

CORPORATE BUILD-OUT ANALYSIS

Middletown, Rhode Island



December 2005

Middletown Corporate Buildout Analysis

December 2005

Submitted to:



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*This project was supported by
the Town of Middletown and the Middletown Economic Development Advisory Committee
with funding provided by the Newport County Chamber of Commerce,
Rhode Island Economic Development Corporation and the Town of Middletown*

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EXECUTIVE SUMMARY

The Town of Middletown historically has served as Aquidneck Island's corporate office center. In an effort to support this distinction, to attract and retain office and light industrial development, and to assure a diversified tax base, the Town has contracted with Pare Engineering Corp. and Ninigret Partners to prepare a corporate buildout analysis. This analysis addresses the Aquidneck Corporate Park, Newport Corporate Park, Enterprise Center, the proposed Omni Land Development Corporation's light-industrial subdivision, and three individual office/business parcels. The Newport County Chamber of Commerce, the Rhode Island Economic Development Corporation, and the Town of Middletown provided funding for this project, which was conducted for the Middletown Planning Department and the Middletown Economic Development Advisory Committee.

Existing Conditions

The Aquidneck Corporate Park is a 1970s-era industrial park converted to an office park. Buildings are now thirty or more years old. Eighteen parcels are developed with buildings ranging from one to three stories in height with a total gross floor area of 613,491 square feet. At least five of the buildings are owner-occupied. Many have extensive parking lots that exceed current zoning requirements. In September, 2005 Marketplace Properties reported that 128,300 square feet was available for lease in the Aquidneck Corporate Park.

Newport Corporate Park, constructed approximately twenty years ago, includes two buildings located near the entrance to the Naval Underwater Warfare Center (NUWC). These three-story buildings include 128,108 square feet, gross floor area. In September, 2005 Marketplace Properties reported that 12,553 square feet was available for lease. Current parking exceeds town requirements.

Enterprise Center, located adjacent to the Middletown Town Center, includes six parcels with four one-, two- and three-story buildings with a total of 200,819 square feet, gross floor area. Marketplace Properties reported that this office park was fully occupied in September 2005. One building is owner-occupied.

A total of 963,456 square feet of office space are available in the three office parks and three individual office/business parcels not associated with parks. The Omni Land Development Corporation's proposed light-industrial subdivision plan includes one currently developed light-industrial parcel with a total of 30,100 square feet, gross floor area. Several parcels at the north end of Newport State Airport currently zoned for Light Industry have not been addressed in the buildout analysis since they are fully occupied and use is not representative of high tech and defense related businesses.



Market Analysis

A market analysis indicates that the demand for defense-related office and industrial space in Middletown is not robust. The defense industry will not be the driving force in demand for additional office space. The NUWC defense-related workforce is declining in numbers and is expected to continue to decline with cuts in federal funding. Anticipated BRAC gains are not likely to generate substantial demand in new office space on Aquidneck Island. The current trend is towards technical research and engineering firms – not necessarily a change in number of people, but in the type of work performed.

Over the next three years the most demand projected is for approximately 61,000 square feet of additional space based on the economic sector model. If present trends continue, perhaps as much as 180,000 square feet of space may be required. Existing capacity on the Island appears able to absorb this demand for the foreseeable future. Office parks will continue to attract regional professional service organizations such as lawyers and certified public accountants with accessible parking. Based on growth forecasts for Aquidneck Island, any major office or light-industrial development in Middletown would likely be a “build-to-suit” situation.

Buildout Analysis

The buildout analysis was conducted through an assessment of existing conditions for all inventoried parcels, current and proposed Middletown Zoning Regulations, and proposed *Town-Wide Design Guidelines*. Aerial photographs were utilized to capture the approximate number of parking spaces provided at each building. Required setbacks, perimeter buffers to adjacent residential areas, landscaping requirements and minimum parking lot design standards were balanced with existing footprints, parking and available developable area yielding the maximum buildout that could be realized. Additions and/or infill construction of a second free-standing building on the existing lot were considered. Additions above existing buildings were not considered due to potential structural limitations and construction disruption. A similar process was applied to determine maximum buildout potential for vacant parcels. Alternative development scenarios were prepared using current lot configuration and combination with adjacent vacant parcels to yield a maximum footprint.

Based on this protocol, between 1.4 and 1.5 million additional square feet of office and light industrial use may be developed in Middletown, as outlined in Table ES-1. This includes construction of new buildings on vacant parcels and infill development with construction of additions or separate buildings on currently developed parcels.



**Table ES-1
Middletown Corporate Buildout Summary,
Existing and Potential New and Infill Construction**

Location	Zoning	Existing Gross Floor Area	Potential Gross Floor Area	
			New Construction Scenarios (1)	Infill Development (2)
Aquidneck Corporate Park	Office Park	613,491 square feet (sf)	(3)	759,000 sf
Newport Corporate Center	Office Business	128,108 sf	25,000 to 100,000 sf building (former Vanicek property)	102,000 sf
Enterprise Center	Office Business	200,819 sf	Two 50,000 sf buildings or one 100,000 to 120,000 sf building	130,500 sf
Other Office/ Business Parcels	Office Business	21,038 sf	Not applicable	27,000 sf
Subtotal	Office	963,456 sf	125,000 to 220,000 sf	1,018,500 sf
Omni Development	Light Industrial	30,100 sf	244,000 sf	Not applicable
Total	Office and Light Industrial	993,556 square feet	369,000 to 464,000 square feet	1,019,500 square feet

- (1) Assumes likely development and not maximum allowed by zoning.
(2) Assumes maximum buildout according to current zoning and town-wide commercial design guidelines proposed for implementation in early 2006.
(3) The owner of property at 55 John Clark Road has indicated intent to subdivide the property and construct a hotel. As of December 12, 2005, no further information was available from the Middletown Planning Department.

Recommendations

Recommendations are presented to assure low vacancy rates and the ability to respond to potential demand for renovation/expansion within existing corporate office buildings. Permitting for new construction should be as attractive as possible to capitalize on Middletown's existing features and strategically position the town to respond to the demand for office and light-industrial development. The Town of Middletown should focus on providing amenities to retain existing businesses, as well as to continue to attract new businesses. Many recommendations focus on reducing or minimizing the impact of traffic on local roadways. Recommendations include the following:

- Implement recommendations from previous studies
- Coordinate an island-wide provision of high-technology services including Internet 2 high speed connection
- Review zoning designations to allow for mixed-use development within Office Park, Office Business, and Light Industrial zoning



- Develop a master plan for improved circulation and roadway connections from existing parks to adjacent development to minimize curb cuts and to provide alternative egress.
- Develop an implementation plan and marketing plan the Town can utilize to facilitate recommendations of this and previous studies

Conclusion

A market analysis indicates that the demand for defense-related office and industrial space in Middletown is not robust given current and projected military forecasts. The potential to meet projected corporate office and light industrial demand far exceeds potential buildout in Middletown. The future ability of Middletown to maintain its reputation as the corporate office center of the Island should therefore focus on the following:

- Full utilization of current office and light industrial space through continued upgrade of existing parks,
- Limited infill development, new construction, and future redevelopment to meet organic growth with streamlined permitting, and
- Emphasis on employee/workforce lifestyle and quality of life issues.



Section 1: Assessment of Existing Conditions

Introduction

In an effort to bolster non-residential property tax revenues, the Town of Middletown is actively pursuing defense-related and other office development as an attractive alternative to commercial/retail use. Most corporate offices are located in three offices parks:

- Aquidneck Corporate Park, Middletown's oldest office park, located off Valley Road
- Enterprise Center, located in the new Middletown Town Center
- Newport Corporate Park, located off the Gate 17 Access Road at Naval Station Newport/Naval Undersea Warfare Center (NUWC)



Entrance to Aquidneck Corporate Park

Plans for the Omni Development, proposed on West Main Road, include several parcels zoned for future Light-Industrial development. Although property at the north end of Newport State Airport along Oliphant Lane is developed with light industry, this area is generally built out with local service businesses that do not reflect defense-related or high-technology development. The Oliphant Lane properties have not been considered as part of this corporate buildout analysis.

The primary objective of this corporate buildout analysis is to strategically position the Town of Middletown to attract and retain office development by assuring that office and light-industrial space has a low vacancy rate and that permitting for new construction is as expedient as possible. Office and Light-Industrial expansion must protect the quality of life and character of Middletown.

Background

In an effort to keep the Town of Middletown competitive with newer facilities on Aquidneck Island, and the state/region as a whole, the Town of Middletown has contracted with Pare Engineering Corporation and Ninigret Partners to prepare this *Corporate Buildout Analysis*. This study analyzes the expansion potential of Middletown's corporate parks, and the demand for high-tech and related office and light industrial development. Although it is important to diversify the tax base from residential land use, the town recognizes that office and light industrial development must not jeopardize the quality of life for abutters and other town residents.



Funded through a state grant from the Newport County Chamber of Commerce, the *Aquidneck Corporate Park Improvement Plan* focused on the overall image of the Aquidneck Corporate Park, addressing the park's appearance and landscaping, ways of attracting new tenants and retaining existing ones, and developing a budget to pay for recommended improvements.

The *Middletown Corporate Buildout Analysis* builds upon the *Aquidneck Corporate Park Improvement Plan*, and includes recommendations to reduce property constraints, amend zoning, and improve infrastructure. Implementation measures and potential funding sources are outlined for full utilization of Middletown's corporate/office/light-industrial parcels.

Based on the results of the economic market trends analysis completed as part of the *West Side Master Plan* and the prior *Southeastern New England Defense Alliance (SNEDA) Impact Statement*, space/location needs for military-related defense contractors are approximately 175,000 square feet over the mid- to long-term. Proximity to NUWC, an asset for defense-related industry, could essentially be met by any community on Aquidneck Island. Both Newport, with proposed redevelopment of the Navy Hospital and North End, and Portsmouth, with proposed corporate park expansion at the Raytheon campus, compete with Middletown for new defense-related development.

Zoning

Middletown's Zoning Ordinance and Land Development Regulations guide site development for the four office and light-industrial parks. Zoning regulations for Office/Business (OB), Light-Industrial (L/I), and Office Park (OP) are generally similar as indicated in Table 1-1. Office Park (OP) zoning provides a park-like setting for office use, certain industrial uses, and other compatible uses. Office/Business zoning provides for planned office parks, light industrial and research centers, and professional office buildings. Light-Industrial zoning provides for light industry and non-manufacturing businesses, heavy commercial uses, automotive and mechanical services, and outdoor storage uses.

Light-Industrial and Office Park zoning maximizes development of the lot while Office/Business encourages setback of lower profile buildings with parking to the front. All require a 40,000-square foot minimum lot area, 150-foot minimum frontage, and 25 percent maximum lot coverage, as indicated in Table 1-1. Maximum building height is 35 feet for Office/Business and 40 feet for Light-Industrial and Office Park. Height restrictions constrain portions of the Enterprise Center to 35 feet due to its location along the Runway 4/22 approach at Newport State Airport. Front and rear setbacks are 50 feet for Office/Business and 40 feet for Light-Industrial (rear setback is 50 feet where Light Industrial abuts Residential zones) and Office Park. Parking requirements are 3 spaces per 1,000 square feet of gross leasable floor area for Office/Business and 1 space for every 2 employees (on the largest shift) for Light Industrial. Impermeable surface allowances range from 10 percent of the lot under Light-Industrial zoning to 15 percent of the lot under Office/Business zoning.



**Table 1-1
Middletown Zoning Dimensional Regulations**

	Width/ Frontage (ft.)	Setbacks			Max. Height (ft.)	% Lot Coverage	Parking Requirement	Parking Setback (ft.)
		Front (ft.)	Side (ft.)	Rear (ft.)				
Office Park (OP) Aquidneck Office Park	150	40	35	40	40	25%	3 spaces per 1,000 sq. ft. GFA	10
Office/Business (OB, OBA)(1) Newport Corporate Center, Enterprise Center	150	50	35	50	35	25%	3 spaces per 1,000 sq. ft. GFA	10
Light-Industrial (LI) Omni Development	150 (2)	40	35	40 (3)	40	25%	1 space per 2 employees	10

Source: Middletown Zoning Ordinance.

Notes:

(1) OBA – Traffic Sensitive Office/Business Zone.

(2) LI-A frontage is 300 feet.

(3) Where LI abuts residential zone: rear setback is 50 feet.

Permitted Uses

Permitted uses vary depending on the zone. Based on the Town of Middletown’s Zoning Ordinance, office use is permitted in an OP or OB zone. The manufacture of professional, scientific and controlling instruments, as well as the manufacture of engineering, computers, scientific and research instruments, small motors and associated equipment are permitted in the LI zone. The same uses are also permitted in the OB zone with a special use permit.

Traffic Sensitive Districts

Special regulations regarding lot width/frontage apply to Traffic Sensitive Districts. These districts, designated by the letter ‘A’, are designed to provide for adequate and safe access onto major thoroughfares within the Town. Most of the Enterprise Center is located within a Traffic Sensitive Zone, ‘OBA.’ Traffic Sensitive Districts are established for the following purposes:

- To facilitate the movement of traffic along major roads in Middletown in a safe and orderly manner
- To reduce the number and increase the spacing of driveways which may disrupt traffic flow
- To reduce infringement on the rights of the public to travel roadways in a safe manner, while at the same time providing for adequate access to properties
- To protect the public safety along major thoroughfares in the Town where accidents have frequently happened

In any Traffic Sensitive District, the minimum lot width/frontage per lot specified in Section 603 of the Middletown Zoning Ordinance shall be 300 feet. The



frontage/lot width requirements of Section 721 are applicable only to lots having frontage on the following streets:

- East Main Road (Route 138)
- West Main Road (Route 114)
- Valley Road (Route 214)
- Aquidneck Avenue (Route 138A)

Airport Approach Plan for Newport State Airport

In any district, the height of any structure or growing thing, erected or permitted to grow in the vicinity of the Newport State Airport, shall not exceed the height of 35 feet. Enterprise Center building heights are limited to this 35 feet maximum height regulation by its location within the approach to Runway 4/22 at Newport State Airport.

Town Center Overlay District

The intent of the Town Center Overlay District is to establish and maintain a zoning district of mixed uses characterized by architectural and design standards consistent with traditional New England town centers. Regulations include:

- Wide sidewalks
- Small-scale, pedestrian-friendly stores
- Storefront windows
- Walkways, bicycle paths, and streets with angled on-street parking
- Off-street parking dispersed into small, landscaped lots located to the rear of buildings
- Trees, foliage and grassy areas interspersed among buildings

The Town Center Overlay District is located in the commercial center of the Town near the intersection of West Main Road and East Main Road, and the intersection of East Main Road and Valley Road. The district consists of seven Development Parcels, an Open Space Parcel, and a Peripheral Area identified on the Town of Middletown Official Zoning Map.

The Enterprise Center is located within the Peripheral Area of the Town Center Overlay District. Several 'Other' parcels zoned OB, OBA are also located within the Town Center Overlay District.

West Side Master Plan

The *West Side Master Plan* presents performance standards for property west of West Main Road including site planning for the Newport Corporate Park and adjacent agricultural-use property that could be developed under a mixed-use development plan.



Proposed Design Guidelines

Recently proposed Town-wide Commercial Design Standards target building design and architecture, signage, landscaping, off-street parking, and storm-water runoff / erosion control / pollution. Proposed amendments to the Zoning Ordinance and Subdivision Regulations will enable commercial expansion while preserving the image / character of the town. These amendments have been approved by the Middletown Planning Department and will be going to Town Council for hearing in early 2006.



Signage within Enterprise Center

Trip Generation

Trip-generation rates were obtained from the Institute of Traffic Engineers (ITE) *Trip Generation* manual (*Trip Generation*, 5th Edition, Institute of Traffic Engineers, 1991).

The amount of traffic generated by a development is specific to the number of trips that development will produce. A trip is defined as “a single or one-direction vehicle movement with either the origin or the destination (exiting or entering) inside the study area.” Trip-generation rates are determined based on the type of land use and the intensity of the development.

Based on the *Trip Generation* manual, the average trip-generation rate of 1.49/1,000 square feet was selected for office/light industrial development during the worst-case condition (PM Peak Hour), representing the effect when employees leave a facility at the end of the workday.

Wastewater Generation

The amount of wastewater generated is generally based on a per capita flow basis. According to the Rhode Island Department of Environmental Management (RIDEM), an estimated 20 gallons of wastewater are generated per employee per day (GPD) in the Office/Light-Industrial Sectors. In estimating the number of people a business employs, the total usable space square footage is divided by an estimate of 200 square feet/employee. The number of employees is then multiplied by the per capita flow.

The Town of Middletown currently exceeds its allocation for wastewater treatment at the Newport treatment plant. Although inflow/infiltration studies have been conducted to reduce municipal wastewater flow, it is not likely that significant additional wastewater processing could be generated in town without resolution of inflow/infiltration issues or the town paying a premium for treatment above the established allocation.



Aquidneck Corporate Park

Originally constructed in 1970 as an industrial park, the Aquidneck Corporate Park has many of the features of a modern office park: open landscaped areas surrounding buildings, lot subdivision, and organized internal circulation.

Access to the office park is on Valley Road along Green End Pond, with a secondary access point on Aquidneck Avenue. The terrain of the Aquidneck Corporate Park slopes from a high elevation on its eastern boundary, down to a low elevation on the western boundary (along Green End Pond). The park's naturally hilly topography allows most of the buildings to be fully visible from both outside and inside the park. The sloping topography also provides several of the buildings with unobstructed views of Green End Pond, as well as the park's adjoining land.

