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# Development Impact Statement

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**“Coddington Cove Commons”**

Assessor’s Map 103, Lot 103  
300 Coddington Highway  
Middletown, RI

**Prepared For**

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## **1.0 INTRODUCTION**

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

### **1.1 Site Description**

The Site includes a 3.84 single parcel identified as lot 103 on the Town of Middletown Tax Assessor’s plat map 103. The Site is, and has historically been, a vacant property, having been used as a construction materials storage yard since the late 1970s (based on available aerial photography). The Site fronts on Coddington Highway, a state maintained right of way. The site is accessed from this roadway via a formal curb cut recently constructed by RIDOT. The Site abuts a RIPTA facility to the west, the “Bay View Park” mobile home development to the east and the “Mariner Village” multifamily development to the south. Aside from sparse vegetation around the perimeter, ground cover consists of compacted gravel aisles, towering piles of earth and debris, and other construction related materials and vehicles. The only site improvements consist of small pens constructed of low block walls used to delineate material storage. The terrain on the property slopes upwards from the roadway towards Mariner Village at the rear. The approximate grade change across the site is fifteen (15) feet. The site is bisected longitudinally by a drainage easement to the town, in which a 36” diameter drain runs from the back of the property to the front, at which point it enters a small drainage pond. A second town drain line then exits this pond and runs parallel to the roadway and into the RIPTA property. A municipal sewer line crosses the rear of the property in another easement. This line terminates at a pump station located in the RIPTA property. Lastly, an abandoned sewer line runs along the west property line towards Coddington Highway in an easement granted to the City of Newport. Municipal sewer is available in the abutting roadway while an existing municipal water service stub is present at the rear of the site originating from Rosa Terrace to the southwest. No water main is present in Coddington Highway. Overhead electrical and communication services are available on the along the roadway. There are no stormwater quality or control devices of any note located on the property. The frontage along Coddington Highway includes a concrete sidewalk with precast concrete curbing.

There are no wetlands or other features protected by the state located on the property. The site is not located within a Town of Middletown Watershed Protection District. The site is not located within an impaired watershed. The property is not located with a flood zone having any development restrictions.

### **1.2 Zoning**

The subject property is zoned LI (abutting residential) as identified as LI<sup>2</sup> in the zoning ordinance. Per the code, LI<sup>2</sup> is not a separate zoning district, but rather it is a subset of light industry and is shown in this manner for clarity only. This subset of light industry has fewer allowed uses but identical dimensional regulations. The adjacent RIPTA property is zoned LB (limited business) and the mobile home park is zoned MT (mobile home/transient trailer). Residential properties to the south are zoned R10 (high density). The Light Industry (LI) zone in which this property is situated was established to provide for light industry and non-manufacturing businesses, heavy commercial uses, automotive and mechanical services and outdoor storage uses as outlined in Section 724 of the zoning ordinance. The proposed use

(miscellaneous specialty trade contractors with outdoor storage but excluding outdoor storage of bulk materials) is an allowable use in this subset of LI.

### **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.
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. Soil Erosion and Sediment Control Handbook.

## **2.0 SITE IMPROVEMENTS**

The applicant intends to redevelop the property for use as a tradesman center. The development is to include four (4) structures housing 12 units per structure for a total of 48 units. The buildings are to be arranged in a grid running north/south. The structures will be facing both to the west and east and also inwards towards a central aisle. Paved parking is to be arranged along the property lines and along the between the structures. The buildings are to be stepped in order to accommodate the grade change across the site. The proposed development will occupy the majority of the site. The existing entry from Coddington Highway will be retained. Proper circulation for standard and emergency vehicle access will be provided. Enclosed trash areas are to be located within each unit. There will be no external centralized trash enclosures, though small receptacles are proposed at the front entry doors. A retaining wall along the east property line will be required for the intended grades. The proposed lot coverage shall be within the maximum 35% lot coverage allowable by the zoning ordinance.

### **2.1 District Regulations (Middletown Zoning Ordinance Article 6)**

The project as proposed does not require any dimensional variances from the Zoning Ordinance (Article 6).

### **2.2 Supplementary Regulations (Article 7)**

The project requires the following variances from Article 7 of the zoning ordinance. These variances were approved at the Master Plan review stage for the project.

**Section 724(B)(2)** – This section pertains to site design requirements for lots zoned light industry. While this project conforms to all dimensional requirements in the dimensional table listed in 602, this section adds other dimensional requirements.

The site abuts residential uses on the east and south sides of the project, and as such requires a 25' vegetative buffer. The applicant intends to provide a 25' buffer vegetative buffer on the south side, but is unable to provide a vegetative buffer on the east property line. There is however vegetative screening on the abutting property which the applicant can supplement.

**Section 724(B)(4)** – This section requires a 50' building setback from property lines. The applicant intends to provide a 42' setback on the east (requiring 12' of relief), due to constraints imposed by hardships unique to the lot.

