planning Department should provide assistance in researching and monitoring programs and assistance germane to departmental priorities.

E. Implementation Guide

In order to effectively and efficiently achieve the Vision Statements, Goals and Objectives outlined in Chapter C, and carry out the planning strategies proposed in Chapter D, the Implementation Guide of the **Coventry Comprehensive Community Plan** has been prepared. This Implementation Guide establishes logical order, targets appropriate priority, assigns responsibility and identifies resources relative to Comprehensive Community Plan implementation. The Implementation Guide is presented in the following four sections:

- Implementation Action Program
- Five (1-5) Year Municipal Investment Program
- Regulatory Actions Necessary for Implementation
- Recommended Areas for Further Action and Study

E.1 Implementation Action Program

The Implementation Action Program of the **Coventry Comprehensive Community Plan** is presented in the following eight component elements of the Community Plan on Table E.1-1:

- Land Use Implementation Action Program
- Circulation Implementation Action Program
- Economic Development Implementation Action Program
- Housing Implementation Action Program
- Community Services and Facilities Implementation Action Program
- Natural and Cultural Resources Implementation Action Program
- Open Space and Recreation Implementation Action Program
- Human Services Implementation Action Program

Each component element of the Community Plan is presented under the following five headings:

<i>Action</i>	Lists the action necessary to carry out that particular element of the Community Plan.
<i>Purpose</i>	Identifies the intent of accomplishing that particular action.
<i>Timeframe</i>	Establishes the target 5-year priority within the 20-year planning horizon, for implementation of the action.
<i>Initiation Responsibility</i>	Assigns the elected or appointed public body, agency, group, individuals or volunteers principally responsible to initiate the implementation action.
<i>Resources</i>	Lists the potential financial, Town staff, volunteer or community resources necessary to carry out the implementation action.

The Coventry Planning Commission should review and revise the following Implementation Action Programs on an annual basis in order to continue to pursue implementation of the **Coventry Comprehensive Community Plan** in an expeditious manner. The Town Planning Director should monitor the status of each implementation action throughout the year and provide a general recommended framework to the Planning Commission for annually updating the Community Plan's Implementation Guide. A public hearing should be conducted by the Planning Commission to review and comment upon the Community Plan's Annual Implementation Program before adoption.

TABLE E.1-1
COVENTRY IMPLEMENTATION FRAMEWORK

E.2 Five (1-5) Year Municipal Investment Program

The Implementation Action Program presented in the previous section outlines three types of investments to be made by the Town of Coventry within the first five years of the **Coventry Comprehensive Community Plan's** implementation. These investments include:

Town Staffing Requirements Includes the commitment of significant Town stafftime to plan for, coordinate with other groups, and carry out implementation actions. This time commitment must be included in staffing plans by departments and the Town Manager on an annual basis to ensure achievement of the proposed actions.

Public Body Time Commitment Includes the commitment of significant time by the Town Council, or one of its advisory commissions to plan for, coordinate with other groups and carry out the implementation actions.

Town Funding Requirements Includes the commitment of significant funding resources (over and above the stafftime and time commitments of public bodies) to carry out the proposed implementation actions.

E.2.1 Town Staffing Requirements

Nearly every proposed implementation action requires a commitment of Town staffing to support deliberations of various public bodies; communicate with citizens, property owners, developers, merchants, community organizations, environmental groups and volunteers; manage and administer consultant contracts and coordinate with adjacent municipalities and regional public agencies. The following summarizes staffing requirements by department to carry out the key implementation actions targeted for the first *five-year* increment of the Implementation Program.

A) *Town Manager's Office*

As identified in Table E.1-1, the Town Manager's responsibilities include working with the Town Council in adopting the **Coventry Comprehensive Community Plan**; follow-up ordinances, guidelines, policy statements and Specific Area Plans; targeting funding resources for follow-up studies and capital improvements and maintaining regional coordination and communications with a variety of nearby municipalities, including Kent County, regional, state and federal agencies.

Particular key responsibilities targeted specifically to the Town Manager's Office include:

- Adoption of the Comprehensive Community Plan (Action 1.1)
- Acquisition/Easement Dedication for Trestle Trail Development (Action 2.7)
- Maintaining the Economic Development Commission (Action 3.1)
- Hiring Town Economic Development Director (Action 3.2)
- Creating Non-Profit Economic Development Foundation or Corporation (Action 3.3)
- Working Closely with RIDED (Action 3.12)
- Hiring Town Housing Development and Revitalization Coordinator (Action 4.9)
- Study Need for Potential Expansions of Public State Facilities (Action 5.2), Town Hall (Action 5.7) and Town Library (Action 5.8)
- Support Studies to Potentially Consolidate Fire Districts (Action 5.3)
- Implementing a Wastewater Management District (Action 5.4)
- Establish a Program to Permanently Acquire and/or Insure the Conservation of Priority Open Space Parcels (Action 6.9)
- Hiring a Town Environmental Coordinator (Action 6.10)
- Examine Feasibility of Developing a Town Performing Arts Center (Action 6.12)

B) *Planning Department*

As identified in Table E.1-1, the Planning Director or Planning Department is involved in initiating or implementing a substantial number of actions defined in the **Coventry Comprehensive Community Plan**. As such, implementation of the activities to carry out the Comprehensive Community Plan could require up to three additional staff members within the Planning Department, or reporting directly to the Town Manager in separate departments, as identified by:

- Action 3.2: Hire a Town Economic Development Director
- Action 4.9: Hire a Town Housing Development and Revitalization Coordinator
- Action 6.10: Hire a Town Environmental Coordinator

In any event, administration of the **Coventry Comprehensive Community Plan** will require at least one full-time planner and up to 50 percent of the Planning Director's time on an ongoing basis.

Particular key responsibilities targeted specifically to the Planning Department include:

- Adoption of the Comprehensive Community Plan (Action 1.1)
- Formulating and Adopting a Watershed Protection Overlay District (Actions 1.2 and 6.2)
- Formulating and Adopting an Agricultural Protection Overlay District (Action 1.3)

- Revising the Town Zoning Ordinance and Maps (Actions 1.4, 1.5 and 4.2)
- Revising the Town Subdivision Ordinance (Action 1.6)
- Acquisition/Easement Dedication for Trestle Trail Development (Action 2.7 and 7.10)
- Preparing Tiogue Avenue Corridor Specific Area Plan (Action 3.13)
- Encouraging Infill Development and Extension of Infrastructure (Action 4.1)
- Continuing to Apply for CDBG Funding (Action 4.3)
- Enacting Historic District Zoning (Action 4.4)
- Work with Existing Non-Profit Housing Development Corporations (Action 4.8)
- Developing a Town-wide Hazardous Materials and Underground Storage Tank Inventory (Action 6.5)
- Conducting a Town-wide Point and Non-Point Source Pollution Study (Action 6.6)
- Formulating and Administering a Town Landscape Ordinance (Action 6.7)
- Establishing a Permanent Open Space Preservation and Management Program (Actions 6.8 and 6.9)

C) *Public Works Department*

As identified in Table E.1-1, the Public Works Department is involved primarily in the implementation of capital improvement programming, planning and construction projects resulting from the **Coventry Comprehensive Community Plan**, as well as major public facility and public area maintenance efforts.

Particular key responsibilities targeted specifically to the Public Works Department include:

- Continuing to Implement the Pavement Management System (Action 2.2)
- Adopting Typical Roadway Cross Sections and Street Development Standards (Actions 2.5 and 2.6)
- Securing Reserve Infrastructure Capacity to Support Economic Development (Action 3.11)
- Planning for and Carrying Out Tiogue Avenue Street and Streetscape Improvement Program (Actions 3.13 and 3.14)
- Implementing a Wastewater Management District (Action 5.4)
- Coordinating Water Supply and Distribution System Improvements (Action 5.5)

D) *Parks and Recreation Department*

As identified in Table E.1-1, the Parks and Recreation Department is involved primarily in the implementation of open space and park improvement projects, as well as recreation programming projects resulting from the **Coventry Comprehensive Community Plan**.

Particular key responsibilities targeted specifically to the Parks and Recreation Department include:

- Developing the Prioritized List of Open Space Acquisition Candidates, and Implementing the Open Space Acquisition and Management Program (Actions 6.8 and 6.9)
- Examine the Feasibility Developing a Town Performing Arts Center (Action 6.12)

E) *Human Services Department*

As identified in Table E.1-1, the Human Services Department is involved primarily in the implementation of the human services delivery projects identified in the **Coventry Comprehensive Community Plan**.

Particular key responsibilities targeted specifically to the Human Resources Department include:

- Continuing to Serve the Needs of the Elderly (Action 8.2)
- Continuing and Expanding Services to Address Community-Wide Issues (on a non-means tested basis)(Action 8.3)
- Instituting a Housing Referral Program (Action 8.4) and Developing Temporary Homeless Shelters (Action 8.5)
- Continuing to Work with Regional Agencies to Provide Human Services Within a Regional Framework (Action 8.6)

E.2.2 Public Body Time Commitment

The Town Council, Planning Commission, Economic Development Commission, Conservation Commission and Parks and Recreation Commission will be very involved in implementing the elements of the **Coventry Comprehensive Community Plan** as identified in Table E.1-1. Generally each advisory commission will be primarily responsible for implementation actions in its particular area of expertise. Table E.2-1, *Public Body Time Commitment*, provides a listing of the general responsibility for implementation action programs by the advisory commissions, as well as special study committees to be established to carry out various studies or planning activities.

**TABLE E.2-1
PUBLIC BODY TIME COMMITMENT**

Implementation Action Program	General Advisory Commission Responsibility	Special Study Committees
Land Use	Planning Commission	<ul style="list-style-type: none"> • Zoning and Special Ordinances Study Committee • Tiogue Avenue Revitalization Committee
Circulation	None	<ul style="list-style-type: none"> • Bicycle Route Advisory Committee
Economic Development	Economic Development Commission	<ul style="list-style-type: none"> • Tiogue Avenue Revitalization Commission
Housing	None	<ul style="list-style-type: none"> • Historic Districts Study Committee
Community Services and Facilities	None	<ul style="list-style-type: none"> • Fire District Consolidation Study Committee • Wastewater Management District Study Committee
Natural and Cultural Resources	Conservation Commission; Planning Commission	<ul style="list-style-type: none"> • Historic Districts Study Committee
Open Space and Recreation	Parks Land and Recreation Commission; Conservation Commission	<ul style="list-style-type: none"> • Surface Water Body Study Committee
Human Services	None	<ul style="list-style-type: none"> • None

Source: BRW, Inc., July 1991.

E.3 Regulatory Actions Necessary for Implementation

The regulatory actions necessary to implement the **Coventry Comprehensive Community Plan** include the following implementation actions:

Action	Target Year(s)
1.1 Adopt and Utilize the Coventry Comprehensive Community Plan and Land Use Map	1
1.2/6.25 Formulate and Adopt a Groundwater Reservoir and Recharge Area Overlay District	1
1.3 Formulate and Adopt an Agricultural Protection Overlay District	1
1.4/1.5 Revise Town Zoning Ordinance and Zoning Maps to: <ul style="list-style-type: none"> • Comply with Comprehensive Community Plan • Encourage Affordable Housing • Include Historic District Zoning Category • Remove Wetlands from Density Calculations 	1-2
1.6 Revise Town Subdivision Ordinance	1-2
2.1/2.5/ 2.6 Adopt Functional Roadway Classification System, typical Roadway Cross Sections and Street Development Standards	1
5.4 Establish and Implement a Wastewater Management District	3

E.4 Recommended Areas for Further Action and Study

The areas recommended for further action by the Town of Coventry to implement the **Coventry Comprehensive Community Plan** include:

Action	Target Year(s)
2.1 Continue to Implement Pavement Management System Through Town CIP	1,2,3,4,5
2.4 Transfer Jurisdictional and Maintenance Responsibility of Selected Roadways to RIDOT	2
3.2 Hire a Town Economic Development Director	2
3.3 Create a Non-Profit Economic Development Corporation or Foundation	2
3.11 Secure Reserve Capacity in Existing and Future Infrastructure to Support Economic Development	1,2,3,4,5
4.3 Continue to Apply for and Utilize CDBG Funds	1,2,3,4,5
4.9 Hire a Town Housing Development and Revitalization Coordinator	4
6.10 Hire a Town Environmental Coordinator	4

The areas recommended for further study by the Town of Coventry to implement the **Coventry Comprehensive Community Plan** include:

Action	Target Year(s)
2.9 Formulate Program to Designate Bicycle Lanes and Bicycle Routes on Existing Streets on a Phased Basis	2
2.10 Annually Evaluate the Need to Expand and Enhance Public Transit Services Within the Town	1,2,3,4,5
3.13 Prepare Detailed Specific Area Plan to Revitalize Tiogue Avenue	3

Action	Target Year(s)
Initiate Study to Potentially Consolidate Fire Districts	6
5.6 Prepare Water Quality Protection Plan	6
6.5 Develop a Town-wide Hazardous Materials and Underground Storage Tank Inventory	4
6.6 Conduct a Town-wide Point and Non-Point Source Pollution Study	4
6.8 Develop Prioritized Inventory of Open Space Parcels for Eventual Acquisition/Control as Permanent Open Space	2-3
7.4 Develop Prioritized List of Parcels for Eventual Acquisition/and/or Conservation for Public Access to Surface Water Bodies	1-2
7.5 Conduct a Study Resulting with Development of a Town Recreational Water Use Safety Code and Mechanism for Enforcement	1-2
8.7 Examine Current Human Services Facilities and Plan for Future Departmental Growth	3

TABLE E.1-1

Implementation Action Program
Coventry Comprehensive Community Plan

		IMPLEMENTATION FRAMEWORK				Initiation Responsibility	Resources
Action	Purpose	TIMEFRAME (years)					
		1-5	6-10	11-15	16-20		
LAND USE IMPLEMENTATION ACTION PROGRAM							
1.1	Adopt and Utilize the Coventry Comprehensive Community Plan, and its Land Use Plan Map, in the review and approval of all planning and zoning matters within the Town	To establish a common long-range vision and basis for decision-making to guide planning and development in the Town.	—	—	—	—	Town Manager; Town Planning Director; Town Council; Town Planning Commission Coventry Comprehensive Community Plan
1.2	Formulate and Adopt a Watershed Protection Overlay District	To establish specific watershed growth management controls to minimize impacts on water quality, and protect groundwater and wetlands resources.	—				Town Planning Director; Town Planning Commission; Town Conservation Commission Scituate Reservoir Watershed Protection Plan and Model Ordinance; State Water Resource Board; KCWA; Wellhead Protection Act; RIDEM; EPA; USGS
1.3	Formulate and Adopt an Agricultural Protection Overlay District	To establish specific guidelines and controls to preserve prime agricultural lands.	—				Town Planning Director; Town Planning Commission; Town Conservation Commission
1.4	Revise Town Zoning Ordinance	To revise and update the Town Zoning Ordinance in accordance with the State Zoning Enabling	—				Town Planning Director; Town Planning Commission Recommended revisions included in Comprehensive

TABLE E.1-1 (continued)

Implementation Action Program
Coventry Comprehensive Community Plan

		IMPLEMENTATION FRAMEWORK					
Action	Purpose	TIMEFRAME (years)				Initiation Responsibility	Resources
		1-5	6-10	11-15	16-20		
	Legislation and the Comprehensive Community Plan by 1 January 1993.						Community Plan
1.5	Revise, Update and officially Adopt Town Zoning Maps					Town Planning Director; Town Public Works Director; Town Planning Commission	Planning Commission Account; Existing Town Zoning Maps
1.6	Revise Town Subdivision Ordinance					Town Planning Director; Town Planning Commission	Recommended revisions included in Comprehensive Community Plan
CIRCULATION IMPLEMENTATION ACTION PROGRAM							
2.1	Adopt Town Functional Roadway Classification System					Town Public Works Director; Town Planning Director; Town Planning Commission	Functional Classification System presented in Comprehensive Community Plan

TABLE E.1-1 (continued)

Implementation Action Program
Coventry Comprehensive Community Plan

		IMPLEMENTATION FRAMEWORK				Initiation Responsibility	Resources	
Action	Purpose	TIMEFRAME (years)						
		1-5	6-10	11-15	16-20			
2.2	Continue to Implement Pavement Management System through Town CIP	To maintain an on-going and rigorous program for local roadway maintenance and improvements.	—	—	—	—	Town Public Works Director; Town Council	Town CIP and Public Works Department Operating Budget; RIDOT
2.3	Provide Regular Input to RIDOT on an Annual Basis in the Update of State TIP	To ensure Town properties are considered on an annual basis in the TIP update.	—	—	—	—	Town Public Works Director; Town Planning Director; Town Planning Commission; Town Council	Comprehensive Community Plan Circulation Element; Town CIP
2.4	Transfer Jurisdictional and Maintenance Responsibility of Selected Heavily Utilized Roadways to RIDOT, and Transfer Similar Responsibilities for Less Utilized Roadways to Town	To transfer capital improvement costs of heavily utilized roads to State responsibility, and transfer similar responsibilities for less utilized roads to Town.	—				Town Public Works Director; Town Council	RIDOT
2.5	Adopt Typical Roadway Cross Sections for Arterial, Collector and Local Roadways	To identify right-of-way requirements, pavement width and dedication requirements for all future planning and development actions.	—				Town Public Works Director; Town Planning Director	Typical roadway cross sections presented in Comprehensive Community Plan

TABLE E.1-1 (continued)

Implementation Action Program
Coventry Comprehensive Community Plan

		IMPLEMENTATION FRAMEWORK				Initiation Responsibility	Resources
Action	Purpose	TIMEFRAME (years)					
		1-5	6-10	11-15	16-20		
2.6	Adopt Street Development Standards (e.g., intersection spacing, driveways, signalization)	To improve vehicular capacity and maintain public safety, and establish consistent standards for all future planning and development actions.				Town Public Works Director; Town Planning Director	Street Development Standards presented in Comprehensive Community Plan
2.7	Initiate Acquisition and/or Secure Easements of Trestle Trail Right-of-Way, and Initiate Bicycle Path Development on Phased Basis	To establish and complete the phased bikeway development of Trestle Trail within a 15-year timeframe.				Town Manager; Town Council; Town Planning Director; Town Conservation Commission	Federal "Rails to Trails" funds through NPS; FHWA funds; RIDOT; RIDEM; Nature Conservancy; Narragansett Electric
2.8	Work to Place Trestle Trail Development on State TIP	To enable State funding participation in the development of Trestle Trail.				Town Public Works Director; Town Planning Director; Town Council	Bicycle Circulation System presented in Comprehensive Community Plan; Towns of West Warwick and West
2.9	Formulate Program to Designate Bicycle Lanes and Bicycle Routes on Existing Streets on a Phased Basis	To initiate and review on a regular basis phased bikeway system development throughout the Town.				Town Planning Director; Town Public Works Director; Town Conservation Commission	Bicycle Circulation System presented in Comprehensive Community Plan; Town CIP

TABLE E.1-1 (continued)

Implementation Action Program
Coventry Comprehensive Community Plan

		IMPLEMENTATION FRAMEWORK				Initiation Responsibility	Resources	
Action	Purpose	TIMEFRAME (years)						
		1-5	6-10	11-15	16-20			
2.10	Annually Evaluate the Need to Expand and Enhance Public Transit Services within the Town	To provide affordable and functional transportation opportunities for all Town residents.	—	—	—	—	Town Planning Director; RIPTA Planning Staff	RIPTA ridership data and patron surveys; RIDOT
2.11	Construct Transit Improvements (e.g., pullouts, shelters, signage) as part of Tiogue Avenue Revitalization Program	To enhance transit ridership by Tiogue Avenue patrons, and focus Tiogue Avenue as major transit corridor within the Town.	—	—			Town Planning Director; Town Public Works Director; RIPTA Planning Staff	RIPTA CIP; SID; RIDOT TIP; Town CIP
2.12	Initiate System-wide Transit Improvements within the Town, as Required	To encourage transit ridership through the development of enhanced facilities (e.g., park-n-rides, express and local bus services, paratransit services).	—	—	—	—	Town Planning Director; RIPTA Planning Staff; Town Human Services Department	RIPTA CIP; Town CIP; UMTA Demonstration Grants; RIDOT TIP
2.13	Regularly Update Town CIP Roadway Improvements in Accordance with Comprehensive Community Plan	To ensure consistency between comprehensive planning and roadway improvements.	—	—	—	—	Town Public Works Director; Town Planning Director	Circulation Element of Comprehensive Community Plan

TABLE E.1-1 (continued)

Implementation Action Program
Coventry Comprehensive Community Plan

		IMPLEMENTATION FRAMEWORK				Initiation Responsibility	Resources
Action	Purpose	TIMEFRAME (years)					
		1-5	6-10	11-15	16-20		
2.14	Aggressively Participate in RIDOT's ongoing Feasibility Study for Alternative Transit in abandoned Rail Corridors	To ensure Town's position and support for fixed guideway transit are represented in Study.				Town Manager	RIDOT Study Advisory Committee; Town Volunteers
ECONOMIC DEVELOPMENT IMPLEMENTATION ACTION PROGRAM							
3.1	Maintain an Active Town Economic Development Commission	To maintain an advisory commission on economic development to make policy, programmatic and expenditure recommendations to Town Council.				Town Council; Town Manager; Town Planning Director	Chamber of Commerce; financial institutions; development community; local business and civic organizations
3.2	Hire a Town Economic Development Director	To pursue appropriate economic development for the Town and coordinate activities with RIDED.				Town Manager; Town Planning Director	RIDED; CUED; NAIOP; ULI

TABLE E.1-1 (continued)

Implementation Action Program
Coventry Comprehensive Community Plan

		IMPLEMENTATION FRAMEWORK				Initiation Responsibility	Resources	
Action	Purpose	TIMEFRAME (years)						
		1-5	6-10	11-15	16-20			
3.3	Create a Non-Profit Economic Development Corporation or Foundation	To establish a non-profit entity to negotiate confidential property acquisitions, pursue funding available to non-profit economic development groups and acquire property for economic development purposes through dedications, donations, giftings, tax foreclosures, etc.	—				Town Council; Town Manager; Town Economic Development Director	Town Solicitor; Town Economic Development Commission; Chamber of Commerce
3.4	Establish and Regularly Update Computerized Inventory of Commercial and Industrial Sites Located within the Town	To maintain an accurate up-to-date inventory of all existing and available economic development sites and their characteristics for monitoring and marketing.	—	—	—	—	Town Economic Development Director; Town Economic Development Commission	Town Planning and Public Works Department staff; Town Zoning Board of Review; Town Building Inspector; Town Tax Assessor; Chamber of Commerce; property owners; realtors; RIDED staff
3.5	Target Industry Identification and Recruitment	To identify industries appropriate to Coventry and initiate recruitment efforts.	—	—	—	—	Town Economic Development Director	RIDED; Town Economic Development Commission; Town Council

TABLE E.1-1 (continued)

Implementation Action Program
Coventry Comprehensive Community Plan

		IMPLEMENTATION FRAMEWORK				Initiation Responsibility	Resources	
Action	Purpose	TIMEFRAME (years)						
		1-5	6-10	11-15	16-20			
3.6	Maintain and Refund the Town's Economic Development Loan Program	To encourage and attract high quality economic development; as well as encourage expansion of existing industry.	—	—	—	—	Town Economic Development Director; Town Economic Development Commission	CDBG; RIDED; Town Council; Town General Fund; EDA Grant; Local Financial Institutions
3.7	Promote Development of High Quality Industrial Parks Within the Town	To achieve high quality job-based, economic development within the Town, compatible with other land uses.	—	—	—	—	Town Economic Development Director; Town Economic Development Commission	Recommendations in Comprehensive Community Plan
3.8	Establish Local Business Outreach, Retention and Expansion Program	To support the community's existing businesses through the provision of support services, improvement programs and a forum to discuss issues.	—	—	—	—	Town Economic Development Director; Chamber of Commerce; Town Economic Development Commission	Economic Development Newsletter; Speaker's Bureau; Business Appreciation Day; Town School Department and Universities

TABLE E.1-1 (continued)

Implementation Action Program
Coventry Comprehensive Community Plan

		IMPLEMENTATION FRAMEWORK				Initiation Responsibility	Resources	
Action	Purpose	TIMEFRAME (years)						
		1-5	6-10	11-15	16-20			
3.9	Establish and Maintain Business Recruitment and Attraction Program	To attract high quality economic development and enhance the Town's tax base.	—	—	—	—	Town Economic Development Director; Town Economic Development Commission	Chamber of Commerce; RIDED; Tax Incentives; CDBG; TIF; Town Economic Development Loan Program
3.10	Prepare Town Economic Development Marketing Brochure	To promote Town economic development with a high quality marketing image that promotes the City assets and defines the community's objectives in regard to economic development.	—				Town Economic Development Director; Town Economic Development Commission	Chamber of Commerce; RIDED; Town General Fund; Town Economic Development Commission Budget
3.11	Secure and Maintain Reserve Capacity in Existing and Future Infrastructure to Support Economic Development	To ensure adequate water and sanitary sewer capacity to support planned economic development projects, and areas intended for future economic development.	—	—	—	—	Town Economic Development Director; Town Public Works Director; Town Planning Director	Town CIP; Town Facilities Update Plan; Bonding for Infrastructure Improvements

TABLE E.1-1 (continued)

Implementation Action Program
Coventry Comprehensive Community Plan

		IMPLEMENTATION FRAMEWORK				Initiation Responsibility	Resources	
Action	Purpose	TIMEFRAME (years)						
		1-5	6-10	11-15	16-20			
3.12	Establish and Maintain a Close Working Relationship with RIDED to Market Economic Development Opportunities within the Town	To jointly develop and initiate marketing efforts for economic development in the Town of Coventry.	—	—	—	—	Town Manager; Town Economic Development Director; Town Economic Development Commission	RIDED Marketing staff and resources
3.13	Prepare Detailed Specific Area Plan to Revitalize the Tiogue Avenue Corridor, jointly with RIDOT Preliminary and Final Engineering Plans for Roadway Improvements	To prepare a comprehensive plan to revitalize the Tiogue Avenue commercial corridor.	—				Town Planning Director; Town Economic Development Director; Town Public Works Director	Chamber of Commerce; RIDOT; merchants and property owners; Town General Fund
3.14	Construct Tiogue Avenue Improvements on a Phased Basis	To improve the functioning, public safety and aesthetic quality of the roadway corridor, provide economic development opportunities and enhance the Town's tax base.		—	—		Town Planning Director; Town Public Works Director; RIDOT; Town Economic Development Director	RIDOT TIP; SID; Town CIP; TIF

TABLE E.1-1 (continued)

Implementation Action Program
Coventry Comprehensive Community Plan

		IMPLEMENTATION FRAMEWORK				Initiation Responsibility	Resources	
Action	Purpose	TIMEFRAME (years)						
		1-5	6-10	11-15	16-20			
HOUSING IMPLEMENTATION ACTION PROGRAM								
4.1	Permit Infill Development in Existing Developed Areas of Coventry and Extend Infrastructure where necessary	To provide opportunities for the construction of affordable infill housing, in accordance with the Land Use Element of the Comprehensive Community Plan.	—	—	—	—	Town Housing Authority; Town CDBG Director; Town Planning Director; Town Public Works Director	Comprehensive Community Plan; CDBG; RIH
4.2	Examine Town Zoning Ordinance to Consider Revisions to Encourage Affordable Housing Consistent with Land Use Element in Comprehensive Community Plan	To reduce overall development costs and encourage affordable housing development, in a manner consistent with existing neighborhoods.	—				Town Planning Director; Town Public Works Director	Comprehensive Community Plan; Town Zoning Ordinance
4.3	Continue to Apply for and Utilize CDBG Funds	To stimulate housing rehabilitation and revitalization in low- and moderate-income neighborhoods.	—	—	—	—	Town CDBG Director; Town Planning Director	CDBG; Rhode Island CHAS

TABLE E.1-1 (continued)

Implementation Action Program
Coventry Comprehensive Community Plan

		IMPLEMENTATION FRAMEWORK				Initiation Responsibility	Resources
Action	Purpose	TIMEFRAME (years)					
		1-5	6-10	11-15	16-20		
4.4	Formulate and Enact Historic District Zoning for the South Main Street Historic District, and Examine Other Potential Candidate Areas for Designation within the Town		—			Town Planning Director	RIHPS; Coventry Historical Society; State Model Legislation
4.5	Utilize all Available Federal Programs to Obtain Funding for Affordable Housing	—	—	—	—	Town Housing Authority; Town CDBG Director; Town Planning Director	Section 8 Rental Assistance Program; Section 312 Rehabilitation Program; Section 203K Mortgage Program; Rental Rehabilitation Programs; Rhode Island CHAS; HOME and HOPE Programs