The majority of businesses have well-maintained landscaping and pedestrian networks within each lot. Employee amenities include outdoor picnic areas at most of the businesses. A central location on Johnnycake Hill Road provides for Federal Express/UPS package drop-off with several postal mailboxes.

Circulation within each parcel is well organized, with most businesses having multiple access points from the roadway network of the park. Most have circular drives at identifiable main entrances, visitor parking, and an abundance of employee parking. Several businesses offer pedestrian and vehicle connections between individual parking areas to facilitate both foot and automobile traffic flow.

Signage exists to direct people throughout the park. The lack of a unified signage program inside the park is distracting both visually and directionally. The absence of sidewalks within the office park (sidewalks along Valley Road terminate at the entrance to the park) inhibits a sense of pedestrian connectivity. In addition, the absence of sidewalks on Aquidneck Avenue creates an unsafe environment for connectivity to the surrounding residential areas.

The park is visually screened by a wide vegetative buffer along the eastern section of the park (separating the Ocean View Drive residential area) and along Aquidneck Avenue. A fifty-foot Right of Way (ROW) currently exists from the eastern terminus of Johnnycake Hill Road to the Polo Center on Aquidneck Avenue. Minimally, a pedestrian connection to the Polo Center could provide access to the following service-related businesses on Aquidneck Avenue:



Polo Center on Aquidneck Avenue



- Ming Moon Chinese Restaurant
- Polo Cleaners
- RI Blood Center
- Cardiovascular Association of RI
- R. Carrellas, M.D.
- Family Medcenter
- Arnold Art Center
- Aquidneck Island Insurance
- A Shade Above
- Webster Bank

Based on the Town of Middletown's online Tax Assessor database, the Aquidneck Corporate Park consists of 19 parcels, 18 of which are currently developed, identified in Figure 1-1. Of the developed parcels, there is approximately 613,491 square feet gross floor area (GFA) existing within the Aquidneck Corporate Park. Table 1-2 summarizes existing conditions. The remaining, undeveloped parcel (AP 115/Lot 51) on John Clarke Road is owned by the Town of Middletown. This 1.15-acre parcel is adjacent to the YMCA entrance off John Clarke Road, and is currently utilized as the 'Dr. John Clarke Memorial Park.'

Five parcels (three vacant and two developed) adjacent to the Aquidneck Corporate Park on Valley Road and Aquidneck Avenue are owned by the John Clarke Assign's of YMCA and one vacant parcel on Valley Road is owned by the City of Newport Water Department. Although these parcels are not 'officially' part of the Aquidneck Office Park – zoned OP, they are considered a natural extension of the park – zoned OBA and OB. These parcels have not been included in the corporate buildout analysis.



Parcel Description

The following information is based on an August 26, 2005 windshield survey and leasable property data from Marketplace Properties obtained September 7, 2005:

Advertised office space for lease within the Aquidneck Corporate Park

116 Johnnycake Hill Road (Assessors Plan 114/Lot 600) – Situated on a 4.6-acre parcel, this two-story 28,826-square foot (GFA) building owned by ABCD Realty Co., is occupied by a single high-tech tenant. According to Marketplace Properties, 10,000 square feet of space is available for lease. Tenant includes a high-tech firm:

- McLaughlin Research Corporation

One access drive to the site is located from a cul de sac at the terminus of Johnnycake Hill Road. The brick façade, landscaped areas, and parking to the side and rear of the lot contribute to the curb appeal of this parcel. An outdoor picnic area for employees also exists on-site. The parking area currently exceeds spaces required under current zoning by approximately 30.





AQUIDNECK CORPORATE PARK

MIDDLETOWN, RHODE ISLAND

References:

1. Orthophoto #3816/#3818, RIGIS, 1997.
2. Middletown Assessor's Map #114, #115.

Figure 1-1



PARE ENGINEERING CORPORATION
 8 BLACKSTONE VALLEY PLACE
 LINCOLN, RI 02865
 401 - 334 - 4100

SCALE: 1"=400'
 DECEMBER 2005



**Table 1-2
Aquidneck Corporate Park: Existing Conditions**

Location	Zoning	Parcel Size (Acres)	No. of Stories	Building Footprint (sq.ft.)	Year Built	Gross Floor Area (sq.ft.)	Paved Surface (sq.ft.)	Approx. Parking Spaces (1)	Required Parking	Owner Occupied	Number of Tenants	Apparent Vacancies (sq.ft.)(2)
116 Johnnycake Hill Rd.	OP	4.6	2	12,200	1988	28,826	38,000	120	90	No	1	10,000
72 Johnnycake Hill Rd.	OP	3.05	1	17,152	1978	19,755	14,000	40	58	Yes	1	No
62 Johnnycake Hill Rd.	OP	2.18	1	23,840	1980	23,825	50,000	100	72	No	1	No
23 Johnnycake Hill Rd.	OP	4.82	2	20,960	1978	34,803	73,000	150	104	No	1	12,000
55 John Clarke Rd.	OP	5.66	2	10,075	1981	19,342	N/A	84	58	No	1	No
97 John Clarke Rd.	OP	2.3	1	12,000	1984	11,890	24,000	70	36	Yes	2	No
127 John Clarke Rd.	OP	3.7	2	22,580	1988	44,031	50,000	159	132	No	3	22,000
John Clarke Rd.	OP	1.15	N/A	N/A	N/A	vacant	N/A	N/A	N/A	N/A	N/A	N/A
85 Johnnycake Hill Rd.	OP	5.35	2	21,054	1982	35,882	20,000	77	112	No	1	No
55 Hammarlund Way	OP	5.44	3	22,670	1979	44,226	100,000	295	133	Yes	2	6,400
20 Silva Lane	OP	3.11	1	10,688	1979	10,688	20,000	82	32	No	1	4,000
88 Silva Lane	OP	9.8	2	68,613	1984	133,115	100,000	456	456	No	5	27,000
76 Hammarlund Way	OP	2.52	2	24,868	1982	48,356	44,000	226	135	No	5	28,900
60 Hammarlund Way	OP	3.34	1	19,340	1978	19,340	40,000	53	53	No	1	No
127 Johnnycake Hill Rd.	OP	4.71	1	11,848	1980	11,848	15,000	76	36	Yes	1	No
28 Jacome Way	OP	5.76	2	18,588	1978	45,890	70,000	138	138	No	2	13,000
344 Aquidneck Ave.	OP	5.35	1	11,244	1986	15,405	24,280	86	46	Yes	1	No
224 John Clarke Rd.	OP	5.35	1	7,340	1978	10,307	6,000	20	31	No	1	No
184 John Clarke Rd.	OP	5.15	1	52,785	1979	55,962	48,000	155	168	No	3	5,000
TOTAL		83.37		368,981		613,491	736,280	2,387	1,890		34	128,300

Source: visionappraisal.com, field inspection, and Marketplace Properties.

Notes:

(1) Approximate number of spaces based on aerial survey.

(2) Vacancies based on information obtained from Marketplace Properties as of September 7, 2005.

72 Johnnycake Hill Road (AP 114/Lot 601) – Situated on a 3.05-acre parcel, this one-story 19,755-square foot (GFA) owner-occupied building is fully utilized. Tenant:

- Avid Airline Products, Inc.

The entrance, landscaping, and parking to the side and rear of the lot contribute to the curb appeal of this parcel. A large mobile storage container and industrial material in the rear of the lot are evidence of a shortage of usable space. No



outdoor area for employees was observed. The parking area currently meets required spaces under current zoning.

62 Johnnycake Hill Road (AP 114/Lot 602) – Situated on a 2.18-acre parcel, this one-story 23,825-square foot (GFA) building owned by Landpoint LLC, is fully utilized with one high tech tenant:

- SEA Corporation

Two drives provide access to this parcel, one of the smaller lots in the park. The smooth concrete-faced façade is not in keeping with the dominant architectural feature of brick-faced buildings. This parcel includes an employee picnic area and parking to the side and rear of the lot. The parking lot currently exceeds spaces required under current zoning by approximately 28. This parcel is fully built out according to current zoning requirements.

23 Johnnycake Hill Road (AP 115/Lot 32) – Situated on a 4.82-acre parcel, this two-story 34,803-square foot (GFA) building owned by Manitou LLC, has one tenant. According to Marketplace Properties, 12,000 square feet of leasable space is available. Tenant:

- Hood Sailmakers Corporation

Three access drives to the site include one off Johnnycake Hill Road, and two from John Clarke Road. This parcel is a corner lot located at the gateway to the office park with views of Green End Pond, giving it excellent curb appeal. What appears to be temporary boat storage was observed in the parking area off John Clarke Road. An access road connects parking lots at 23 Johnnycake Hill Road and 55 John Clarke Road. The parking lot includes approximately 46 more spaces than are required under current zoning.

55 John Clarke Road (AP 115/Lot 33) – Situated on a 5.66-acre parcel, this two-story, 19,342-square foot (GFA) building owned by Northeast Engineers and Consultants.

Two access drives to the site are located off John Clarke Road, one of the larger parcels in the park. The use of two large mobile storage containers in the rear of the lot are evidence of a shortage of usable space. There is an excellent view of Green End Pond. Approximately 30 more parking spaces are provided than are required under current zoning. This parcel is adjacent to a 50-foot utility easement and includes a wetland area, designated as an area subject to storm flow critical to the stormwater drainage system of the Aquidneck Corporate Park. This wetland area is a constraint to full buildout potential as it reduces the available developable area of the parcel.

This parcel has recently been subdivided to incorporate a proposed hotel on-site.



97 John Clarke Road (AP 115/Lot 34) – Situated on a 2.3-acre parcel, this one-story 11,890-square foot (GFA) building owned by 97 John Clarke Road LLC, has two tenants leasing space, a certified public accountant and a law firm:

- Kahn, Litwin, Renza & Co., LTD
- Moore, Virgadamo & Lynch, LTD

The dark brick façade and view of Green End Pond contribute to the curb appeal of this parcel. Approximately 34 more parking spaces are provided than are required under current zoning. This parcel is adjacent to the 50-foot utility easement and wetland described above. This wetland area is a constraint to full buildout potential as it reduces the available developable area of the parcel.

127 John Clarke Road (AP 115/Lot 59) – Situated on a 3.7-acre parcel, this two-story 44,031-square foot (GFA) building owned by Middletown Park LLC, currently has three tenants. According to Marketplace Properties, 22,000 square feet of space is available for lease. Tenants are two high-tech and one service firm:

- BBN Systems and Technology
- Tuition Management Services, Inc.
- Kyran Research Associates, Inc.

Two access drives to this site are located off John Clarke Road. The smooth concrete and glass façade date this building architecturally. There is an excellent view of Green End Pond from this site. Approximately 27 more parking spaces are provided than are required under current zoning.

85 Johnycake Hill Road (AP 115/Lot 50) – Situated on a 5.35-acre parcel, this two-story 35,882-square foot (GFA) building owned by Kevin & Victoria Tarsagian, currently has one high-tech tenant:

- SEA Research Center

Access points to this site are provided on John Clarke Road and Johnycake Hill Road. A pedestrian connection from the building entrance to Johnycake Hill Road also exists. The dark brown, sheet metal/dark glass façade, well-landscaped entrance, and corner location give this parcel excellent curb appeal. Parking is to the rear of the lot with a picnic area for employees along Hammarlund Way. The parking area is approximately 35 spaces under what is required by current zoning.

55 Hammarlund Way (AP 115/Lot 43) – Situated on a 5.44-acre parcel, this 44,226-square foot (GFA) building owned by Tech Plaza 2, 3 and 4 LLC is the only three-story building within the park. According to Marketplace Properties, 6,400 square feet of leasable space is available. Tenants include high-tech and marine-trade businesses:

- Neptune Trading Group, Ltd.



- World Publications

An employee picnic area was observed. The 100,000-square foot-parking field includes approximately 162 more parking spaces than are required under current zoning.

20 Silva Lane (AP 115/Lot 40) – Situated on a 3.11-acre parcel, this one-story 10,688-square foot (GFA) building owned by Tabat Schaberg LLC, is currently leased by one tenant. According to Marketplace Properties, 4,400 square feet of space is available for lease. Tenant:

- Lang Naturals

The white, brick façade is not in keeping with the architecture of the park. An employee picnic area was observed, as well as a large storage container, which is evidence of a shortage of usable space. More than 50 additional parking spaces are provided than are required by zoning.

88 Silva Lane (AP 115/Lot 41) – Situated on a 9.8-acre parcel (the largest parcel in the park), this two-story 133,115-square foot (GFA) building owned by Tech Plaza 2, 3 and 4 LLC, is currently leased to several high-tech firms. According to Marketplace Properties, 27,400 square feet of space is available for lease. Tenants include:

- IBM Training & Customer Center
- Northrop Grumman
- 123 Enterprises, Inc.
- KVH Industries Inc. Distribution Center
- Rite Solutions

Three access drives are provided on Silva Lane. An employee picnic area was observed, as well as interconnected parking areas with AP 115/Lot 38 (under the same ownership). This parcel abuts the Ocean View Drive residential neighborhood off Aquidneck Avenue. The number of spaces provided in the existing parking lot meets current zoning requirements.

76 Hammarlund Way (AP 115/Lot 38) – Situated on a 2.52-acre parcel, this two-story 48,356-square foot (GFA) building owned by Tech Plaza 2, 3 and 4 LLC, is currently leased to several high-tech firms. According to Marketplace Properties, 28,900 square feet of space is available for lease. Tenants include high-tech businesses and social service agencies:

- BAE Systems
- Blue Streak
- Child and Family Services of Newport
- Computer Sciences Corporation
- SEA Wave



Access to this site is via an easement from AP 115/Lot 37, located on the cul de sac at the terminus of Hammarlund Way. A second access is provided through the parking area of AP 115/Lot 41 (under the same ownership) on Silva Lane. Washout from the top parking level, down to the second level was observed. The number of spaces provided in the existing parking lot exceeds current zoning requirements by nearly 100 spaces.

60 Hammarlund Way (AP 115/Lot 37) – Situated on a 3.34-acre parcel, this one-story 19,340-square foot (GFA) building owned by Florence Sullivan, is currently leased to an alternative middle/high school for students with special needs:

- Valley Community School

Access to this site is via a cul de sac on Hammarlund Way. The white concrete building is not in keeping with the architectural character of the office park. A 50-foot right of way (ROW) located across the west property line provides access to Lot 38. The developable area of the parcel is reduced by approximately 7,500 square feet to factor in the ROW area. The number of spaces provided in the existing parking lot meets current zoning requirements.

127 Johnnycake Hill Road (AP 115/Lot 36) – Situated on a 4.71-acre parcel, this one-story 11,848-square foot (GFA) building is owner-occupied:

- Newport County Community Mental Health

One access point to this site is located on the cul de sac at the terminus of Johnnycake Hill Road. Parking, a storage shed, and a picnic area were observed to the rear of the lot. The tan/yellow concrete façade is not in keeping with the architectural character of the park. Approximately 76 parking spaces are provided, more than twice the number required under current zoning requirements.

28 Jacome Way (AP 115/Lot 42) – Situated on a 5.76-acre parcel, this two-story 45,890-square foot (GFA) building owned by Atlantic View Inc., is leased to two high-tech tenants. According to Marketplace Properties, 13,000 square feet of space is available for lease. Tenants include:

- SAIC Enterprise Solutions
- Telecom Installation Services

Access to this site is located on the cul de sac off Silva Lane, with an additional drive on Jacome Way. An employee picnic area was observed to the rear of the lot. The concrete/glass façade dates this building. This parcel abuts the Ocean View Drive residential neighborhood off Aquidneck Avenue. The number of spaces provided in the existing parking lot meets current zoning requirements.

344 Aquidneck Avenue (AP 115/Lot 52) – Situated on a 5.35-acre parcel, this one-story 15,405-square foot (GFA) building is owner-occupied:



- Marine Safety International, Inc.

This parcel is visually screened from Aquidneck Avenue, which also serves as the only access point. The rear of the building is visible from Jacome Way, where several boat trailers were observed stored. This parcel also abuts the Ocean View Drive residential neighborhood off Aquidneck Avenue. The number of spaces provided in the existing parking lot exceeds current zoning requirements by approximately 40.

224 John Clarke Road (AP 115/Lot 56) – Situated on a 5.35-acre parcel, this one-story 10,307-square foot (GFA) building owned by Newport Realty Co., is currently leased to a food service firm:

- Blackstone Caterers

Access to this site is located on the cul de sac at the terminus of Jacome Way with a second access drive off John Clarke Road. Although this parcel is located on a corner lot, at the secondary gateway to the Aquidneck Corporate Park, the building is visually screened along both John Clarke Road and Aquidneck Avenue by a wide vegetative buffer/wetland area. This wetland area is considered an area subject to stormwater flow, critical to the stormwater drainage system of the Aquidneck Office Park and is a constraint to full buildout potential as it reduces the available developable area of the parcel. Approximately 20 of the 31 parking spaces required by zoning are paved. Grassy areas are used for additional parking.

184 John Clarke Road (AP 115/Lot 39) – Situated on a 5.15-acre parcel, this one-story 55,962-square foot (GFA) building owned by Norman Cardinale, is currently leased to several defense contractors. According to Marketplace Properties, 5,000 square feet of space is available for lease. Three tenants include:

- ASFT
- Design-Print
- LINX

One access drive to this site is located via Silva Lane, with a secondary access point off Jacome Way. What appears to be a temporary boat storage area was observed in the rear of the lot. The number of spaces provided in the existing parking lot meets current zoning requirements.

