
Development Impact Statement

Newport Car Vaults
Proposed Automotive Storage Units

Assessor's Map 115 Lot 33
55 John Clarke Road
Middletown, RI

Prepared For

Easton Pond Realty, LLC
c/o Blake Henderson
55 John Clarke Road
Middletown, RI 02842

June 16, 2021

TABLE OF CONTENTS

1.0	INTRODUCTION	1
1.1	<i>SITE DESCRIPTION</i>	<i>1</i>
1.2	<i>ZONING.....</i>	<i>1</i>
1.3	<i>REGULATIONS AND GUIDELINES.....</i>	<i>2</i>
2.0	SITE IMPROVEMENTS.....	3
2.1	<i>DISTRICT REGULATIONS (MIDDLETOWN ZONING ORDINANCE ARTICLE 6)</i>	<i>4</i>
2.2	<i>SUPPLEMENTARY REGULATIONS (ARTICLE 7).....</i>	<i>4</i>
3.0	TRAFFIC CONDITIONS.....	4
3.1	<i>PARKING (MIDDLETOWN ZONING ORDINANCE ARTICLE 13)</i>	<i>4</i>
4.0	WATER SUPPLY - DOMESTIC	4
5.0	SEWAGE DISPOSAL.....	5
6.0	STORM DRAINS.....	6
7.0	ELECTRIC SERVICE.....	6
8.0	GAS SERVICE	6
9.0	POLICE.....	7
10.0	FIRE PROTECTION	7
11.0	SCHOOLS	7
12.0	EMERGENCY SERVICES	7
13.0	PHYSICAL AND ECOLOGICAL CHARACTERISTICS	7
13.1	<i>SURROUNDING LANDS</i>	<i>7</i>
13.2	<i>WETLANDS</i>	<i>7</i>
13.3	<i>FLOOD PLAIN & SOILS</i>	<i>7</i>
13.4	<i>VEGETATION.....</i>	<i>8</i>
13.5	<i>WILDLIFE HABITAT.....</i>	<i>8</i>
13.6	<i>ENVIRONMENTAL.....</i>	<i>8</i>
14.0	CHARACTER OF THE COMMUNITY.....	8
14.1	<i>SCENIC</i>	<i>8</i>
14.2	<i>ARCHAEOLOGICAL CONDITIONS</i>	<i>8</i>
14.3	<i>SCALE.....</i>	<i>8</i>
14.4	<i>PLACEMENT.....</i>	<i>8</i>
14.5	<i>LIGHTING</i>	<i>9</i>
14.6	<i>USE OF OPEN SPACE</i>	<i>9</i>
14.7	<i>ABUTTING PROPERTIES AND PROPERTY VALUE.....</i>	<i>9</i>
15.0	CONCLUSION	9

1.0 INTRODUCTION

This Development Impact Statement is required under Section 310 – Development Impact Review of the Town of Middletown Zoning Ordinance, October 2006 (as amended).

1.1 Site Description

The existing property contains a two-level 10,300+/- square foot office building located in the Aquidneck Corporate Park. The facility is centrally located on the property and features a large multi-tier paved parking lot on the east side of the structure and a smaller paved parking lot on the west side of the structure. A paved aisle connects the two lots along the north side of the building. Both parking lots are accessed from John Clarke Road via two entrances. The parking lots can also be accessed from the abutter to the north via an additional paved entrance. The extreme west end of the property overlooking Valley Road, a state-maintained right-of-way, is vegetated with low shrubs and brush. A maintained grass lawn lies along the south side of the property. The structure is served by municipal water main in John Clarke Road. Municipal sewer service is provided from a main along Valley Road. The building sewer is routed through the abutting property to the south. A small system of catch basins conveys stormwater from the parking lots through the abutting property to the south, and into the RIDOT stormwater system in Valley Road, and then westward into Easton Pond North. There are no private water quality or water retentions systems located on the property.

There are no wetlands or other features protected by the state present on site. The site does not lie within any coastal or freshwater wetland jurisdiction. Minimal natural vegetation exists on site and is limited to the extreme west side of the property. The western end of the property lies within the Town of Middletown Watershed Protection District 1 (areas within 200' of a water supply body) while the remainder of the property lies within the Watershed Protection District 2 (watersheds contributing to water supply bodies).

In general, the site slopes from the east and from John Clarke Road to the west and towards Valley Road. Stormwater from the property is conveyed to the state stormwater system in Valley Road where it is routed into Easton Pond North.