TABLE E.1-1 (continued)

Implementation Action Program
Coventry Comprehensive Community Plan

		IMPLEMENTATION FRAMEWORK				Initiation Responsibility	Resources	
Action	Purpose	TIMEFRAME (years)						
		1-5	6-10	11-15	16-20			
4.6	Utilize State Programs to Obtain Funding for Affordable Housing	To assist low- and moderate-income families in need of housing assistance.	—	—	—	—	Town Housing Authority; Town CDBG Director; Town Planning Director; RIH	State Low Interest Mortgage Program; Elderly Home Equity Program; Non-profit Construction Loans; Land Bank Loan Program; Rhode Island CHAS
4.7	Invest in Community Housing through the Community Reinvestment Act (CRA)	To provide low interest loans and revolving funds for housing assistance to low- and moderate-income families.	—	—	—	—	Town Housing Authority; Town CDBG Director; Town Planning Director	Local Financial Institutions
4.8	Work with Existing Non-Profit Organizations to Provide Affordable Housing Opportunities for all Town Residents	To rehabilitate or build affordable housing for low- and moderate- income families.	—	—	—	—	Town Planning Director	RIH; Other Non-Profit Housing Corporations in Rhode Island
4.9	Hire a Town Housing Development and Revitalization Coordinator	To manage a comprehensive series of housing programs for the Town of Coventry.	—				Town Council; Town Manager; Town Planning Director	General Fund

TABLE E.1-1 (continued)

Implementation Action Program
Coventry Comprehensive Community Plan

		IMPLEMENTATION FRAMEWORK				Initiation Responsibility	Resources
Action	Purpose	TIMEFRAME (years)					
		1-5	6-10	11-15	16-20		
COMMUNITY SERVICES AND FACILITIES IMPLEMENTATION ACTION PROGRAM							
5.1	Work with Town School Department on Coordinated Planning of all Educational Facilities, Consistent with Land Use Element of Comprehensive Community Plan	To provide adequate educational facilities throughout the Town.	—	—	—	—	Town School Department; Town Planning Director School Facilities Plan; Comprehensive Community Plan
5.2	Evaluate Current Public Safety Facilities and Plan Future Facilities Consistent with Future Community Growth and Revitalization	To meet national standards for space and meet needs of the Town's Police Department.	—				Town Council; Town Manager; Police Chief Town Facilities Plan; General Fund
5.3	Strongly Support Studies to Potentially Consolidate Existing Fire Districts	To reduce costs of fire services and maintain high level of services.	—				Fire Districts; Town Council; Town Manager Comprehensive Community Plan
5.4	Implement Wastewater Management Districts	To manage the disposal of wastewater through sanitary sewers and ISDS.	—	—	—	—	Town Council; Town Manager; Town Planning Director; Town Public Works Director Comprehensive Community Plan; RIDEM

TABLE E.1-1 (continued)

Implementation Action Program
Coventry Comprehensive Community Plan

		IMPLEMENTATION FRAMEWORK				Initiation Responsibility	Resources	
Action	Purpose	TIMEFRAME (years)						
		1-5	6-10	11-15	16-20			
5.5	Coordinate Extension and Improvements in Town Water Supply and Distribution System	To provide adequate water service where needed throughout the Town.	—	—	—	—	KCWA; Town Planning Director; Town Public Works Director	KCWA, CIP
5.6	Prepare Water Quality Protection Plan	To protect the Town's groundwater and surface water.	—				Town Council; Town Planning Director; Town Public Works Director	RIDEM; KCWA; State Wellhead Protection Act
5.7	Evaluate Current Town Hall Facilities and Related Services and Plan Future Facilities Consistent with Future Community Growth and Revitalization	To effectively and cost efficiently carry out Town administration.	—				Town Council; Town Manager	Comprehensive Community Plan; Town Facilities Plan; Town bonding authority; Consulting Architect
5.8	Evaluate Current Town Library Facilities and Related Services and Plan Future Facilities Consistent with Future Community Growth and Revitalization	To effectively and cost efficiently provide comprehensive library services to all Town residents.	—				Town Council; Town Manager; Town Librarian	Comprehensive Community Plan; Town Facilities Plan; Town bonding authority; Consulting Architect

TABLE E.1-1 (continued)

Implementation Action Program
Coventry Comprehensive Community Plan

		IMPLEMENTATION FRAMEWORK				Initiation Responsibility	Resources
Action	Purpose	TIMEFRAME (years)					
		1-5	6-10	11-15	16-20		
NATURAL AND CULTURAL RESOURCES IMPLEMENTATION ACTION PROGRAM							
6.1	Prepare Updated, Large Scale Maps Relative to Farm, Forest and Open Space; Stream Corridors, Wetlands; Watersheds and Sub-basins; Public Water Supply and Wellhead Protection Areas; Hazardous Materials Point and Non-Source Point of Pollution and Gravel Pits	To supplement existing mapping and documentation for use in future planning and zoning actions.	—			Town Planning Director; Town Conservation Commission	Town Planning Department staff; FEMA; SCS; RIGIS; EPA; RIDEM; Consulting Engineers
6.2	Formulate and Adopt a Town Environmental Policy Statement in Regard to Groundwater; Wellhead Protection and Wetlands Conservation Protection.	To establish and publicly identify a clear Town policy on the protection of groundwater and wetlands resources.	—			Town Planning Director; Town Solicitor; Town Conservation Commission	Town Planning Department staff; RIDEM; EPA; USGS; Scituate Reservoir Watershed Protection Plan; Nature Conservancy; Save the Bay; Pawtuxet River Authority

TABLE E.1-1 (continued)

Implementation Action Program
Coventry Comprehensive Community Plan

IMPLEMENTATION FRAMEWORK

Action	Purpose	TIMEFRAME (years)				Initiation Responsibility	Resources
		1-5	6-10	11-15	16-20		
6.3	As a Minimum, Adhere to and Enforce Existing RIDEM Wetlands Setback Regulations and Adopt Town Setback Regulations After Appropriate Study of a 150' Natural Buffer.					Town Planning Director; Town Planning Commission; Town Conservation Commission	Town Planning Department; Town Solicitor
6.4	Adopt a Town Policy That Removes Wetland Areas from the Density Calculations for Residential Subdivisions					Town Planning Director; Town Planning Commission	Town Planning Department; RIDEM; Town Council
6.5	Develop a Town-wide Hazardous Materials and Underground Storage Tank Inventory					Town Planning Director; Town Conservation Commission	Town Planning Department; Town Public Works Director; EPA, RIDEM; Fire Districts
6.6	Conduct a Town-wide Point and Non-Point Source Pollution Study					Town Planning Director; Town Conservation Commission	Town Planning Department; Town Public Works Director; RIDEM; Consulting Engineers Studies

TABLE E.1-1 (continued)

Implementation Action Program
Coventry Comprehensive Community Plan

		IMPLEMENTATION FRAMEWORK				Initiation Responsibility	Resources	
Action	Purpose	TIMEFRAME (years)						
		1-5	6-10	11-15	16-20			
6.7	Formulate, Adopt and Administer a Town Landscape Ordinance	To develop landscape standards that result in preserving the Town's aesthetic character.	—	—	—	—	Town Planning Director; Town Conservation Commission	Town Planning Department staff; Town Council; Town Planning Commission; Consulting Landscape Architect
6.8	Aggressively Develop a Prioritized Inventory of Open Space Parcels for Eventual Acquisition/ Control as Permanent Open Space	To begin the implementation of a Town-wide comprehensive open space preservation and management program.	—				Town Planning Director; Town Conservation Commission	Town Planning Department staff; Town Tax Assessor; Town Planning Commission; Citizens-at-Large
6.9	Establish a Program to Permanently Acquire and/or Ensure the Conservation of Priority Open Space Parcels	To maintain the Town's environmental quality, and preserve open space in perpetuity for the community's use and enjoyment through dedications, easements, fee simple purchases, TDR, PUD, Cluster Development, PDR, giftings, donations, etc.		—	—	—	Town Council; Town Manager; Town Planning Director; Town Conservation Commission	Audubon Society; Nature Conservancy; Open Space Land Trust; Providence Water Supply Board; Town of Coventry; Ducks Unlimited

TABLE E.1-1 (continued)

Implementation Action Program
Coventry Comprehensive Community Plan

		IMPLEMENTATION FRAMEWORK				Initiation Responsibility	Resources
Action	Purpose	TIMEFRAME (years)					
		1-5	6-10	11-15	16-20		
6.10	Hire a Town Environmental Coordinator	—				Town Manager; Town Planning Director	Town Planning Department staff; Town Council
6.11	Evaluate and Nominate Potentially Eligible Structures to the National Register by Property Owners (See also Action 4.4)	—	—	—	—	Town Planning Director; Coventry Historical Society	Town Planning Department staff; RIHPS; National Register; Tax Assessor; RIHPS
6.12	Examine the Feasibility of Developing a Town Performing Arts Center		—			Town Council; Town Manager	Town Planning Department staff; Town Parks and Recreation Department; Town Bonding Authority; Consulting Architect
6.13	Work to identify and protect archeological sites through the development of site plan review requirements.	—				Town Planning Director; Town Planning Commission	Rhode Island Historic Preservation Commission, Narragansett Indian Tribe

TABLE E.1-1 (continued)

Implementation Action Program
Coventry Comprehensive Community Plan

		IMPLEMENTATION FRAMEWORK				Initiation Responsibility	Resources	
Action	Purpose	TIMEFRAME (years)						
		1-5	6-10	11-15	16-20			
OPEN SPACE AND RECREATION IMPLEMENTATION ACTION PROGRAM								
7.1	Acquire Sites for New Park Development and Expansion of Existing Recreation Facilities	To maintain recreational opportunities in appropriate physical proximity to the present and projected population in accord with nationally accepted standards.	—	—	—	—	Town Recreation Director; Town Planning Director; Town Park and Recreation Commission	Town Planning Department staff; OSRA; Town CIP; Private Developer Dedications; Acquisitions; Donations, Gifting, etc.
7.2	Provide Play Apparatus Areas Within Existing Parks	To address identified recreational needs of children and enhance existing park facilities.	—	—	—	—	Town Recreation Director; Town Park and Recreation Commission	Town Recreation Department staff; Town CIP; OSRA; Private Developer Dedications
7.3	Establish a Non-Vehicular Trail and Path System Linking the Town's Natural and Recreational Amenities in accordance with the Land Use Plan of the Comprehensive Community Plan	To create hiking trails throughout the community for walking, horseback riding, cross-country skiing and bicycling for circulation, and to appreciate Coventry's natural amenities.	—	—	—	—	Town Recreation Director; Town Planning Director; Town Park and Recreation Commission	Town Planning Department staff; OSRA; Town Conservation Commission; Town Council; Town Planning Commission; Audubon Society; Consulting Planner and/or Landscape Architect

TABLE E.1-1 (continued)

Implementation Action Program
Coventry Comprehensive Community Plan

		IMPLEMENTATION FRAMEWORK				Initiation Responsibility	Resources	
Action	Purpose	TIMEFRAME (years)						
		1-5	6-10	11-15	16-20			
7.4	Establish Town-Appointed Study Committee to evaluate the recreation uses, public safety and environment hazards in Regard to the Town's Surface Water Bodies	To ensure the safe and environmentally sound management of Johnson's Pond.	—	—	—	—	Town Planning Director; Town Park and Recreation Commission	Town Planning Department staff; Town Tax Assessor; Private Developers; OSRA; CIP; Town Council; Planning Commission; Town Solicitor; Quidnick Reservoir Company; Johnson's Pond Civic Association; Providence Water Supply Board
7.5	Establish a Program of Recreational Water Safety and Enforcement within the Town	To ensure safe and compatible use of the Town's surface water resources.		—			Town Recreation Director; Town Park and Recreation Commission	Town Recreation Department staff; RIDEM; Town Police Department; Town Council; Red Cross; Combined Fire Districts
7.6	Acquire Site for Western Coventry Park	To provide comprehensive recreational facilities for West (or western) Coventry residents.		—			Town Recreation Director; Town Park and Recreation Commission	Planning Department; OSRA; CIP; Town Council; Planning Commission

TABLE E.1-1 (continued)

Implementation Action Program
Coventry Comprehensive Community Plan

IMPLEMENTATION FRAMEWORK

Action	Purpose	TIMEFRAME (years)				Initiation Responsibility	Resources	
		1-5	6-10	11-15	16-20			
7.7	Implement Phases III and IV of Foster Memorial Park	To provide additional game and practice space, enhance the natural trails and recreational opportunities for Town residents, and eventually develop a town aquatic facility.	—				Town Recreation Director; Town Park and Recreation Commission	Planning Department; OSRA; CIP; Town Council; Planning Commission
7.8	Improve Paine Field	To refurbish existing facilities and expand the park to remain responsive to area demand.	—				Town Recreation Director; Town Park and Recreation Commission	Town Recreation Department staff; OSRA; Town CIP
7.9	Develop a Central Coventry Park	To continue the development of a major central recreational facility providing a full range of recreation opportunities to the entire Town population.	—				Town Recreation Director; Town Park and Recreation Commission	Town Recreation Department staff; OSRA; Town CIP
7.10	Formulate a Trestle Trail Master Plan, Acquire Right-of-Way and Commence Development of Trestle Trail on a Phased Basis	To establish an east/west green belt and multi-use trail system across the Town to be developed over a 15-year period (See also Action 2.7).	—	—	—		Town Manager; Town Council Town Planning Director; Town Recreation Director; Town Conservation Commission; Town Park and Recreation Commission	Federal "Rails to Trails" funds through NPS; FHWA funds; RIDOT; RIDEM; Nature Conservancy; Narragansett Electric

TABLE E.1-1 (continued)

Implementation Action Program
Coventry Comprehensive Community Plan

		IMPLEMENTATION FRAMEWORK				Initiation Responsibility	Resources
Action	Purpose	TIMEFRAME (years)					
		1-5	6-10	11-15	16-20		
7.11	Masterplan the Riverfront Trail System and Related Neighborhood Facilities	—				Town Planning Director; Town Recreation Director; Pawtuxet River Commission; Conservation Commission; Town Park and Recreation Commission	Town Planning and Recreation Department staffs; Consultant; RIDEM; OSRA; Town Planning Commission; Consulting Landscape Architect Rhode Audubon Society
7.12	Establish a Series of Tot Lots Throughout the Town	—	—	—	—	Town Recreation Director; Town Planning Director; Town Parks and Recreation Commission	Town Planning and Recreation Department staffs; OSRA; CIP; Consulting Landscape Architect

TABLE E.1-1 (continued)

Implementation Action Program
Coventry Comprehensive Community Plan

		IMPLEMENTATION FRAMEWORK				Initiation Responsibility	Resources
Action	Purpose	TIMEFRAME (years)					
		1-5	6-10	11-15	16-20		
7.13	Develop a Master Plan for Seely Park and Program Park Improvements	—				Town Recreation Director; Town Planning Director; Town Conservation Commission; Town Park and Recreation Commission	Town Planning and Recreation Departments; OSRA; RIDEM; Town CIP; Nature Conservancy; Pawtuxet River Commission; Consulting Landscape Architect
HUMAN SERVICES IMPLEMENTATION ACTION PROGRAM							
8.1	Develop a Mission Statement for the Town's Department of Human Services	—				Town Human Services Director	Town Manager; Town Council
8.2	Continue to serve the Elderly and Special Population Needs	—	—	—	—	Town Human Services Director and Department Staff	Town Council; State and Federal Grants; Non-Profit Assistance

TABLE E.1-1 (continued)

Implementation Action Program
Coventry Comprehensive Community Plan

		IMPLEMENTATION FRAMEWORK				Initiation Responsibility	Resources	
Action	Purpose	TIMEFRAME (years)						
		1-5	6-10	11-15	16-20			
8.3	Continue to Address Community-wide Issues and Needs, and Expand Programs as Appropriate with Available Resources, including the Provision of: <ul style="list-style-type: none"> • Seat Belt Program • Substance Abuse and Co-Dependence Program • Parenting Program • Pre-Retirement Programs • Retiree Retraining Programs • Housing Counseling 	To provide services to the community at-large relative to public safety, substance abuse, housing assistance, family assistance and retirement assistance.	-	-	-	-	Town Human Services Director and Department Staff	Town Council; State and Federal Grants; Non-Profit Assistance; Nominal Fees for Service; Rhode Island CHAS
8.4	Institute a Formal Housing Referral Program	To meet the housing needs of low- and moderate-income individuals and families through referral to appropriate housing assistance resources.	-	-	-	-	Town Human Services Department; Town Housing Authority; Town Community Development Director	Town Council; RIH; HUD Programs; Town Planning Department staff; Non-Profit Agencies; Rhode Island, CHAS

TABLE E.1-1 (continued)

Implementation Action Program
Coventry Comprehensive Community Plan

		IMPLEMENTATION FRAMEWORK				Initiation Responsibility	Resources	
Action	Purpose	TIMEFRAME (years)						
		1-5	6-10	11-15	16-20			
8.5	Evaluate Need for and Potentially Develop Temporary Shelters for the Homeless	To meet the housing needs of homeless families and abused spouses and children.	—				Town Human Services Department; Town Housing Authority; Town Community Development Director	Town Council; RIH; Rhode Island CHAS; HOME and HOPE Programs; McKinney Act Funds; Religious Institutions; Town Planning Department staff; Non-Profit Agencies
8.6	Continue to Work with the Cranston Community Action Program, RIPTA, and the Rhode Island Department of Elderly Affairs in providing Human Service Assistance to the Community.	To cost effectively provide assistance in the areas of nutrition, energy assistance, health, senior services, transportation and legal services on a regional basis.	—	—	—	—	Town Human Services Department; Cranston Community Action Program	RIPTA; RIDEA; Federal and State Grants; Town Council
8.7	Examine Current Human Services Facilities and Plan for Future Departmental Growth, as Necessary.	To plan for the expansion of human service facilities to meet the ever changing needs of the community.	—				Town Human Services Director	Town Council; Town Planning Department staff; Consulting Architect

TABLE E.1-1 (continued)

Implementation Action Program
Coventry Comprehensive Community Plan

		IMPLEMENTATION FRAMEWORK					
		TIMEFRAME (years)				Initiation Responsibility	Resources
Action	Purpose	1-5	6-10	11-15	16-20		

TABLE E.1-1 (continued)

Implementation Action Program
Coventry Comprehensive Community Plan

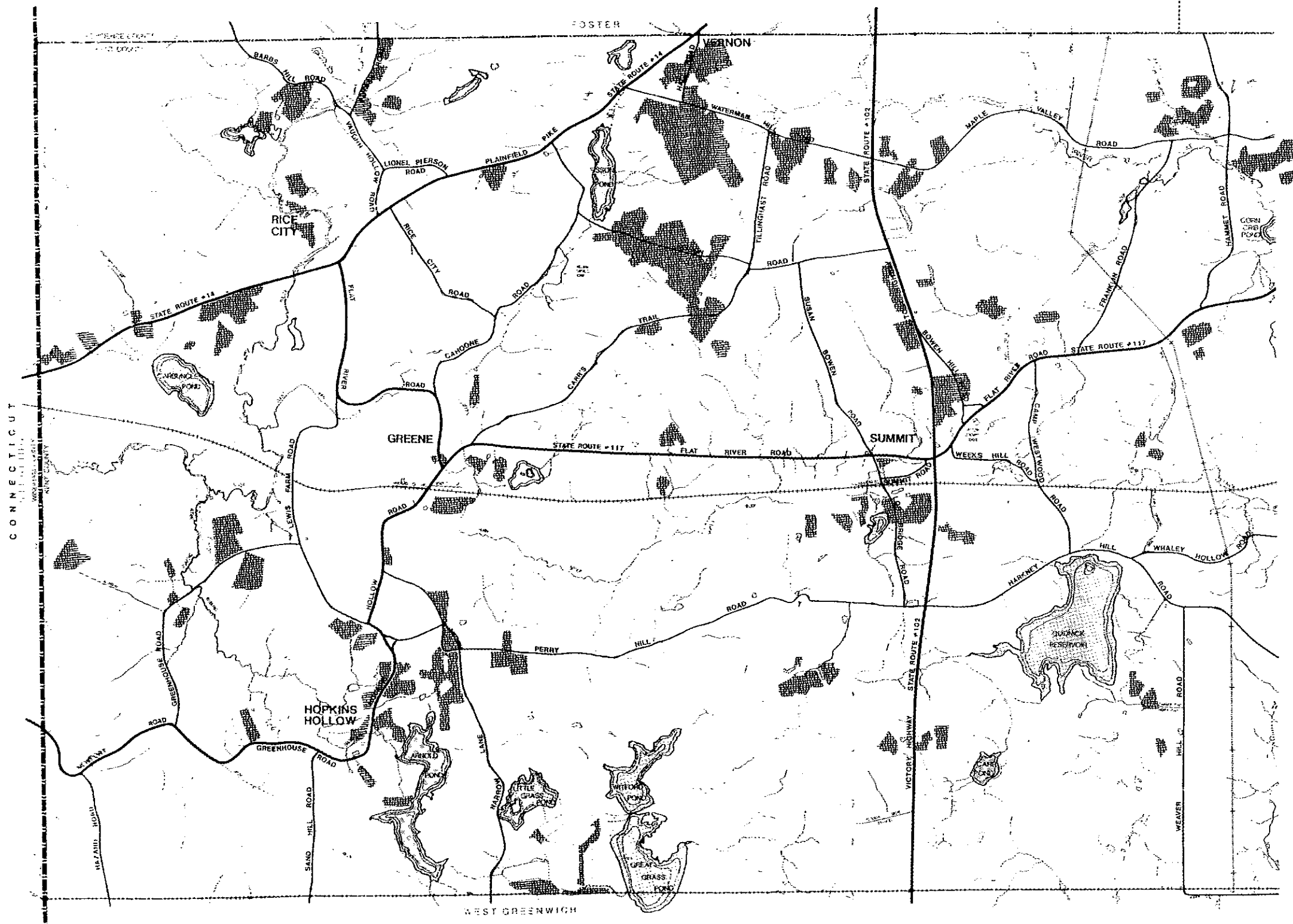
		IMPLEMENTATION FRAMEWORK					
Action	Purpose	TIMEFRAME (years)				Initiation Responsibility	Resources
		1-5	6-10	11-15	16-20		

Notes to Table E.1:

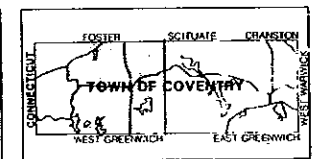
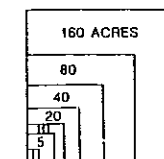
- CDBG - Community Development Block Grant
- CHAS - State of Rhode Island Comprehensive Housing Affordability Strategy
- CIP - Town's 5-Year Capital Improvement Program
- CUED - Council on Urban Economic Development
- EPA - Environmental Protection Agency
- FEMA - Federal Emergency Management Administration
- FHWA - Federal Highway Administration
- HUD - Department of Housing and Urban Development
- KCWA - Kent County Water Authority
- NAIOP - National Association of Industrial and Office Parks
- PDR - Purchase of Development Rights
- PUD - Planned Unit Development
- NPS - National Park Service
- RIDEA - Rhode Island Department of Elderly Affairs
- RIDED - Rhode Island Department of Economic Development
- RIDEM - Rhode Island Department of Environmental Management
- RIDOT - Rhode Island Department of Transportation
- RIGIS - Rhode Island Geographic Information System
- RIH - Rhode Island Housing (formerly Rhode Island Housing and Mortgage Finance Corporation)
- RIHPS - Rhode Island Historic Preservation Services
- RIPTA - Rhode Island Public Transit Authority
- SCS - Soil Conservation Service
- SID - Special Improvement District
- TDR - Transfer of Development Rights
- TIF - Tax Increment Financing
- TIP - Transportation Improvement Program
- ULI - Urban Land Institute
- UMTA - Urban Mass Transit Administration
- USGS - United States Geological Survey

Source: BRW, Inc.; September 1991

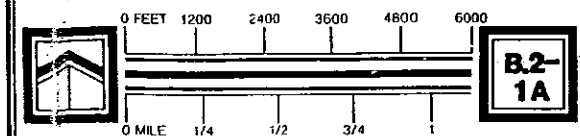
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SOURCE: RIGIS, 1990



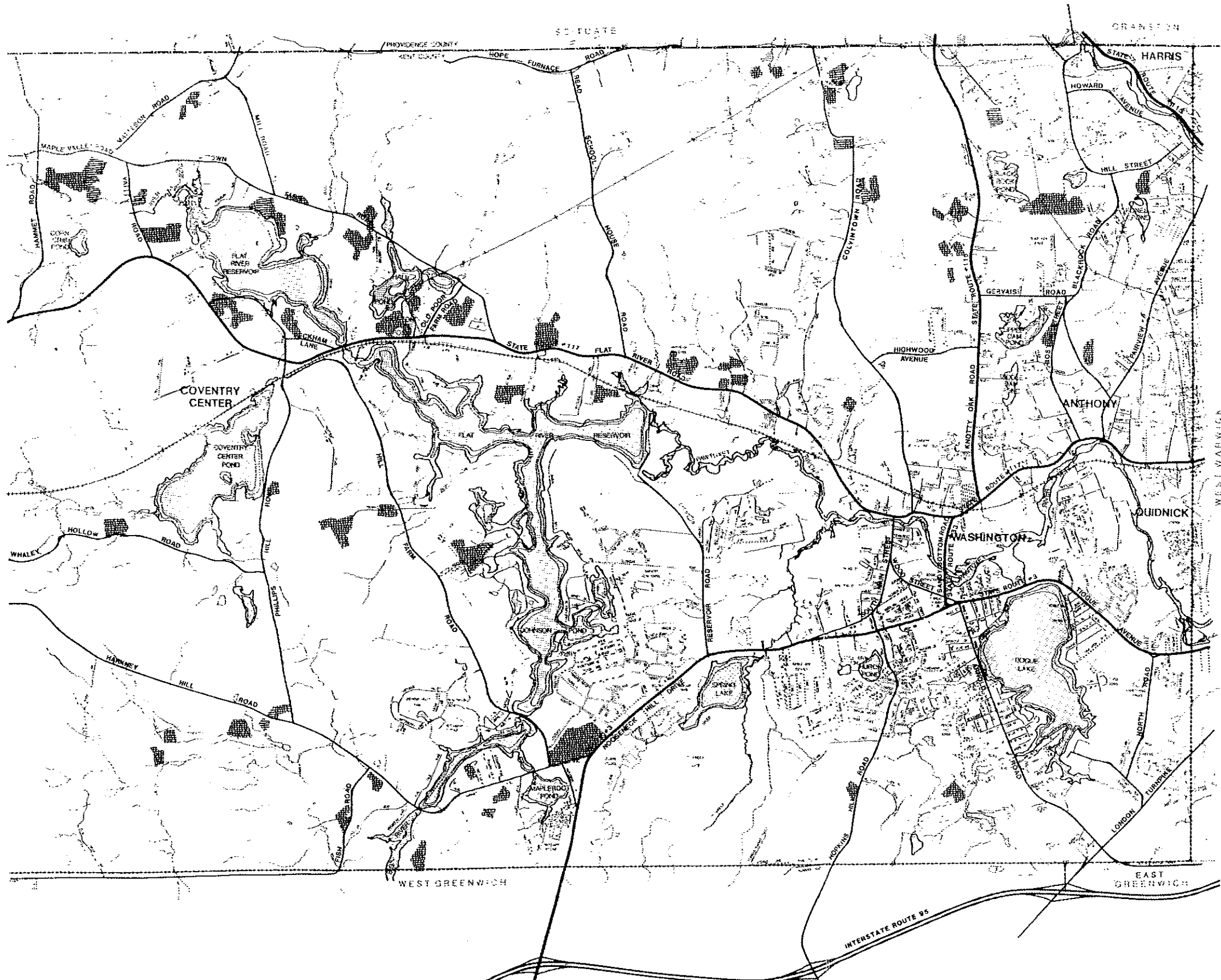
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Comprehensive Community Plan