Water Distribution System

All areas of the Aquidneck Corporate Park are fully serviced with water by the City of Newport. The water distribution system in the Aquidneck Corporate Park is serviced by a looped connection with Valley Road and an additional connection with Aquidneck Avenue.



Fire flow tests were conducted by the Middletown Fire Department as part of the *Aquidneck Corporate Park Improvement Plan*. Fire demand is the controlling factor for most water distribution systems. When demand rises, the rate of withdrawal is high, compared to the relatively small total quantity used annually for firefighting. All locations within the Aquidneck Corporate Park can provide approximately 1,000 gallons per minute with a residual pressure in the range of 40-60 pounds per square inch gauge. Water service to the Aquidneck Corporate Park meets or exceeds minimum fire flow requirements.

Sanitary Sewer Service

All areas of the Aquidneck Corporate Park are serviced by a gravity sanitary sewer collection system. The Aquidneck Corporate Park has three connections into the main trunk line located on Valley Road.

**Table 1-3
Wastewater Generation**

Office Park	Number of Employees	Per Capita Flow Per Day	Quantity of Wastewater Generated Per Day
Aquidneck Corporate Park	3,068	20 GPD	61,349 GPD
Newport Corporate Park	641	20 GPD	12,811 GPD
Enterprise Center	1,004	20 GPD	20,082 GPD

As indicated in Table 1-3, approximately 61,349 gallons per day (GPD) of wastewater are generated from existing businesses within the Aquidneck Corporate Park. According to the *Aquidneck Island Park Improvement Plan*, the capacity of the sanitary sewer pipes is between 160,000 GPD and 270,000 GPD. The estimated current demand of 61,349 GPD, as well as any future sanitary sewer flows are well within the capacity of the Aquidneck Corporate Park's system.

Wetlands

According to information gathered from the *Aquidneck Corporate Park Improvement Plan*, the Aquidneck Corporate Park contains Rhode Island jurisdictional wetlands associated with Areas Subject to Storm Flowage (ASSFs). Areas Subject to Storm Flowage are defined as drainage swales and channels which lead into, out of, and/or connect other freshwater wetlands, and which carry flow resulting from storm events.

There are two wetland (ASSF) locations within the Aquidneck Corporate Park. Both wetlands are surface swales that convey stormwater runoff from the park and upland areas adjacent to the park. The ASSF located in the west central section of the park is in the vicinity of the utility easement, between AM 115/Lot 33 and AM 115/Lot 34. This ASSF is a swale that collects surface runoff from the western central section of the Aquidneck Corporate Park and conveys the runoff under Valley Road, discharging to the area around Green End Pond. The



second wetland area (also an ASSF) is located at the southern boundary of the Aquidneck Corporate Park, along Aquidneck Avenue. This ASSF is also a swale that conveys stormwater from the southern section of the park, as well as a large area east of the park, under John Clarke Road and Valley Road, discharging to the area east of Green End Pond. Both ASSFs are critical to the functioning of the Aquidneck Corporate Park's stormwater drainage system.

Stormwater Drainage

As part of the initial construction of the Aquidneck Corporate Park, a gravity stormwater collection and conveyance system was installed. Stormwater runoff flows from the east to the west eventually discharging into Green End Pond. The parcels located along the southern boundary (along Aquidneck Avenue) use overland runoff, discharging into the drainage swales and wetland areas of the Aquidneck Corporate Park.



Green End Pond

Based on findings of the *Aquidneck Corporate Park Improvement Plan*, the capacity of the stormwater drainage system of the Aquidneck Corporate Park can handle the existing storm flow. Further study and investigation is necessary to determine future capacities based on increased impervious surfaces (parking areas/roofs).

Roadway System

Access to the Aquidneck Corporate Park from the north is provided via Valley Road (Route 214) from East Main Road (Route 138). From the south, access is provided via John Clarke Road from Aquidneck Avenue. Aquidneck Avenue and Valley Road are the main access roads to the Aquidneck Corporate Park. Internal access roads were designed to provide access to all development parcels through a looped network of streets and cul de sacs. John Clarke Road is the primary internal roadway connecting to Aquidneck Avenue and Valley Road (via Johnnycake Hill Road). Cul de sacs connected to Johnnycake Hill Road and John Clarke Road provide access to the internal development parcels. The typical cross-section of the roadway is two fifteen-foot travel lanes with five-foot paved shoulders.

As indicated in Table 1-4, approximately 914 one-way (in or out) trips are generated from existing businesses within the Aquidneck Corporate Park.



**Table 1-4
Trip Generation**

Office Park	Total Gross Floor Area (sq. ft.)	Average Trip Generation Rate (per 1,000 sq. ft.)	Number of Trips Generated per Day
Aquidneck Corporate Park	613,491	1.49	914
Newport Corporate Park	128,108	1.49	191
Enterprise Center	200,819	1.49	299

Newport Corporate Park

The Newport Corporate Park, constructed between the mid 1980s and early 1990s, has frontage on West Main Road with access via the Gate 17 Access Road and Commerce Drive. Its location adjacent to NUWC makes this office park particularly attractive to defense contractors and other high-tech businesses with connections to the Navy base.



Two Corporate Place located off West Main Road.

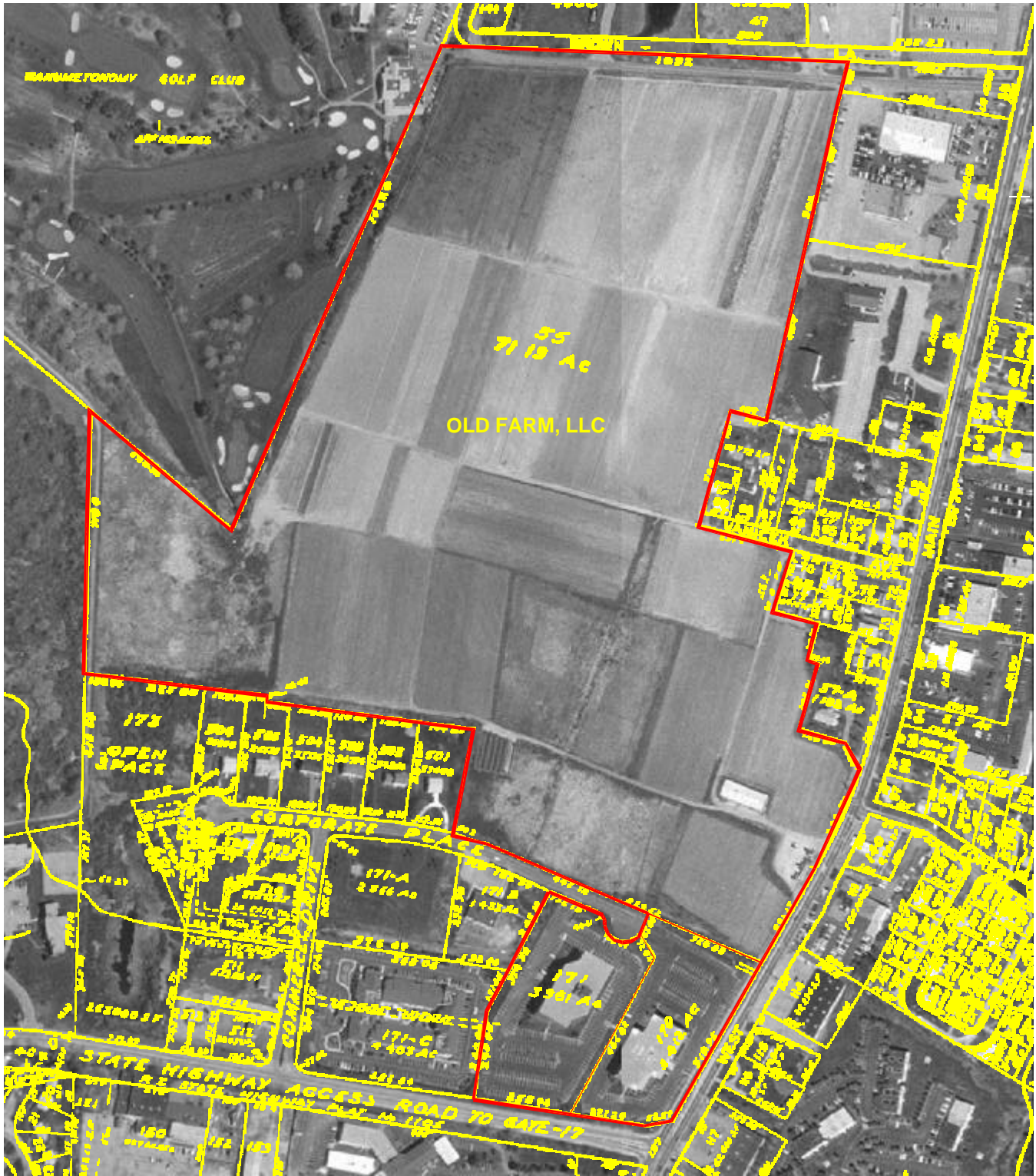
Situated directly off Route 114 (West Main Road), this office complex has convenient access to the arterial roadway network and all Aquidneck Island bridges. RIPTA Route #60 provides access to/from downtown Newport and Providence, as well as other East Bay towns.



Former Vanicek Property from West Main Road.

The Newport Corporate Park includes two parcels developed with office buildings. Adjacent to these two parcels are a day care center, Growing Children (AP 106/Lot 171B), the Marriott Courtyard Hotel (AP 106/Lot 171C), a residential neighborhood, and a dedicated open space/park (AP 106/Lot 171A) as part of the residential development along Commerce Drive/Corporate Place, identified in Figure 1-2. This 2.566-acre open space/park appears to be poorly maintained. In addition, a 71.19-acre undeveloped parcel formerly owned by the Vanicek family abuts the office complex along Commerce Drive. This undeveloped parcel has been identified by the Town of Middletown as a mixed-use development and is addressed in Section 3: Buildout Analysis. Both developed parcels have well-maintained landscaping and pedestrian networks within the limits of the lots. A pedestrian connection extends from 1 Corporate Place (AP 106/Lot 170) to the sidewalk on Route 114 (West Main Road).





NEWPORT CORPORATE PARK & VANICEK AVENUE

MIDDLETOWN, RHODE ISLAND

References:

1. Orthophoto #3816/#3818, RIGIS, 1997.
2. Middletown Assessor's Map #106.

Figure 1-2



PARE ENGINEERING CORPORATION
 8 BLACKSTONE VALLEY PLACE
 LINCOLN, RI 02885
 401 - 334 - 4100

SCALE: 1"=400'
 DECEMBER 2005



Circulation within both parcels is well organized, each having one drive off Corporate Place. Multiple, identifiable entrances, visitor parking, picnic areas, and convenient employee parking contribute to the curb appeal of both parcels. Visibility from Route 114 (West Main Road) and the Gate 17 Access Road provides both parcels with high locational desirability.

Approximately 128,108 square feet of GFA in two office buildings currently exists within the Newport Corporate Park. Table 1-5 summarizes existing conditions.

**Table 1-5
Newport Corporate Park: Existing Conditions**

Location	Zoning	Parcel Size (Acres)	No. of Stories	Building Footprint (sq.ft.)	Year Built	Gross Floor Area (sq.ft.)	Paved Surface (sq.ft.)	Approx. Parking Spaces (1)	Required Parking	Owner Occupied	Number of Tenants, including Owner	Apparent Vacancies (sq.ft.) (2)
1 Corporate Place	OBA	3.41	3	21,818	1985	64,817	45,000	244	194	No	3	No
2 Corporate Place	OB	3.98	3	22,260	1990	70,000	65,000	289	210	No	8	12,553
TOTAL		7.39		44,078		128,108	110,000	533	404		11	12,553

Source: visionappraisal.com, field inspection, and Marketplace Properties.

Notes:

(1) Approximate number of spaces based on aerial survey.

(2) Vacancies based on information obtained from Marketplace Properties as of September 7, 2005.

Parcel Description

The following information is based on an August 26, 2005 windshield survey and information supplied by Marketplace Properties on September 7, 2005.

1 Corporate Place (AP 106/Lot 170) - Situated on a 3.41-acre parcel, this three-story 64,817-square foot (GFA) building owned by Gudwhite Corporate Place, LLC, has three tenants including a defense contractor and businesses providing services for Navy personnel:

- V.A. Primary Care
- Anteon Corporation
- Navy Federal Credit Union

One access drive to this site is located off Corporate Place. An employee picnic area and basketball court are located in the parking area along Commerce Drive. The high visibility of the corner lot and traditional stonewall bordering on West Main Road add to the curb appeal of this parcel. Approximately 50 more parking spaces are provided than is required under current Middletown zoning.

2 Corporate Place (AP 106/Lot 171) – Situated on a 3.98 - acre parcel, this three-story 70,000 square feet (GFA) building owned by 2 Corporate Park Association, LP, currently has eight tenants. According to Marketplace Properties, 12,553 square feet of space are available for lease. Tenants include the following defense contractors and professional services:



- American Systems Corporation
- Angela Moore, Inc.
- Lockheed Martin
- EG & G Technical Services, Inc.
- Pride Mortgage
- Corporate Gaming
- Sonalysts, Inc.
- Unidyne Corporation

Nearly an acre and a half of pavement provides parking for 79 more vehicles than is required under Middletown zoning.

Water Distribution System

All areas of the Newport Corporate Park are fully serviced with water by the City of Newport. The water distribution system in the Newport Corporate Park is serviced by a looped connection with the Gate 17 Access Road and West Main Road.

According to the Newport Water Department, all locations within the Newport Corporate Park can provide approximately 750 gallons per minute with a residual pressure in the range of 20-30 pounds per square inch gauge. The last update for minimum fire flow requirement standards was performed in November of 1985. It is likely that a capacity update would be required to meet current standards.

Sanitary Sewer Service

All areas of the Newport Corporate Park are serviced by a gravity sanitary sewer collection system, conveyed through an 8-inch pipe to a pumping station. This pumping station is tied into the main trunk line located on West Main Road.

As indicated in Table 1-3, approximately 12,811 GPD of wastewater are generated from existing businesses within the Newport Corporate Park. According to the Middletown Public Works Department, the Newport Corporate Park's sanitary sewer system operates at twenty-five percent capacity, well below its full potential.

Stormwater Drainage

The Newport Corporate Park parcels use overland runoff, discharging stormwater into the wetland areas west of the office park, towards the Navy Base.

Roadway System

Access to the Newport Corporate Park from both the north and south is provided via the Gate 17 Access Road off of West Main Road (Route 114), Commerce Drive, and Corporate Place. Corporate Place terminates at two cul de sacs; one



in the residential area to the west and the other to the east, adjacent to the entrance drive for 1 Corporate Place.

As indicated in Table 1-4, approximately 191 trips are generated from existing businesses within the Newport Corporate Park daily. As 1,700 vehicles per hour per lane is the estimated travel capacity of a two-lane road with travel in each direction, the traffic volumes are well within the capacity of the main roadways of the Newport Corporate Park.

Enterprise Center

Enterprise Center, located within Middletown's Town Center Overlay District, was constructed in the mid- to late- 1980s. Access to Enterprise Center is on East Main Road, west of the Middletown Town Hall. Ongoing roadway improvements along East Main Road temporarily limit access to Enterprise Center. RIPTA Route #63 provides bus service between Newport and streets in the office park.

The park includes six parcels, four developed parcels, and two undeveloped parcels owned by Gilbane Properties, Inc., identified in Figure 1-3. The office park is visually screened by a wide vegetative buffer along East Main Road and the adjacent commercial center to the west. A pedestrian desire line (worn path) cuts through this vegetative buffer from the entrance to the office park to the commercial center. A sidewalk along the east side of the entrance drive extends through Enterprise Center, terminating at the last parcel (The West House Corporation).