1.2 Zoning

The subject properties are zoned OP (Office Park). The commercial properties on either side of the site and across John Clarke Road are zoned similarly. The site is not located in any overlay districts other the aforementioned Watershed Protection Districts. Both the existing use and the proposed use are allowed “by right” within this zoning district.

1.3 Regulations and Guidelines

Regulations and Ordinances that helped to shape the development of the project site were the following:

1. Town of Middletown Comprehensive Amendment Zoning Ordinance.
2. Town of Middletown Rules and Regulations Regarding the Subdivision and Development of Land.
3. State of Rhode Island Stormwater Design and Installation Standards Manual (March 2015).
4. Urban Hydrology for Small Watersheds. (TR-55 Manual)
5. Rhode Island Department of Transportation Standard Specifications for Road and Bridge Construction.
6. Rhode Island Department of Transportation Standard Details.
7. Rhode Island Soil Erosion and Sediment Control Handbook.

2.0 SITE IMPROVEMENTS

The owner intends to demolish the existing office structure and all existing site improvements. The owner will then construct a 25,000 sq. ft. property-spanning structure containing 30 automotive garage units. Each unit will include a bathroom and a small office loft above. One of the units will be used as the management office for the facility. Each unit will have one garage entry and one standard entry. As the property slopes from east to west, the building will be stepped in order to meet the site grades. A paved access will loop the structure and will be accessed from John Clarke Road at either end. Each entry at the roadway will be gated. The existing stone wall along John Clarke Road will be relocated to the property line along this roadway in order to facilitate the siting of the new structure. Parking areas will be provided along this loop and will feature pervious paver surfaces. Each garage entry will also feature a pervious paver apron. The paved access from the abutter to the north will be closed with coordination with the owner. At this time, the project is intended to be completed in a single phase.

Municipal water service will be provided to each garage unit via either the existing site water service or via a new connection to the main with permission from Newport Water. With permission from the Middletown Public Works, the existing sewer service will be re-used to serve the new structure. National Grid will provide electrical and gas service to the proposed structure. These services are subject to design and review by the providing entity.

In order to manage the stormwater generated by these improvements, the proposed site design will maintain the level of impervious surfaces as are present in the existing conditions. This is achieved through the minimization of the width of the paved travel ways and the utilization of pervious materials for parking and garage aprons. As a result, no stormwater detention devices are proposed. Site stormwater quality will be provided via a surface sand filter to be located at the west end of the property. Stormwater will be routed to this device via two vegetated swales running along the north and south property lines. These swales route stormwater to two sediment forebays which will provide the required pretreatment. Much of the overflow stormwater from the sand filter will be then be routed though the existing drain line leaving the property in order to maintain the existing drainage patterns of stormwater entering Valley Road and the DOT stormwater system.

The project includes the following highlighted stormwater design points:

- Provide water quality treatment for stormwater runoff in accordance with the Rhode Island Stormwater Design and Installation Standards Manual
- Reduce or maintain the peak rate of runoff to all design points for the 1, 2, 10, 25 and 100-Year Type III 24-hour storm events.
- Maintain the overall drainage patterns from the site to the extent practicable.
- Reduce peak runoff and stormwater impact to the downstream abutters.
- Maintain the volume of the 10-year Type III 24-hour to the state stormwater system (both the drainage swale and the piped connection).

2.1 District Regulations (Middletown Zoning Ordinance Article 6)

The project as proposed does not require any dimensional variances from the Zoning Ordinance.

2.2 Supplementary Regulations (Article 7)

The following information details the project's conformance with the Supplementary Regulations (Article 7) of the Zoning Ordinance:

- The front, side and rear yards will be unoccupied and unobstructed by buildings or structures.
- No accessory structures are proposed within an accessory structure setback.
- All proposed structures will not exceed the District Dimensional Regulations.
- Any fencing will not exceed 6 feet in height.
- There will be no disposal trench, disposal bed, cesspool, seepage pit, septic tank, septic field or other facility designed to leach liquid wastes into the soil, which could enter a wetland or river.
- There will be no storage or parking of major recreation equipment, mobile homes or unserviceable vehicles.
- All yard requirements will comply with Section 716 of the Middletown Zoning Ordinance.
- Any landscaping will conform to Section 723 of the Middletown Zoning Ordinance.
- No structures will be erected and no vegetation will be planted or maintained in such a manner as to obstruct vision at the entrances or exits from the Site.
- The number of curb cuts will be maintained in order to facilitate the orderly flow of traffic to and from the Site.