**Section 719(A)** – requires all uses to provide off-street parking for each individual use on a cumulative basis. (see section 3.2 below)

### **3.0 TRAFFIC CONDITIONS AND ANALYSIS**

A formal traffic analysis has been prepared at submitted to the town as part of the land development application. The RIDOT has reviewed this project with respect to traffic under the Physical Alteration Permit review. The project was approved by the RIDOT under PAPA# 24-49.

#### **3.1 Proposed Development Traffic Conditions**

The proposed buildings will be accessed from the existing curb cut on Coddington Highway. This curb cut has been recently improved by RIDOT as part of the redevelopment of this roadway. The curb cut has excellent visibility in both directions, with no obstructions. This curb cut is properly located along the frontage of the property with respect to RIDOT edge clearance requirements. This section of Coddington Highway serves as a major arterial roadway between West Main Road (RI RT 114) and access from the Pell Bridge, and serves many of commercial and residential properties.

The proposed intersection of the driveway with Coddington Highway will be reasonably sloped with the excellent visibility up the access and towards the proposed structures. This intersection will be at approximately a ninety (90) degree angle to the roadway. The access location has no significant existing trees that or any proposed vegetation near the intersection thereby providing acceptable visibility.

The proposed two-way entrance has been designed with a 24-foot-wide clearance. The aisles of the parking area are provided with a minimum of 24-foot-wide clearances. Greater clearance has been provided where possible to facilitate emergency and commercial vehicles.

#### **3.2 Parking (Middletown Zoning Ordinance Article 13)**

The proposed development requires the following variances from Article 13. These variances were approved at the Master Plan review stage of the project.

**Section 1301(C)** – This section requires a 20’ vegetative buffer. As noted above, the applicant is unable to provide said buffer on the east side of the property.

**Section 1301(D)** – This section states that parking shall not be located closer than 10’ to the property line. As noted above, the applicant’s proposal places parking on the east property boundary without the required buffer.

**Section 1301(G)** – This section refers to landscaping requirements for parking noted above and in the subdivision regulations for which waivers are being sought.

**Section 1304** – (see also 719A above) – This section provides a chart designated the number of spaces required for particular uses. No designation is provided for a tradesman unit use. The Zoning Officer’s interpretation is that to provide the property with the most flexibility in possible uses within the units, the appropriate standard to apply is “PERSONAL SERVICES” which requires 3 spaces per 1000 sq. ft. of gross leasable floor area. This would require 173 parking spaces. The proposal provides 129 parking spaces. This requires a request for relief of 45 spaces. This also does not count that fact that many of the uses will be able to provide additional parking within the units.

**Section 1307** – (see also 719A above) – This section provides the requirement of loading zones for commercial structures. A total of 4 loading zones would be required by this section; one zone per structure. No designated loading zones are proposed by the applicant.

#### **4.0 WATER SUPPLY - DOMESTIC**

The project will be served by municipal water (Newport Water). An existing stub is located at the rear of the property from a main which crosses into the RIPTA site from Rosa Terrace to the south. Newport Water has not formally indicated that water would be available to this development; however, this is an active line that serves multiple residences and businesses and would appear to be appropriately sized for the additional flow.

#### **Water Quantity Methodology**

The Rhode Island Department of Environmental Management, Rules Establishing Minimum Standards Relating to Location, Design, Construction and Maintenance of Onsite Wastewater Treatment Systems provided the estimated sewer flow from the commercial structures. The Civil Engineering Reference Manual was used to calculate the Max Daily Flow and Max Peak Hourly Flow.

#### **References**

1. The Rhode Island Department of Environmental Management, Rules Establishing Minimum Standards Relating to Location, Design, Construction and Maintenance of Onsite Wastewater Treatment Systems; 250-RICR-150-10-6.
2. Civil Engineering Reference Manual, Ninth Edition, 2003
3. International Building Code

#### **Water Quantity Demand Calculations**

The following chart illustrates the estimated sewer flow:

Number of employees (est)	Sewer per unit (gpd)	Total Sewer Flow (gpd)
100	15	1,500

It is understood that wastewater flow is generally less than water consumption, typically about 85% of water consumption. Therefore, the estimated water demand is approximately 115% of the estimated sewer flow.

**Estimated Daily Water Demand = 1,725 gpd**

Based on the estimated water consumption of 1,725 gallons per day, we will calculate the maximum daily flow and maximum peak hourly flow on the following formulas:

Max Daily Flow = Average Daily Flow x Max Daily Multiplier

Max Daily Flow = 1,725 gpd x 1.50

**Max Daily Flow = 2,588 gpd = 108 gph**

Max Peak Hourly Flow = Average Daily Flow x Max Peak Hourly Flow Multiplier

Max Peak Hourly Flow = 1,725 gpd x 2.5

**Max Peak Hourly Flow = 4,313 gpd = 180 gph = 0.007 cfs**

## 5.0 SEWAGE DISPOSAL

The Town of Middletown provides public sewer disposal along Coddington Highway. An existing sewer stub is present in the vicinity of the existing curb cut. The applicant proposes to connect to this stub. All sewer work will be performed in accordance with the Town of Middletown Public Works standards.