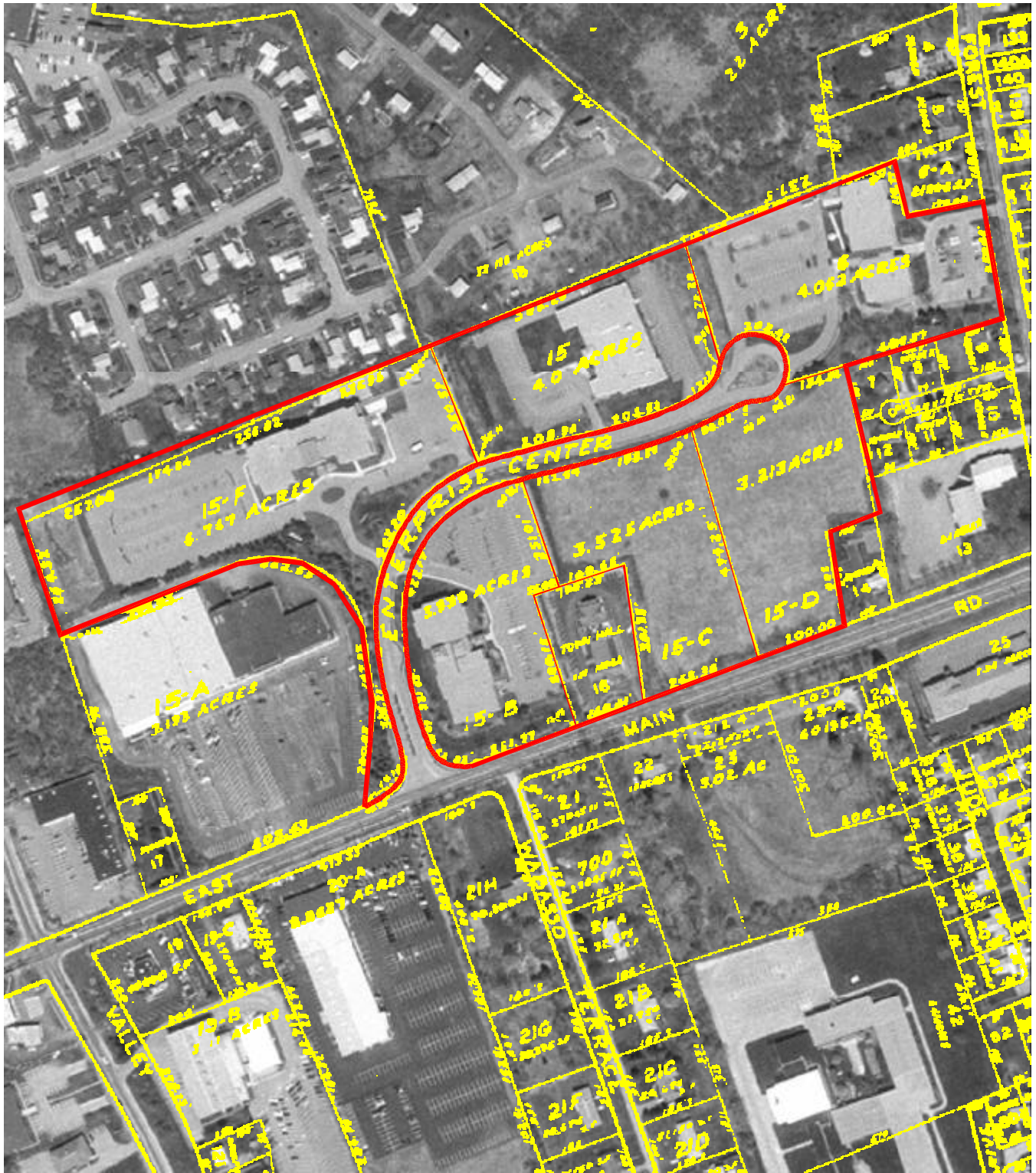
All buildings have well-maintained landscaping, sidewalks, and employee picnic areas. Circulation within each parcel is well organized, with multiple drives from the main roadway of the park, Enterprise Drive. With the gently sloping topography, each building is at a higher elevation than the next, giving all buildings good visibility. Signage within the park is unified and discreet. A large steel sculpture is located at the gateway to the office park at KVH Industries (AP 113/Lot 15F).

Enterprise Center building heights are limited to the 35 foot maximum height regulation within the approach to Runway 4/22 at Newport State Airport.

The Town Center Overlay District is located in the commercial center of the Town near the intersections of West Main Road, East Main Road, and Valley Road. The Enterprise Center is located within the Peripheral Area of the Town Center Overlay District. The intent of the Town Center Overlay District is to establish and maintain a zoning district of mixed uses characterized by architectural and design standards consistent with traditional New England town centers.

A total of 200,819 square feet (GFA) currently exists within Enterprise Center, as indicated in Table 1-6. Marketplace Properties reported full occupancy of all Enterprise Center buildings on September 7, 2005.





ENTERPRISE CENTER MIDDLETOWN, RHODE ISLAND

References:

1. Orthophoto #3816/#3818, RIGIS, 1997.
2. Middletown Assessor's Map #113.

Figure 1-3



PARE ENGINEERING CORPORATION
8 BLACKSTONE VALLEY PLACE
LINCOLN, RI 02885
401 - 334 - 4100

SCALE: 1"=300'
DECEMBER 2005



**Table 1-6
Enterprise Center: Existing Conditions**

Location	Zoning	Parcel Size (Acres)	No. of Stories	Building Footprint (sq.ft.)	Year Built	Gross Floor Area (sq.ft.)	Paved Surface (sq.ft.)	Approx. Parking Spaces (1)	Required Parking	Owner Occupied	Number of Tenants, including Owner	Apparent Vacancies (2) (sq.ft.)
417 Forest Ave.	OB	5.09	2	24,477	1985	47,542	60,000	150	143	Yes	1	No
110 Enterprise Dr.	OB	3.52	1	22,296	1988	28,172	16,000	125	85	No	2	No
25 Enterprise Dr.	OBA	3.94	2	28,610	1988	52,600	30,000	193	158	No	6	No
Enterprise Center	OBA	3.53	N/A	N/A	N/A	vacant	N/A	N/A	N/A	N/A	N/A	N/A
Enterprise Center	OBA	3.21	N/A	N/A	N/A	vacant	N/A	N/A	N/A	N/A	N/A	N/A
50 Enterprise Dr.	OBA	6.68	3	49,522	1990	73,744	92,000	381	221	No	1	No
TOTAL		25.97		124,905		200,819	198,000	849	607		10	

Source: visionappraisal.com, field inspection, and Marketplace Properties.

Notes:

(1) Approximate number of spaces based on aerial survey.

(2) Vacancies based on information obtained from Marketplace Properties as of September 7, 2005.

Parcel Description

417 Forest Avenue (AP 113/Lot 6) – Situated on a 5.09-acre parcel, this two-story 47,542-square foot (GFA) building is owned and occupied by The West House Corporation. Although this building has frontage on Forest Avenue, access is through the park via East Main Road, on the cul de sac at the terminus of Enterprise Drive. There is a gazebo in front of the entrance, and a well manicured landscaped employee picnic area.

Parking areas are located in the front of the building, with the number of spaces provided meeting current zoning requirements. This parcel abuts several residential neighborhoods located off Forest Avenue.

110 Enterprise Drive (AP 113/Lot 15) – Situated on a 3.52-acre parcel, this 28,333-square foot (GFA) one-story building is owned by Enterprise Center Properties, LLC and has two tenants, a defense contractor and a state office:

- KVH Industries Inc.
- DHS Newport Family Center

Two access drives to this site are located off Enterprise Drive. Available parking spaces exceed town zoning requirements by more than 40 spaces.

25 Enterprise Drive (AP 113/Lot 15B) – Situated on a 3.94-acre parcel, this two-story 55,098-square foot (GFA) building is owned by Enterprise Center



Properties, LLC. Tenants include defense contractors and high-tech corporations:

- Advanced Financial Services
- Inquest Technologies, Inc.
- REMINC
- General Physics
- Lockheed Martin
- Research and Development Solutions

One access drive to this site is located off Enterprise Drive. A drainage swale was observed along the property boundary at East Main Road. Available parking spaces exceed town-zoning requirements by more than 30 spaces.



The West House Corporation, located in Enterprise Center

50 Enterprise Drive (AP 113/Lot 15F) – Situated on a 6.68-acre parcel, this three-story, 69,846-square foot (GFA) building is owned and primarily occupied by KVH Industries, Inc., with Gilbane Properties, Inc. leasing limited space. A rotary at an identifiable main entrance directs traffic to parking areas on both sides of the building. A second access drive from Enterprise Drive provides access to the east parking area. Several tractor-trailer beds and mobile storage containers are stored in the last parking lot, an indication of a shortage of usable space. A drainage swale was observed along the property bounds with AP 113/Lot 15. Available parking spaces exceed town zoning requirements by more than 160 spaces.

Water Distribution System

According to an October 2005 telephone conversation with the Newport Water Department, all areas of the Enterprise Center are fully serviced with water by the City of Newport. The water distribution system in the Enterprise Center is believed to be controlled by a main on Forest Avenue, serviced by a looped connection with East Main Road. This main is located at the end of the high-pressure line.

All locations within the Enterprise Center can provide approximately 1,400 gallons per minute with a residual pressure in the range of 45-65 pounds per square inch gauge. The last update for minimum fire flow requirement standards was performed in 1984. It is likely that a capacity update would be required to meet current standards.



Sanitary Sewer Service

All areas of the Enterprise Center are serviced by a gravity sanitary sewer collection system, conveyed through an 8-inch pipe connected to the interceptor on East Main Road, just west of Valley Road.

Based on Table 1-3, approximately 20,082 GPD are generated from existing businesses within the Enterprise Center. According to the Middletown Public Works Department, the Enterprise Center's sanitary sewer system operates at twenty-five percent capacity, well below its full potential.

Stormwater Drainage

A linear detention pond (swale) located along the office park's property line (parallel to East Main Road), collects stormwater runoff.

Roadway System

Access to the Enterprise Center from both the east and west is provided via Enterprise Drive from East Main Road (Route 138). Enterprise Drive is the main access road to the Enterprise Center, terminating as a cul de sac at the entrance drive to 25 Enterprise Drive.

Based on Table 1-4, approximately 299 trips are generated from existing businesses within the Enterprise Center.

Omni Development

The Omni Land Development Corporation's property currently includes three parcels:

- AP 111/Lot 8 (6.18 acres)
- AP 111/Lots 9 & 10 (3.45 acres)
- AP 111/Lot 9-A (18.57 acres)

One of the three parcels is currently developed with a 30,100 square foot (GFA) one-story metal-sided building. Various structures on AP 111/Lots 9 & 10 have been demolished and removed. RIPTA Route #60 provides bus service at the entrance to the property on West Main Road. Table 1-7 provides information on existing conditions.



Omni Development Property

A total of 30,100 square feet (GFA) currently exists on the Omni Development property as indicated in Table 1-7. An excess of approximately 27.2 acres remains vacant and undeveloped.



**Table 1-7
Omni Development: Existing Conditions**

Location	AP/Lot	Zone	Parcel Size (Acres)	No. of Stories	Building Footprint (sq.ft.)	Gross Floor Area (sq.ft.)	Paved Surface (sq.ft.)	Approx. Parking Spaces (1)	Required Parking (2)	Owner Occupied	Number of Tenants, including Owner	Apparent Vacancies (3) (sq.ft.)
1747 West Main Rd.	AP 111/ Lot 8	LI-A	6.18	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1733 West Main Rd.	AP 111/ Lots 9, 10	R20-A	3.45	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
West Main Rd.	AP 111/ Lot 9-A	LI	18.57	1	30,100	30,100	10,000	5	76	No	1	No
TOTAL			28.20		30,100	30,100	10,000	5	76		1	

Source: visionappraisal.com, field inspection, and Marketplace Properties.

Notes:

- (1) Approximate number of spaces based on aerial survey.
- (2) Parking requirement LI-Light Industrial is 1 (one) space for every 2 (two) employees on the largest shift, plus 1 (one) for each vehicle maintained or used on the premises (min. of 4 total spaces).
- (3) Vacancies based on information obtained from Marketplace Properties as of September 7, 2005.

Parcel Description

West Main Road (AP 111/Lot 9-A) – Situated on an 18.57-acre parcel, this one-story 30,100 square foot (GFA) building is owned by Aram Dermanouelian, and has one tenant:

- Corliss Diesel Inc.

One access road to this site is located off West Main Road. Parking areas surround this metal-sided building on both paved and unpaved areas. Access to the site is confusing as several structures have been demolished and removed from AP 111/Lots 9 & 10 between West Main Road and AP 111/Lot 9-A, and a roadway has been formed with concrete barriers.

The Omni Land Development Corporation has submitted a subdivision application (final approval granted, awaiting to meet conditions for recording) for a 9-lot, light-industrial development on the above-referenced property.

This subdivision includes parcels ranging in size from 50,000 to 205,000 square feet and includes a 5.40-acre conservation/open space parcel (proposed AP 111/Lot 7), which will include stormwater control facilities. All parcels are provided direct access from the proposed ‘Omni Drive’ off West Main Road. AP 111/Lots 9 and 10 are currently zoned R20-A (Residential 20 – Traffic Sensitive) for which the developer is seeking a zoning designation change to LI-A (Light Industrial – Traffic Sensitive) with consolidation of the two parcels into one (proposed AP 111/Lot 9). Buildout scenarios for the seven vacant parcels are addressed in Section 3: Buildout Analysis.



Other Office/Light-Industrial Parcels

Other office and light-industrial parcels not included in the four parks considered are located throughout the Town, as indicated in Figure 1-4. These scattered parcels include fifteen parcels on Valley Road, East Main Road, and Aquidneck Avenue zoned 'OBA' Office/Business – Traffic Sensitive and several parcels at the north end of Newport State Airport along Oliphant Lane developed with light industry. This area is generally built out with local service businesses that do not reflect defense-related or high-technology development and were not considered in this corporate buildout analysis. Businesses include social services, health care, professional offices, a retirement center, and a private school. Several parcels are currently used as single-family residences. Table 1-8 provides information on existing conditions.

**Table 1-8
Other Office/Business and Light-Industrial Parcel Data**

Location	AP/Lot	Zoning	Parcel Size (Acres)	Land Use	Construction Type
Valley Road	107/35A	OBA	2.20	Ex-Charter	Day Care
102 Valley Road	113/19A	OBA	1.18	Lg. Business	Res. Type Comm.
66 Valley Road	113/19B	OBA	3.11	Lg. Business	Health Club
477 East Main Road	113/26	OBA	3.39	Combo Prop.	Res. Type Comm.
499 East Main Road	113/27	OBA	1.18	Charitable	Club/Lodge
Aquidneck Avenue	113/28	OBA	0.47	State	Vacant Land
88 Valley Road	113/116	OBA	0.29	Lg. Business	Office Bldg.
82 Valley Road *	113/117	OBA	1.00	Lg. Business	Office Bldg.
76 Valley Road	113/118	OBA	0.29	Single Fam.	Ranch
74 Valley Road	113/119	OBA	0.23	Lg. Business	Res. Type Comm.
72 Valley Road	113/120	OBA	0.29	Single Fam.	Ranch
70 Valley Road	113/121	OBA	0.26	Single Fam.	Cape Cod
345 Valley Road *	114/1-C	OBA	1.42	Lg. Business	Office Bldg.
600 Valley Road	114/248-A	OBA	5.38	Charitable	Nursing Home
333 Valley Road *	114/650	OBA	1.63	Lg. Business	Office Bldg.

Source: visionappraisal.com, field inspection.

* Denotes inclusion in the buildout calculations, see Table 1-9 for additional information.

The three parcels considered for buildout calculations are currently fully utilized (no vacancies), based on information received from Marketplace Properties. Table 1-9 presents details on the three parcels.



**Table 1-9
Other Office/Business and Light-Industrial Parcels: Existing Conditions**

Location	Zoning	Parcel Size (Acres)	No. of Stories	Building Footprint (sq.ft.)	Year Built	Gross Floor Area (sq.ft.)	Paved Surface (sq.ft.)	Approx. Parking Spaces (1)	Required Parking	Owner Occupied	Number of Tenants, including Owner	Apparent Vacancies (sq.ft.) (2)
82 Valley Rd.	OBA	1	2	2,400	1975	4,842	8,000	24	15	Yes	1	No
345 Valley Rd.	OBA	1.42	1	3,654	1991	7,748	16,000	33	23	Yes	1	No
333 Valley Rd.	OBA	1.63	2	4,226	1990	8,448	27,000	46	25	Yes	1	No
TOTAL		4.05		10,280		21,038	51,000	103	63		3	

Source: visionappraisal.com, field inspection, and Marketplace Properties.

Notes:

(1) Approximate number of spaces based on aerial survey.

(2) Vacancies based on information obtained from Marketplace Properties as of September 7, 2005.

Parcel Description

82 Valley Road (AP 113/Lot 117) – Situated on a 1-acre parcel, this two-story 4,842-square foot (GFA) building, owned by CEV Realty, LLC, is developed as the Newport Montessori School. Less than 10 extra parking spaces are provided, according to zoning requirements for office use.

345 Valley Road (AP 114/Lot 1-C) – Situated on a 1.42-acre parcel, this 7,748-square foot (GFA) one-story building is owned by James P. Studders & A.E. White LLC and is developed as medical offices. Approximately 10 more spaces are provided than is required under town zoning for office use.

333 Valley Road (AP 114/Lot 650) – Situated on a 1.63-acre parcel, this 8,448-square foot (GFA), two-story building, is owned by 333 Valley Road LLC, and developed as the Newport Animal Hospital. Approximately 20 more spaces are provided than is required under town zoning.



Section 2: Market Analysis

Introduction

Section 2 presents information on market demand for industrial and office space in Middletown. A recent announcement in *SEA Technology Magazine* (October 2005) identified KVH Industries Inc. of Middletown, RI as the recipient of a \$3.2 million contract for its fiber optic gyro-based TG-6000 precision inertial measurement unit (IMU). Delivery of the TG-6000 IMUs is expected to begin later in 2005 and continue through 2007. This contract award is just one example of the viability of the defense-related industry in Middletown.

Demand

Ninigret Partners has prepared a development assessment for office and industrial use in Middletown. As indicated in Figure 2-1, manufacturing is the fourth highest sector of the Aquidneck Island economy, followed by professional and technical services. Middletown is the “office-based hub” of the island, see Figure 2-2.