3.0 TRAFFIC CONDITIONS

No traffic study has been prepared for this project. The proposed storage use shall generate significantly fewer daily trips to and from the Site than the existing office use.

3.1 Parking (Middletown Zoning Ordinance Article 13)

The proposed development meets the parking requirements of Middletown. A total of 100 parking spaces are required for the 25,000 sq. ft. commercial use (4 per 1,000 sq. ft). There are 43 external parking spaces provided along the perimeter of the structure. The remaining parking spaces shall be provided within the garages. Each garage can contain a minimum of two cars per unit. This accounts for an additional 64 spaces. No public parking is required by the proposed use.

4.0 WATER SUPPLY - DOMESTIC

The project will be served by municipal water (Newport Water). A letter of availability provided by Newport Water has been included with the submission to the town.

Water Quantity Methodology

The following calculation determines the estimated maximum hourly water flow for the Newport Car Vaults commercial development using the method provided in the International Plumbing Code (2015). Counts below are estimated based on preliminary architectural designs.

<u>Fixture</u>	<u>No.</u>	<u>Water-Supply Fixture Unit Value (WSFU)</u>	<u>Total</u>
Bathroom Group (private)	30	8.0	240.0
Shower head (private)	30	1.4	42.0
Total =			282 WSFU

(Taken from Table E103.3 (2))

For a supply system with predominately Flushometer valves, the maximum water demand (taken from Table E103.3 (3)) is equal to:

$$282 \text{ WSFU} = 106 \text{ gpm}$$

$$\text{Maximum Water Demand (MWD)} = 106 \text{ gpm} \times 60 = 6,360 \text{ gallons per hour}$$

$$\text{Average Day Water Demand (Open 7 days a week year-round 12 hours a day) (ADD}_{OS}) = \text{MWD} / 2.5$$

$$\text{ADD}_{OS} = 6,360 / 2.5 = 2,544 \text{ gph} = 30,528 \text{ gpd}$$

$$\text{Average Day Water Demand (Annualized) (ADD}_{OS}) = \text{ADD} = 30,528 \text{ gpd}$$

$$\text{Peak Day Water Demand} = \text{ADD} \times 1.6 = 30,528 \times 1.6 = 48,844 \text{ gpd}$$

These quantities are highly conservative as it is extremely unlikely that all tenants will be visiting their storage units for 12 hours a day concurrently.

5.0 SEWAGE DISPOSAL

The Town of Middletown provides public sewer disposal along Valley Road. The project proposes to tie into the on-site 6-inch sewer service that is utilized by the existing building. This service crosses through the abutting property to the south where it joins the municipal main in the road shoulder. This service uses an existing utility easement. No changes to the easement are proposed. Re-use of the existing service stub will require approval from the Town of Middletown Department of Public Works. All construction and design will be in accordance with the Town of Middletown "Use and Installation of Sewers."

6.0 STORM DRAINS

Under existing conditions, the property generally slopes from the east end of the property center towards Valley Road. A portion of the surface runoff is collected by surface inlets and routed via subsurface pipes through the southerly abutter to a RIDOT drain structure in Valley Road. From this structure, the stormwater crosses the roadway and enters Green End Pond. The remainder of the surface runoff flows overland to the roadside swale in the RIDOT right of way. From this point, the runoff travels north in the swale to another structure which again conveys runoff west and into Green End Pond. All site runoff eventually reaches this waterbody, albeit via two separate routes.

The proposed drainage system is designed to maintain or reduce the peak runoff rate to equal or less than that of the existing conditions during the Type III, 24-hour design storms for the 1, 2, 10, 25 and 100-year storm events. The design also manages the flow such that the balance of flow to each of the two separate RIDOT drain structures is maintained. The proposed drainage system has been designed to provide water quality treatment in conformance with current RIDEM recommendations to ensure that the downstream waterbody is protected.

The site has been evaluated in accordance with the redevelopment standards of the Rhode Island Stormwater Design and Installation Standards Manual (RISDISM). As the site maintains an equivalent level of impervious surfaces in the proposed conditions, no volume control devices are required to regulate the stormwater flow from the site. Instead, the stormwater design focuses on the use of pervious pavements, vegetated conveyances, and low-impact water quality systems to meet state and local water quality requirements. Surface water from the rooftop and paved travel aisle is collected in two vegetated swales which run along the north and south property lines. Runoff from these swales is then deposited into a sand filtration device after first passing through two sediment forebays. Filtered water from this device is collected in an underdrain and discharged to the RIDOT roadside swale. Overflow runoff from this device is metered by a structure situated on the existing drain line which leaves the site. The remainder of the overflow water passes over a concrete weir and travels to the DOT swale.