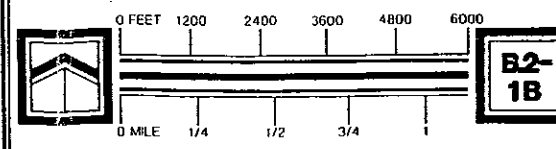
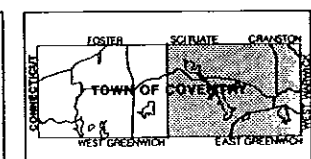
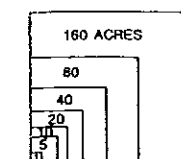
TOWN OF COVENTRY, RHODE ISLAND

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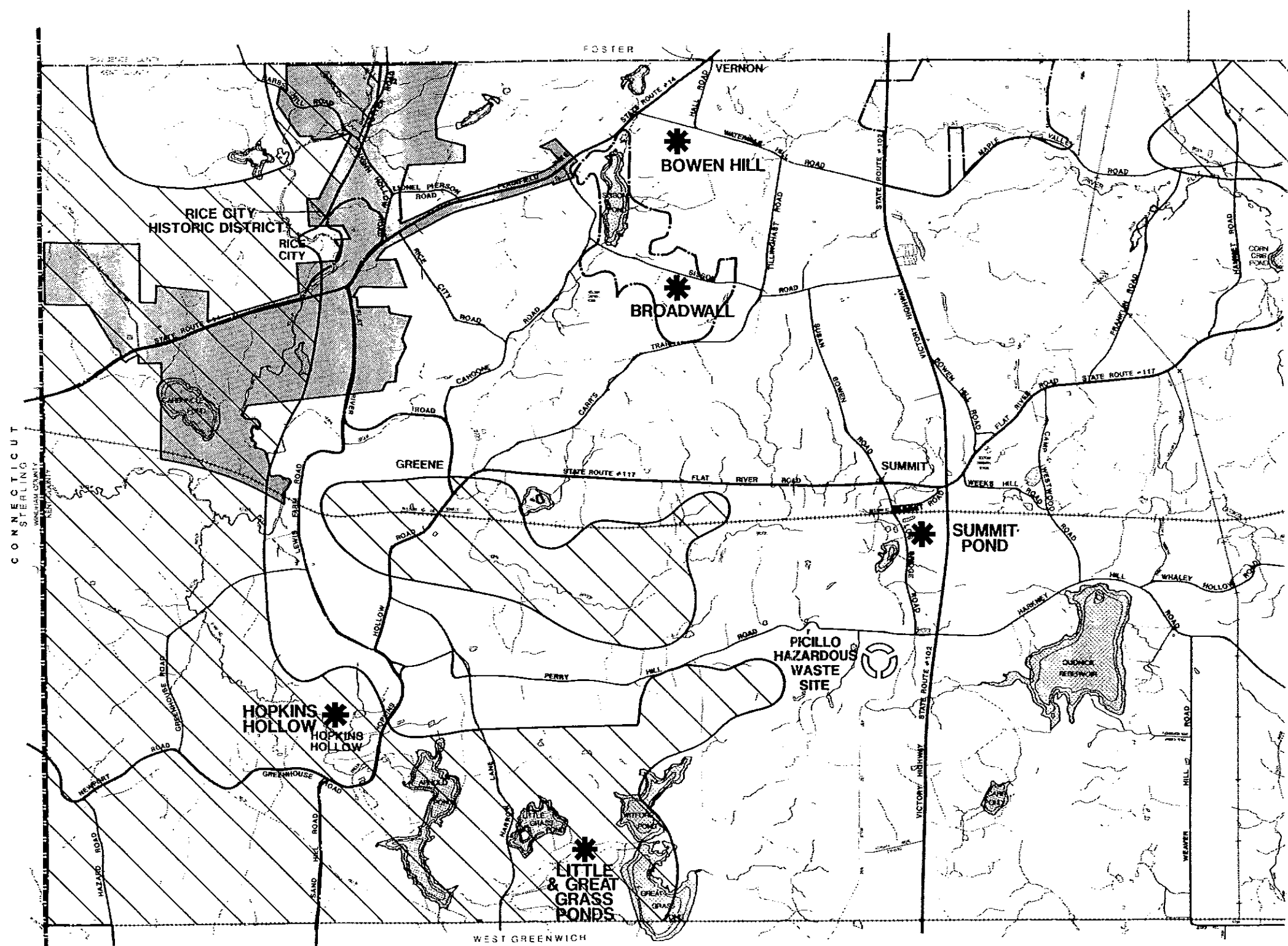
AGRICULTURAL LANDS

SOURCE: FIGS. 1990



Comprehensive Community Plan

TOWN OF COVENTRY, RHODE ISLAND



NATURAL AND CULTURAL RESOURCES

GROUNDWATER RESOURCES

- GROUNDWATER RESERVOIR
- OUTWASH AREA
- TILLED/MIXED DEPOSIT AREA (NO DIAGONAL MARKINGS)

GROUNDWATER CONTAMINATION LOCATIONS

- KNOWN LOCATIONS OF GROUNDWATER CONTAMINATION

LANDSCAPE INVENTORY

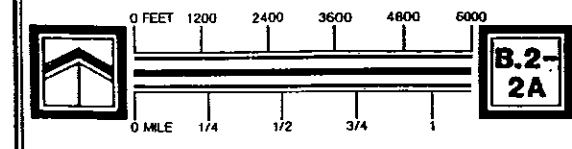
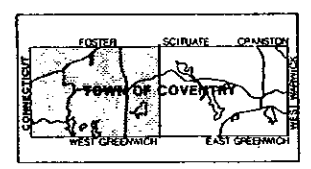
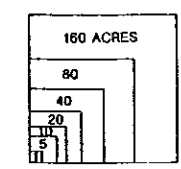
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WILDLIFE INVENTORY

- IDENTIFIED AREAS OF RARE AND ENDANGERED SPECIES

NATIONAL REGISTER HISTORIC DISTRICT

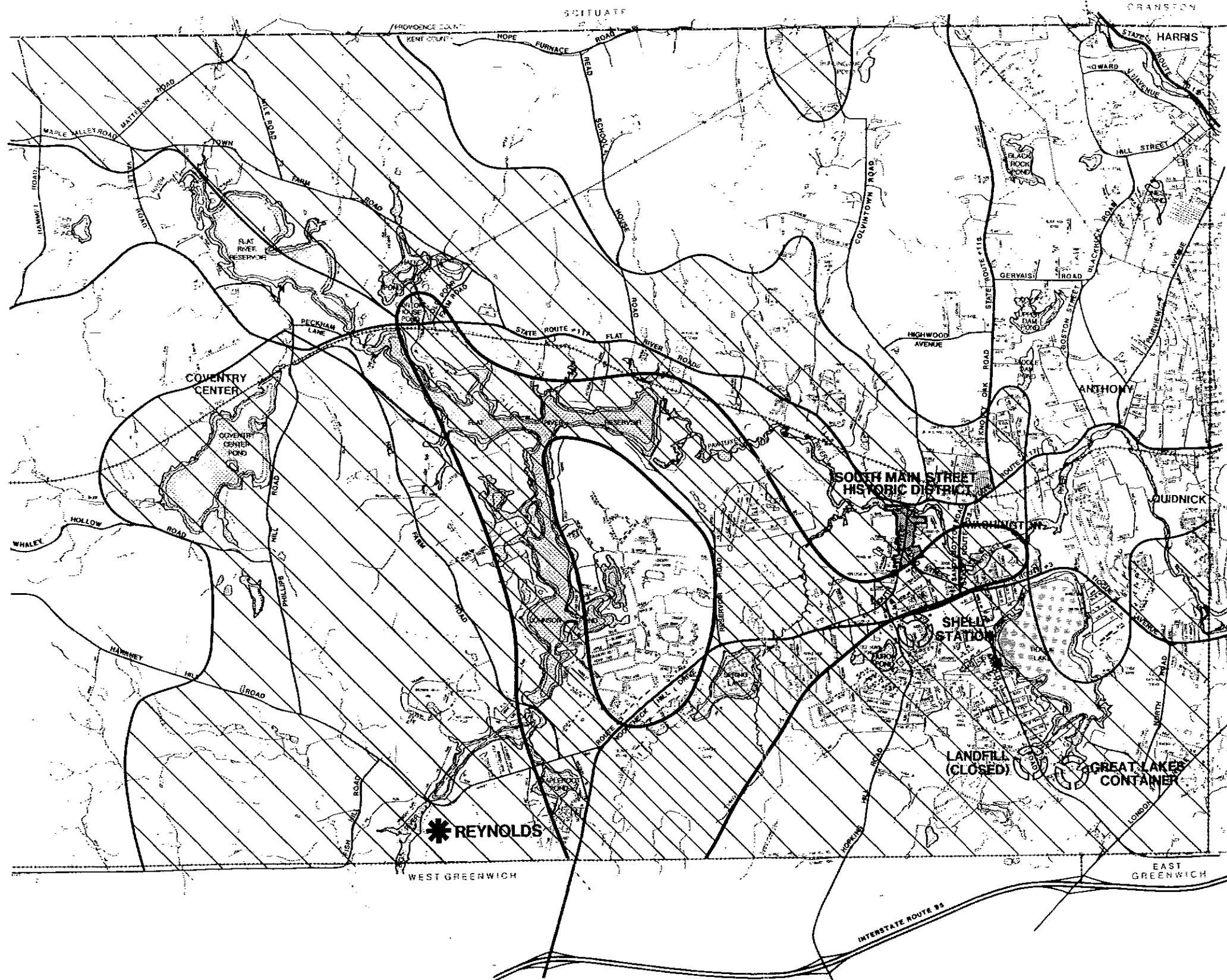
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Comprehensive Community Plan

TOWN OF COVENTRY, RHODE ISLAND



NATURAL AND CULTURAL RESOURCES

GROUNDWATER RESOURCES

-  GROUNDWATER RESERVOIR
-  OUTWASH AREA
-  TILLED/MIXED DEPOSIT AREA (NO DIAGONAL MARKINGS)

GROUNDWATER CONTAMINATION LOCATIONS

-  KNOWN LOCATIONS OF GROUNDWATER CONTAMINATION

LANDSCAPE INVENTORY

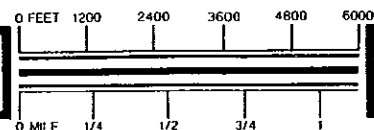
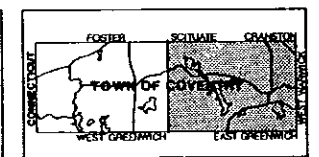
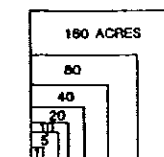
-  IDENTIFIED SITES OF UNIQUE LANDSCAPE QUALITY

WILDLIFE INVENTORY

-  IDENTIFIED AREAS OF RARE AND ENDANGERED SPECIES

NATIONAL REGISTER HISTORIC DISTRICT

-  SITE

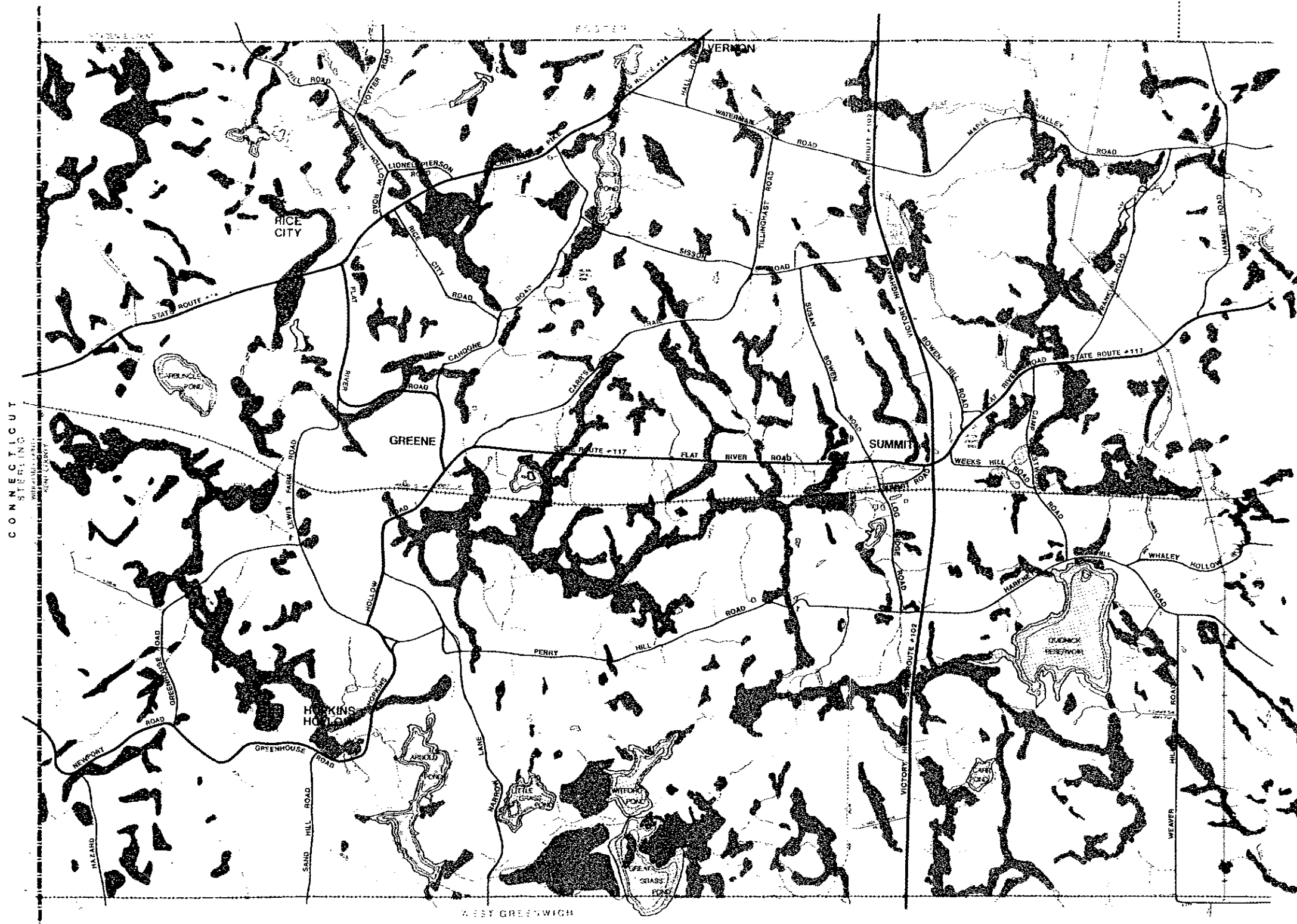


B.2-2B

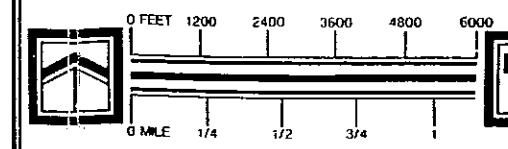
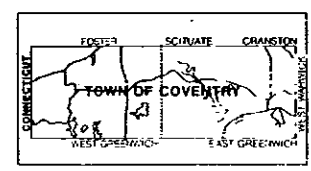
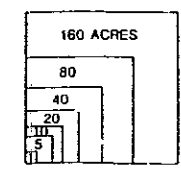
Comprehensive Community Plan

TOWN OF COVENTRY, RHODE ISLAND

WETLANDS



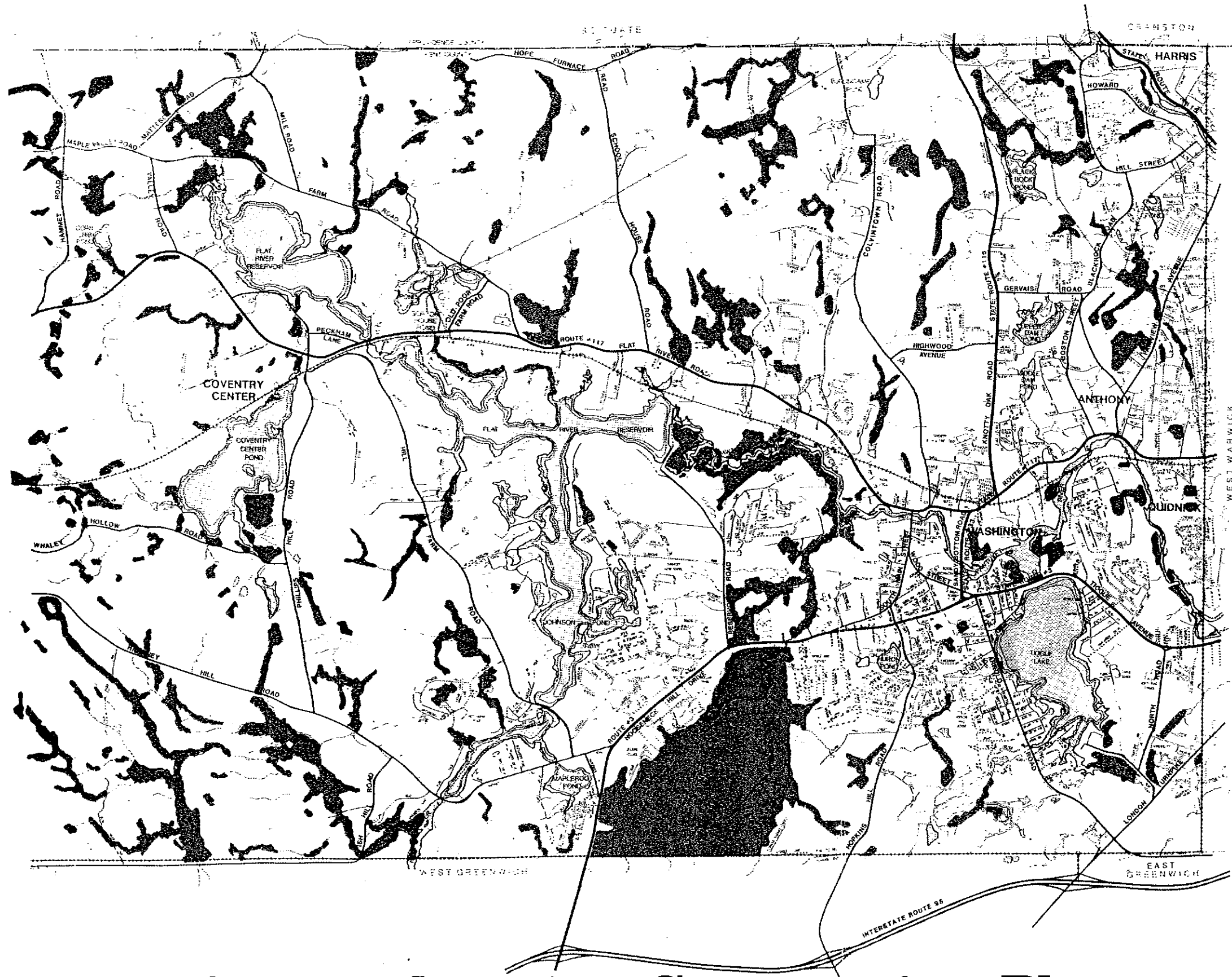
SOURCE: RIGIS, 1990



B.2-3A

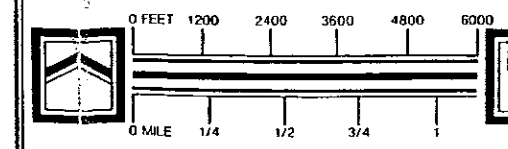
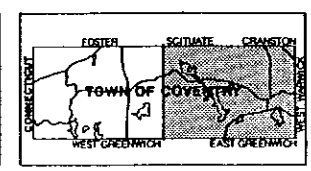
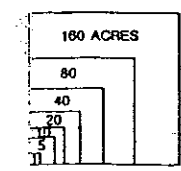
Comprehensive Community Plan

TOWN OF COVENTRY, RHODE ISLAND



WETLANDS

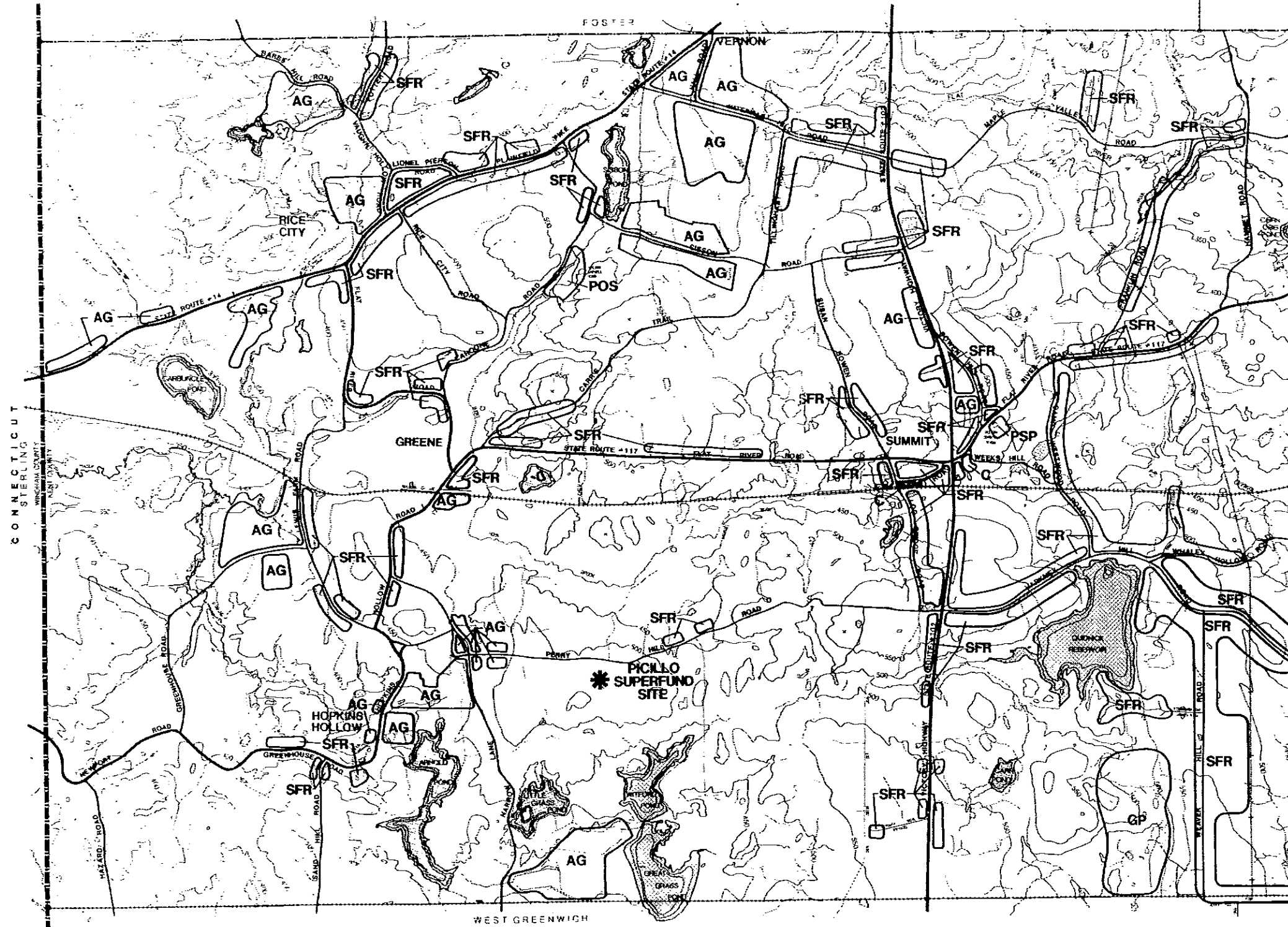
SOURCE: RIGIS, 1990



B.2-3B

Comprehensive Community Plan

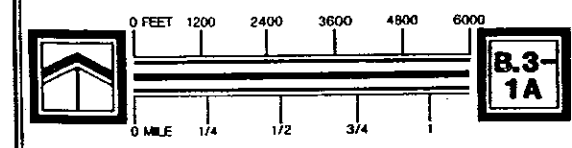
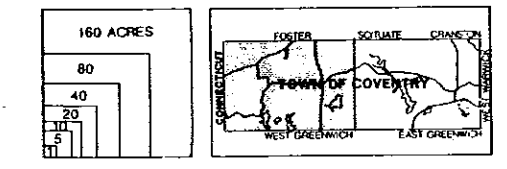
TOWN OF COVENTRY, RHODE ISLAND



EXISTING LAND USE

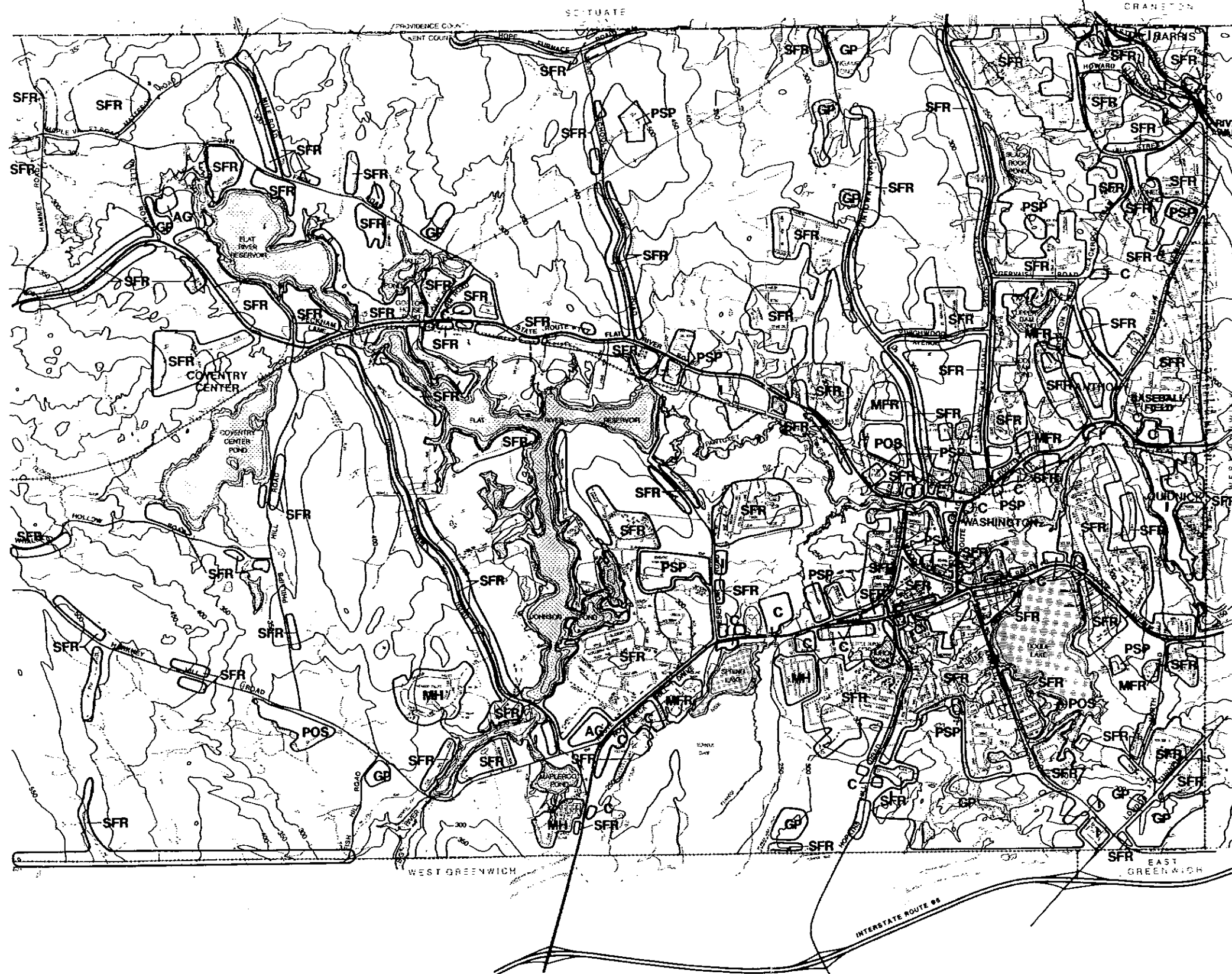
- SFR SINGLE FAMILY RESIDENTIAL
- MFR MULTI-FAMILY RESIDENTIAL
- MH MOBILE HOMES
- C COMMERCIAL
- I INDUSTRIAL
- GP GRAVEL PIT
- PSP PUBLIC/SEMI-PUBLIC
- POS PARKS/OPEN SPACE
- AG AGRICULTURAL
- VACANT