Figure 2-1
Aquidneck Island: Private Sector Employment

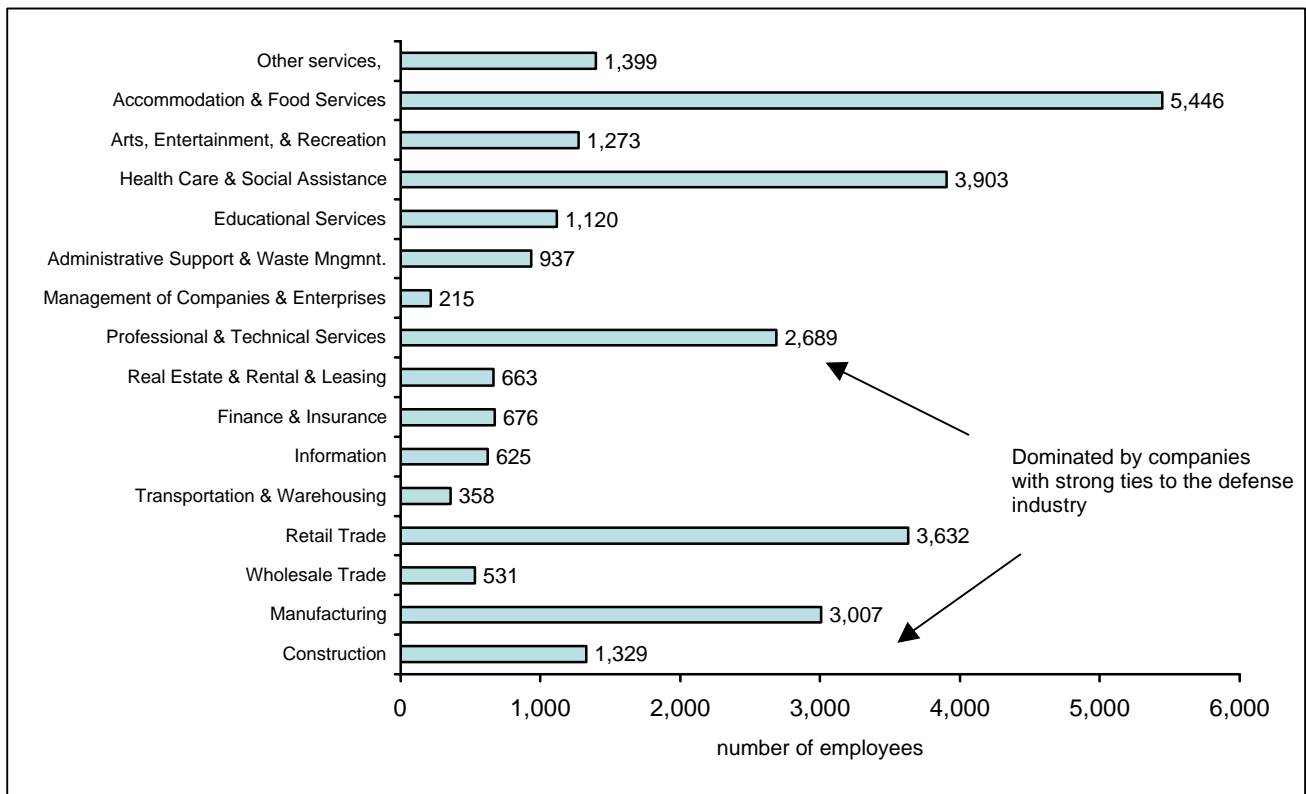
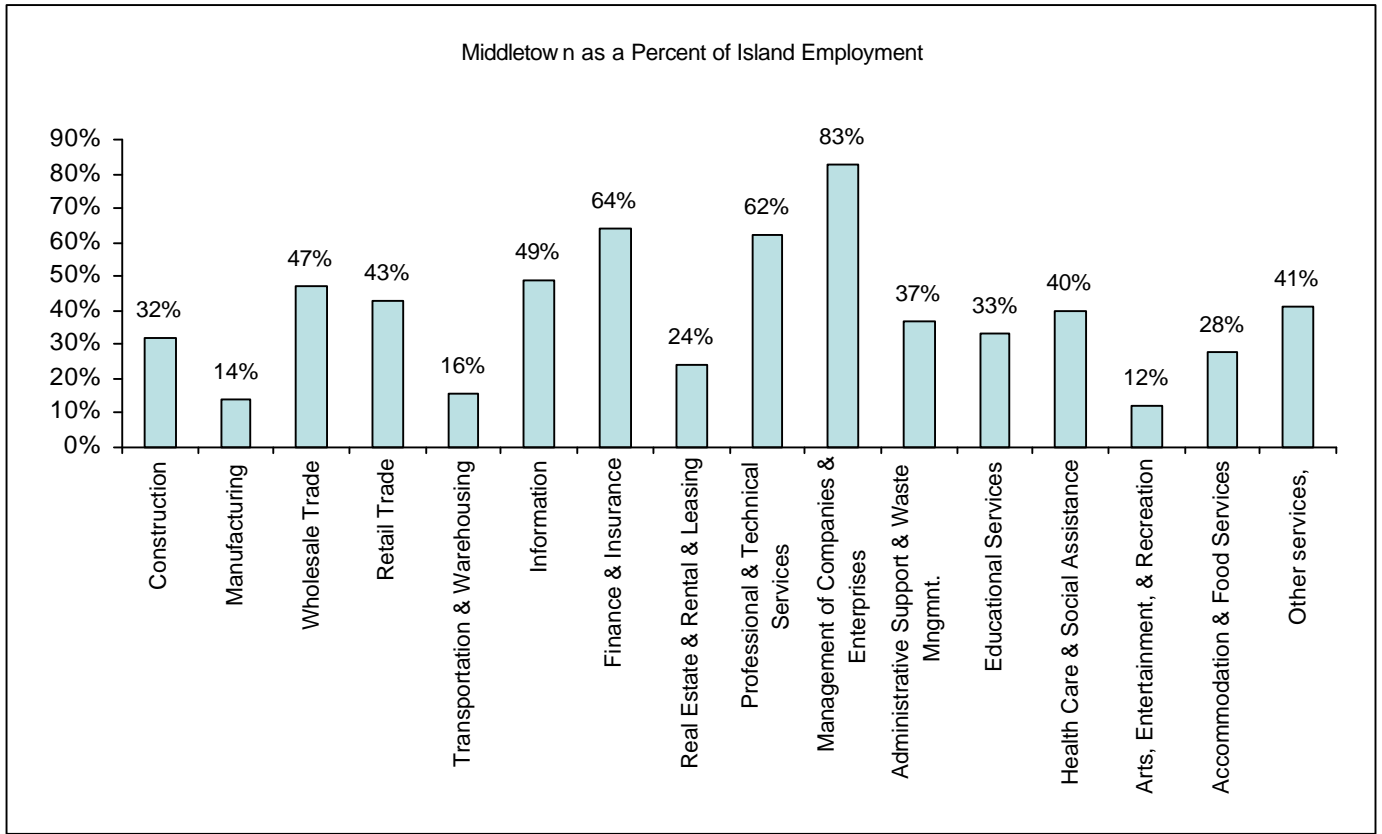


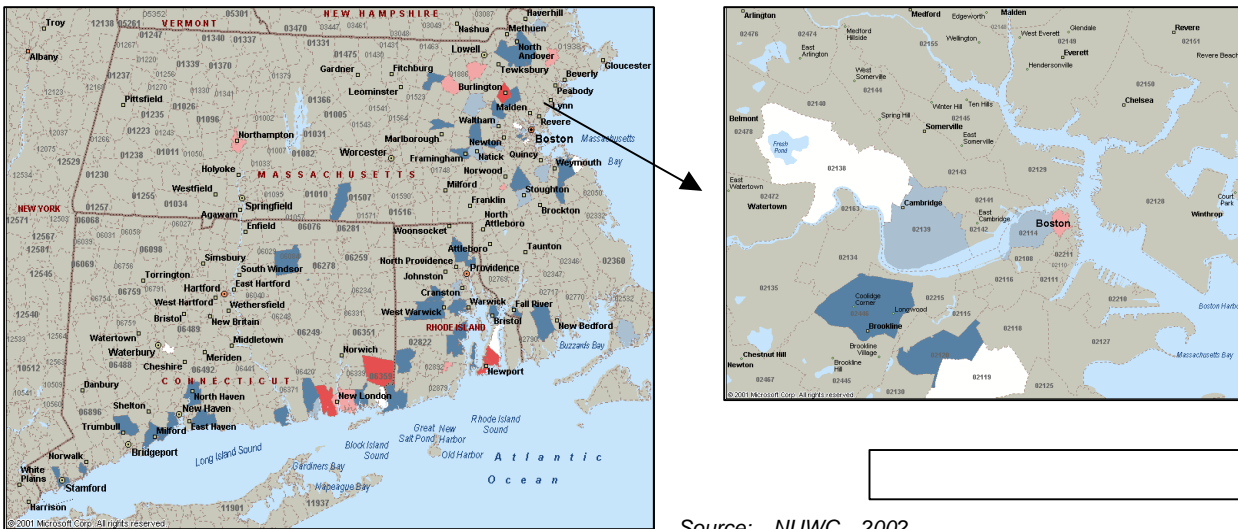
Figure 2-2
Middletown's Share of Aquidneck Island Employment



Proximity to NUWC is not necessarily required for conducting business with the research lab, see Figure 2-3. The challenge for Middletown is competing with significant amounts of available space in Rhode Island and southeastern Massachusetts, as identified in Figure 2-4. Although 155,000 square feet of space is currently available in Middletown, spaces range from 1,200 to 28,900 square feet in size.

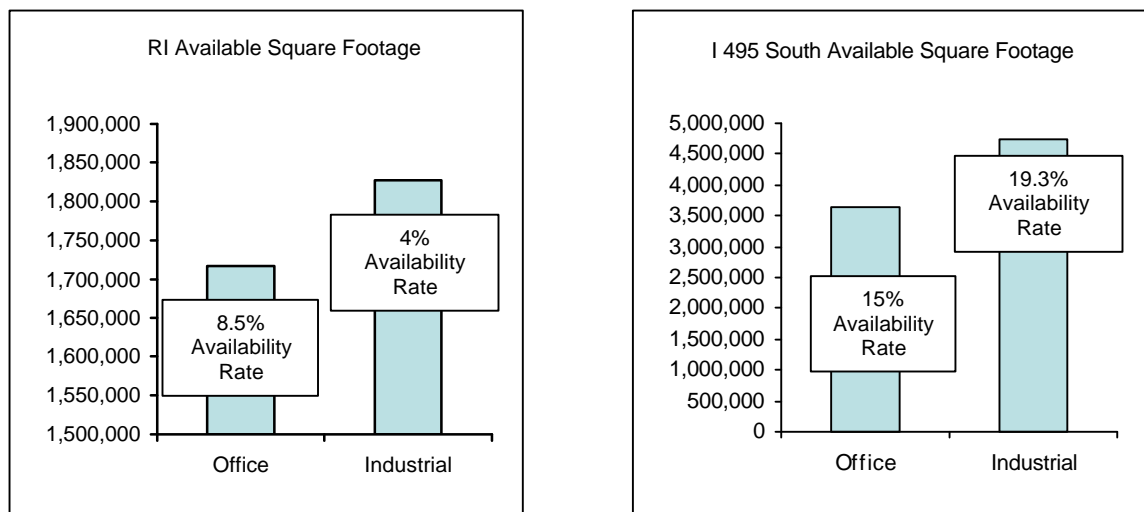


Figure 2-3
NUWC 2002 Private Sector Contractors by Zip Code



MapPoint zip code maps.

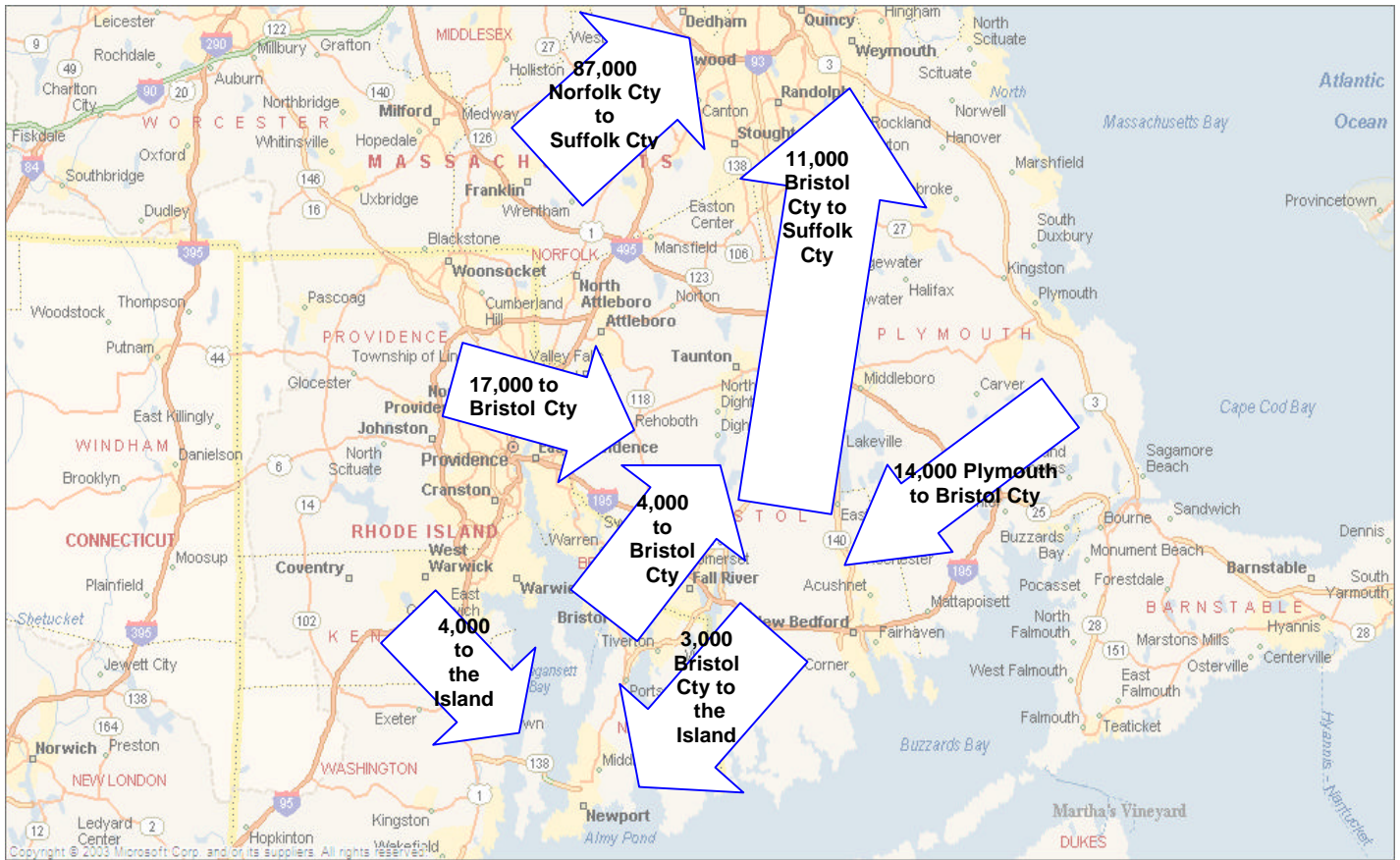
Figure 2-4
Rhode Island Market Comparison with I-495 South Market



Source: NP Estimates based on MG Commercial; SIOR Market Reports; Spaulding, Slye & Collier; CBRE.



Figure 2-5
Commuting Patterns: Rhode Island and I-495 South Market



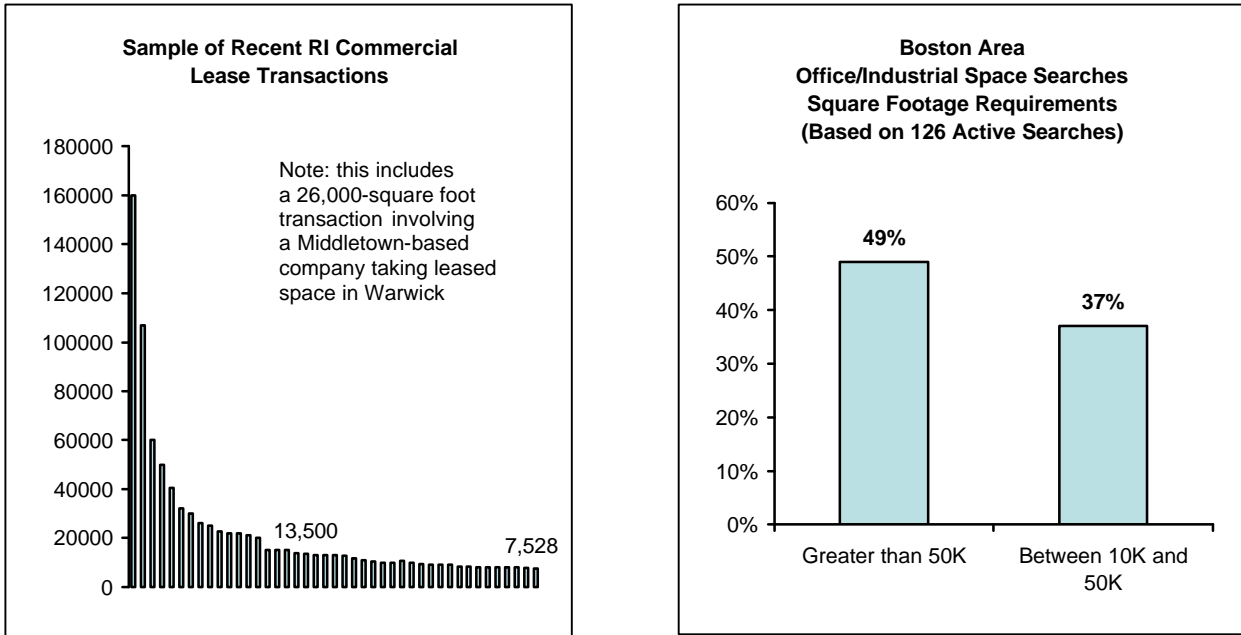
Source: 2000 US Census Special Tabulations Report

Many spaces may not meet the needs of major business expansion or relocation. Commuting patterns logically favor a preexisting I-495 location over Aquidneck Island, identified in Figure 2-5.