## 6.0 STORMWATER

Stormwater control for this development will be provided by two subsurface sand filters and one subsurface detention system. Stormwater will be conveyed to these devices via surface inlets and HDPE piping. The existing town drain lines which cross the property will not be impacted; however, the 36" drain line will be directly connected to the 48" drain line with a new pipe and drain structure, thereby eliminating the small drain pond. Pretreatment for the stormwater devices shall be provided by hydrodynamic separators. Only a small portion of the site will drain via surface flow towards Coddington Highway.

The proposed drainage system will be designed to maintain or reduce the peak runoff rate to both the DOT right of way and the town stormwater system to equal or less than that of the existing conditions during the Type III, 24-hour 1, 2, 10, 25 and 100-year storm events. The proposed drainage system has also been designed to provide water quality treatment in conformance with current RIDEM standards. For the stormwater component to the RIDOT stormwater system, volume of runoff will also be controlled as required.

## 7.0 ELECTRIC SERVICE

RI Energy provides overhead electrical services along Coddington Highway. The project proposes to tie into the overhead service and run underground conduit to the proposed structure. RI Energy is expected to have the capacity and willingness to service the project; however, they have not yet reviewed the proposed connection. All construction and design will be in accordance with the RI Energy Rules and Regulations.

## **8.0 GAS SERVICE**

A connection to a RI energy gas main may be proposed if available. If service is available along Coddington Highway, RI Energy is expected to have the capacity and willingness to service the project; however, they have not yet reviewed any proposed connections. All construction and design will be in accordance with the RI Energy Rules and Regulations.

## **9.0 POLICE**

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

## **10.0 FIRE PROTECTION**

Fire protection shall be provided by the Middletown Fire Department. Two municipal fire hydrants are located on the adjacent RIPTA property within 50 feet of the site.

## **11.0 SCHOOLS**

As no new residential units are proposed, the project is not anticipated to have any effect on the public 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.

## **13.0 PHYSICAL AND ECOLOGICAL CHARACTERISTICS**

### **13.1 Surrounding Lands**

Surrounding land use consists primarily of large-scale commercial uses and high-density residential properties. Across the state highway lies Naval Station Newport.

### **13.2 Wetlands**

There are no wetlands or other features protected by the state on the subject property.

### **13.3 Flood Plain & Soils**

According to the Flood Insurance Rate Mapping for the Town of Middletown the site is located in Zone X (minimal flooding for the 100-year flood) and Zone X (0.2% annual chance flood hazard).

The soil types on site are mapped as UD (Udorthents) by the USDA Natural Resource Conservation Service. On site soil evaluation and visual field inspection reveals that the soils on site are primarily highly compacted gravel fills and debris. No natural soils were observed. Groundwater monitoring performed in early 2024 revealed a high groundwater table with minimal infiltration capacity.

### **13.4 Vegetation**

There is no significant vegetation on the property aside from unmaintained field grasses and perimeter vegetation.

### **13.5 Wildlife Habitat**

Since the site is surrounded by developed urban areas, the subject property is not considered 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 is expected to substantially improve the environmental conditions of the site with sediment collection measures, a reduction in peak run-off, and an increase in water quality of the site stormwater discharge.

## **14.0 CHARACTER OF THE COMMUNITY**

### **14.1 Scenic**

An evaluation of the site surroundings reveals that the site is located in an area appropriate for the proposed use. The proposed use is similar in scope to the existing use and will complement local need for tradesman spaces. The property and its direct surroundings have the scenic value one might expect from light industry and high density residential in an urban environment. The proposed use is not expected to detract from this value as the existing property provides minimal value in its current state. The proposed use will be of substantially higher scenic value.

#### **14.2 Archaeological Conditions**

There are no special or unique archaeological conditions known to exist on the site as it is located centrally in town and has been the subject of ongoing earthwork for over 40 years. 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 tradesman buildings is reasonable in relation to the size of the property. Allowable lot coverage within the LI zone is 35% while the proposed building represents only 34% of the land area.

#### **14.4 Placement**

The placement of the proposed structures shall meet all dimensional setback requirements of the LI zone. More than 100 feet of separation is provided to the nearest residential structures. Screening and general appearance were considered during development so as to have the minimal impact to neighbors, while still maintaining visibility from Coddington Highway.

#### **14.5 Lighting**

All proposed lighting shall be consistent with Article 27B and shall be dark sky compliant.

#### **14.6 Abutting Properties and Property Value**

This development is not expected to have detrimental effects on abutting property values as the existing use already presents such a negative effect.

#### **15.0 CONCLUSION**

It is the opinion of NE&C 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, centrally located, tradesman facility, which will be an asset to the business owners of the town.