SOURCE: BRW, INC., MARCH 1990, REVISED



Comprehensive Community Plan

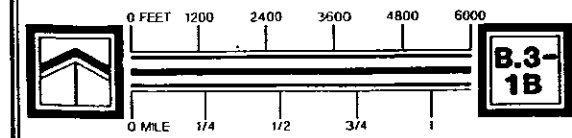
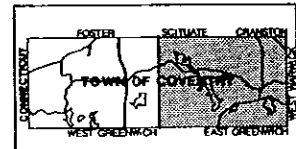
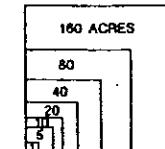
TOWN OF COVENTRY, RHODE ISLAND



EXISTING LAND USE

- SFR SINGLE FAMILY RESIDENTIAL
- MFR MULTI-FAMILY RESIDENTIAL
- MH MOBILE HOMES
- C COMMERCIAL
- I INDUSTRIAL
- GP GRAVEL PIT
- PSP PUBLIC/SEMI-PUBLIC
- POS PARKS/OPEN SPACE
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- VACANT

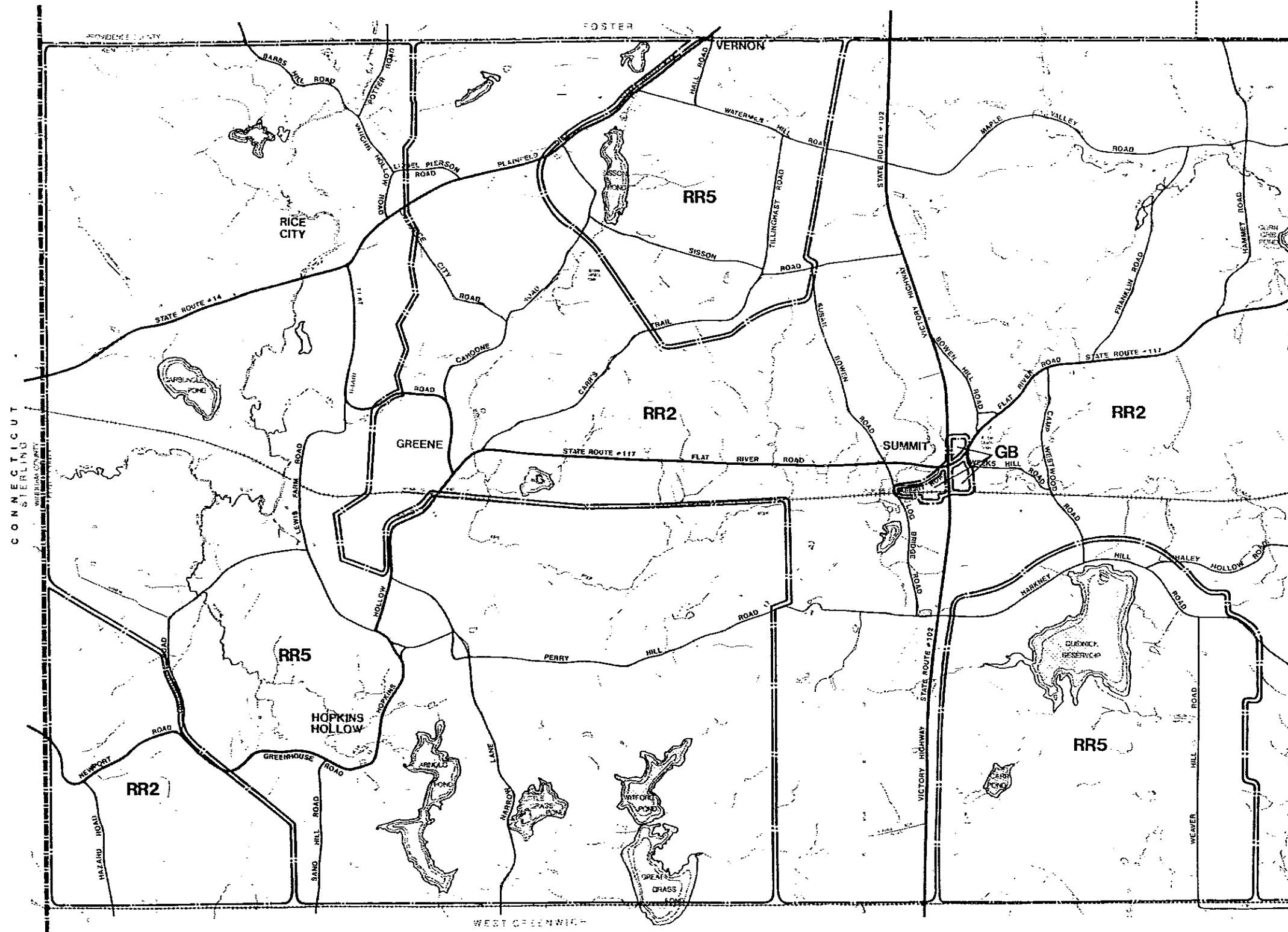
SOURCE: BRW, INC., MARCH 1990, REVISED



B.3-1B

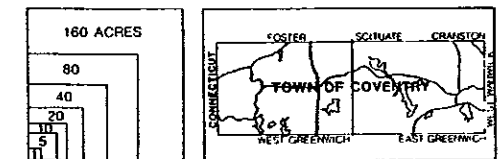
Comprehensive Community Plan

TOWN OF COVENTRY, RHODE ISLAND

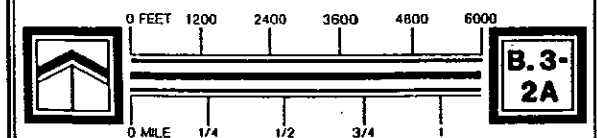


EXISTING ZONING DISTRICTS

- RR5** RURAL RESIDENTIAL DISTRICT (0-.2 DU AC)
- RR2** RURAL RESIDENTIAL DISTRICT (0-.5 DU AC)
- R-20** RESIDENCE DISTRICT (0-2.2 DU AC)
- NB** NEIGHBORHOOD & BUSINESS DISTRICT
- GB** GENERAL BUSINESS DISTRICT
- I1** INDUSTRIAL
- I2** INDUSTRIAL
- PUD** PLANNED UNIT DEVELOPMENT
- RMD** RESIDENTIAL MANUFACTURED HOME DISTRICT
- BP** PLANNED BUSINESS PARK

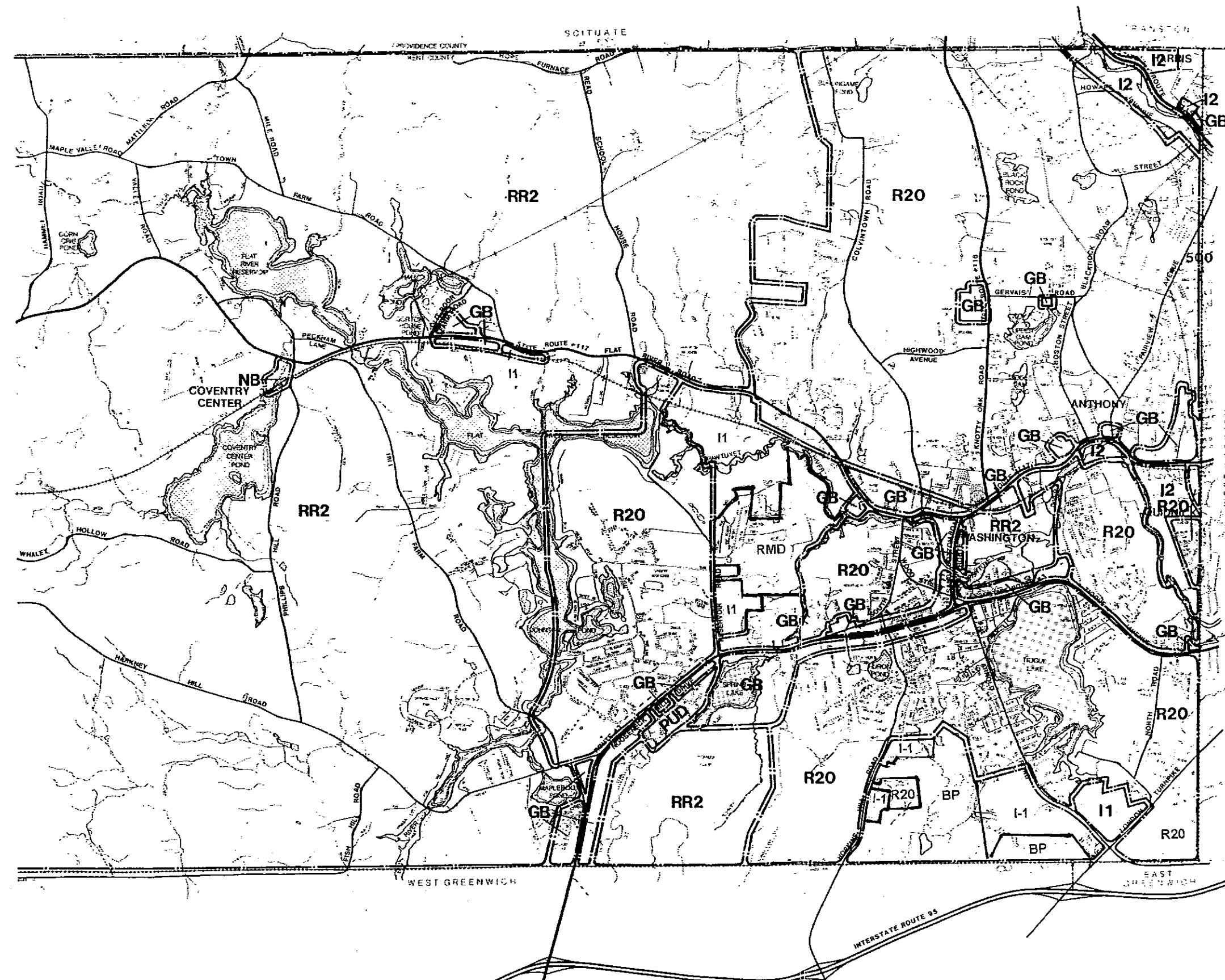


BRW Amended 6/19/00 by Planning Dept.



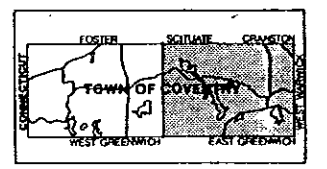
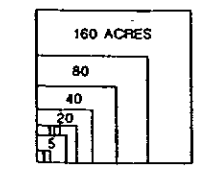
Comprehensive Community Plan

TOWN OF COVENTRY, RHODE ISLAND

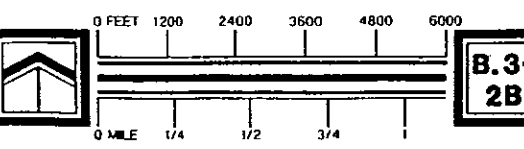


EXISTING ZONING DISTRICTS

- RR5** RURAL RESIDENTIAL DISTRICT (0-.2 DU/AC)
- RR2** RURAL RESIDENTIAL DISTRICT (0-.5 DU/AC)
- R-20** RESIDENCE DISTRICT (0-2.2 DU/AC)
- NB** NEIGHBORHOOD & BUSINESS DISTRICT
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- I1** INDUSTRIAL
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- PUD** PLANNED UNIT DEVELOPMENT
- RMD** RESIDENTIAL MANUFACTURED HOME DISTRICT
- BP** PLANNED BUSINESS PARK



BRW Amended 6/19/00 by Planning Dept.



Comprehensive Community Plan

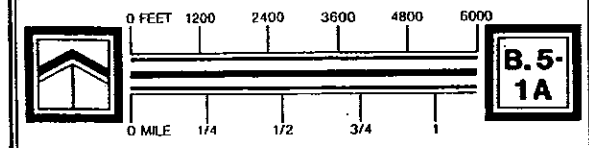
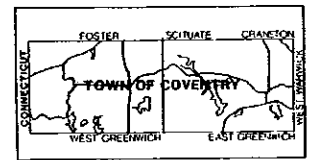
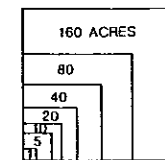
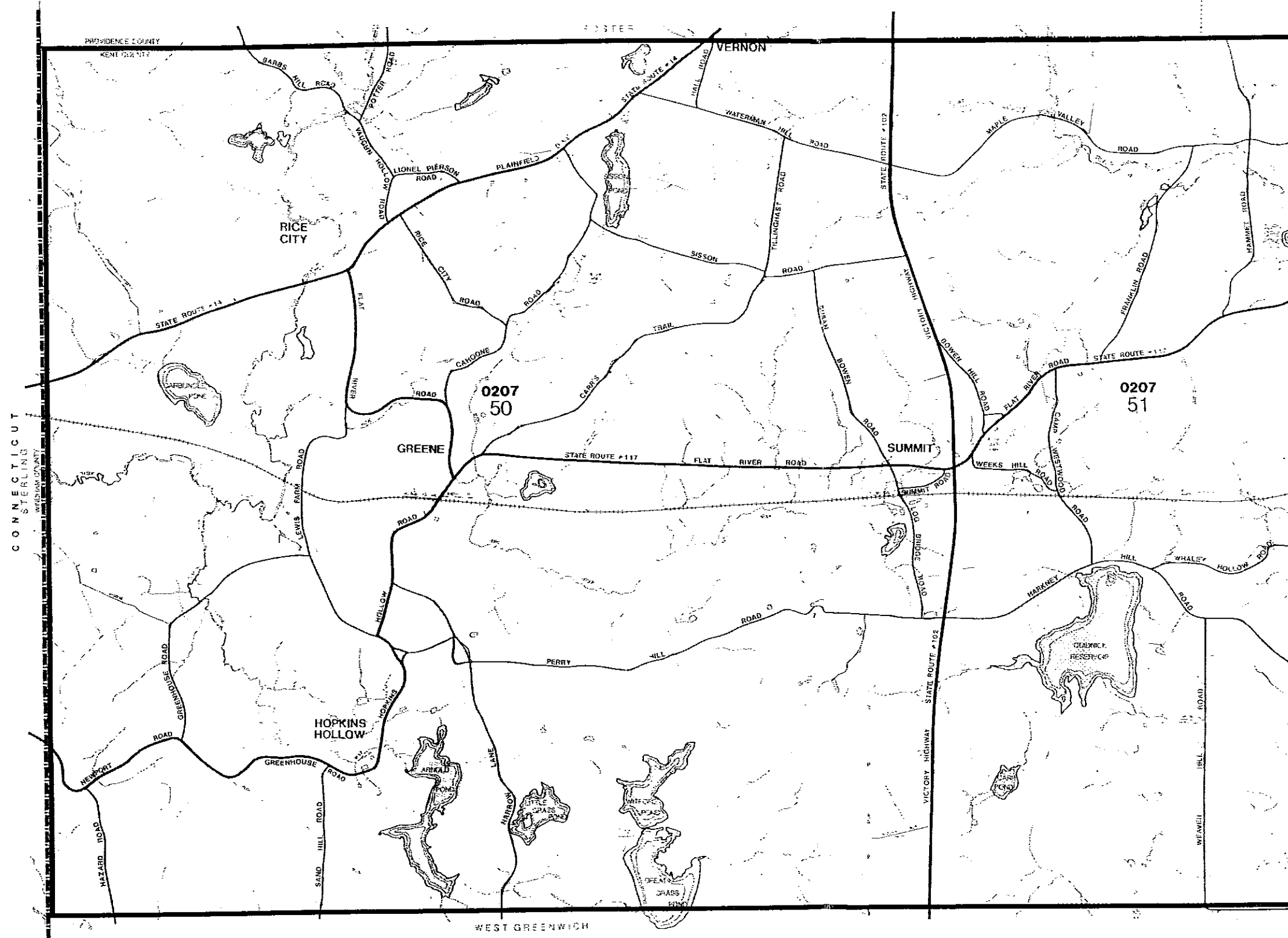
TOWN OF COVENTRY, RHODE ISLAND

B.3-2B

CENSUS TRACTS AND TRAFFIC ANALYSIS ZONES

000 CENSUS TRACTS

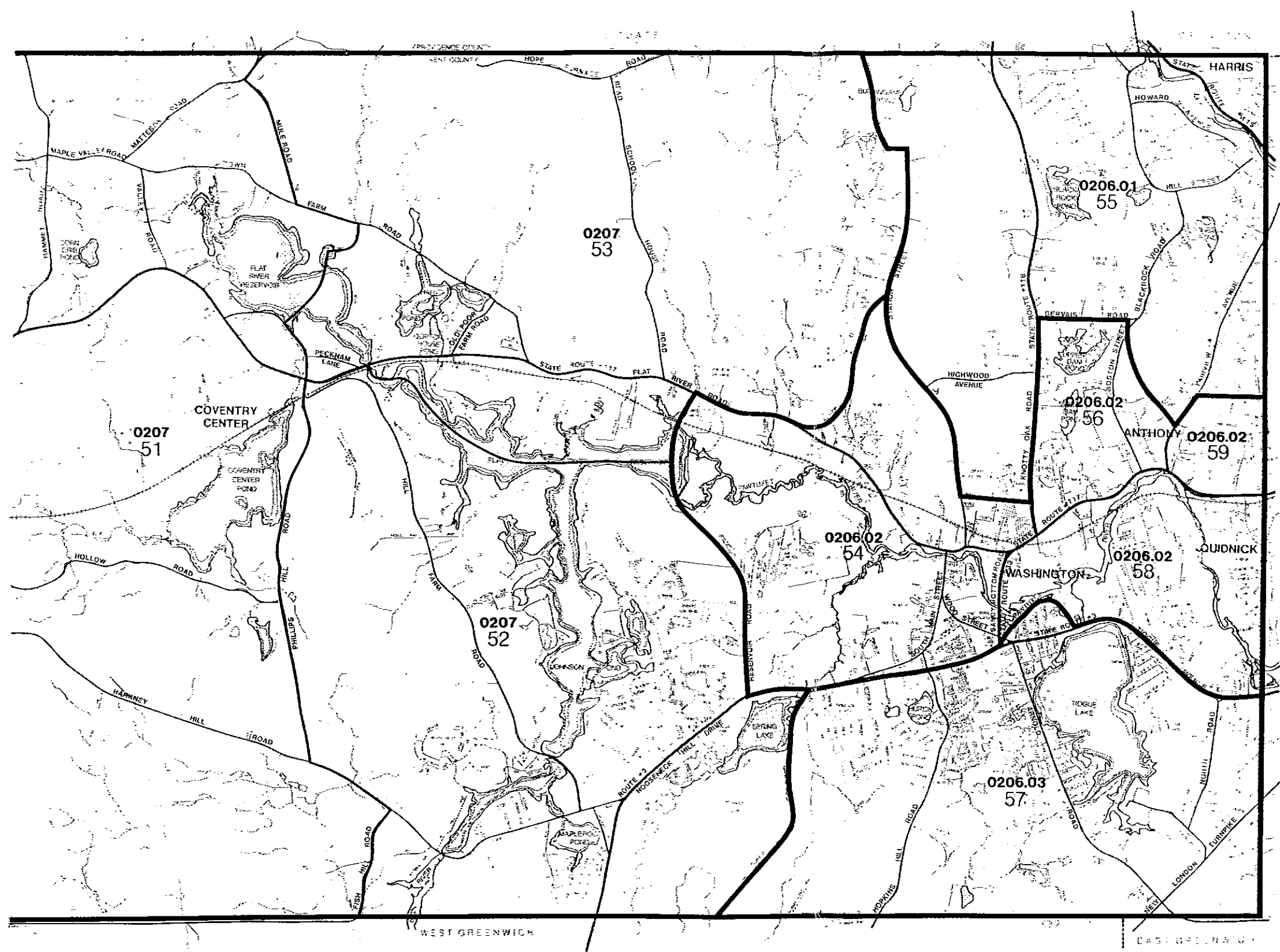
00 TRAFFIC ANALYSIS ZONES



B.5-1A

Comprehensive Community Plan

TOWN OF COVENTRY, RHODE ISLAND



CENSUS TRACTS AND TRAFFIC ANALYSIS ZONES

000

 CENSUS TRACTS

00

 TRAFFIC ANALYSIS ZONES

160 ACRES

80

40

20

10

5

1

FOSTER SCITATE GRANSTON

TOWN OF COVENTRY

CONNECTICUT WEST GREENWICH EAST GREENWICH

BRW

MORONS RESEARCH

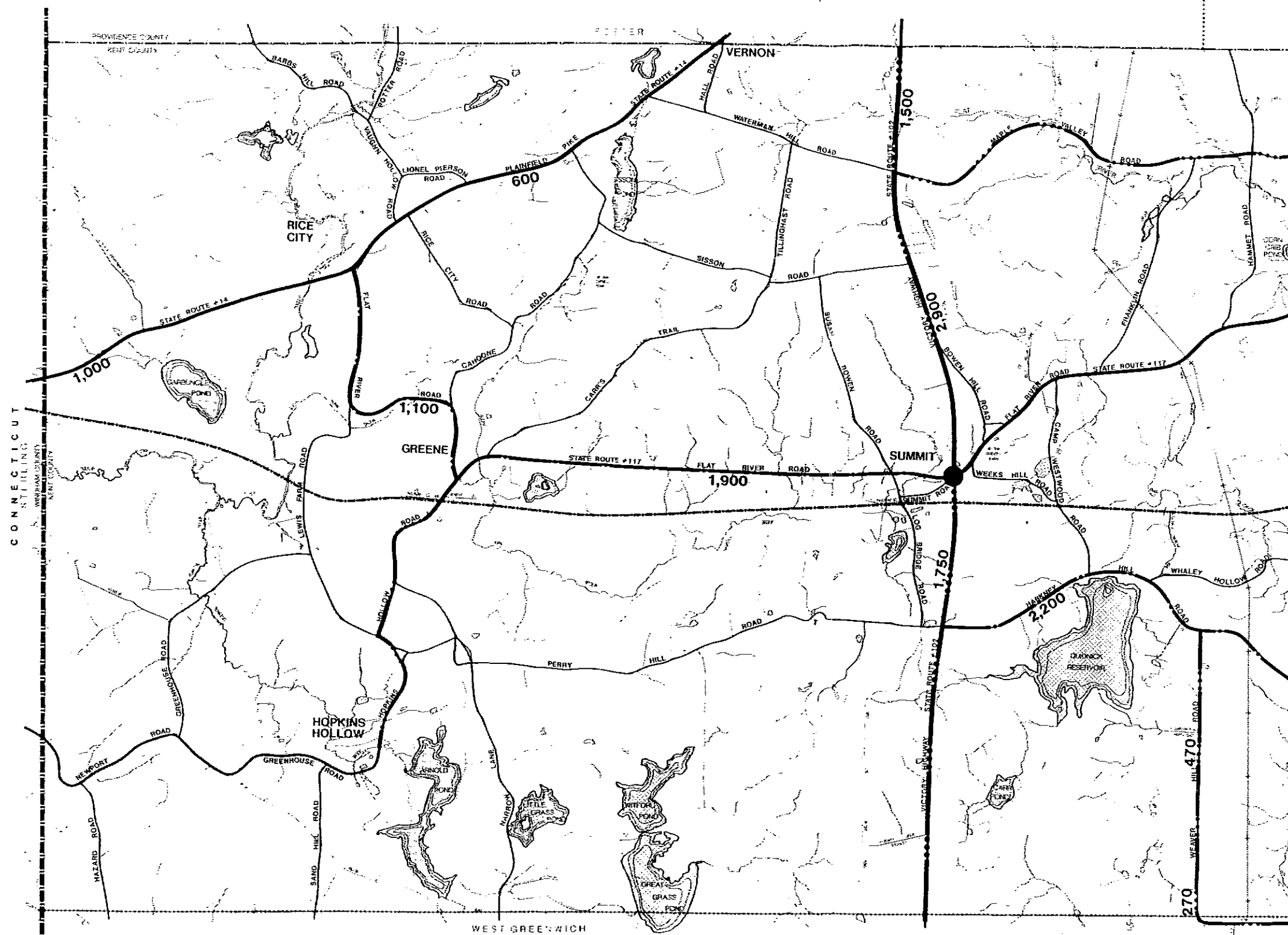
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0 MILE 1/4 1/2 3/4 1

B.5-1B

Comprehensive Community Plan

TOWN OF COVENTRY, RHODE ISLAND



EXISTING TRANSPORTATION SYSTEM

FUNCTIONAL CLASSIFICATION SYSTEM

URBAN

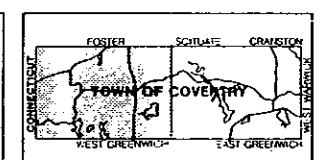
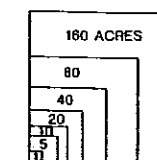
- PRINCIPAL ARTERIAL (non-connecting link)
- PRINCIPAL ARTERIAL (connecting link of a rural minor arterial)
- MINOR ARTERIAL
- COLLECTOR

RURAL

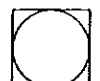
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR

SOURCE: Highway Functional Classification System for the State of Rhode Island, October 1988

- AVERAGE DAILY TRAFFIC VOLUMES; 1988
- LOCATION OF FIVE OR MORE ACCIDENTS; 1988
SOURCE: RIDOT, Accident Location Reporting System, March 1990
- EXISTING RIPTA BUS ROUTE
- TRESTLE TRAIL



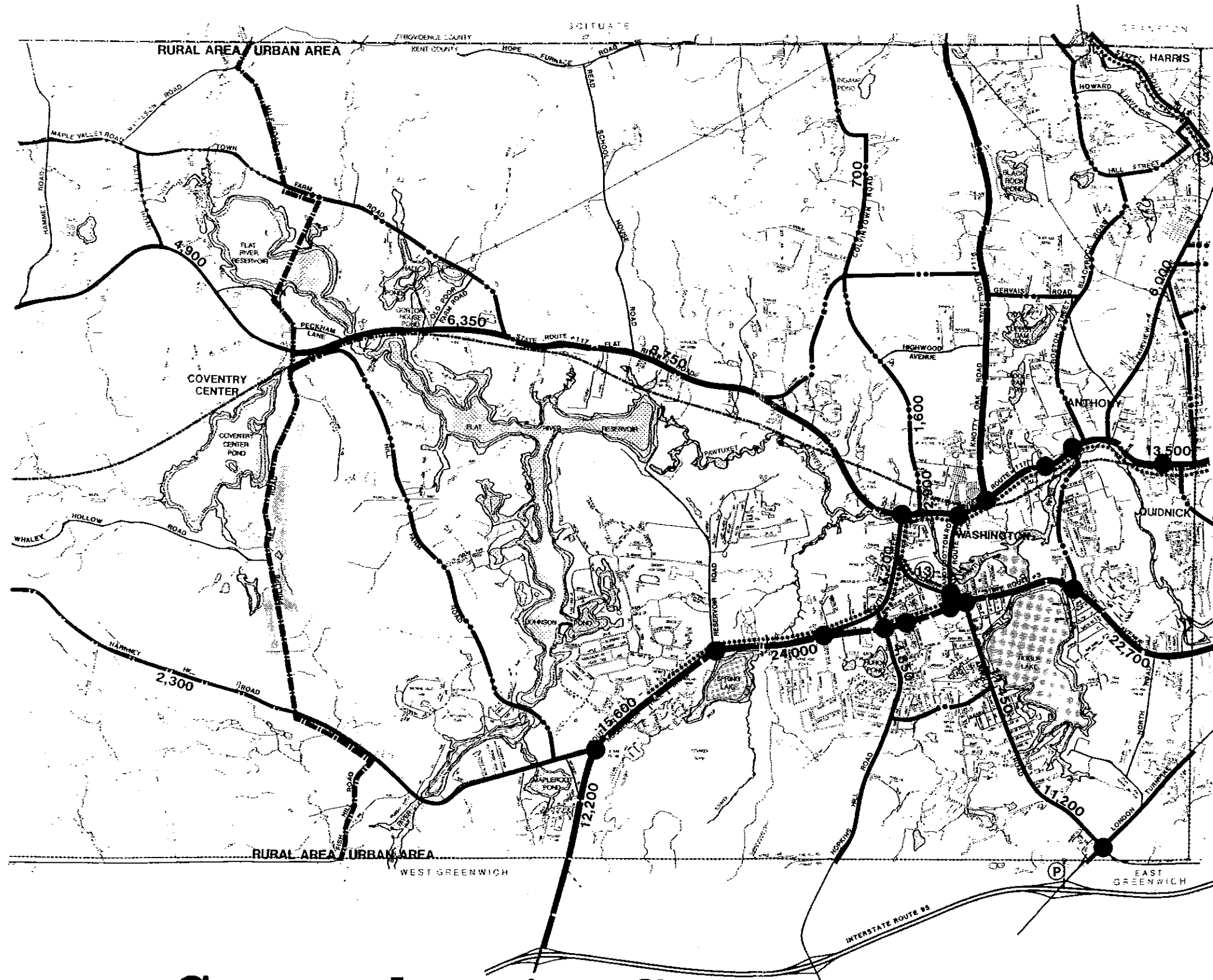
BRW



B.6-1A

Comprehensive Community Plan

TOWN OF COVENTRY, RHODE ISLAND



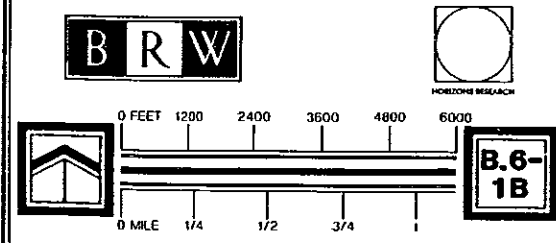
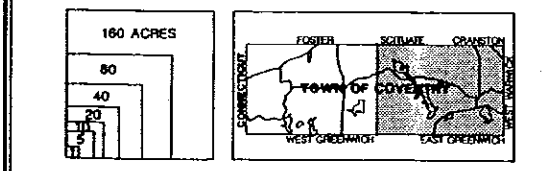
EXISTING TRANSPORTATION SYSTEM