Although the majority of Rhode Island commercial lease transactions are for 20,000 square feet or less, there is statewide demand for space up to 40,000 square feet and more (up to 160,000 square feet). In the Boston area the demand is for larger building layouts; 37 percent of requests are for space between 10,000 and 50,000 square feet with 49 percent requiring 50,000 square feet or more of space, as shown in Figure 2-6 and Figure 2-7.



Figure 2-6
Recent Commercial Lease Transactions

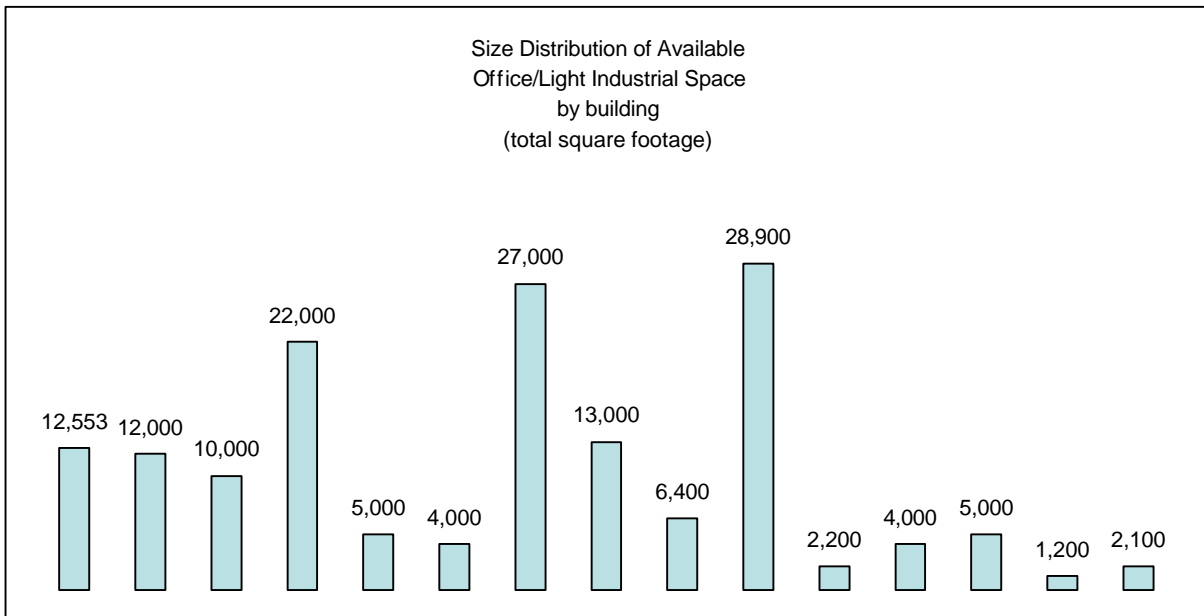


Source: NP Estimates based on MG Commercial; CBRE.

Figure 2-7
Middletown Availability of Space

Source: Marketplace

- 155,000 square feet in aggregate available but,
- No significant space available for a major relocation or expansion of existing operations



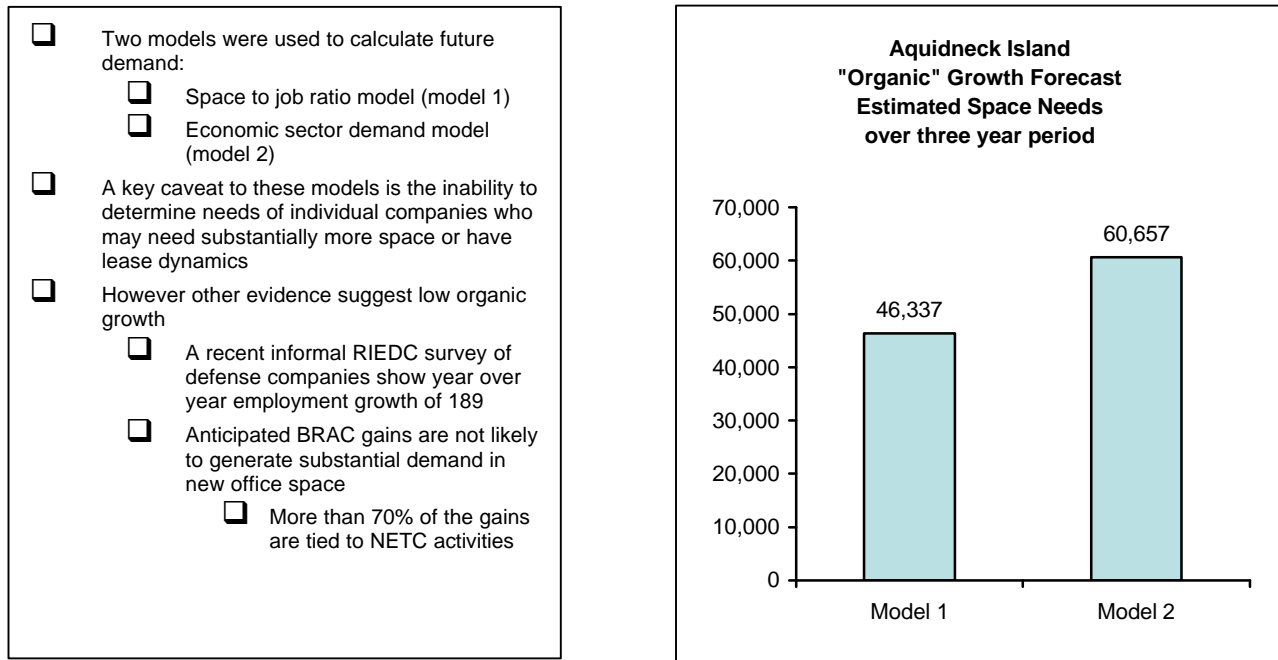
Properties, 9/05.



Any major office or light industrial development in Middletown would likely be a “build-to-suit” situation, given the relatively low “organic” absorption forecast, as shown in Figure 2-8.

Anticipated BRAC gains are not likely to generate substantial demand in new office space on Aquidneck Island. More than 70 percent of BRAC gains are tied to naval education and training gains and are not likely to generate technical and professional jobs requiring office or industrial space.

Figure 2-8
Aquidneck Island Growth Forecast



Source: NP space absorption model; RIDET LMI data; RIEDC; BRAC Commission.

Two models were used to calculate future demand:

- Space to job ratio model (model 1): This model creates ratios based on overall employment in office-based sectors relative to the existing office space on the Island
- Economic sector demand model (model 2): This model looks at overall economic trends and utilizes “standard” assumptions about the office/light industrial mix of employment in each business sector

Over the next three years the most demand projected is for approximately 61,000 square feet of additional space based on the economic sector model. If present trends continue perhaps as much as 180,000 square feet of space may be required. Existing capacity on the Island appears able to absorb this demand for the foreseeable future.



A key caveat to these models is the inability to determine needs of individual companies who may need substantially more space or have lease dynamics. A major expansion by a company or consolidation of office and industrial space could generate a specific build-to-suit need. However, there does not appear to be sufficient demand to drive speculative Class A office space development.

Other evidence suggests low organic growth. A recent informal RIEDC survey of defense companies show year over year employment growth of 189. The defense industry represents the largest single sector of employment on Aquidneck Island. The 2002 RI Defense Industry Economic Impact study estimated that at least 25 percent of the available “class A and class B” office space on Aquidneck Island is tied to the defense industry. In Middletown it is likely that more than 50 percent of the space is tied to the defense industry, specifically NUWC. The US Department of Defense has estimated that approximately \$35 million per year is spent on real estate to support defense contract work.

Anticipated BRAC gains are not likely to generate substantial demand in new office space on Aquidneck Island. More than 70 percent of BRAC gains are tied to naval education and training gains and are not likely to generate technical and professional jobs requiring office or industrial space. Moreover, the forthcoming quadrennial review (QDR) of defense posture could cause another realignment of defense employment as decisions are made regarding the role of undersea warfare capability in the global war on terror and Asian geopolitical dynamics.

Another key consideration that may put a natural “damper” on overall industry growth is the large percentage of defense employment in the area tied to small businesses. Several companies have a stated strategy of staying under the small business size cap (presently less than \$30 million in total revenues) to gain access to small business set aside programs.

However, three items could result in additional net gains in employment and subsequently drive the demand for office and light industrial space:

- The DDX contract work performed by Raytheon that may drive companies to expand operations on the Island to support the development of selected DDX systems;
- Continued penetration by Aquidneck Island technology companies into the growing homeland security market as well as increased security spending by critical infrastructure firms such as power plants and refineries; and
- Acquisition of defense information technology (IT) companies by large defense contractors (Anteon’s recent acquisition by General Dynamics), which could lead to, increased consolidation of employment on the Island as companies rationalize space needs.



Survey

A survey was conducted of 84 companies on Aquidneck Island to supplement the calculations. A total of 9 responses were received which were supplemented by 12 follow up phone calls to selected companies to solicit their input into the likely space needs over the next several years. This yielded an additional 2 responses. Local resources such as Marketplace Properties were consulted as well. To supplement this information, John Riendeau, defense industry manager for the RIEDC was interviewed to gain his insights into activity on the Island.

While specific conclusions are difficult to draw given the relatively low response, several observations can be made that have broad implications for further development:

- The lack of a major market driver is likely to keep employment levels at growth rates under 2 to 3 percent for the foreseeable future limiting overall space demand to a few specific firms with specific build-to-suit needs;
- Mid size local companies (those locally owned with employment between 100 and 250 employees and approximately \$16 to \$18 million in annual revenue) may have a greater tendency to own their space rather than lease meaning that fully building out their capacity is going to be a function of their own individual needs rather than some broad-based market dynamic; and
- Lease rates on the Island remain around \$14 to \$16 per foot range, too low to support new construction unless it is a mixed-use model.

Therefore, while it can be broadly concluded that broad-based growth in employment and subsequently space demand is not likely, specific firm needs are much more difficult to forecast. The recent relocation of Tuition Management Systems from Middletown to a larger facility in Warwick is an example. Accordingly, a flexible approach to site build-out may serve as an important retention tool for existing companies on the Island needing additional space.



Section 3: Buildout Analysis

Introduction

A buildout analysis has been conducted for inventoried parcels zoned ‘OP’ Office Park, ‘OB’ Office/Business, ‘OBA’ Office/Business – Traffic Sensitive, and ‘LI’ Light-Industrial within the Town of Middletown. The buildout analysis was conducted for vacant parcels as well as parcels currently developed with buildings which are smaller than the maximum building size allowed under current town zoning. This analysis was conducted for locations within the Aquidneck Corporate Park, Newport Corporate Park, Enterprise Center, and three parcels zoned OBA but not located within office parks. The data utilized in this analysis was obtained from Vision Appraisal – Rhode Island, Marketplace Properties in Newport, Rhode Island, and field investigations on August 26 and October 8, 2005.

Parcels in the Colonel Robert F. Wood Airpark were not included in the buildout analysis. This Light-Industrial zoned area north of Newport State Airport on Oliphant Lane is relatively built-out (primarily wetlands remaining) by tradesmen and marine-related business and may not be attractive to high-tech businesses.

The buildout was conducted to determine if buildings could be expanded under current zoning to meet projected demand for office and light-industrial space. Expansion could include construction of a multi-floor addition adjacent to the existing structure as the first priority or construction of additional floors above the existing building as a secondary priority.

Buildout assumes continuation of office use. The manufacture of professional, scientific and controlling instruments, as well as the manufacture of engineering, computers, scientific and research instruments, small motors and associated equipment are permitted in the LI zone, or with a special use permit in the OB zone.

Methodology

The buildout methodology is based on an assessment of existing building construction and pavement on each lot and current Middletown zoning dimensional regulations as well as proposed Design Guidelines:

- 40,000-square foot maximum footprint/25 percent maximum lot coverage
- Variable maximum heights, setbacks, landscaping requirements, parking requirements, parking lot buffers (depending on the zone)

The following process was used to determine buildout potential:



1. Land area available for expansion was calculated for each parcel by subtracting the existing building footprint, parking area, landscape requirement, and perimeter buffer requirement from the parcel lot size.
2. The remaining footprint expansion potential was realized by subtracting the existing building footprint from the proposed maximum allowable (40,000-square foot), and utilizing the twenty-five percent lot coverage maximum.
3. Maximum buildout potential for a multilevel addition to the building was then determined by balancing Gross Floor Area (GFA) for the maximum building height (3 story for Enterprise Center, 4 story for others) with surface parking and landscaping requirements (three parking spaces per 1,000-square foot GFA). Parking area requirements were calculated using the minimum dimensions from the Zoning Ordinance: parking stall - 9' wide x 18' length; aisle - 12' wide; and landscaped area - 64 square feet for every 10 spaces. A standard of 450 square feet per parking space was assumed when calculating potential parking areas to include driveway access, parking spaces, landscaping, and circulation within the parking lot.

Buildout assumes all parking is within surface lots, as parking garages are not consistent with adjacent land uses. Many parcels currently have excess parking spaces (based on orthophoto interpretation), thereby reducing the need for the full number of spaces with building expansion. If a site appears to have 50 or more spaces in excess of current zoning regulations, the buildout parking requirement reflects the potential to serve projected parking demands with currently available spaces.

Multi-floor additions adjacent to the existing building were considered as the first priority. As part of proposed zoning revisions, multi-floor additions could be considered as separate, stand-alone buildings on the parcel. If land is available to construct more parking, construction of an additional floor above the existing structure was considered.

A conservative buildout was presented to allow additional land area for stormwater management. Buildout potential assumes each lot is fully buildable, with no wetlands, easements, or other deed restrictions (except as noted below) which would preclude full use of the parcel.

Aquidneck Corporate Park

The buildout analysis for the Aquidneck Corporate Park was conducted for 18 underutilized parcels currently used for office space and zoned 'OP' Office Park. The following parcels have been excluded from the buildout analysis:

- A 1.15-acre municipally-owned lot (AP 115/Lot 51) remains vacant and, given its location as a gateway to the park, will remain undeveloped.
- Five parcels (three vacant and two developed) adjacent to the Aquidneck Corporate Park on Valley Road and Aquidneck Avenue discussed in Section 1.



- AP 114/Lot 602 (62 Johnnycake Hill Road) is fully built out based on the size of the parcel and existing building footprint, parking, and zoning regulations.
- AP 115/Lot 38 (76 Hammarlund Way) is fully built out based on the size of the parcel and existing building footprint, parking, and zoning regulations.

Most Aquidneck Corporate Park buildings have potential for three to four story additions and expansion upward with construction of additional floors. It should be noted, however, that many of these buildings were constructed in the 1970s and are now over 30 years of age. It is unlikely that building foundations were constructed to accommodate upward expansion. Expansion upward would also cause considerable disruption to current building tenants. Most parcels have sufficient land available for expansion without adding additional stories. For these reasons it is most likely to assume that building expansion would include construction of an adjacent addition or separate building on the same parcel. Several parcels have the potential for an additional separate building on the site. Demolition of the structure with reconstruction of a building with maximum gross floor area could be considered if market demand warrants. As these buildings age and major systems require repair or replacement, property owners may find it more attractive to demolish and reconstruct to meet current building efficiencies and design requirements, then to renovate.

A total of an additional 759,000 square feet (GFA) is possible within the parcels located in the Aquidneck Corporate Park. As indicated in Table 3-1, buildout potential for each parcel within the park ranges from 10,000 to 80,000 square feet. Table 3-1 also outlines required perimeter buffers, landscape requirements, parking requirements for new construction, total additional paved areas, and remaining land available for stormwater management (or construction of additional parking required for construction of a floor above the existing building). All buildout assumes construction of a multi-story addition adjacent to the existing structure (except as noted).

Maximum buildout potential of **116 Johnnycake Hill Road** (AP 114/Lot 600), owned by ABCD Realty Co., was determined to be a two-story addition with a maximum 27,000-square foot footprint (54,000 square feet GFA). This construction would generate 80 additional trips per day and 5,400 gallons per day of additional wastewater.

The building at **72 Johnnycake Hill Road** (AP 114/Lot 601), owned by Avid Airline Products Inc., could potentially be expanded with a 16,000-square foot two-story addition (32,000 square feet GFA). Sufficient land would be available to accommodate parking required for construction of a partial or full additional floor above the main building. Approximately 48 additional trips per day and 3,200 additional gallons per day of wastewater would be generated.

A two-story 17,000-square foot addition could potentially be constructed adjacent to Manitou LLC's existing building at **23 Johnnycake Hill Road** (AP 115/Lot 32). Approximately 51 additional vehicular trips would be generated per day and 3,400 gallons per day of wastewater would be generated.