For detailed description and calculations please refer to the project Drainage Report.

7.0 ELECTRIC SERVICE

National Grid provides overhead electrical services along John Clarke Road. The project proposes to draw electrical and communication services from an existing pole. Underground services will be run to the structure. The existing conduits may be re-used with permission from National Grid. All construction and design will be in accordance with the National Grid Rules and Regulations.

8.0 GAS SERVICE

No gas service connections are proposed at this time.

9.0 POLICE

Police enforcement will be provided by the Middletown Police Department. Since the project is surrounded by similar use commercial developments and does not contain any special or unusual features, the project should receive similar protection.

10.0 FIRE PROTECTION

Fire protection will be provided by the Middletown Fire Department. An existing hydrant is located at the midpoint of the lot frontage on John Clarke Road.

11.0 SCHOOLS

This project will have no impact on the school system.

12.0 EMERGENCY SERVICES

Since the project is surrounded by similar use developments and does not contain any special or unusual features, the project should have similar access to emergency services. The project itself will have two access points for emergency vehicles on John Clarke Road. Both entrances will be of sufficient size for emergency vehicles.

13.0 PHYSICAL AND ECOLOGICAL CHARACTERISTICS

13.1 Surrounding Lands

Surrounding land use consists of commercial properties and large office structures. As the Site and surrounding properties are located within a Corporate Park, this is unlikely to change. The proposed development use and appearance will be consistent with the surrounding area of Middletown.

13.2 Wetlands

There are no freshwater wetlands on the subject properties.

13.3 Flood Plain & Soils

According to the Flood Insurance Rate Mapping for the Town of Middletown (Community Panel No. 44005C0093J, revised September 4, 2013), the site is located in Zone X. Zone X is within the area of minimal flooding for the 100-year flood.

The soil type on site is Ud (Udorthents) as designated by the USDA Natural Resource Conservation Service. This is generally a type C hydrologic soil common to formerly developed areas. Class IV soil evaluations performed on site revealed loams with a water table of approximately 30 inches.

13.4 Vegetation

Aside from the office building and the parking areas, the property consists of maintained lawns. An area of scrub brush is located adjacent to Valley Road. There is no other significant ground cover.

13.5 Wildlife Habitat

Since this site is developed and the surrounding areas are developed with similar usages, the subject property is not considered to be a significant wildlife habitat. To the best of our knowledge, there are no endangered or threatened species living on the site.

13.6 Environmental

The applicant will meet all environmental requirements of the Rhode Island Department of Environmental Management and the Town of Middletown. Construction of this development will improve the environmental conditions of the site with sediment collection measures, a reduction in peak run-off and increased water quality of the site stormwater discharge.

14.0 CHARACTER OF THE COMMUNITY

14.1 Scenic

Located in a developed urban area with a history of similar development, the properties do not have scenic value.

14.2 Archaeological Conditions

There are no special or unique archaeological conditions on the site. If any archaeological artifacts or remains are found during construction, work will stop immediately and a historic/archaeological expert will be consulted to determine the significance of the find. The archaeological remains, if they are found to be significant, will be preserved based on the Town and expert's recommendation and/or opinion.

14.3 Scale

The scale of the proposed structures will not exceed the development standards for this zoning district and will be comparable to that of nearby commercial properties.

14.4 Placement

The placement of all proposed structures will meet all setback requirements of Middletown. Screening and general appearance were also considered during development so as to have minimal impact to abutters and traffic flow.

14.5 Lighting

Site lighting will include building mounted lighting only. All exterior lighting will be LED. A lighting plan has been provided.

14.6 Use of Open Space

There is no open space component associated with the proposed use.

14.7 Abutting Properties and Property Value

This development will have no detrimental effects on abutting property values since abutting properties are of similar types of land use.

15.0 CONCLUSION

It is our opinion that this proposed development will have no negative environmental impacts on the Town of Middletown as a whole or to abutting property owners. The quality of the development and its intended purpose to provide a desirable commercial service in a central location will be an asset to Aquidneck Island.