FUNCTIONAL CLASSIFICATION SYSTEM

- URBAN**
- PRINCIPAL ARTERIAL (non-connecting link)
 - PRINCIPAL ARTERIAL (connecting link of a rural minor arterial)
 - MINOR ARTERIAL
 - COLLECTOR
- RURAL**
- PRINCIPAL ARTERIAL
 - MINOR ARTERIAL
 - MAJOR COLLECTOR
 - MINOR COLLECTOR

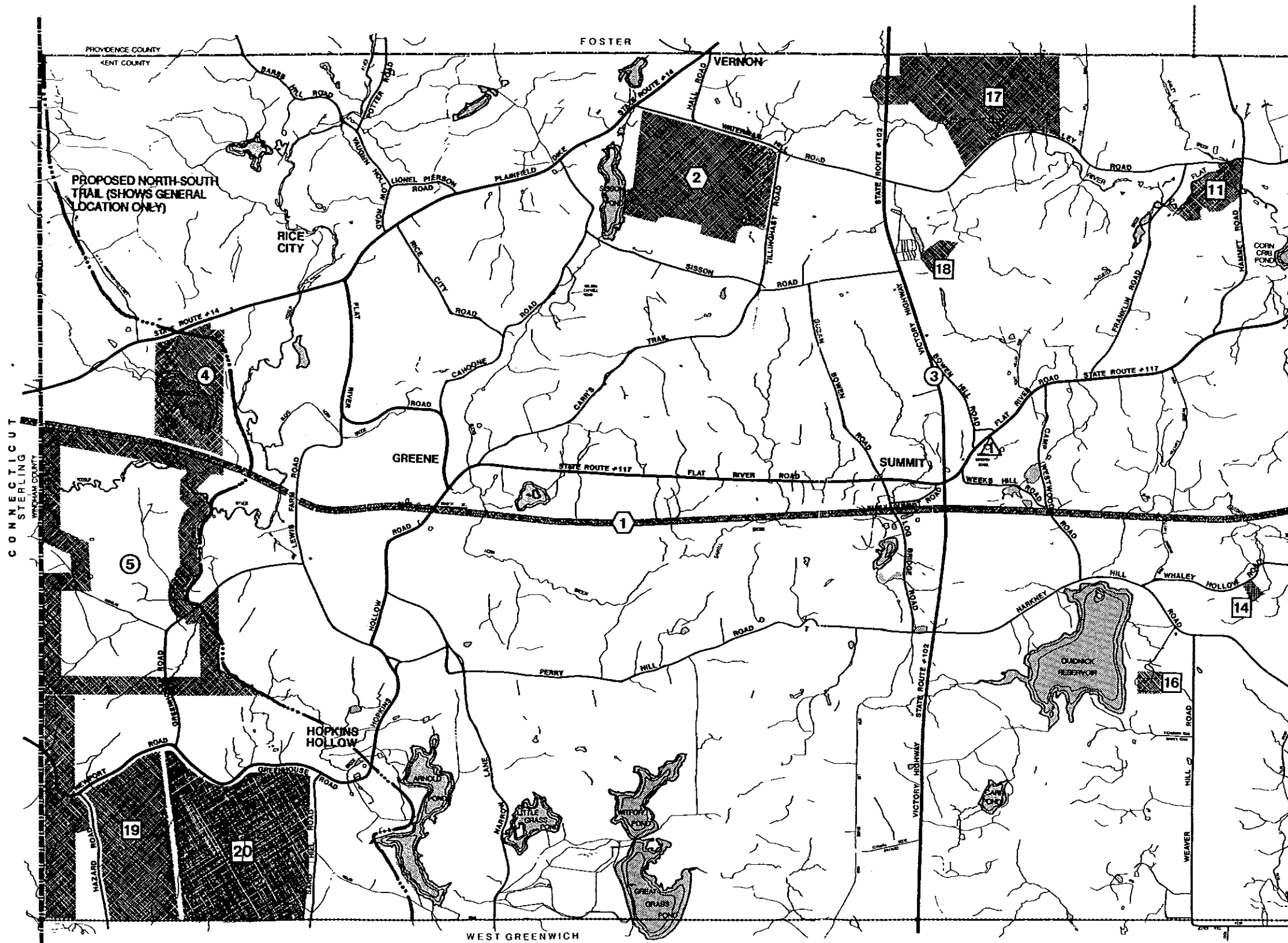
SOURCE: Highway Functional Classification System for the State of Rhode Island; October 1988

- AVERAGE DAILY TRAFFIC VOLUMES; 1988
- LOCATION OF FIVE OR MORE ACCIDENTS; 1988
SOURCE: RIDOT, Accident Location Reporting System, March 1990
- EXISTING RIPTA BUS ROUTE
- TRESTLE TRAIL
- EXISTING PARK AND RIDE LOT



Comprehensive Community Plan

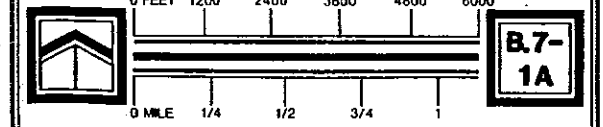
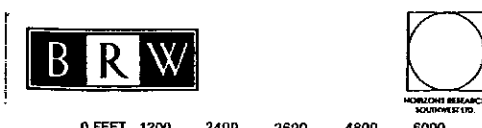
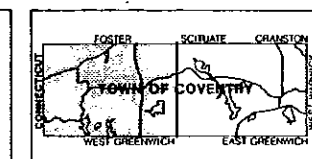
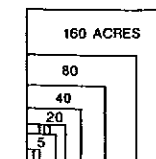
TOWN OF COVENTRY, RHODE ISLAND



RECREATION, CONSERVATION AND OPEN SPACE

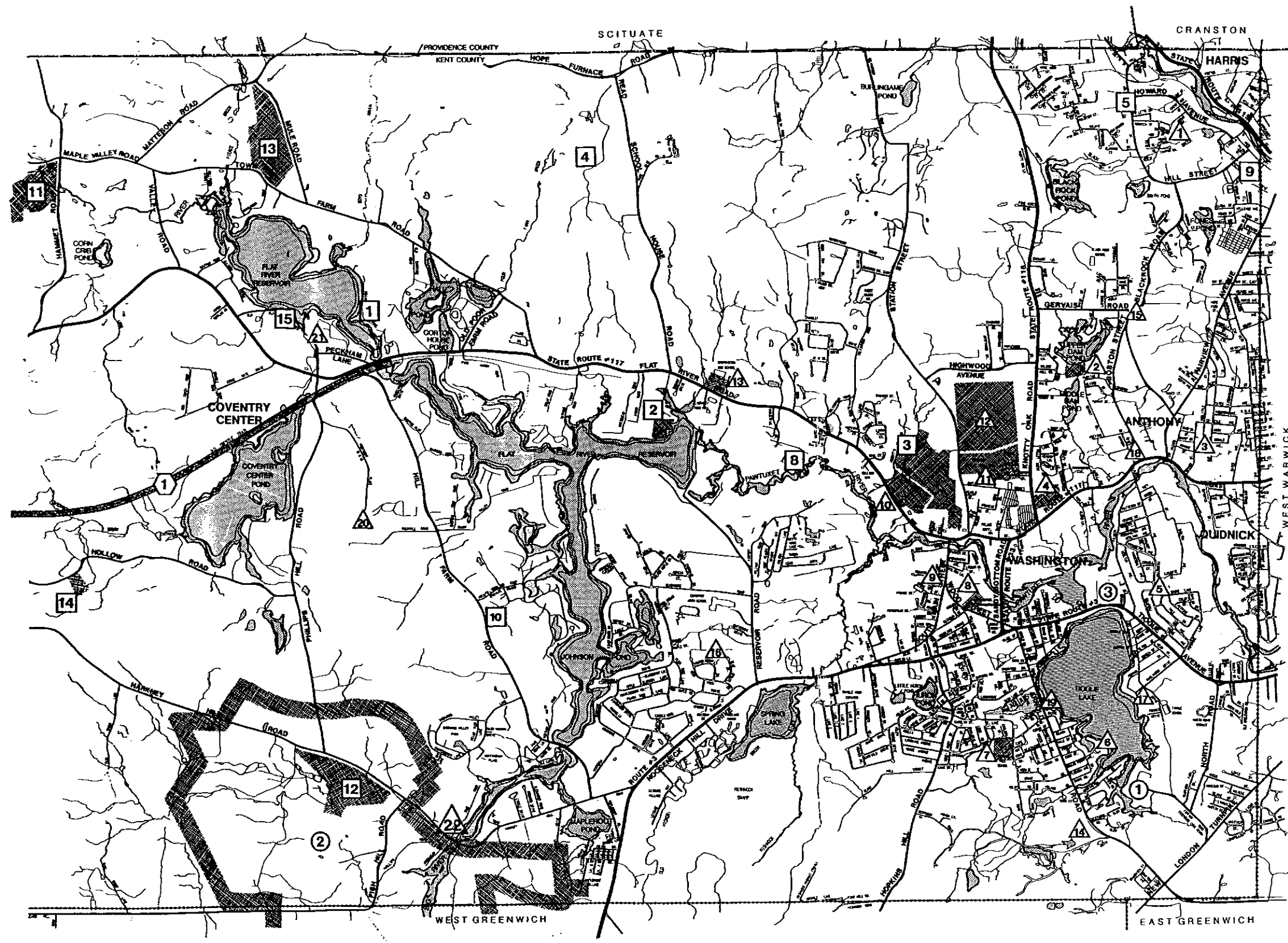
JURISDICTION	SITE NUMBER	SITE NAME
STATE ○	3	NATHANIEL GREENE PARK
	4	CARBUNCLE POND MGMT. AREA
	5	NICHOLAS FARM
STATE • ○	1	TRESTLE TRAIL
	2	GRIFFITHS FARM
PRIVATE □	11	CAMP HAMILTON
	14	WHALEY HOLLOW ROAD (ASRI)
	16	CAMP WESTWOOD
	17	PARKER WOODLAND (ASRI)
	18	HICKORY RIDGE CAMP
	19	McALPINE MEMORIAL PRES. (ASRI)
	20	HENRY J. LARKIN WILDLIFE PRESERVE
LOCAL △	1	WESTERN COVENTRY SCHOOL

■ DEVELOPMENT RIGHTS, EASEMENTS, LEASES, ETC.



Comprehensive Community Plan

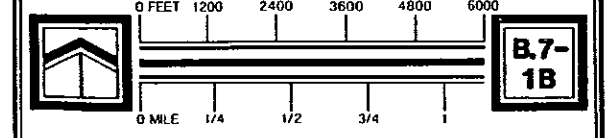
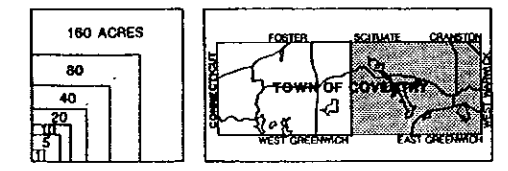
T O W N O F C O V E N T R Y , R H O D E I S L A N D



RECREATION, CONSERVATION AND OPEN SPACE

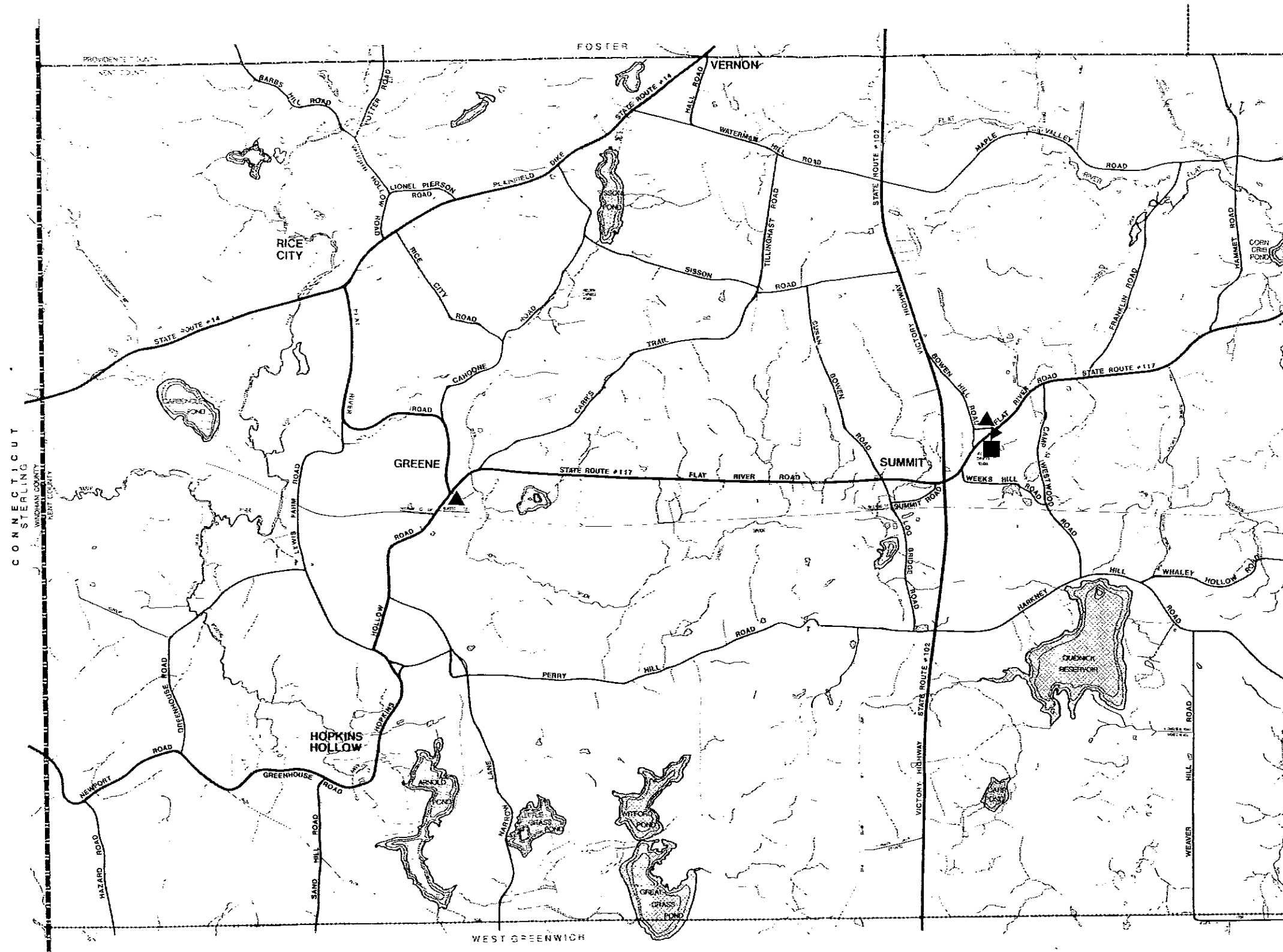
JURISDICTION	SITE NUMBER	SITE NAME
STATE	○	1 LAKE TIOGUE BOAT LAUNCH
STATE	○	2 BIG RIVER RESERVOIR
STATE	○	3 LAKE TIOGUE PUBLIC ACCESS
STATE	◡	1 TRESTLE TRAIL
LOCAL	△	1 HARRIS PLAYGROUND
LOCAL	△	2 UPPER DAM POND
LOCAL	△	3 QUIDNECK SCHOOL
LOCAL	△	4 RICE FIELD
LOCAL	△	5 OAK HAVEN SCHOOL
LOCAL	△	6 BRIAR POINT BEACH AREA
LOCAL	△	7 HOPKINS HILL SCHOOL
LOCAL	△	8 WASHINGTON SCHOOL
LOCAL	△	9 SCHOOL ADM./SENIOR CENTER
LOCAL	△	10 PAINE FIELD
LOCAL	△	11 COVENTRY JUNIOR HIGH SCHOOL
LOCAL	△	12 FOSTER MEMORIAL PARK
LOCAL	△	13 WASHINGTON OAK SCHOOL
LOCAL	△	14 ARNOLD ROAD PARK
LOCAL	△	15 BLACK ROCK SCHOOL
LOCAL	△	16 COVENTRY HIGH SCHOOL
LOCAL	△	17 TIOGUE SCHOOL
LOCAL	△	18 TOWN GREEN
LOCAL	△	19 VETERANS MEMORIAL PARK
LOCAL	△	20 CENTRAL COVENTRY PARK
LOCAL	△	21 SEELY WATERFRONT
LOCAL	△	22 ZEKE'S BOAT RAMP
PRIVATE	□	1 COLWELL'S CAMP
PRIVATE	□	2 CAMP AVOHO
PRIVATE	□	3 WASHINGTON GOLF
PRIVATE	□	4 SAWMILL AND HOPE FURNACE
PRIVATE	□	5 CHASE FIELD
PRIVATE	□	8 SOUTH BRANCH WATER FOWL
PRIVATE	□	9 PHENIX-HARRIS WALKWAY
PRIVATE	□	10 HILL FARM FIELD
PRIVATE	□	11 CAMP HAMILTON
PRIVATE	□	12 COVENTRY PINES COUNTRY CLUB
PRIVATE	□	13 MILE ROAD LOT
PRIVATE	□	14 WHALEY HOLLOW ROAD (ASRI)
PRIVATE	□	15 FLAT RIVER BOAT LAUNCH

DEVELOPMENT RIGHTS, EASEMENTS, LEASES, ETC.






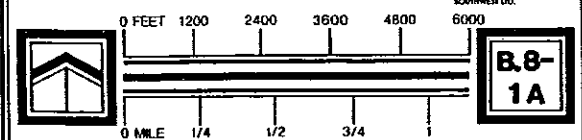
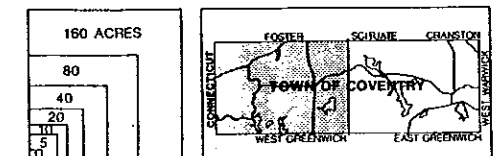
Comprehensive Community Plan

TOWN OF COVENTRY, RHODE ISLAND



COMMUNITY SERVICES AND FACILITIES




-  SCHOOLS
-  FIRE STATIONS
-  OTHER COMMUNITY FACILITIES



Comprehensive Community Plan

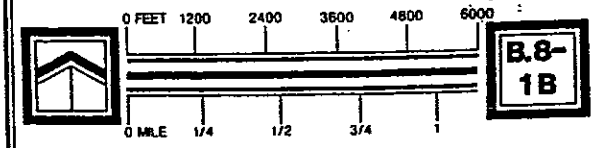
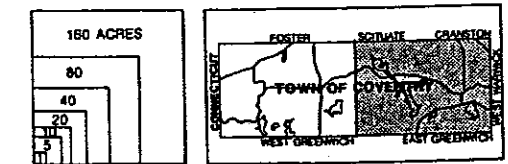
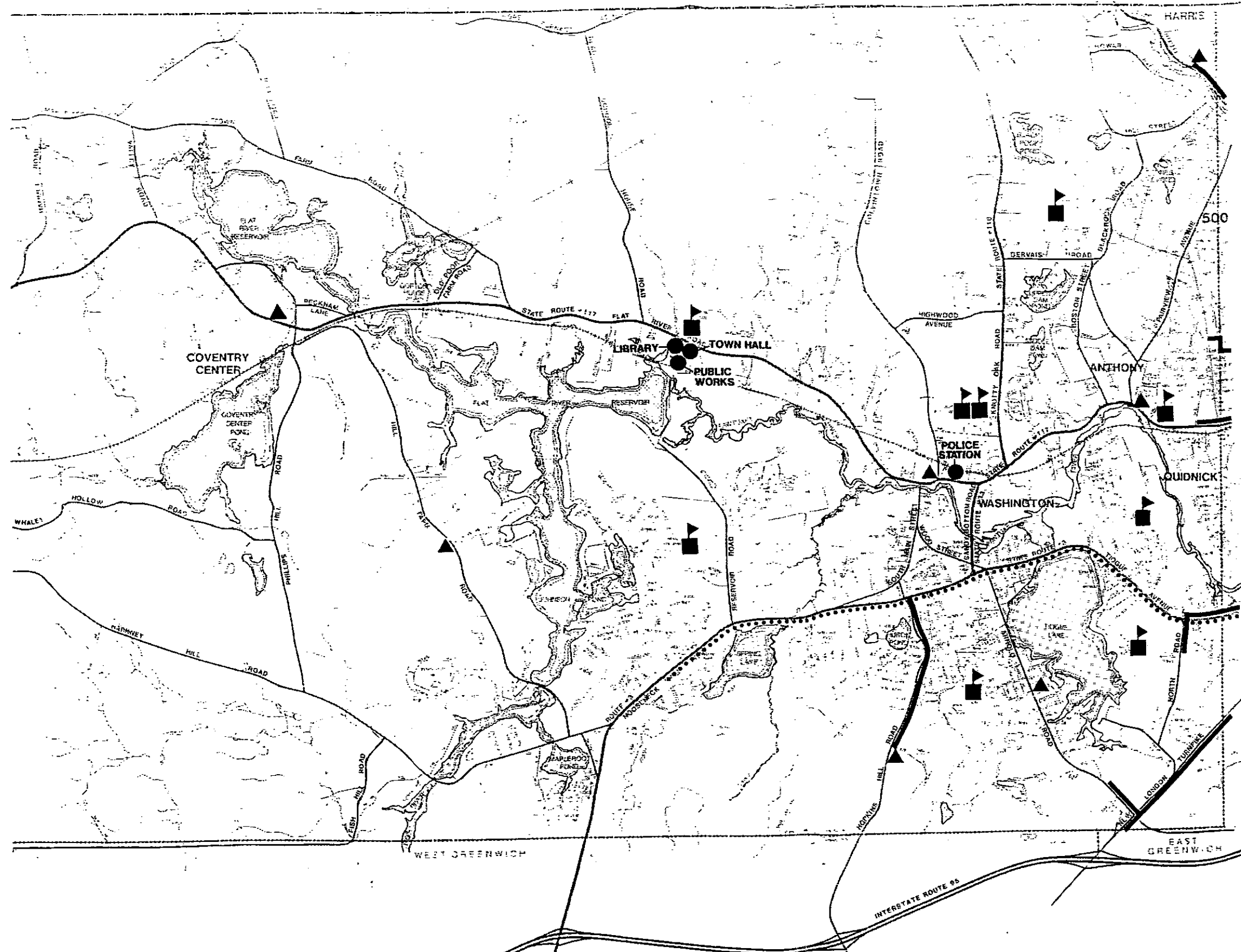
TOWN OF COVENTRY, RHODE ISLAND

COMMUNITY SERVICES AND FACILITIES

-  SCHOOLS
-  FIRE STATIONS
-  OTHER COMMUNITY FACILITIES

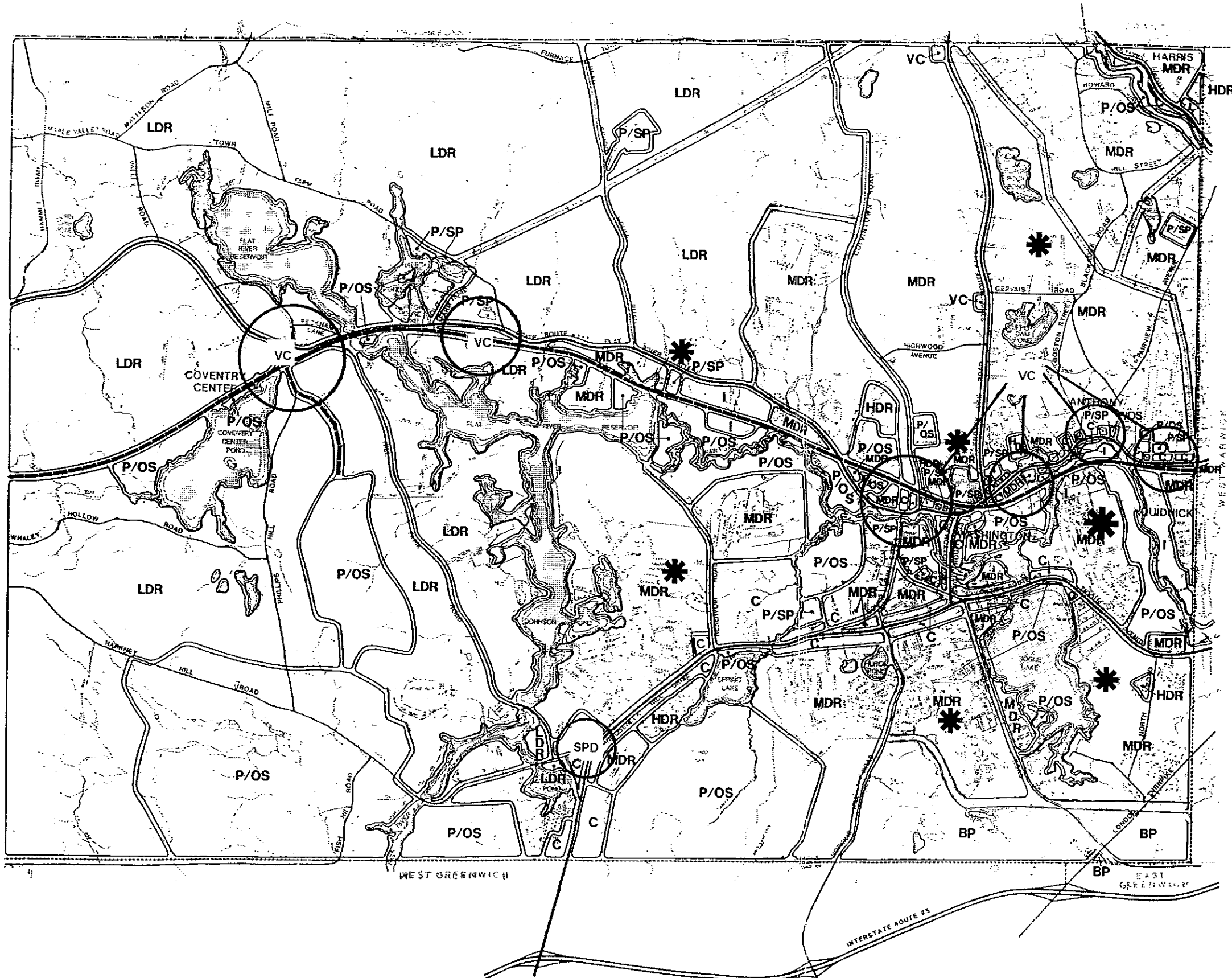
SEWER LINES

-  TOWN LINE
-  PRIVATE LINE



Comprehensive Community Plan

TOWN OF COVENTRY, RHODE ISLAND



- ## LAND USE PLAN
- VDR** VERY LOW DENSITY RESIDENTIAL
1 DU/5 AC.
 - LDR** LOW DENSITY RESIDENTIAL
1 DU / 2 AC ≤ LDR < 1 DU/ 5 AC
 - MDR** MEDIUM DENSITY RESIDENTIAL
1 DU/0.5 AC ≤ MDR < 1 DU/ 2AC
 - HDR** HIGH DENSITY RESIDENTIAL
1 DU/0.05 AC ≤ HDR < 1 DU/ 0.5 AC
 - VC** VILLAGE COMMERCIAL
 - C** COMMERCIAL