**Table 3-1
Aquidneck Corporate Park: Buildout Projections**

Location	Current Lot Coverage/ GFA (sq.ft.) (1)	Perimeter Buffer Require. (sq.ft.)	Landscape Require. (sq.ft.)	Parcel Area Available for Develop. (sq.ft.) (2)	Proposed Additional Expansion (sq.ft.) / Stories (3)	Proposed Additional GFA (sq.ft.)	Proposed Additional Parking Spaces	Proposed Additional Paved Area (sq.ft.)	Remaining Land Area (sq.ft.)
116 Johnnycake Hill Rd.	12,200/ 28,826	17,722	32,372	100,082	27,000/ 2	54,000	162	72,900	182
72 Johnnycake Hill Rd.	17,152/ 19,755	14,334	18,881	68,492	16,000/ 2	32,000	96	43,200	9,292
62 Johnnycake Hill Rd.	23,840/ 23,825	NA	NA	NA	NA	NA	NA	NA	NA
23 Johnnycake Hill Rd.	20,960/ 34,803	17,591	34,899	63,509	17,000/ 2	34,000	102	45,900	609
55 John Clarke Rd. (4)	10,075/ 19,342	18,491	26,286	97,255	26,000/ 2	52,000	156	70,200	1,055
97 John Clarke Rd.	12,000/ 11,890	13,705	11,342	39,141	13,000/ 1	13,000	39	17,550	8,591
127 John Clarke Rd.	22,580/ 44,031	17,831	22,462	48,299	17,000/ 1	17,000	51	22,950	8,349
85 Johnnycake Hill Rd.	21,054/ 35,882	18,000	40,262	133,731	20,000/ 4	80,000	240	108,000	5,731
55 Hammarlund Way *	22,670/ 44,226	19,109	40,133	55,055	34,000/ 2	68,000	42 (5)	18,900	2,155
20 Silva Lane *	10,688/ 10,688	14,269	19,599	70,916	18,000/ 3	54,000	112 (6)	50,400	2,516
88 Silva Lane	68,613/ 133,115	34,050	72,672	151,553	40,000/ 2 (7)	80,000	240	108,000	3,553
76 Hammarlund Way	24,868/ 48,356	NA	NA	NA	NA	NA	NA	NA	NA
60 Hammarlund Way	19,340/ 19,340	16,785	16,775	42,872	10,000/ 2	20,000	60	27,000	5,872
127 Johnnycake Hill Rd.	11,848/ 11,848	17,225	34,067	127,036	25,000/ 3	75,000	225	101,250	786
28 Jacome Way *	18,588/ 45,890	19,070	43,656	99,591	25,000/ 2	50,000	150	67,500	7,091
344 Aquidneck Ave. (8)	11,244/ 15,405	16,790	22,148	81,291	21,000/ 2	42,000	126	56,700	3,591
224 John Clarke Rd. (9)	7,340/ 10,307	17,493	25,225	114,813	30,000/ 2	60,000	180	81,000	3,813
184 John Clarke Rd.	52,785/ 55,962	18,000	38,084	67,466	28,000/ 1 (7)	28,000	84	37,800	1,666
Total	368,981/ 613,491				366,000	759,000			

Source: visionappraisal.com, field inspection, and Marketplace Properties.

Notes:

- (1) See Table 1-2.
- (2) Area available for development = parcel size – (building footprint, required parking, required perimeter, landscape buffer).
- (3) Building footprint not to exceed 25% of lot size.
- (4) Parcel includes wetlands constraint.
- (5) Factors in excess of 162 existing parking spaces.
- (6) Factors in excess of 50 existing parking spaces.
- (7) Expansion potential could be increased with construction of a partial or full additional floor.
- (8) Parcel includes wetlands constraint.
- (9) Parcel includes wetlands constraint.
- * Denotes alternative potential for a second, separate building on the site.



The Northeast Engineers and Consultant's building at **55 John Clarke Road** (AP 115/Lot 33), could be expanded with a two-story 26,000-square foot addition (52,000 square feet GFA). This calculation reflects the wetland constraint, which reduces the available developable area. Approximately 77 vehicular trips and 5,200 gallons per day of wastewater would be generated.

Maximum buildout potential at **97 John Clarke Road** (AP 115/Lot 34), owned by 97 John Clarke Road, would be a one-story 13,000-square foot addition (13,000 square feet GFA). An additional 20 vehicular trips and 1,300 gallons of wastewater would be generated per day. Sufficient land would be available to accommodate parking required for construction of a partial or full additional floor above the main building.

Middletown Park LLC's two-story building at **127 John Clarke Road** (AP 115/Lot 59) could be expanded with a 17,000-square foot one-story addition (17,000 square feet GFA). This construction would generate approximately 25 additional trips and 1,700 gallons of wastewater per day. Sufficient land would be available to accommodate parking required for construction of a partial or full additional floor above the main building.

A four-story addition with a 20,000-square foot footprint (80,000 square feet GFA) could be considered at Kevin & Victoria Tarsagian's building at **85 Johnnycake Hill Road** (AP 115/Lot 50). An additional 119 vehicular trips and 8,000 gallons of wastewater would be generated per day with this addition.

Although it appears this parcel is larger than most, it does not provide the alternative of a second, separate building sited on the parcel due to the location of the existing building, setbacks and parking requirements.

Tech Plaza 2, 3 and 4 at **55 Hammarlund Way** (AP 115/Lot 43) has the potential for construction of a two-story 34,000-square foot addition (68,000 square feet GFA). Sufficient capacity is available in the existing parking field to accommodate approximately 162 of the 204 parking spaces required for the two-story addition. An additional 101 vehicular trips and 6,800 gallons of wastewater would be generated per day with this addition.

This parcel provides the alternative of a second, separate building sited on the parcel given the parcel's size, existing building footprint, existing parking area and zoning requirements. The potential exists for a separate three-story 22,000 square foot footprint (66,000 square feet GFA). As mentioned for the above referenced addition to the existing building, sufficient capacity is available in the existing parking field to accommodate approximately 162 of the 198 parking spaces required. An additional 98 vehicular trips and 6,600 gallons of wastewater would be generated per day under this second alternative.

Tabat Schaberg LLC's one-story building at **20 Silva Lane** (AP 115/Lot 40), has the potential for construction of a three-story 18,000-square foot addition (54,000 square feet GFA). Sufficient capacity is available in the existing parking field to



accommodate approximately 50 of the 162 parking spaces required for the three-story addition. An additional 81 vehicular trips and 5,400 gallons of wastewater would be generated per day with this addition.

This parcel also provides the alternative of a second, separate building sited on the parcel given the parcel's size, existing building footprint, existing parking area and zoning requirements. The potential exists for a separate one-story 30,000 square foot footprint (30,000 square feet GFA). As mentioned for the above referenced addition to the existing building, sufficient capacity is available in the existing parking field to accommodate approximately 50 of the 90 parking spaces required. An additional 45 vehicular trips and 3,000 gallons of wastewater would be generated per day under this second alternative.

Tech Plaza 2, 3 and 4 LLC's two-story building at **88 Silva Lane** (AP 115/Lot 41) has a current building footprint of 68,613 square feet. Expansion potential includes a two-story 40,000-square foot addition above the existing two-story building (80,000 square feet GFA). An additional 119 vehicular trips and 8,000 gallons of wastewater would be generated per day with this addition.

Florence Sullivan's one-story building at **60 Hammarlund Way** (AP 115/Lot 37) could be expanded with a two-story 10,000-square foot addition (20,000 square feet GFA). Sufficient land would be available to accommodate parking required for construction of a partial or full additional floor above the main building. An additional 30 vehicular trips and 2,000 gallons of wastewater would be generated per day with this addition. This buildout calculation reflects constraints imposed by an existing 7,500-square foot (approximate) ROW and 3,750-square foot basketball court used by the school operated in this building.

Newport County Community Mental Health's one-story building at **127 Johnnycake Hill Road** (AP 115/Lot 36) could be built out with construction of a three-story 25,000-square foot addition (75,000 square feet GFA). An additional 112 vehicular trips and 7,500 gallons of wastewater would be generated per day with this addition.

A two-story 25,000-square foot addition (50,000 square feet GFA) could be constructed at Atlantic View Inc.'s two-story building at **28 Jacome Way** (AP 115/Lot 42). An additional 75 vehicular trips and 5,000 gallons of wastewater would be generated per day with this addition.

This parcel provides the alternative of a second, separate building sited on the parcel given the parcel's size, existing building footprint, existing parking area and zoning requirements. The potential exists for a separate one-story 30,000 square foot footprint (30,000 square feet GFA). An additional 45 vehicular trips and 3,000 gallons of wastewater would be generated per day under this second alternative.

A two-story 21,000-square foot addition (42,000 square feet GFA) could be constructed at Marine Safety International, Inc.'s one-story building at **344**



Aquidneck Avenue (AP 115/Lot 52). An additional 63 vehicular trips and 4,200 gallons of wastewater would be generated per day with this addition.

Expansion of Newport Realty Co.'s building at **224 John Clarke Road** (AP 115/Lot 56) is limited by approximately 63,000 square feet of wetland. A two-story 30,000-square foot addition (60,000 square feet GFA) would generate 89 additional vehicular trips and 6,000 gallons of wastewater per day.

Expansion of Norman Cardinale's one-story building at **184 John Clarke Road** (AP 115/Lot 39) is also limited by nearly an acre of wetlands. The expansion potential for this existing 52,785-square foot building footprint is limited to the construction of a 28,000-square foot upper level. An additional 42 vehicular trips and 2,800 gallons of wastewater would be generated per day with this addition.

Newport Corporate Park

The Newport Corporate Park analysis includes two existing office buildings currently zoned OB and OBA, and a vacant 71.19-acre parcel currently zoned 'GBA' General Business - Traffic Sensitive, formerly owned by the Vanicek Family (Rhode Island Nurseries). There are no known wetlands associated with this office park.

The 71.19-acre parcel is the future site of a mixed-use development targeted by the Town of Middletown. The percentage-share of office development within this 71.19-acre mixed-use development was calculated using the following distribution of uses:

Total Parcel	71.19 Acres
Preserved Land – 40 percent	28.5 Acres
Developed Land – 60 percent	42.7 Acres
Infrastructure – 15% (of 42.7 acres)	6.4 Acres
Remaining Land for Mixed-use Dev.	36.3 Acres
Retail – 30%	10.9 Acres
Residential – 30%	10.9 Acres
Office – 40%	14.5 Acres

Four buildout scenarios were considered. Three possible building lot templates could be constructed within 14.5 acres (the total approximate acreage available for office use), all with a 25,000 square foot footprint (typical medium sized building), but with varying parcel size and GFAs. Approximately 150,000 square feet could be constructed as part of a preliminary corporate office space template. A one-story 100,000-square foot light industrial processing building was calculated as a second template. Both templates are summarized in Table 3-2. The West Side Master Plan suggests low-profile buildings be constructed to preserve views of Narragansett Bay.

Buildout of the entire 14.5-acres of potential office use was not conducted for the 25-percent maximum building footprint since this development would far exceed



any short and medium-term office demand and would significantly effect the character of this scenic property.

**Table 3-2
Former Vanicek Property: Buildout Scenarios**

	Parcel Size (sq.ft.)	No. of Stories	Building Footprint (sq.ft.)	GFA (sq.ft.)	Required Parking	Paved Parking Area (sq.ft.)(1)	Perimeter Buffer (sq.ft.)	Landscape Require. (sq.ft.)	Total Area Required (sq.ft.) (2)	Area Remaining (sq.ft.)
Scenario #1	130,680	1	25,000	25,000	75	33,750	14,060	18,610	91,420	39,260
Scenario #2	196,020	2	25,000	50,000	150	67,500	17,310	31,695	141,505	54,515
Scenario #3	261,360	3	25,000	75,000	225	101,250	20,080	45,260	191,590	69,770
Scenario #4	326,700	1	100,000	100,000	300	135,000	22,812	58,863	316,675	10,025

Source: Middletown Zoning Ordinance, Proposed Design Guidelines.

Notes:

- (1) 450 square feet/space: includes parking stall, travel lane, landscaping requirement.
- (2) Building footprint, parking, perimeter/landscape requirement.

Both developed parcels within the Newport Corporate Park have the potential for expansion based on maximum buildout, with construction of an adjacent multi-floor addition or construction of additional floors above the existing structure. The buildout analysis for the two underutilized parcels yielded the potential for an additional 102,000 square feet GFA, and is summarized in Table 3-3. All buildout assumes construction of a multi-story addition adjacent to the existing structure (except as noted).

**Table 3-3
Newport Corporate Park: Buildout Projections**

Location	Current Lot Coverage/ GFA (sq.ft.) (1)	Perimeter Buffer Require. (sq.ft.)	Landscape Require. (sq.ft.)	Parcel Area Available for Develop. (sq.ft.) (2)	Proposed Additional Expansion (sq.ft.) / Stories (3)	Proposed Additional GFA (sq.ft.)	Proposed Additional Parking Spaces	Proposed Additional Paved Area (sq.ft.)	Remaining Land Area (sq.ft.)
1 Corporate Place	21,818/ 64,817	16,844	20,291	44,587	15,000/ 2	60,000	40(4)	18,000	11,587
2 Corporate Place	22,260/ 70,000	17,021	26,321	42,767	21,000/ 2	42,000	47(5)	21,150	617
Total	44,078/ 134,817				36,000	102,000			

Source: visionappraisal.com, field inspection, and Marketplace Properties.

Notes:

- (1) See Table 1-5.
- (2) Area available for development = parcel size – (building footprint, required parking, required perimeter, landscape buffer).
- (3) Building footprint not to exceed 25% of lot size.

Maximum buildout of Gudwhite Corporate Place, LLC’s three-story building at **1 Corporate Place** (AP 106/Lot 170) was determined to be a two-story 15,000-



square foot addition (60,000 square feet GFA). Sufficient capacity is available in the existing parking field to accommodate approximately 50 of the 90 parking spaces required for the two-story addition. An additional 89 vehicular trips and 6,000 gallons of wastewater would be generated per day with this addition. Sufficient land is available to accommodate parking required for construction of a partial third floor.

Although this parcel has frontage on West Main Road, site access should be retained via the Gate 17 Access Road to avoid impacting traffic flow on West Main Road.

Almost half of the parking required for a two-story 21,000-square foot addition (42,000 square feet GFA) at **2 Corporate Place** (AP 106/Lot 171), owned by 2 Corporate Park Association, LP, can be provided within the existing parking lot. Sufficient capacity is available in the existing parking field to accommodate approximately 79 of the 126 parking spaces required for the two-story addition. An additional 63 vehicular trips and 4,200 gallons of wastewater would be generated per day with this addition. Sufficient land is available to accommodate parking required for construction of a partial additional floor above the three-story main building.

Enterprise Center

Several municipal regulations limit expansion potential in the Enterprise Center. According to Middletown zoning regulations, the height of any structure or growing thing, erected or permitted to grow in the vicinity of the Newport State Airport, shall not exceed the height of 35 feet. Building heights in Enterprise Center are therefore limited to 35 feet as mandated by its location within the approach to Runway 4/22 at Newport State Airport.

The Town Center Overlay District is located in the commercial center of the Town near the intersection of West Main Road and East Main Road, and the intersection of East Main Road and Valley Road. The Enterprise Center is located within the Peripheral Area of the Town Center Overlay District. The intent of the Town Center Overlay District is to establish and maintain a zoning district of mixed uses characterized by architectural and design standards consistent with traditional New England town centers.



Vacant Gilbane Properties Parcel

The Enterprise Center analysis includes four existing office buildings currently zoned OB and OBA, and two vacant parcels currently zoned 'OBA', owned by Gilbane Properties, Inc.



To provide the Town of Middletown with several alternatives for three possible building lot templates that could be constructed within 7.57 acres (the total approximate acreage available for office use), three buildout scenarios were calculated, two with a 25,000 square foot footprint (typical medium sized building), and a third with a 40,000 square foot footprint, on the two lots combined. Approximately 100,000 to 120,000 square feet of corporate office space could be constructed as part of this preliminary template. In addition, a second template, a one-story 100,000-square foot footprint, was calculated to demonstrate the typical size and layout of a light industrial processing layout. Both templates are summarized in Table 3-4.

**Table 3-4
Enterprise Center: Buildout Scenarios**

	Parcel Size (sq.ft.)	No. of Stories	Building Footprint (sq.ft.)	GFA (sq.ft.)	Required Parking	Paved Parking Area (sq.ft.) (1)	Perimeter Buffer (sq.ft.)	Landscape Require. (sq.ft.)	Total Area Required (sq.ft.) (2)	Area Remaining (sq.ft.)
Lot 15-C	153,549	2	25,000	50,000	150	67,500	17,480	20,907	130,887	22,662
Lot 15-D	166,094	2	25,000	50,000	150	67,500	16,305	25,219	134,024	32,071
Combined	319,643	3	40,000	120,000	360	162,000	24,050	55,861	281,911	37,732
Combined	319,643	1	100,000	100,000	300	135,000	24,050	55,861	314,911	4,732

Source: Middletown Zoning Ordinance, Proposed Design Guidelines.

Notes:

(1) 450 square feet/space: includes parking stall, travel lane, landscaping requirement.

(2) Building footprint, parking, perimeter/landscape requirement.

Three of the four developed parcels within the Enterprise Center have the potential for expansion with construction of an adjacent multi-floor addition. The buildout analysis for the three underutilized parcels yielded the potential for an additional 130,500 square feet GFA, as summarized in Table 3-5.

KVH Industries' three-story building at **50 Enterprise Drive** (AP 113/Lot 15F) is currently built-out based on existing conditions and zoning dimensional requirements. This parcel was not included in the buildout calculations.

Maximum buildout of **110 Enterprise Drive** (AP 113/Lot 15), owned by Enterprise Center Properties LLC, was determined to be a three-story 15,000-square foot addition (45,000 square feet GFA). An additional 67 vehicular trips and 4,500 gallons of wastewater would be generated per day with this addition.

West House Corporation's three-story building at **417 Forest Avenue** (AP 113/Lot 6), could be built out with construction of a three-story 16,000 square foot addition (48,000 square feet GFA). An additional 72 vehicular trips and 4,800 gallons of wastewater would be generated per day with this addition.



