
Development Impact Statement

“Wyndham Newport Hotel Phase 2”
(Formerly Seaview Inn / Cambria Suites)

Assessor’s Map 115, Lot 54
240 Aquidneck Avenue
Middletown, RI

Prepared For

Seaview Inn LLC
240 Aquidneck Avenue
Middletown, RI 02842

July 8, 2024

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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 existing Site is home to a hotel and conference center development. Originally planned as a single phase, but later evolved into a two-phase project, both phases of the development were permitted through RIDEM wetlands under file number 14-0053 in August of 2014. The project as a whole received final approval from the town in November of 2014. Phase I construction of the project included a single large hotel and conference center structure, the entirety of the phase I and II infrastructure, and the majority of the parking. This portion of the facility was in place by 2015. The Phase I buildout was subsequently modified in 2016 and again in 2018 under file no RIDEM file no. 2018-07-02 (with additional approvals from the town). The RIDEM permit then expired without either of the Phase II structures or the final parking lot being constructed. The stormwater infrastructure to manage Phase II runoff, as well as the utility infrastructure for the two unbuilt buildings, was in place.

In addition to the 42,000 +/- square foot hotel and convention center, Phase I included several surrounding paved parking lots, a solar field, and a large pervious paver overflow parking lot. Stormwater management devices for both phases consisted of a large sand filter along the Valley Road frontage, and a large subsurface water quality and detention system located under the pervious paver overflow parking. The remainder of the Phase I and Phase 2 disturbed area has been maintained as lawns or vegetative space.

1.2 Zoning

The existing subject property is primarily zoned Office Park, Traffic Sensitive (OPA), with a portion of the property adjacent to John Clarke Road zoned as standard OP. This district was established to provide a park-like setting for office uses, certain industrial uses, and miscellaneous compatible uses. Within the OP District, a hotel is designated as a special use.

The adjacent property located to the north of the Site is zoned Office Business (Traffic Sensitive) (OBA) while properties across adjacent roadways are zoned OP, Traffic Sensitive Public (PA) and High Density Residential (R-10).

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 Management, Design, and Installation Rules (250-RICR-150-10-8).
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 (Revised 2014, Updated 2016).

2.0 SITE IMPROVEMENTS

The owner intends to construct a reduced scale Phase II compared to the originally permitted project. Instead of two structures totaling 24,900 square feet, the owner proposes a single 12,000 square foot structure housing 72 hotel units. This structure is to be located roughly where one of the original Phase II buildings was proposed, adjacent to the sand filter. This building will be served by utility infrastructure installed during Phase I construction. In place of the Phase II 8,500 square foot paved parking lot, the owner has proposed a 16,000 square foot pervious paver parking lot. This paver parking lot is to be located where the second Phase II structure had been proposed. In order for this parking lot to be level with the existing parking loop, a ten-foot-tall retaining wall will be required. Several of the existing drain and sewer structures will need to be revised to meet the proposed elevation of this paver parking lot. The adjacent grassed areas will be graded to divert surface runoff from entering the paver parking lot. A concrete sidewalk will run alongside the paver parking lot and the proposed Phase II building.

In order to accommodate the proposed footprint of the Phase II building, the sand filter constructed during Phase I will need to be modified. This modification will be completed without the need to disturb the existing sand media or the underlying impervious membrane. While this modification will reduce the overall footprint of the sand filter, the overall impact to the final approved runoff conditions is minimal. This is due to the reduced total impervious area when compared to the previously approved Phase II conditions and the additional stormwater storage provided in the pervious paver deep stone reservoir.

In addition to the Phase II buildout proposed above, the owner also intends to revise and expand the existing pervious pavement overflow parking. The proposed configuration will increase the capacity and bring the parking lot into dimensional conformance with town standards. The owner also intends to construct an outdoor pavilion with retractable sun shade in the area of an existing concrete patio adjacent to the Phase I hotel. The existing roofless pavilion located in the grass will be relocated, and pervious paver access paths will be added. Finally, the owner intends to expand the existing paved parking along the main entrance by adding additional paved spaces and overflow paver spaces.

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

- The front, side and rear yards shall be unoccupied and unobstructed by buildings or structures
- No accessory structures are proposed within ten (10) feet of a proposed property line
- All proposed structures shall not exceed the District Dimensional Regulations.
- Any fencing shall not exceed 6 feet in height
- There will be no storage or parking of major recreation equipment, mobile homes or unserviceable vehicles

- Stormwater management shall be provided in accordance with Section 715 of the Middletown Zoning Ordinance. All stormwater best management practices shall be installed prior to construction of the building or parking areas.
- All yard requirements shall comply with Section 716 of the Middletown Zoning Ordinance.
- There will be no farm activity on the project site.
- The property meets the increased frontage requirement of Section 720 of the Middletown Zoning Ordinance.
- Any landscaping shall conform to Section 723 of the Middletown Zoning Ordinance.

3.0 TRAFFIC CONDITIONS AND ANALYSIS

The originally approved Phase II buildings included a total of 57 hotel units. The revised Phase II building shall include 64 units. This will account for a small increase in traffic over the originally approved plan and will require a slight increase in parking capacity.

3.1 Proposed Development Traffic Conditions

The existing 24-foot-wide vehicle access points will remain on John Clarke Road. There are no new proposed access points proposed. The new structure will be accessible from the existing parking lot and from a proposed paver parking lot. Sidewalks will be provided along the parking areas and along the accessible sides of the structure.

3.2 Parking (Middletown Zoning Ordinance Article 13)

The proposed development meets or exceeds the parking requirements of Middletown. The Phase I portion of the project required 146 spaces under the ordinance in place at the time of permitting. Phase II requires 68 spaces under the current ordinance (4 plus 1 per unit). A total parking capacity of 214 spaces is therefore required. Under the proposed development plan, there shall be a total of 303 paved and pervious paver parking spaces. No loading zones are required for this development per Section 1305 of the ordinance.