 - SPD** SPECIAL PLANNING DISTRICT
 - BP** BUSINESS PARK
 - I** INDUSTRIAL
 - P/SP** PUBLIC/SEMI-PUBLIC

 - P/OS** PARKS/OPEN SPACE
 - AG** AGRICULTURE
 - *** SCHOOL
 - - -** EXISTING OR PROPOSED POWERLINE
 - — —** NON-VEHICULAR TRAIL

160 ACRES

80

40

20

10

0 FEET 1200 2400 3600 4800 6000

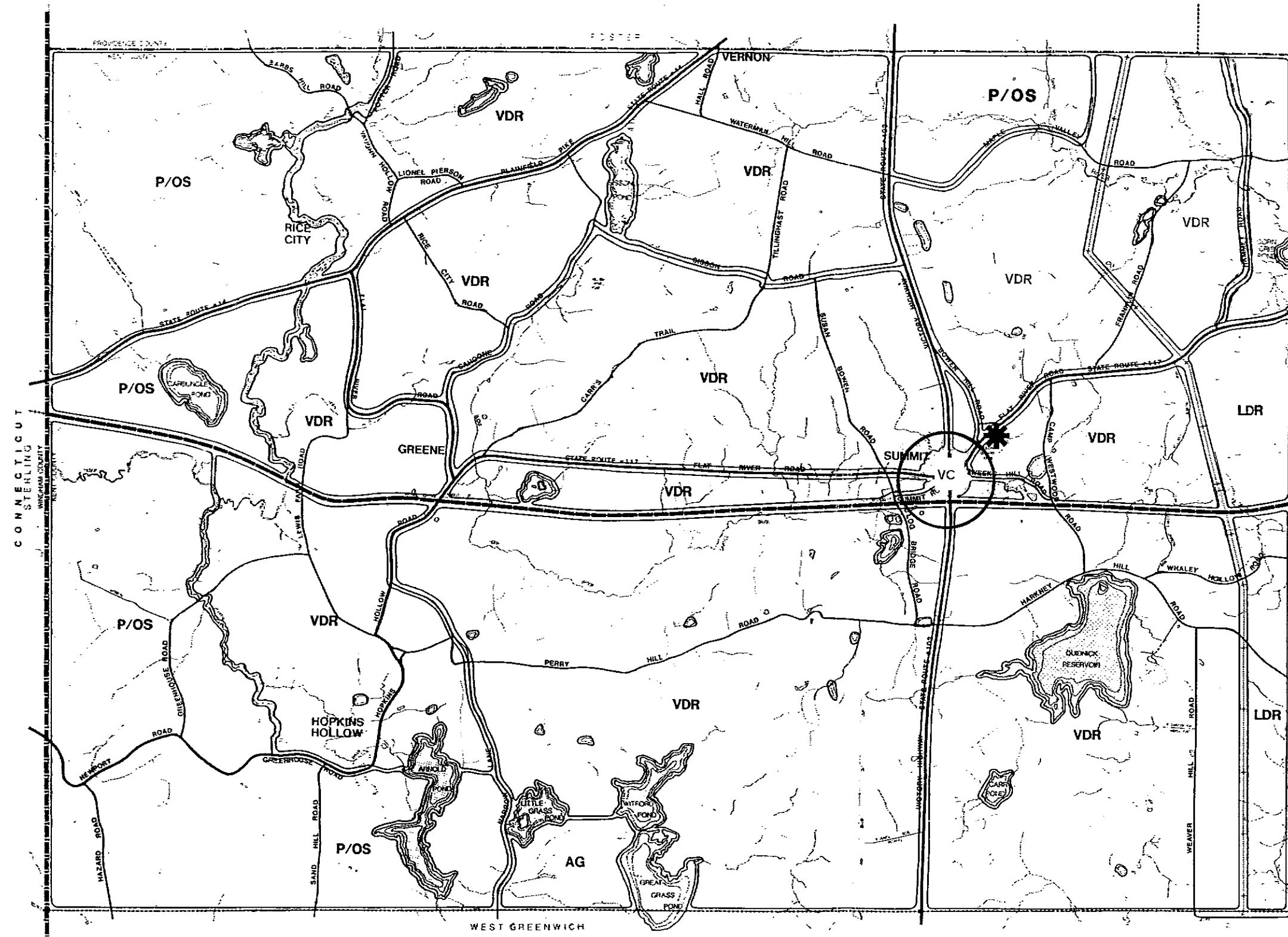
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BRW Amended 6/19/00
by Planning Dept.

D.1-1B

Comprehensive Community Plan

TOWN OF COVENTRY, RHODE ISLAND

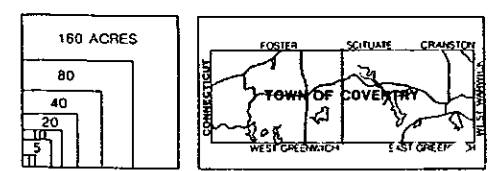


LAND USE PLAN

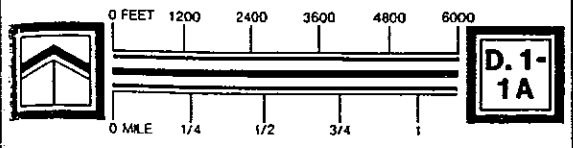
- VDR** VERY LOW DENSITY RESIDENTIAL
1 D.U./5 AC.
- LDR** LOW DENSITY RESIDENTIAL
1 DU / 2 AC ≤ LDR < 1 DU / 5 AC
- MDR** MEDIUM DENSITY RESIDENTIAL
1 DU / 0.5 AC ≤ MDR < 1 DU / 2 AC
- HDR** HIGH DENSITY RESIDENTIAL
1 DU / 0.05 AC ≤ HDR < 1 DU / 0.5 AC
- VC** VILLAGE COMMERCIAL
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- BP** BUSINESS PARK
- I** INDUSTRIAL
- P/SP** PUBLIC/SEMI-PUBLIC

- P/OS** PARKS/OPEN SPACE
- AG** AGRICULTURE
- *** SCHOOL
- EXISTING OR PROPOSED POWERLINE
- NON-VEHICULAR TRAIL

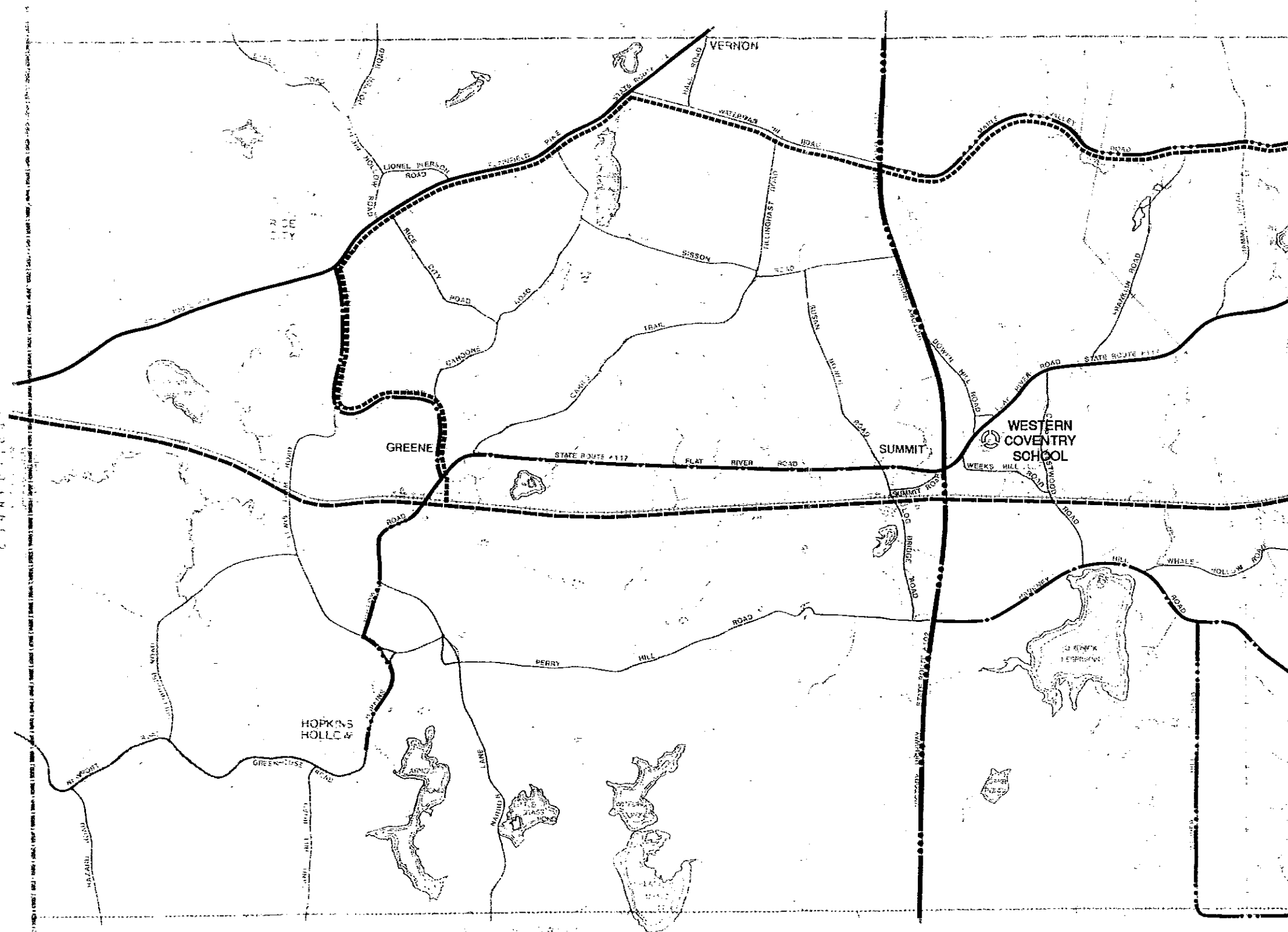


Amended 6/19/00
by Planning Dept.



Comprehensive Community Plan

TOWN OF COVENTRY, RHODE ISLAND



CIRCULATION PLAN

FUNCTIONAL CLASSIFICATION SYSTEM

- URBAN**
- PRINCIPAL ARTERIAL (non-connecting link)
 - PRINCIPAL ARTERIAL (connecting link of a rural minor arterial)
 - MINOR ARTERIAL
 - COLLECTOR
- RURAL**
- PRINCIPAL ARTERIAL
 - MINOR ARTERIAL
 - MAJOR COLLECTOR
 - MINOR COLLECTOR

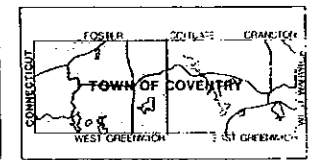
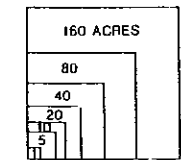
SOURCE: Highway Functional Classification System for the State of Rhode Island; October 1988

BICYCLE ROUTE SYSTEM

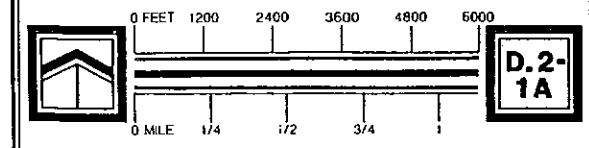
- NON-VEHICULAR TRAIL (includes Pedestrian and Equestrian Uses)
- CLASS 1 BIKEWAY
- CLASS 2 BIKEWAY
- CLASS 3 BIKEWAY
- BICYCLE DESTINATION POINTS

TRANSIT SYSTEM

- POTENTIAL EXPRESS BUS ROUTE
- LOCAL BUS ROUTE
- EXISTING PARK'N'RIDE LOT
- FUTURE PARK'N'RIDE LOT
- RECOMMENDED INTERSECTION IMPROVEMENTS



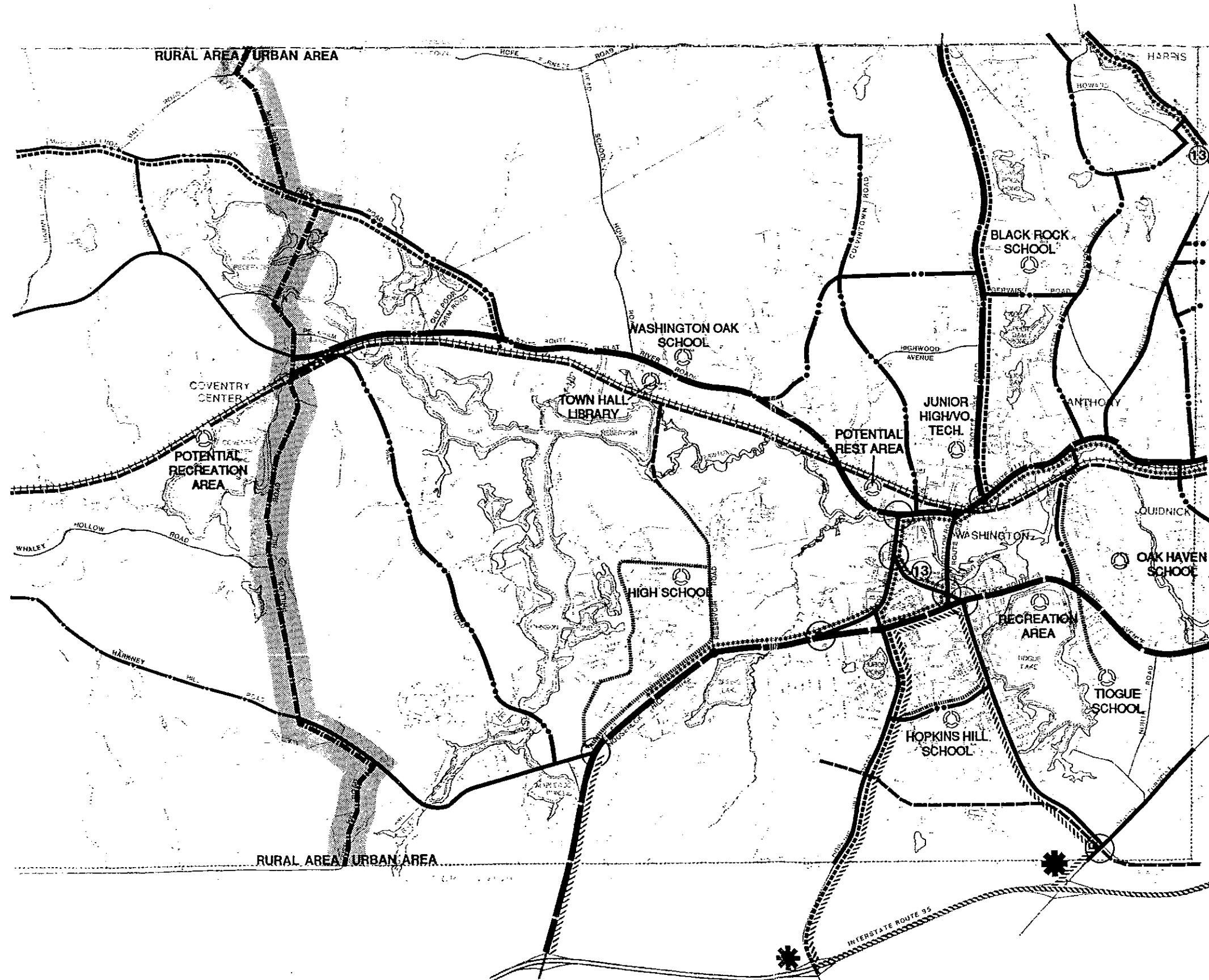
BRW



D.2-1A

Comprehensive Community Plan

TOWN OF COVENTRY, RHODE ISLAND



CIRCULATION PLAN

FUNCTIONAL CLASSIFICATION SYSTEM

URBAN

- PRINCIPAL ARTERIAL (non-connecting link)
- PRINCIPAL ARTERIAL (connecting link of a rural minor arterial)
- MINOR ARTERIAL
- COLLECTOR

RURAL

- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR

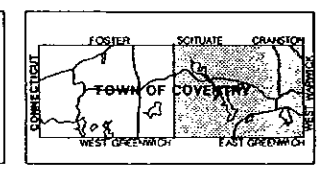
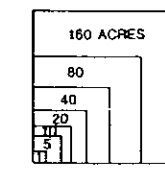
SOURCE: Highway Functional Classification System for the State of Rhode Island; October 1988

BICYCLE ROUTE SYSTEM

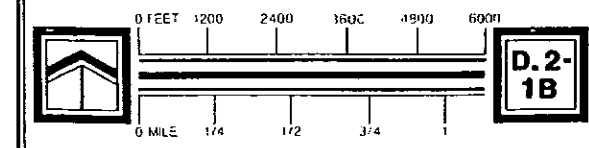
- NON-VEHICULAR TRAIL (Includes Pedestrian and Equestrian Uses)
- CLASS 1 BIKEWAY
- CLASS 2 BIKEWAY
- CLASS 3 BIKEWAY
- BICYCLE DESTINATION POINTS

TRANSIT SYSTEM

- POTENTIAL EXPRESS BUS ROUTE
- LOCAL BUS ROUTE
- EXISTING PARK 'N' RIDE LOT
- FUTURE PARK 'N' RIDE LOT
- RECOMMENDED INTERSECTION IMPROVEMENTS



B R W



D.2-1B

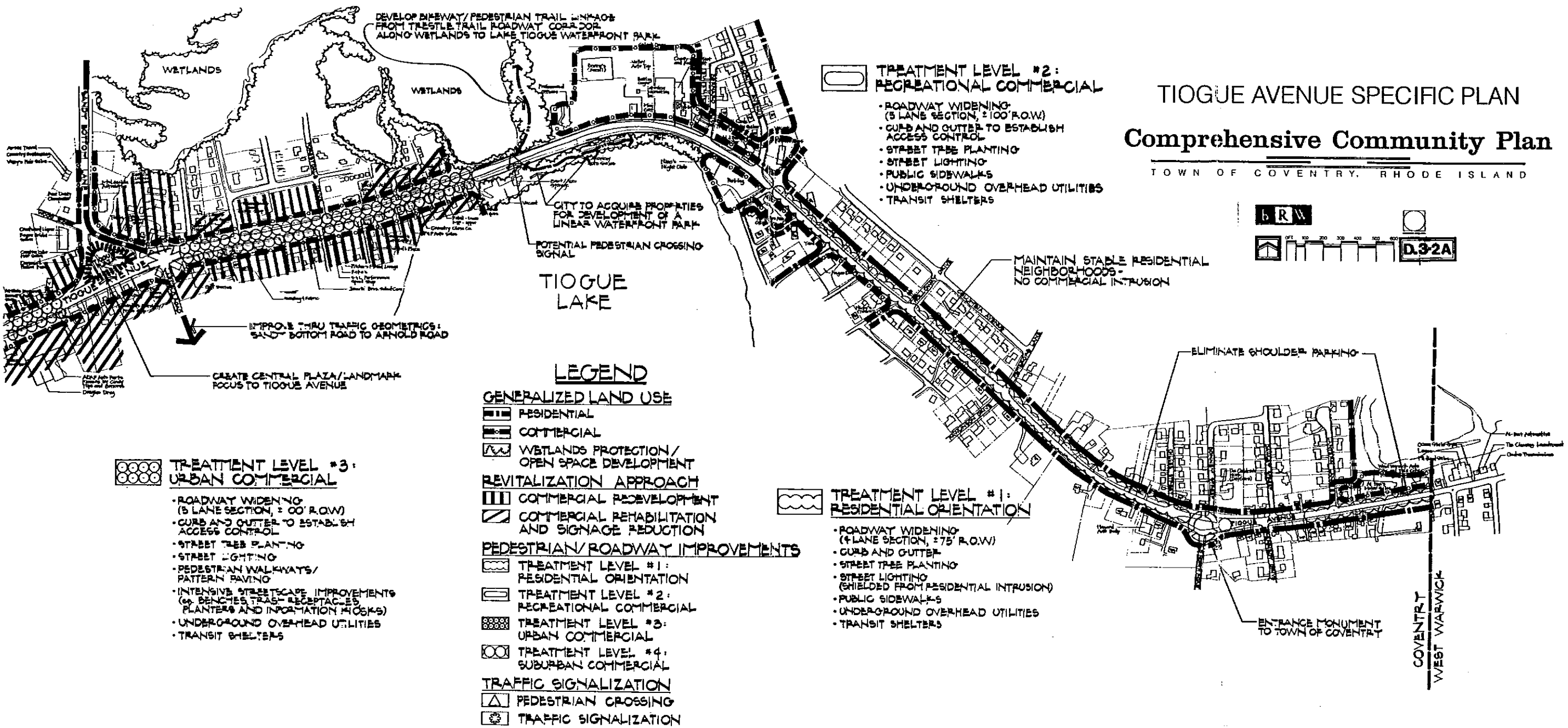
Comprehensive Community Plan

TOWN OF COVENTRY, RHODE ISLAND

TIOGUE AVENUE SPECIFIC PLAN

Comprehensive Community Plan

TOWN OF COVENTRY, RHODE ISLAND



TREATMENT LEVEL #2: RECREATIONAL COMMERCIAL

- ROADWAY WIDENING (3 LANE SECTION, ±100' R.O.W.)
- CURB AND GUTTER TO ESTABLISH ACCESS CONTROL
- STREET TREE PLANTING
- STREET LIGHTING
- PUBLIC SIDEWALKS
- UNDERGROUND OVERHEAD UTILITIES
- TRANSIT SHELTERS

TREATMENT LEVEL #1: RESIDENTIAL ORIENTATION

- ROADWAY WIDENING (4 LANE SECTION, ±75' R.O.W.)
- CURB AND GUTTER
- STREET TREE PLANTING
- STREET LIGHTING (SHIELDED FROM RESIDENTIAL INTRUSION)
- PUBLIC SIDEWALKS
- UNDERGROUND OVERHEAD UTILITIES
- TRANSIT SHELTERS

TREATMENT LEVEL #3: URBAN COMMERCIAL

- ROADWAY WIDENING (5 LANE SECTION, ±80' R.O.W.)
- CURB AND GUTTER TO ESTABLISH ACCESS CONTROL
- STREET TREE PLANTING
- STREET LIGHTING
- PEDESTRIAN WALKWAYS/PATTERN PAVING
- INTENSIVE STREETSCAPE IMPROVEMENTS (BENCHES, TRASH RECEPTACLES, PLANTERS AND INFORMATION SIGNS)
- UNDERGROUND OVERHEAD UTILITIES
- TRANSIT SHELTERS

LEGEND

GENERALIZED LAND USE

- RESIDENTIAL
- COMMERCIAL
- WETLANDS PROTECTION/ OPEN SPACE DEVELOPMENT

REVITALIZATION APPROACH

- COMMERCIAL REDEVELOPMENT
- COMMERCIAL REHABILITATION AND SIGNAGE REDUCTION

PEDESTRIAN/ROADWAY IMPROVEMENTS

- TREATMENT LEVEL #1: RESIDENTIAL ORIENTATION
- TREATMENT LEVEL #2: RECREATIONAL COMMERCIAL
- TREATMENT LEVEL #3: URBAN COMMERCIAL
- TREATMENT LEVEL #4: SUBURBAN COMMERCIAL

TRAFFIC SIGNALIZATION

- PEDESTRIAN CROSSING
- TRAFFIC SIGNALIZATION

DEVELOP BIKEWAY/PEDESTRIAN TRAIL LINKAGE FROM TRESTLE TRAIL ROADWAY CORRIDOR ALONG WETLANDS TO LAKE TIOGUE WATERFRONT PARK

CITY TO ACQUIRE PROPERTIES FOR DEVELOPMENT OF A LINEAR WATERFRONT PARK

POTENTIAL PEDESTRIAN CROSSING SIGNAL

IMPROVE TRAFFIC GEOMETRICS: SAND BOTTOM ROAD TO ARNOLD ROAD

CREATE CENTRAL PLAZA/LANDMARK FOCUS TO TIOGUE AVENUE

MAINTAIN STABLE RESIDENTIAL NEIGHBORHOODS - NO COMMERCIAL INTRUSION

ELIMINATE SHOULDER PARKING

ENTRANCE TO TOWN OF COVENTRY

Remove

LEGEND

GENERALIZED LAND USE

- RESIDENTIAL
- COMMERCIAL
- WETLANDS PROTECTION / OPEN SPACE DEVELOPMENT

REVITALIZATION APPROACH

- COMMERCIAL REDEVELOPMENT
- COMMERCIAL REHABILITATION AND SIGNAGE REDUCTION

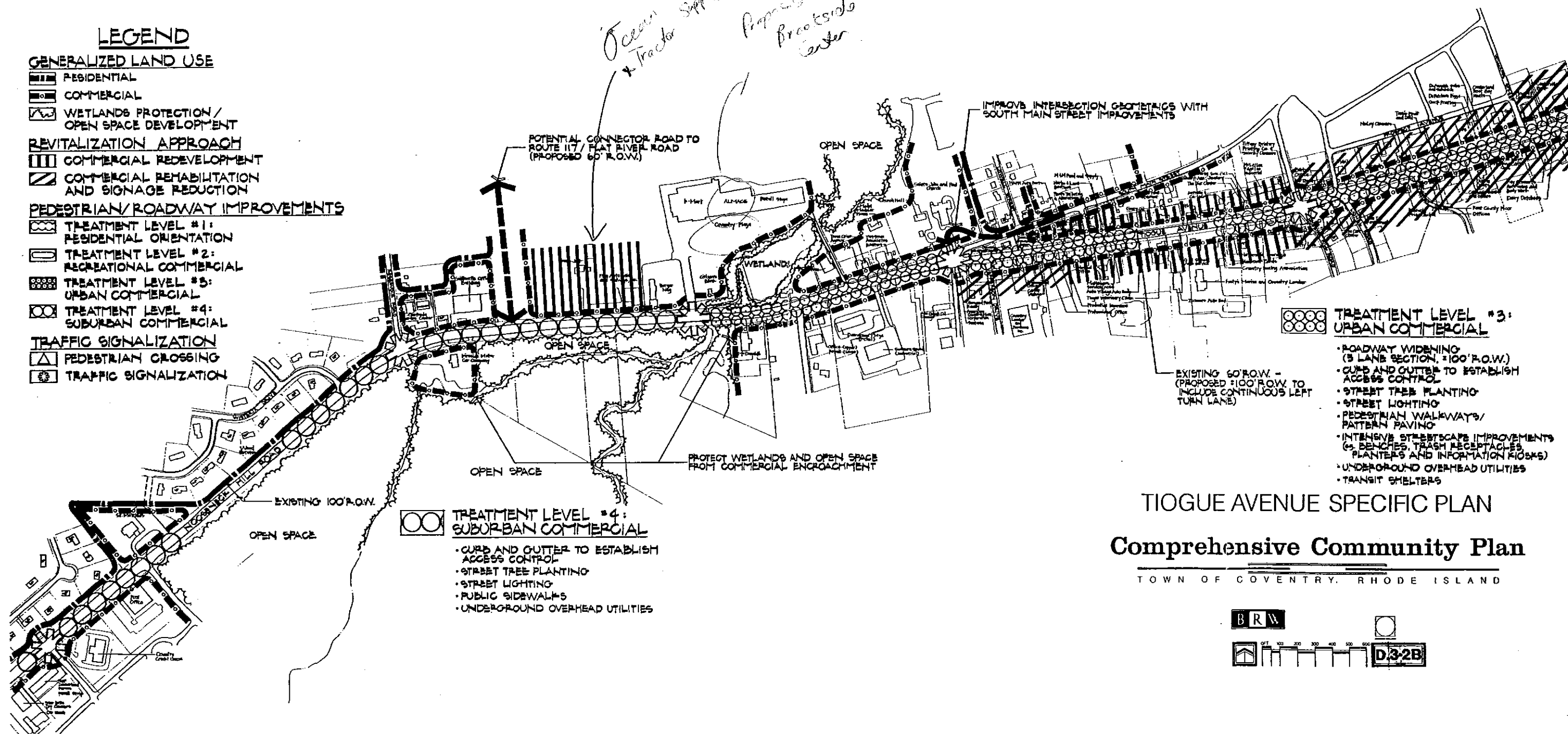
PEDESTRIAN/ROADWAY IMPROVEMENTS

- TREATMENT LEVEL #1: RESIDENTIAL ORIENTATION
- TREATMENT LEVEL #2: RECREATIONAL COMMERCIAL
- TREATMENT LEVEL #3: URBAN COMMERCIAL
- TREATMENT LEVEL #4: SUBURBAN COMMERCIAL

TRAFFIC SIGNALIZATION

- PEDESTRIAN CROSSING
- TRAFFIC SIGNALIZATION

*Ocean View 16 Lot
*Tractor Supply
Proposed
Brookside
Center*



TREATMENT LEVEL #3: URBAN COMMERCIAL

- ROADWAY WIDENING (3 LANE SECTION, = 100' P.O.W.)
- CURB AND GUTTER TO ESTABLISH ACCESS CONTROL
- STREET TREE PLANTING
- STREET LIGHTING
- PEDESTRIAN WALKWAYS / PATTERN PAVING
- INTENSIVE STREETSCAPE IMPROVEMENTS (e.g. BENCHES, TRASH RECEPTACLES, PLANTERS AND INFORMATION KIOSKS)
- UNDERGROUND OVERHEAD UTILITIES
- TRANSIT SHELTERS

EXISTING 60' P.O.W. - (PROPOSED 100' P.O.W. TO INCLUDE CONTINUOUS LEFT TURN LANE)

TREATMENT LEVEL #4: SUBURBAN COMMERCIAL

- CURB AND GUTTER TO ESTABLISH ACCESS CONTROL
- STREET TREE PLANTING
- STREET LIGHTING
- PUBLIC SIDEWALKS
- UNDERGROUND OVERHEAD UTILITIES

TIOGUE AVENUE SPECIFIC PLAN

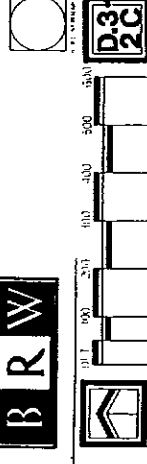
Comprehensive Community Plan

TOWN OF COVENTRY, RHODE ISLAND

BRW D3-2B

TIOGUE AVENUE SPECIFIC PLAN Comprehensive Community Plan

TOWN OF COVENTRY, RHODE ISLAND



LEGEND

GENERALIZED LAND USE

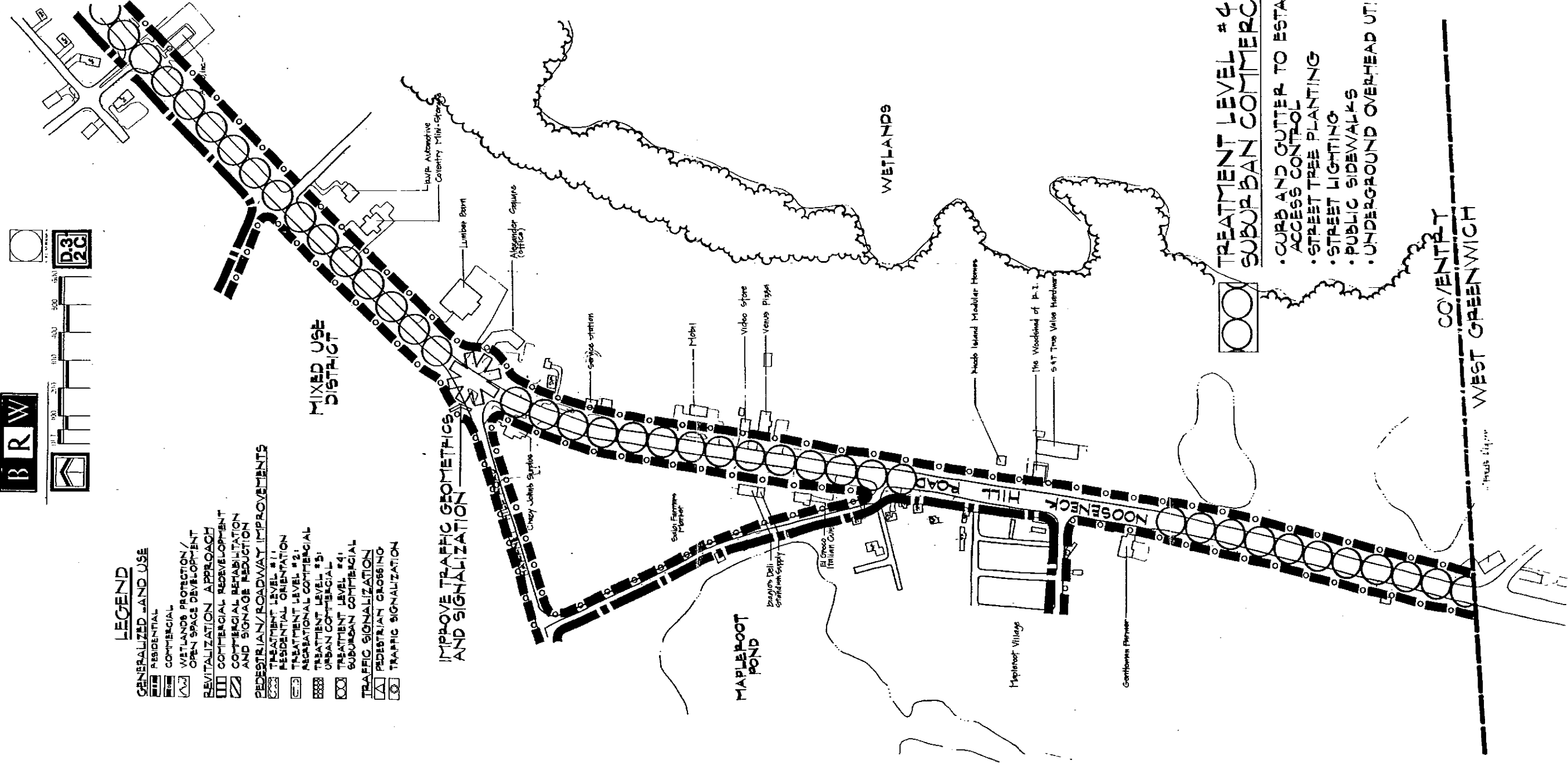
- RESIDENTIAL
- COMMERCIAL
- WETLANDS PROTECTION / OPEN SPACE DEVELOPMENT
- REVITALIZATION APPROACH
- COMMERCIAL REDEVELOPMENT
- COMMERCIAL REHABILITATION AND SIGNAGE REDUCTION

PEDESTRIAN/ROADWAY IMPROVEMENTS

- TREATMENT LEVEL #1
- TREATMENT LEVEL #2
- TREATMENT LEVEL #3
- TREATMENT LEVEL #4
- URBAN COMMERCIAL
- SUBURBAN COMMERCIAL

TRAFFIC SIGNALIZATION

- PEDESTRIAN CROSSING
- TRAFFIC SIGNALIZATION

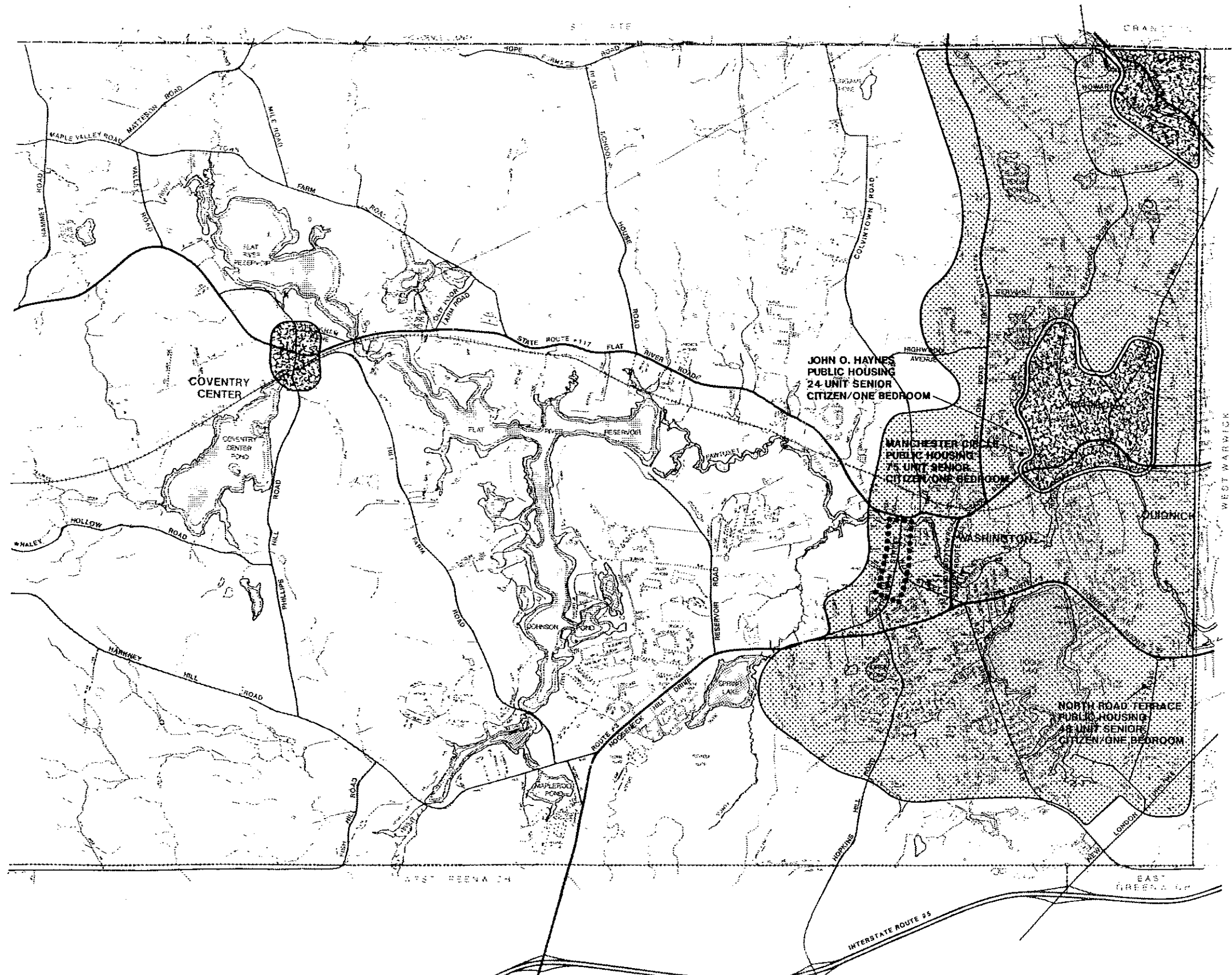


MIXED USE DISTRICT




IMPROVE TRAFFIC GEOMETRICS AND SIGNALIZATION

TREATMENT LEVEL #4:
SUBURBAN COMMERCIAL

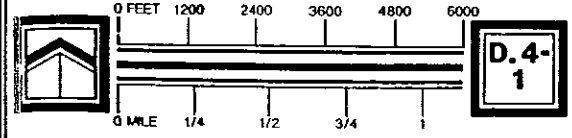
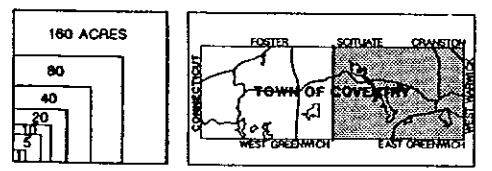
- CURB AND GUTTER TO ESTABLISH ACCESS CONTROL
- STREET TREE PLANTING
- STREET LIGHTING
- PUBLIC SIDEWALKS
- UNDERGROUND OVERHEAD UTILITIES



HOUSING PLAN

-  SINGLE FAMILY REHABILITATION TARGET AREA
-  RENTAL REHABILITATION TARGET AREA
-  SOUTH MAIN HISTORIC DISTRICT




SOURCE: COVENTRY PLANNING DEPARTMENT/
BRW, INC. JANUARY 1991

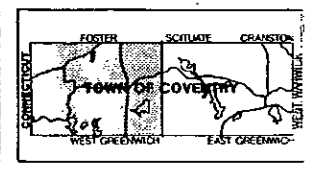
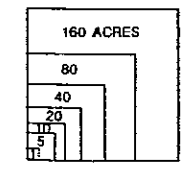
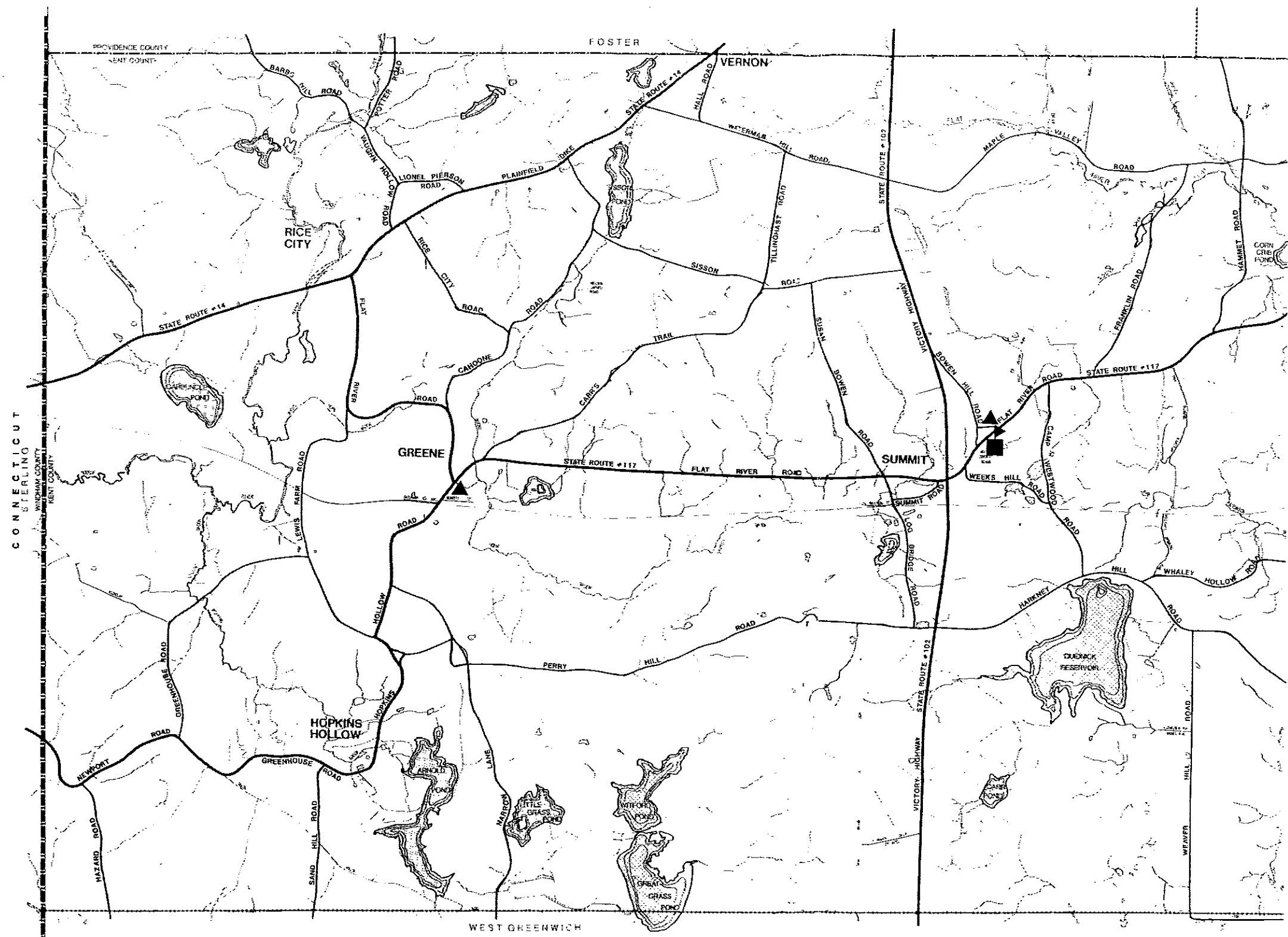


Comprehensive Community Plan

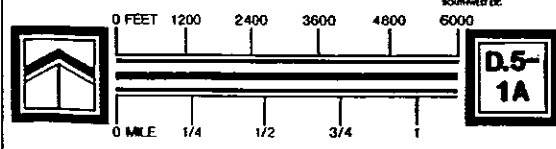
TOWN OF COVENTRY, RHODE ISLAND

COMMUNITY SERVICES AND FACILITIES PLAN

-  SCHOOLS
-  FIRE STATIONS
-  OTHER COMMUNITY FACILITIES



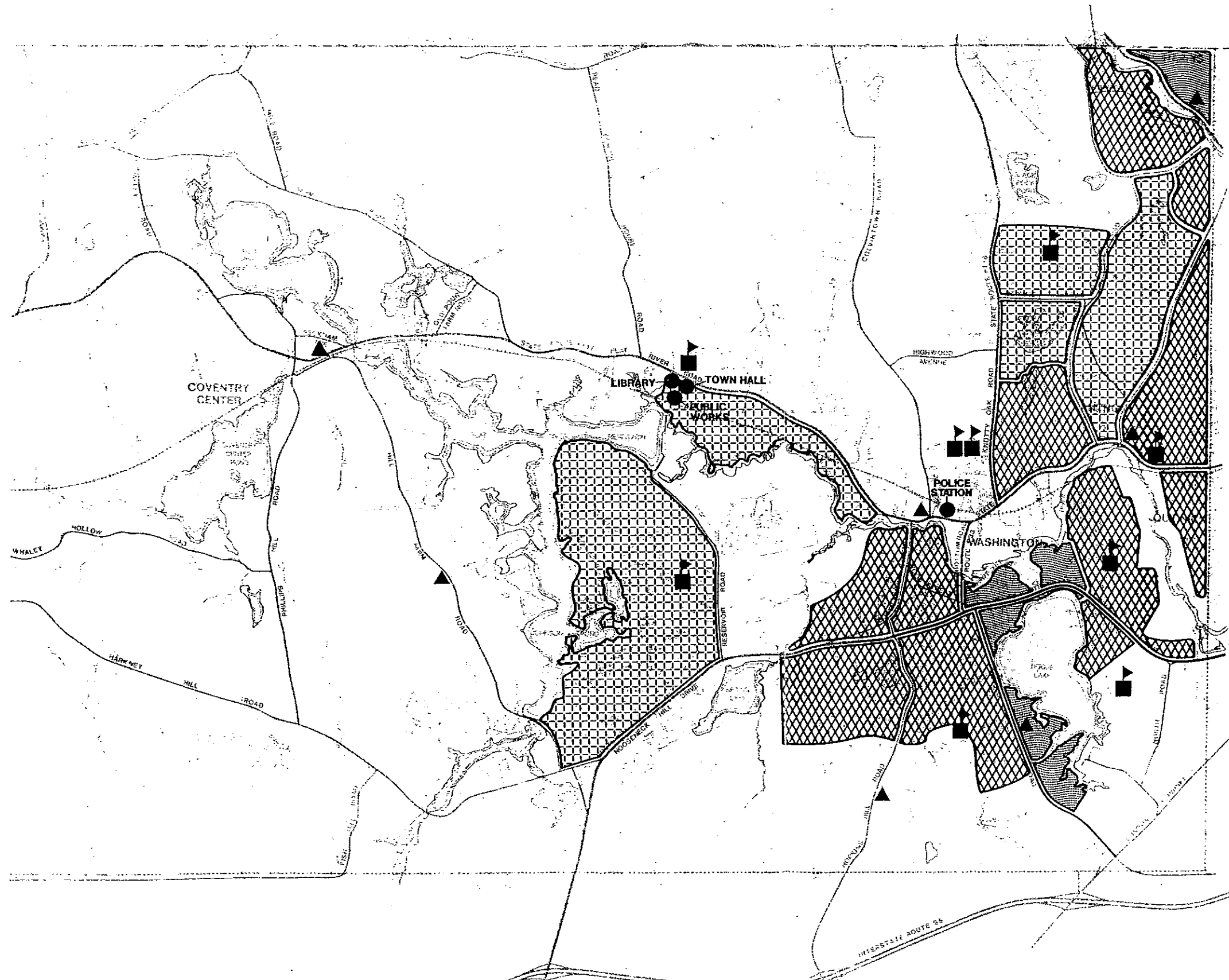
BRW









D-5-1A

Comprehensive Community Plan

TOWN OF COVENTRY, RHODE ISLAND



COMMUNITY SERVICES AND FACILITIES PLAN

-  SCHOOLS (EXISTING)
 -  FIRE STATIONS (EXISTING)
 -  OTHER COMMUNITY FACILITIES (EXISTING)
- RECOMMENDED SEWER CONSTRUCTION PHASING**
-  PHASE 1: HIGH PRIORITY
 -  PHASE 2: MODERATE PRIORITY
 -  PHASE 3: LOW PRIORITY

SOURCE: BRW, Inc. April 1991

NOTES: Priority Phasing does not include commercial or industrial tie-ins on Tiogue Avenue, Hopkins Hill or Arnold Road.

Comprehensive Community Plan

TOWN OF COVENTRY, RHODE ISLAND

160 ACRES

80

40

20

10

5






0 FEET 1200 2400 3600 4800 6000

0 MILE 1/4 1/2 3/4 1



D.5-1B

NATURAL RESOURCES PRESERVATION PLAN

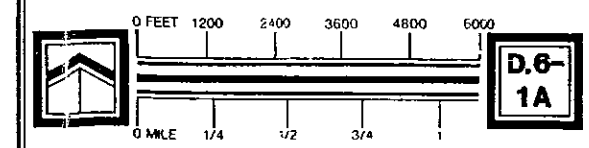
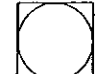
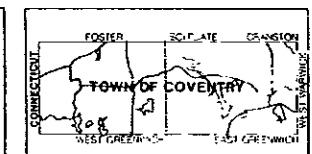
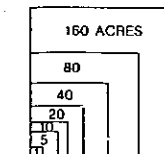
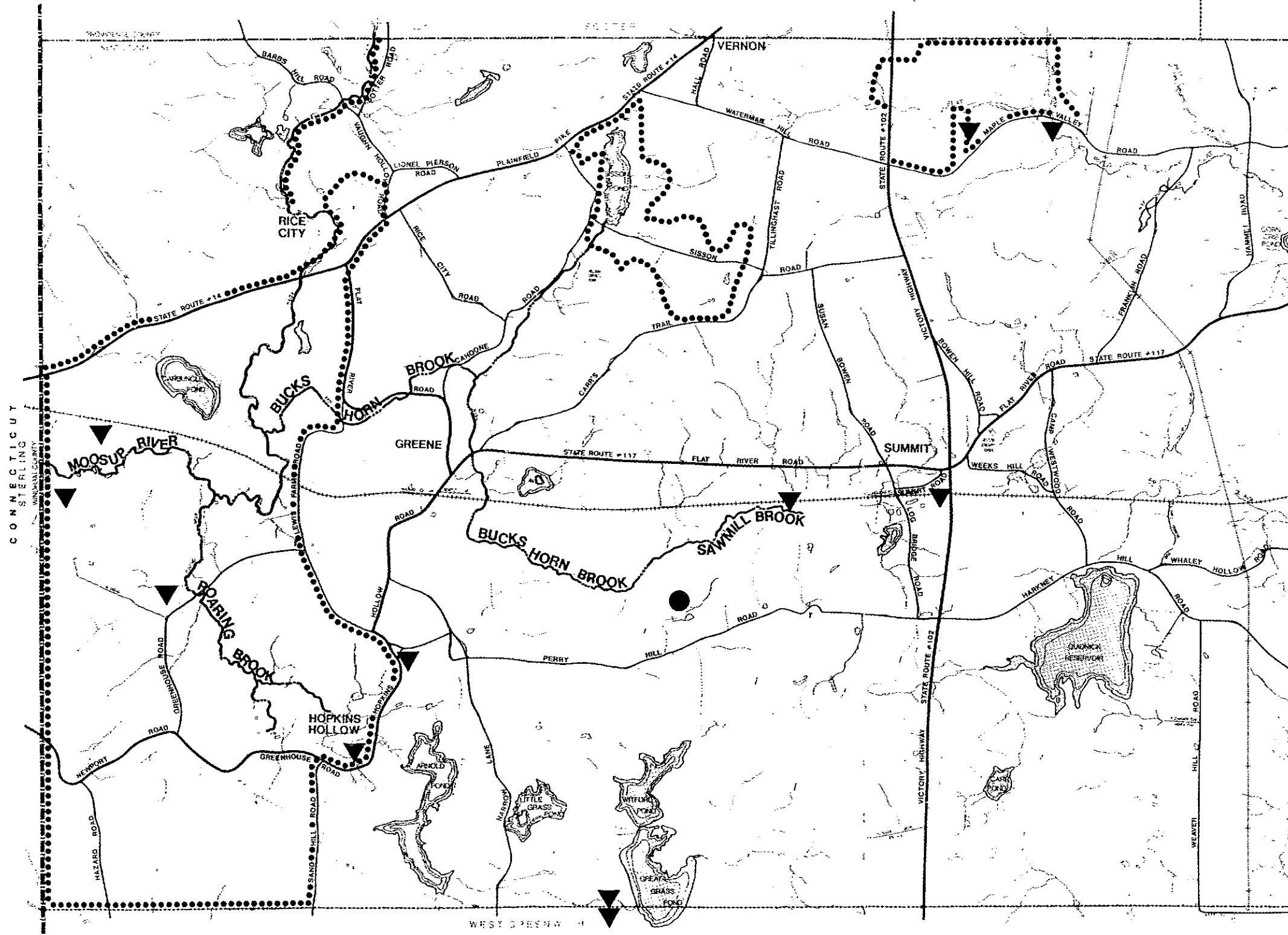
WATER RESOURCES

-  FRESHWATER LAKE OR STREAM
-  MISHNOCK GROUNDWATER RESERVOIR
-  PUBLIC WATER SUPPLY WELL: SUBJECT TO WELLHEAD DELINEATION STUDY⁽¹⁾
-  PRIORITY STREAMBELT PROTECTION LOCATION
-  GROUNDWATER CONTAMINATION SITE

WILDLIFE AND PLANT SPECIES

-  AREAS OF RARE OR ENDANGERED WILDLIFE SPECIES
-  GENERAL LOCATION OF RARE OR ENDANGERED PLANT SPECIES

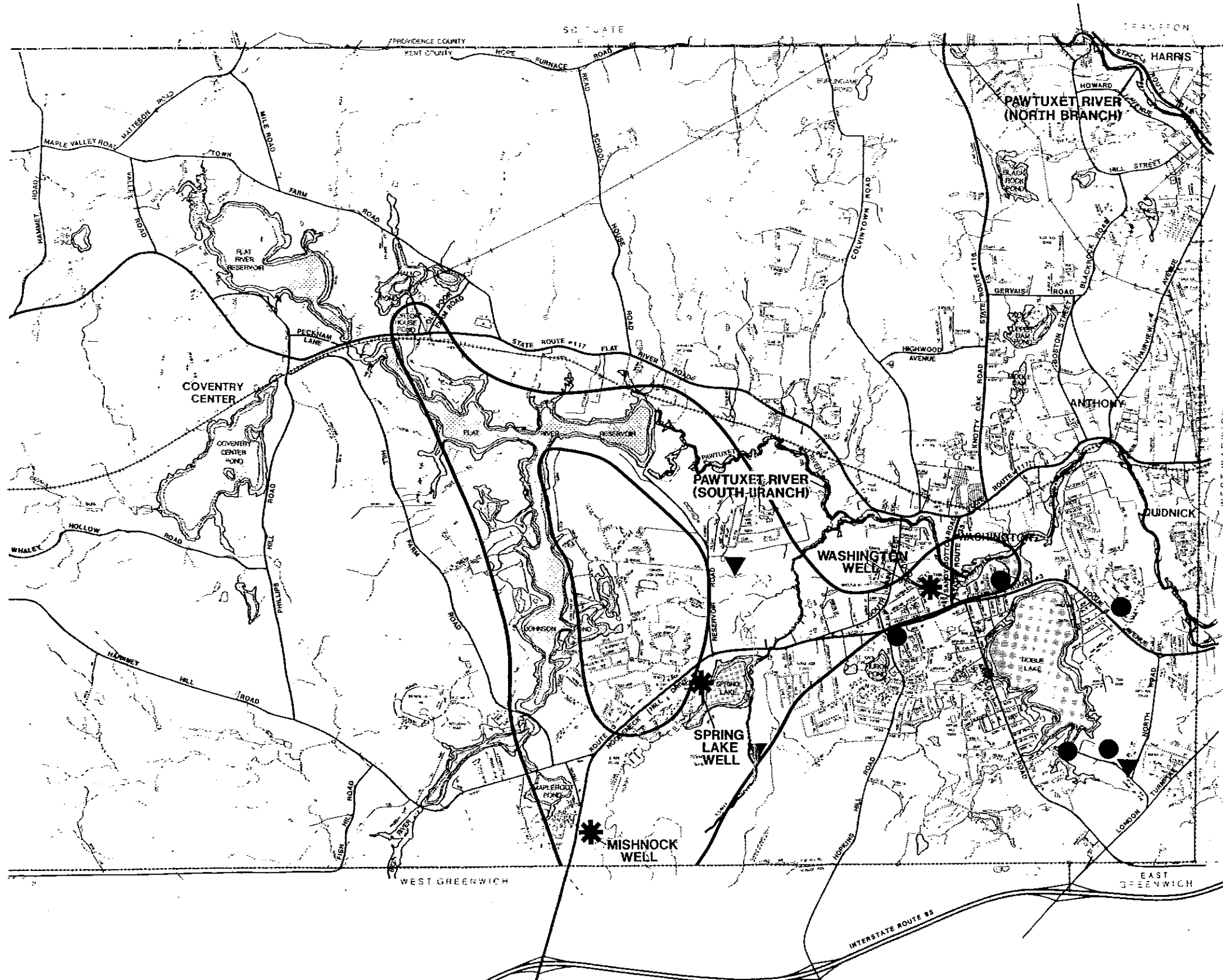
(1) A WELLHEAD DELINEATION STUDY IS REQUIRED BY DEM TO IDENTIFY, MANAGE AND PROTECT PUBLIC DRINKING WATER SUPPLIES IN THE WELLHEAD AREA.