4.0 WATER SUPPLY - DOMESTIC

The project will be served by municipal water (Newport Water). The services stubs for the proposed building were installed during the construction of Phase I. The Newport Department of Utilities has provided a letter indicating service availability.

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 hotel structure. 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 Units	Sewer (gpd)	Total Sewer Flow (gpd)
72	100	7,200

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 = 8,280 gpd

Based on the estimated water consumption of 8,280 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 = 8,280 gpd x 1.50

Max Daily Flow = 12,420 gpd = 518 gph

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

Max Peak Hourly Flow = 8,280 gpd x 2.5

Max Peak Hourly Flow = 20,700 gpd = 863 gph = 0.0320 cfs

5.0 SEWAGE DISPOSAL

The Town of Middletown provides public sewer disposal along Valley Road Avenue. The proposed structure is intended to connect to an existing 6-inch sewer service stub installed during the Phase I construction. All sewer work will be performed in accordance with the Town of Middletown Public Works standards.

6.0 STORMWATER

Stormwater management for Phase II of the development will be provided by infrastructure installed during the Phase I construction. This includes a large sand filter that runs the length of the Valley Road frontage and a large subsurface infiltration and detention system located under the existing pervious paver parking lot. While the existing sand filter is proposed to be reduced in size to accommodate the proposed structure, the overall site runoff will be managed through the reduced impervious Phase II surfaces and pervious paver parking areas.

The proposed drainage system has been designed to maintain or reduce the peak runoff rate to Valley Road and the adjacent freshwater wetlands to equal or less than that of the permitted Phase II conditions during the Type III, 24-hour design storms for the 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 recommendations.

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

7.0 ELECTRIC SERVICE

RI Energy provides overhead electrical services along Valley Road, John Clarke Road, and Aquidneck Avenue. Phase II of the project shall connect to the infrastructure installed during Phase I. All proposed conduit shall be installed underground. 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

The Phase II structure shall connect to the infrastructure installed during the Phase I construction. 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.

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. A fire hydrant is located on the property which was constructed during Phase I of the project. This hydrant is located approximately 200 feet from the proposed structure. A second hydrant is located on Valley Road approximately 150 feet from the proposed structure. The parking lot access shall be approved by the Fire Department; however, it is unchanged from the approved Phase I conditions.

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 within the office park includes larger scale professional office buildings. Directly to the north along Valley Road, lies the YMCA recreational structure. To the east and across Aquidneck Avenue, lies a public school. To the south, on the far side of the freshwater wetland and Aquidneck Avenue, lies a dense residential neighborhood. To the west of the property across Valley Road, lies open space parcels and Easton's Pond North, a municipal drinking water supply.

13.2 Wetlands and Natural Resources

An unnamed stream (WBID: RI0007035R-05) runs through the south side of the property from a culvert under John Clarke Road to a culvert running under Valley Road and towards Easton Pond. This stream was last flagged in 2013. A 200-foot riverbank wetland area would typically be associated with this stream; however, a substantial portion of this space is currently, and has historically been, occupied by improvements. A vegetation line along the edge of these improvements has been established. This 200-foot region is included within the Town of Middletown Watershed Protection District Zone 1. The ultimate receiving waterbody for the property is North Easton Pond (Green End Pond) (WBID: RI0007035L-03). This waterway has been assessed with a TMDL for Chlorophyll-A, Total Phosphorous, and Total Organic Carbon.

13.3 Flood Plain & Soils

According to the Flood Insurance Rate Mapping for the Town of Middletown the site is located in Zone X. Zone X is within the area of minimal flooding for the 100-year flood.

The soil types on site are mapped as PmB (Pittstown silt loam) and Se (Stissing Loams) by the USDA Natural Resource Conservation Service. The Pittstown loams are type C hydrologic soils common to Aquidneck Island while the Stissing soils are type D. Class IV soil evaluations performed in the areas of development confirmed these soils classifications.

13.4 Vegetation

There is significant vegetation in the area of the stream and associated freshwater wetlands. Vegetation and brush are also present within the DOT swale along Valley Road; however, this does not significantly extend into the property.

13.5 Wildlife Habitat

The area of the Phase II development is, and has historically been, an area of maintained grasses. The area of work 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 reduced Phase II development will 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. This project was reviewed and approved by RIDEM under file no. 22-0499 in July of 2023.

14.0 CHARACTER OF THE COMMUNITY

14.1 Scenic

An evaluation of the site surroundings, and the property's current use, reveals that the project is located in an area appropriate for an expanded hotel use. As this property was previously approved for such a use, it is reasonable to suggest that it might also be suitable for an equivalent but smaller scale use. The expanded hotel use will be designed to enhance the frontage along Valley Road with architecture consistent with the existing structure and the town standards.

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. 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 hotel is reasonable in relation to the size of the property. Allowable lot coverage within the OPA zone is 35% while the total buildout for both phases represents less than 13% of the developable land area (as defined by the town zoning ordinance). The phase II structure shall be smaller than the originally proposed phase II structures and shall adhere to the maximum height requirements of the ordinance.

14.4 Placement

The placement of the proposed structure shall meet all setback requirements of Middletown. More than 700 feet of separation is provided to the nearest residentially zoned property.

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 will have no detrimental effects on abutting property values since abutting properties are of the same or similar type of land use. The proposed development is proposed sufficiently far from abutting residential uses to anticipate that there will be no negative impacts to these property values.

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 expand desirable, centrally located, and popular tourist accommodations will be an asset to the town.