D.6-1A






Comprehensive Community Plan

TOWN OF COVENTRY, RHODE ISLAND





NATURAL RESOURCES PRESERVATION PLAN

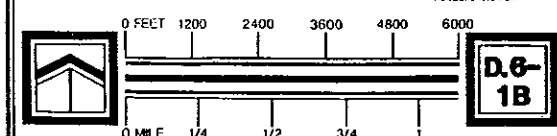
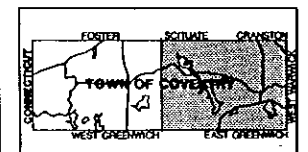
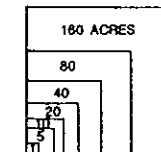
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WILDLIFE AND PLANT SPECIES

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-  GENERAL LOCATION OF RARE OR ENDANGERED PLANT SPECIES

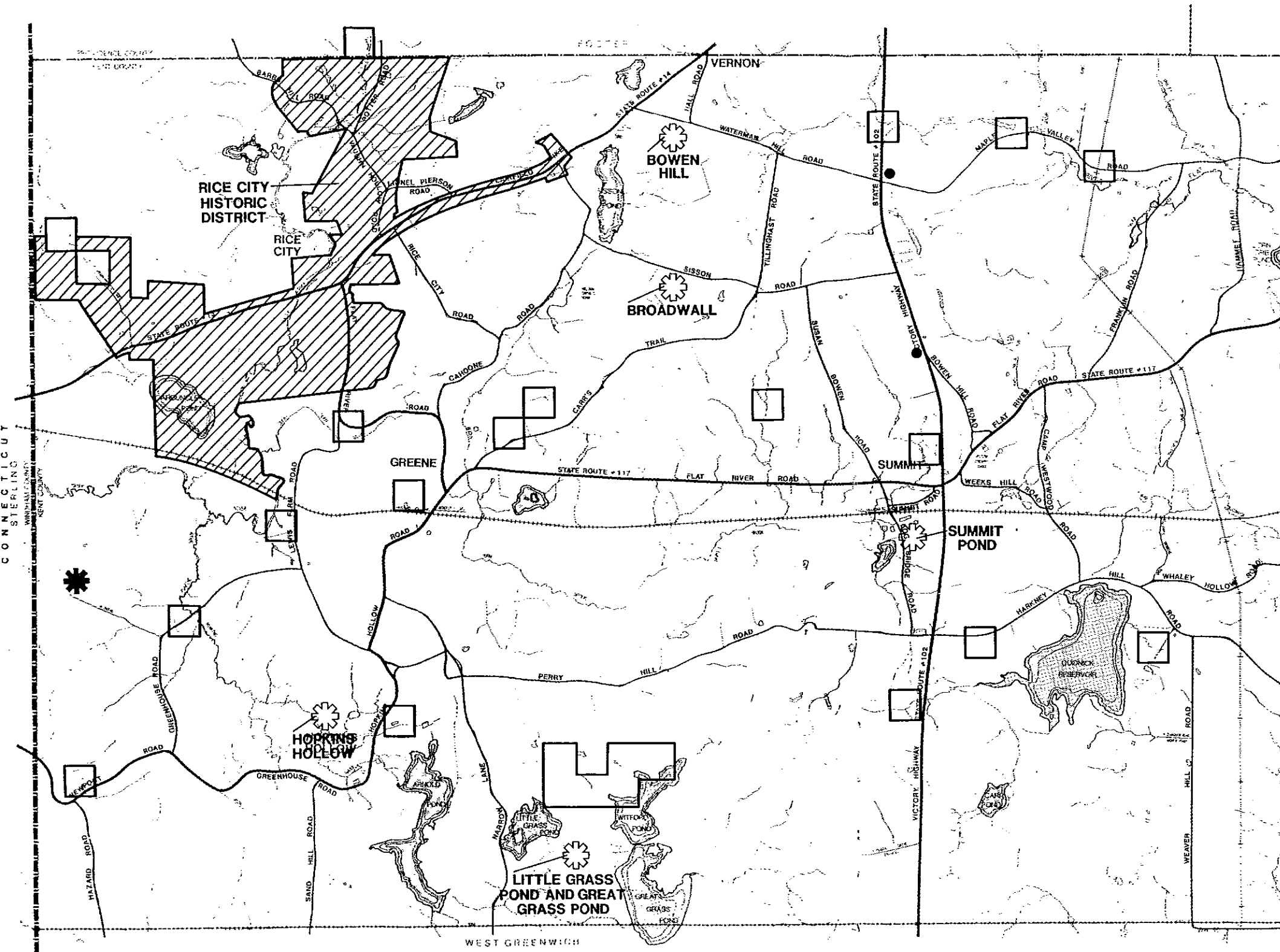
(1) A WELLHEAD DELINEATION STUDY IS REQUIRED BY DEM TO IDENTIFY, MANAGE AND PROTECT PUBLIC DRINKING WATER SUPPLIES IN THE WELLHEAD AREA.



Comprehensive Community Plan

TOWN OF COVENTRY, RHODE ISLAND

D.6-1B



HISTORICAL, ARCHAEOLOGICAL AND SCENIC RESOURCES PLAN

HISTORICAL RESOURCES

NATIONAL REGISTER HISTORIC DISTRICT

NATIONAL REGISTER STRUCTURE OR SITE

DISTRICTS, STRUCTURES OR SITES RECOMMENDED FOR NOMINATION TO THE NATIONAL REGISTER

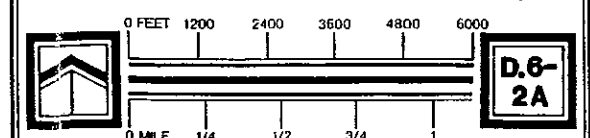
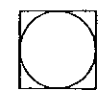
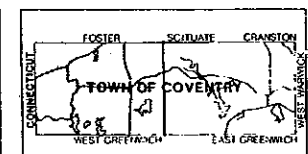
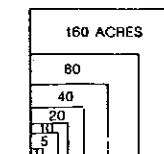
ARCHAEOLOGICAL RESOURCES

ARCHAEOLOGICAL SITES (20 ACRE GRID TO MASK LOCATION)

SCENIC RESOURCES

SCENIC RESOURCE

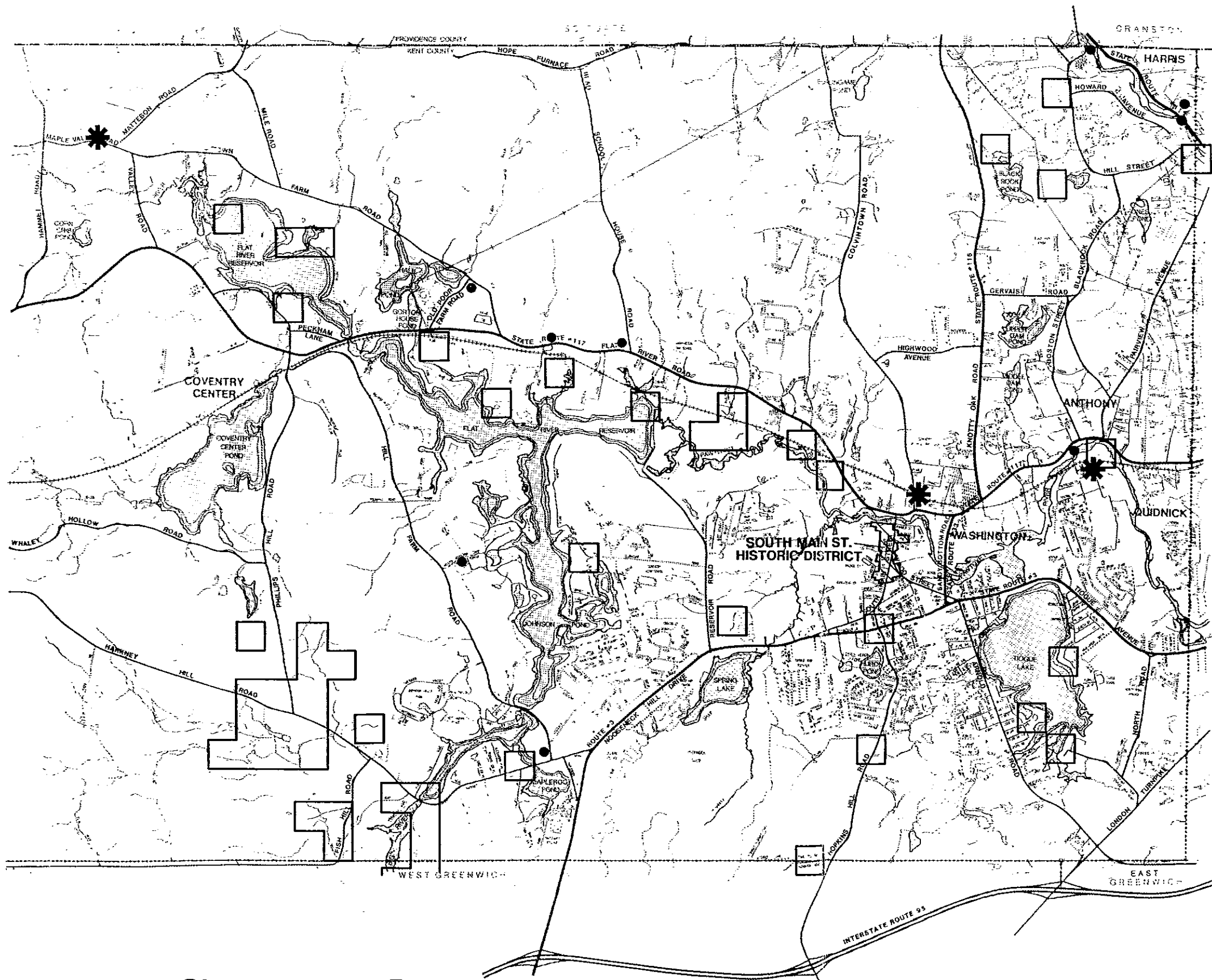
SOURCE: HISTORIC AND ARCHITECTURAL RESOURCES OF COVENTRY, RHODE ISLAND: A PRELIMINARY REPORT; RHODE ISLAND HISTORICAL PRESENTATION COMMISSION; FEBRUARY 1978
 UPDATED BY BRW, INC., APRIL 1991
 RHODE ISLAND LANDSCAPE INVENTORY, 1990



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TOWN OF COVENTRY, RHODE ISLAND

D.6-2A



HISTORICAL, ARCHAEOLOGICAL AND SCENIC RESOURCES PLAN

HISTORICAL RESOURCES

NATIONAL REGISTER HISTORIC DISTRICT

NATIONAL REGISTER STRUCTURE OR SITE

DISTRICTS, STRUCTURES OR SITES RECOMMENDED FOR NOMINATION TO THE NATIONAL REGISTER

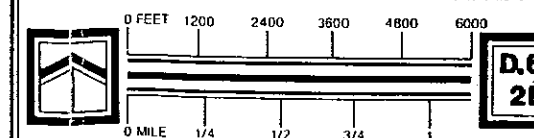
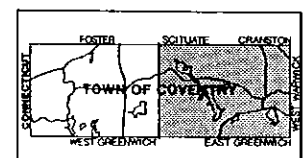
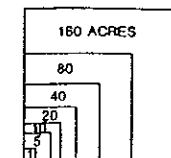
ARCHAEOLOGICAL RESOURCES

ARCHAEOLOGICAL SITES (20 ACRE GRID TO MASK LOCATION)

SCENIC RESOURCES

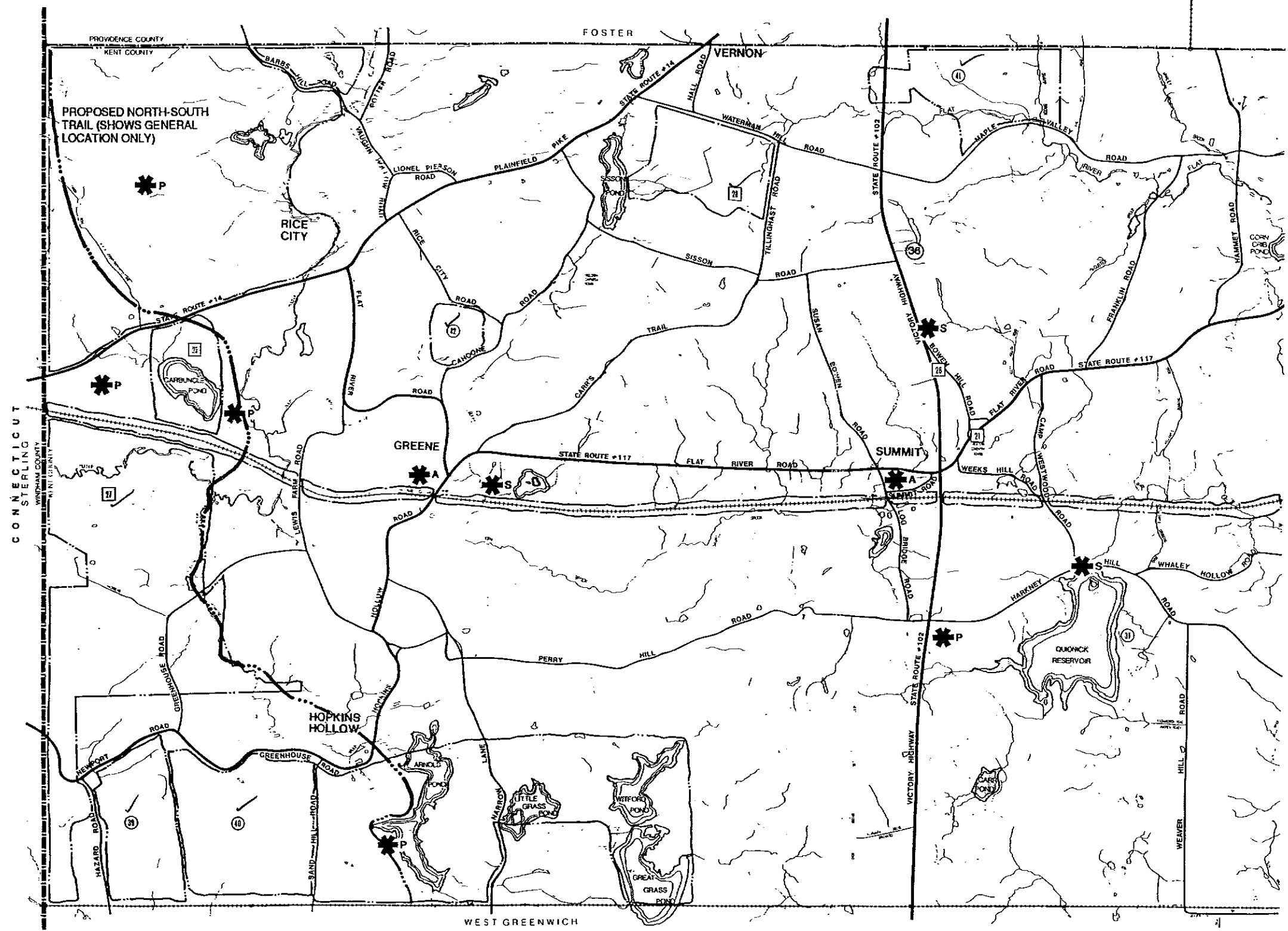
SCENIC RESOURCE

SOURCE: HISTORIC AND ARCHITECTURAL RESOURCES OF COVENTRY, RHODE ISLAND: A PRELIMINARY REPORT; RHODE ISLAND HISTORICAL PRESENTATION COMMISSION; FEBRUARY 1978
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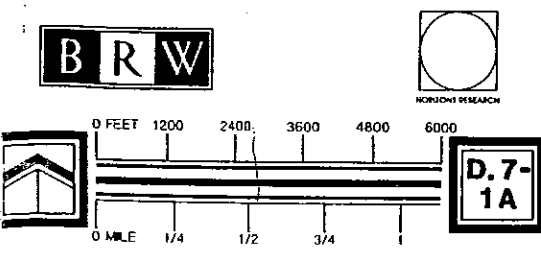
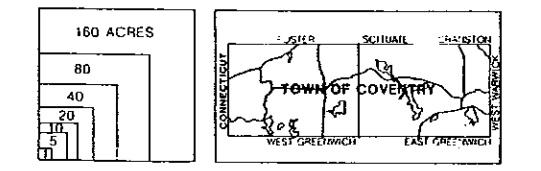
Comprehensive Community Plan

TOWN OF COVENTRY, RHODE ISLAND



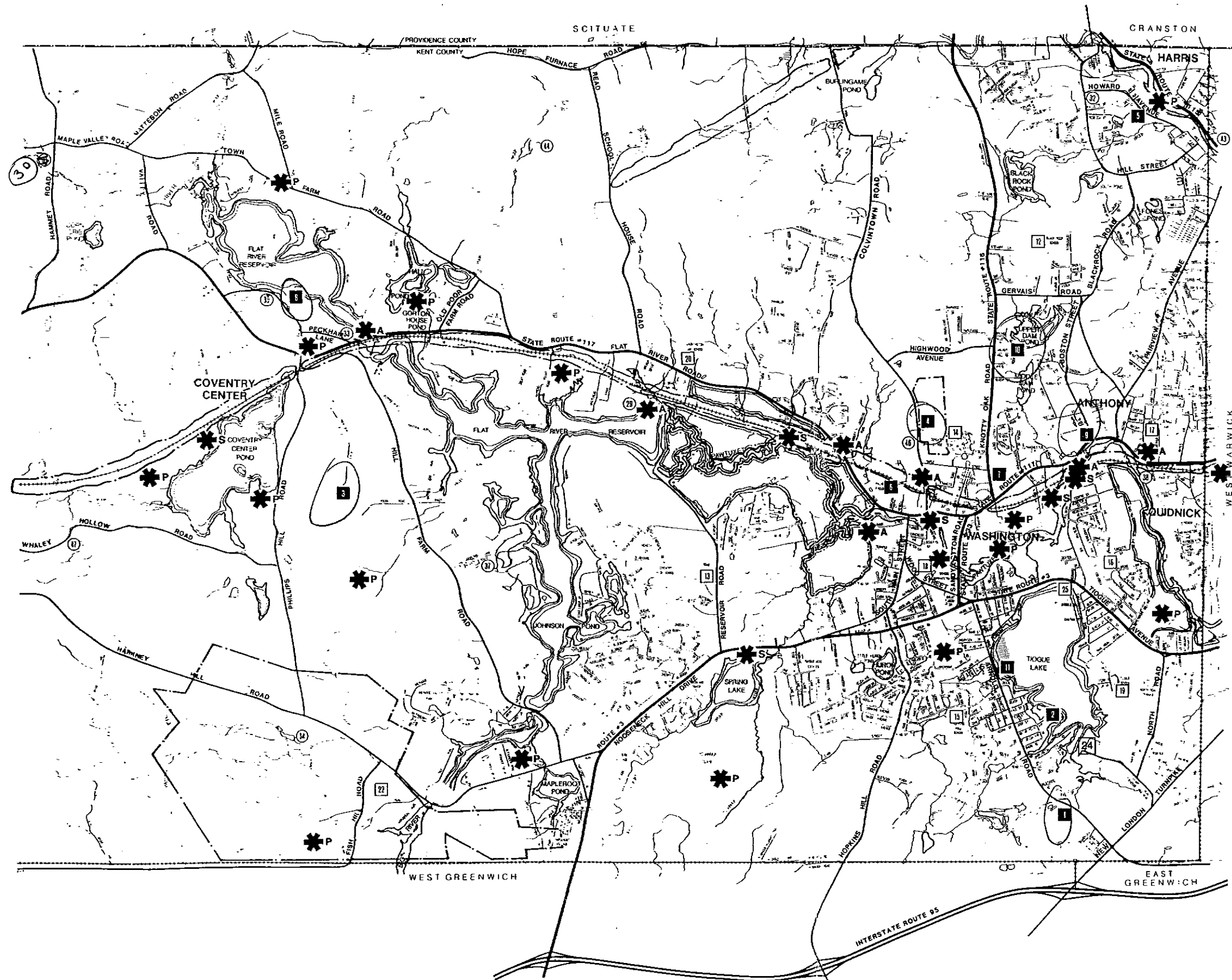
OPEN SPACE & RECREATION PLAN

- PARK AND RECREATION FACILITIES**
 - ARNOLD ROAD PARK ✓
 - BRAR POINT BEACH AREA ✓
 - CENTRAL COVENTRY PARK ✓
 - FOSTER MEMORIAL PARK ✓
 - HARRIS PLAYGROUND ✓ 95-84 - Town of Cov - Howard Ave.
 - PINE FIELD ✓ 324-15 - Town of Cov. - Old Flat River Rd.
 - RICE FIELD ✓
 - FRANCIS H. SHERMAN PARK ✓ 55-27 - 621 Washington - Town of Cov.
 - TOWN GREEN ✓
 - UPPER DAM POND ✓
 - VETERANS MEMORIAL PARK ✓
 - SCHOOL DEPARTMENT FACILITIES**
 - BLACK ROCK SCHOOL ✓
 - COVENTRY HIGH SCHOOL ✓
 - COVENTRY JUNIOR HIGH SCHOOL ✓
 - HOPKINS HILL SCHOOL ✓
 - OAK HAVEN SCHOOL ✓
 - QUINECK SCHOOL ✓
 - SENIOR CENTER / SCHOOL ADMIN BLDG. ✓
 - TIGOLE SCHOOL ✓
 - WASHINGTON OAK SCHOOL ✓
 - WESTERN COVENTRY SCHOOL ✓
 - STATE FACILITIES**
 - BIG RIVER RESERVOIR / FISH HILL FIELDS ✓
 - CARBUNCLE POND MGT. AREA ✓
 - LAKE TIGOLE BOAT LAUNCH ✓
 - LAKE TIGOLE PUBLIC ACCESS ✓
 - NATHANIEL GREEN PARK ✓
 - NICHOLAS FARM ✓
 - GRIFWIS FARM ✓
 - PRIVATE FACILITIES**
 - CAMP ATCHO ✓
 - CAMP HAMILTON ✓ 30
 - CAMP WESTWOOD ✓
 - CHASE FIELD ✓
 - COLWELL'S CAMP ✓
 - COVENTRY PINES COUNTRY CLUB ✓
 - FLAT RIVER BOAT LAUNCH ✓
 - HICKORY RIDGE CAMP ✓
 - HILL FARM FIELD ✓
 - TRESTLE PARK ✓
 - MAELINE MEMORIAL PRES. (ASR) ✓
 - HENRY J. LARSON WILDLIFE PRESERVE ✓
 - PARKER WOODLAND (ASR) ✓
 - PERCHED BOULDER WOODS (ASR) ✓
 - PHENIX - HARRIS WALKWAY ✓
 - SAWELL AND HOPE FURNACE ✓
 - SOUTH BRANCH WATER FOWL (ASR) ✓
 - WASHINGTON GOLF ✓
 - WHALEY HOLLOW ROAD (ASR) ✓ ← Audubon Society of RI.
 - PROPOSED FACILITIES**
 - ACCESS POINT
 - PARK
 - SCENIC OVERLOOK
- Notes:*
 - 70 lot 117 - Town of Coventry - White Rock Dr. 68.7 acres
 - Harris Park of Coventry - Whitehead Rd. Scenic Overlook.
 - for info on proposed only.



Comprehensive Community Plan

TOWN OF COVENTRY, RHODE ISLAND

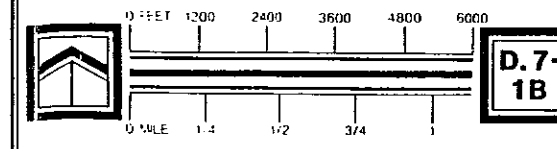
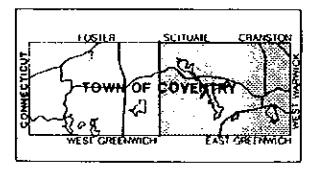
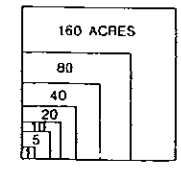


OPEN SPACE & RECREATION PLAN

- PARK AND RECREATION FACILITIES**
 - 1 ARKOLD REAR PARK - proposed - 15-96 - Town - Arnold Rd. - 10 acres
 - 2 BRANT POINT BLACK AREA
 - 3 CENTRAL COVENTRY PARK - 318-174 Town - 275 Pro - 24 acres
 - 4 FOSTER MEMORIAL PARK
 - 5 HARRIS PLAYGROUND
 - 6 PINE FIELD
 - 7 RICE FIELD
 - 8 FRANCIS H. SHERMAN PARK - yes -
 - 9 TOWN GREEN
 - 10 UPPER DAM POND
 - 11 VETERANS MEMORIAL PARK
- SCHOOL DEPARTMENT FACILITIES**
 - 12 BLACK ROCK SCHOOL
 - 13 COVENTRY HIGH SCHOOL
 - 14 COVENTRY JUNIOR HIGH SCHOOL
 - 15 HOPKINS HILL SCHOOL
 - 16 DAK HAVEN SCHOOL
 - 17 DUCKNECK SCHOOL
 - 18 SENIOR CENTER / SCHOOL ADMIN BLDG.
 - 19 TIOGUE SCHOOL
 - 20 WASHINGTON OAK SCHOOL
 - 21 WESTERN COVENTRY SCHOOL
- STATE FACILITIES**
 - 22 BIG RIVER RESERVOIR / FISH HILL FIELDS
 - 23 CATERING POND WGT. AREA
 - 24 LAKE TIOGUE BOAT LAUNCH
 - 25 LAKE TIOGUE PUBLIC ACCESS
 - 26 NATHANIEL GREEN PARK
 - 27 NICHOLAS FARM
 - 28 GRIFFITHS FARM
- PRIVATE FACILITIES**
 - 29 CAMP AYOH
 - 30 CAMP HAMILTON
 - 31 CAMP WESTWOOD
 - 32 CHASE FIELD
 - 33 COLWELL'S CAMP
 - 34 COVENTRY PINES COUNTRY CLUB
 - 35 FLAT RIVER BOAT LAUNCH
 - 36 HICKORY RIDGE CAMP
 - 37 HILL FARM FIELD
 - 38 TRESTLE PARK
 - 39 McALPINE MEMORIAL PRES (ASPD)
 - 40 HENRY J. LARKIN WILDLIFE PRESERVE
 - 41 PARKER WOODLAND (ASPD)
 - 42 PERIOD BOLDER WOODS (ASPD)
 - 43 PHENIX - HARRIS WALKWAY
 - 44 SAWMILL AND HOPE FURNACE
 - 45 SOUTH BRANCH WATER FOWL (ASPD)
 - 46 WASHINGTON GOLF
 - 47 WHALEY HOLLOW ROAD (ASPD)
- PROPOSED FACILITIES**
 - * ACCESS POINT
 - * PARK
 - * SCENIC OVERLOOK

future

open space for walking



Comprehensive Community Plan

TOWN OF COVENTRY, RHODE ISLAND