**Table 3-5
Enterprise Center: Buildout Projections**

Location	Current Lot Coverage/ GFA (sq.ft.) (1)	Perimeter Buffer Require. (sq.ft.)	Landscape Require. (sq.ft.)	Parcel Area Available For Develop. (sq.ft.) (2)	Proposed Additional Expansion (sq.ft.) / Stories (3)	Proposed Additional GFA (sq.ft.)	Proposed Additional Parking Spaces	Proposed Additional Paved Area (sq.ft.)	Remaining Land Area (sq.ft.)
417 Forest Ave.	24,477/ 47,542	31,118	24,312	81,813	16,000/ 3	48,000	135	60,750	21,813
110 Enterprise Dr.	22,296/ 28,172	15,891	22,442	76,702	15,000/ 3	45,000	135	60,750	952
25 Enterprise Dr.	28,610/ 52,600	15,254	27,653	70,110	12,500/ 3	37,500	113	50,850	6,760
50 Enterprise Dr.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	75,383/ 128,314				43,500	130,500			

Source: visionappraisal.com, field inspection, and Marketplace Properties.

Notes:

(1) See Table 1-6.

(2) Area available for development = parcel size – (building footprint, required parking, required perimeter, landscape buffer).

(3) Building footprint not to exceed 25% of lot size.

A three-story 12,500-square foot addition (37,500 square feet GFA) could be constructed at Enterprise Center Properties LLC’s two-story building at **25 Enterprise Drive** (AP 113/Lot 15B). An additional 56 vehicular trips and 3,750 gallons of wastewater would be generated per day with this addition.

Omni Development

As mentioned in Section 1: Assessment of Existing Conditions, the Omni Land Development Corporation has submitted a subdivision application for a nine-lot Light-Industrial development on West Main Road north of Oliphant Lane, near the Portsmouth town line. The buildout analysis for the seven proposed vacant parcels and one existing underutilized parcel yielded the potential for an additional 244,000 square feet of Light-Industrial GFA, as identified in Table 3-6. It should be noted that given proposed parcel sizes (based on the subdivision application) and Middletown’s twenty-five percent maximum lot coverage regulation, the majority of parcels have the potential for one-story buildings with only partial second stories (factoring building footprints, setbacks, parking requirements) at maximum buildout. Construction of larger buildings would require the consolidation of lots or variances.



**Table 3-6
Omni Land Development Corporation Subdivision Plan: Buildout Scenarios***

AP/Lot	Parcel Size (sq.ft.)	No. of Stories	Building Footprint (sq.ft.)	GFA (sq.ft.)	Required Parking	Paved Parking Area (sq.ft.) (1)	Loading Area (sq.ft.)	Perimeter Buffer (sq.ft.)	Total Area Required (sq.ft.) (2)	Area Remaining (sq.ft.)
AP 111/Lot 1	205,894	2	51,000	102,000	255	114,750	1,350	29,538	197,538	8,356
AP 111/Lot 2	50,724	1	12,000	12,000	30	13,500	900	13,099	39,499	11,225
AP 111/Lot 3	61,477	1	15,000	15,000	38	17,100	900	11,128	44,128	17,349
AP 111/Lot 4	61,645	1	15,000	15,000	38	17,100	900	12,981	45,981	15,664
AP 111/Lot 5	130,405	1	32,000	32,000	80	36,000	1,350	47,516	116,866	13,539
AP 111/Lot 6	133,064	1	33,000	33,000	83	37,350	1,350	43,693	115,393	17,671
AP 111/Lot 9	140,668	1	35,000	35,000	88	39,600	1,350	26,596	102,546	38,122
Total	783,877			244,000						

Source: Omni Drive Subdivision Plans: July/2005, Northeast Engineers and Consultants, Middletown Zoning Ordinance, Proposed Design Guidelines.

Notes:

* Table does not include buildout projections for underutilized parcel: AP 111/Lot 8, included in narrative below.

(1) 450 square feet/space: includes parking stall, travel lane, landscaping requirement.

(2) Building footprint, parking, perimeter/landscape requirement.

The buildout analysis for the one existing underutilized parcel (proposed AP 111/Lot 8) has the potential for expansion with construction of an additional floor and/or an additional 4,000 square foot footprint given the town's twenty-five percent maximum lot coverage regulation and existing building footprint of 30,100 square feet (34,339 square feet maximum allowed).

Other Office/Business Parcels

Remaining Office/Light-Industrial zoned parcels included in this buildout analysis are AP 113/Lot 117, and AP 114/Lots 1-C and 650, three Valley Street parcels which are zoned OB. The buildout analysis for the three underutilized parcels yielded the potential for an additional 27,000 square feet of GFA, as identified in Table 3-7. It should be noted that although maximum buildout potential for AP 114/Lots 1-C and 650 was calculated, the total developable area is subject to the steep topography of the site.

A one-story 8,000-square foot addition (8,000 square feet GFA) could be possible at CEV Realty LLC's two-story building at **82 Valley Road** (AP 113/Lot 117). This addition would generate 12 additional vehicular trips and 800 gallons of wastewater per day.

James P. Studders & A.E. White LLC's one-story building at **345 Valley Road** (AP 114/Lot 1-C) could be expanded with construction of a one-story 10,000-square foot addition (10,000 square feet GFA). An additional 15 vehicular trips and 1,000 gallons of wastewater would be generated per day with this addition.



**Table 3-7
Other Office/Business Parcels: Buildout Projections**

Location	Current Lot Coverage / GFA (sq.ft.) (1)	Perimeter Buffer Require. (sq.ft.)	Landscape Require. (sq.ft.)	Parcel Area Available For Develop. (sq.ft.) (2)	Proposed Additional Expansion (sq.ft.) / Stories (3)	Proposed Additional GFA	Proposed Additional Parking	Proposed Additional Paved Area (sq.ft.)	Remaining Land Area (sq.ft.)
82 Valley Rd.	2,400/ 4,842	7,960	2,930	22,270	8,000/ 1	8,000	24	10,800	3,470
345 Valley Rd.	3,654/ 7,748	9,800	5,664	26,737	10,000/ 1	10,000	30	13,500	3,237
333 Valley Rd.	4,226/ 8,448	10,700	7,051	22,026	9,000/ 1	9,000	27	12,150	876
Total	10,280/ 21,038				27,000	27,000			

Source: visionappraisal.com, field inspection, and Marketplace Properties.

Notes:

(1) See Table 1-9.

(2) Area available for development = parcel size – (building footprint, required parking, required perimeter, landscape buffer).

(3) Building footprint not to exceed 25% of lot size.

The two-story building owned by 333 Valley Road LLC at **333 Valley Road** (AP 114/Lot 650) could be built out with construction of a one-story 9,000-square foot addition (9,000 square feet GFA). An additional 13 vehicular trips and 900 gallons of wastewater would be generated per day with this addition.

Summary

Corporate office buildout potential in Middletown includes both new construction on a handful of vacant parcels and expansion of existing buildings (infill). Although footprint options vary, it is likely that new office construction could total 125,000 to 220,000 square feet GFA and that building expansion / infill would total up to 1, 018,500 square feet GFA. With the addition of the Omni Development, seven lots will be available for light industrial use. The Omni Land Development Corporation’s subdivision application has the potential for an additional 244,000 square feet GFA of Light-Industrial use.

Based on findings in Section 2: Market Analysis, Middletown can meet the demand for additional future office space subject to the following concerns:

- Current business owners are interested and have the demand for additional, leasable GFA
- The disruption from construction activities warrants the anticipated growth potential
- The return on investment for new construction (in the mid \$20s per square foot range) is warranted by Aquidneck Island lease rates (generally in the mid \$10s per square foot range)



- Local permitting for major land development applications is processed expeditiously
- State assistance through RIEDC and permitting under RIDEM are also processed expeditiously



Section 4: Recommendations/Implementation

Introduction

Middletown's economic strength is dependent upon its ability to aggressively and creatively plan for its future. The town's proximity to NUWC and the ocean, several of the best private K-12 schools in the country, its diverse labor force, and existing transportation facilities make Middletown an excellent business location. Although the town's economic profile has diversified, it remains dependent on Navy funding in the research and development sector, a sector that contributes significant employment to the area. Based on uncertainties in this sector and increased competition from proposed office construction in Newport and Portsmouth, it is critical that the Town of Middletown ensure that current office parks retain their appeal. Permitting for new construction should be as attractive as possible to capitalize on Middletown's existing features and strategically position the town to respond to the demand for office and light-industrial development.

Recommendations from Previous Studies

Several completed studies relevant to office/light-industrial sectors reflect the commitment of the Town of Middletown to maintaining and assuring its economic sustainability. The recommendations of the following studies should be implemented to improve the desirability, developability, and design of future corporate expansion in Middletown.

Aquidneck Corporate Park Improvement Plan

The 2004 *Aquidneck Corporate Park Improvement Plan* outlined the following recommendations to update the image of the Aquidneck Corporate Park:

- Improve the physical appearance of the park to retain and to attract high-technology firms
- Improve the quality of stormwater runoff into Green End Pond
- Actively involve park occupants in the ongoing maintenance of landscape features
- Provide personnel and business services to park occupants
- Accommodate new high technology within the park
- Provide physical access (vehicular and/or pedestrian) to the existing businesses located within the Polo Center on Aquidneck Avenue

To date the following recommendations have been initiated:

- Landscape/Signage Plan has been awarded to a design firm.
- Funding for roadway improvements within the Aquidneck Office Park has been initiated.



- Sewer upgrades have been initiated to improve capacity.

Inflow/Infiltration Study

The Town of Middletown has recently submitted its Phase IIA Inflow/Infiltration (I/I) study to the Rhode Island Department of Environmental Management for review. One recommendation of this study is that the town conduct smoke testing in the Aquidneck Corporate Park to detect any illegal connections from roof leaders to the sanitary sewer system. If detected, property owners would be directed to remove these connections. Although this was standard practice when the Aquidneck Corporate Park was constructed, currently it is a violation of state and federal regulations to discharge stormwater into sanitary sewers. This practice reduces the capacity of the municipal wastewater treatment plant by treating non-sanitary waste.

With continued resolution of I/I issues, it is anticipated that the Town of Middletown's wastewater discharge would be within its treatment allocation at the Newport plant. This would enable the Town to diversify its light industrial tax base by attracting corporations with increased water consumption rates for processing.

Proposed Town-Wide Commercial Design Standards

The *Town-Wide Commercial Design Standards* submitted in August 2005 target building design and architecture, signage, landscaping, off-street parking, and storm-water runoff/erosion control/pollution. Proposed development standards for building design and architecture include the following:

- Maximum building footprints of 35,000 square feet for OB and OP zones, and 100,000 square feet for the LI zone
- Standards for facades, windows, and doors with orientation toward the pedestrian/street front
- Standards for traditional building materials
- Standards for signage that regulate size, type, and materials

Proposed landscaping standards include the following:

- A minimum of 25 percent landscaped project area
- A ten-foot perimeter landscaped buffer (twenty-five foot if abutting a residential zone)
- Specific sizes and quantities for planting materials
- Parking lot landscaping requirements
- Pedestrian access and circulation

Proposed off-street parking standards regulate the location, access, size, and lighting of parking lots. Standards for the undergrounding of utility lines are also proposed. Provisions are also included for regulation of storm-water runoff/erosion control/ pollution. These amendments have been approved by the



Middletown Planning Department and will be going to Town Council for hearing in early 2006.

West Side Master Plan

The November 2005 *West Side Master Plan* addresses future use of property on west of West Main Road, Route 114. This area includes the Newport Corporate Park and property now or formerly owned by the Vanicek family, proposed for mixed use. The master plan, prepared by the Aquidneck Island Planning Commission with the participation of the Towns of Middletown and Portsmouth, City of Newport, and the US Navy, provides information on the following tools that could be implemented to encourage economic development both within the West Side planning area and in other sections of Middletown:

- Projects of Critical Economic Concern may be designated by the Rhode Island Economic Development Corporation (RIEDC) to expedite permitting for projects which have significant job creation potential (see section on RIEDC Assistance, below).
- RIEDC's Innovation Factory program may be implemented to focus reinvestment within buildings and complexes that leverage the advantages of shared proximity of both existing businesses and new ventures to facilitate local industry partnerships and synergy. An Innovation Factory might be considered in the Aquidneck Corporate Park (see section on RIEDC Assistance, below).
- Municipal tax abatement may be considered to provide redevelopment and expansion incentives. These measures provide cost benefits that help attract commercial and industrial developers as well as their tenants.
- Special loan guarantee/credit enhancement programs allow public agencies to finance development. This loan guarantee program significantly improves a developer's ability to obtain private financing. The programs often result in below-market interest rates that further enhance development opportunity (see section on RIEDC Assistance, below).
- Transfer of development rights can be used to preserve open space in town while providing financial incentives that enable higher density development in targeted areas such as office parks.
- Transportation management associations (TMA) and transit ridership enhancements help reduce parking demand by encouraging alternatives to the single occupant vehicle for commuting purposes. By implementing a TMA in each Middletown office park, ride sharing, vanpooling, and other options may be more easily and effectively coordinated. Administrative costs may be equitably shared by many participating firms. By reducing parking demand (and therefore parking lot size), more land would be available for building expansion and parking volumes would be decreased on local roadways.

Circulation and Parking Recommendations

Many members of the Newport County Chamber of Commerce have identified traffic congestion as a constraint to business expansion. As the town has



expanded, West Main, East Main, Valley Roads and Aquidneck and Green End Avenues have become increasingly congested for vehicular traffic and less attractive for pedestrians. Recommendations to improve circulation and vehicular/ pedestrian traffic patterns are presented below.

Vehicular Circulation

Access to local office and light industrial parks is generally limited to one access road from the adjacent collector or arterial roadway. By providing multiple connections to local roadways, traffic burden on local roadways and intersections is dispersed.

- Construct vehicular/pedestrian access to the Polo Center via the existing easement at the terminus of Johnnycake Hill Road in the Aquidneck Corporate Park to reduce the number of vehicle trips made by employees for personal services. By diversifying access to the park, traffic burdens on Valley Road and Green End Avenue would be reduced.
- Work with property owners at the Enterprise Center and the adjacent shopping plaza to construct a roadway between the two developments. This would enable Enterprise Center traffic to patronize shopping center businesses and exit to East Main Road at the new traffic signal. A sidewalk along this roadway would assure that pedestrians have safe and attractive access to the shopping center for midday errands.
- Investigate direct access from Newport Corporate Park to the Gate 17 Access Road to divert office park-generated traffic from the Commerce Road residential neighborhood adjacent to the park.
- Consider expanding Traffic-Sensitive zones and encourage shared-access points for multiple businesses to minimize curb-cuts.
- Encourage developers and / or property owners of adjacent office park properties to connect internal circulation roadways. Connections would minimize exiting delays, encourage use of shared parking, and facilitate emergency access.
- Amend zoning to enable mixed-use development within office and light-industrial parks to reduce the number of vehicle trips made by employees for personal services.
- Encourage formation of Traffic Management Associations and transit ridership enhancements (as suggested in the West Side Master Plan) to help reduce parking demands and decrease congestion on roadways.



Pedestrian Circulation

Continuous pathways encourage midday exercise and are an attractive amenity for employees. Connections to local destinations including transit and shops reduce traffic volumes on local roadways.

- Require sidewalks and pedestrian paths along roadways, to connect parking lots to the principal uses they serve, and to provide connections with adjacent buildings. Clearly delineate these paths through the use of decorative material and natural borders to separate pedestrian and automobile traffic. Provide snow removal as required.
- Provide bus shelters at central locations to enhance transit ridership. Provide sidewalk connections from offices to the bus shelter.
- Require construction of sidewalks along office park roadways and installation of bike racks with any change in use or major land development project.

Parking

The current capacity of many office building parking lots exceeds requirements under the Middletown zoning ordinance. The following recommendations are made to reduce impervious area, share parking, and encourage commuting alternatives.

- Maintain the parking requirement in both the Office and Light-Industrial districts as a maximum and not minimum, to reduce the total impervious surface coverage and reduce stormwater management requirements.
- When two or more adjacent property owners agree to share parking and provide access management (internal connection between parking lots on adjacent parcels with a possible elimination of one or more curb cuts on the adjacent roadway), consider reducing the required number of parking spaces by fifteen percent (15%) for both businesses.
- Consider reducing the number of parking spaces up to twenty-five percent (25%) if it can be demonstrated that two or more uses within a single development can share parking areas due to different hours of normal activity. (A change in use in one of the businesses shall require the construction of the full amount of parking otherwise required unless the town grants a special use permit to allow the parking reductions to remain in effect).
- Encourage the Planning Board to provide incentives to reduce required parking spaces for applications served by RIPTA bus service or where ride sharing is encouraged through Transportation Management Associations.



- Require that carpool parking be designated in a convenient location as an encouragement to its use.
- Encourage the YMCA to use underutilized parking (shared parking) at Aquidneck Corporate Park during their events, as an alternative to expanding their parking lots (would require coordination and agreements with business owners and managers).

Zoning Amendments

Table 4-1 presents a comparison of dimensional requirements for light industrial, office/business and office park use in suburban Rhode Island communities with which Middletown may vie for business location. Communities range from more urbanized areas such as Warwick to towns which strive for a more rural or campus-like development such as Smithfield.

**Table 4-1
Dimensional Regulations Comparison**

	Width/ Frontage (ft.)	Setbacks			Max. Height (ft.)	Lot Coverage (%)	Parking Requirement	Parking Setback (ft.)	
		Front (ft.)	Side (ft.)	Rear (ft.)					
Light Industrial									
East Greenwich (Light Industry)		150	100	40	50	35	30%	(1)	(6)
Middletown (Light Industrial)		150	40	35	40	40	25%	1/2 employees	10
Newport (Commercial-Industrial)		100	25	20	20	60	50%	1/1.5 employees	
North Kingstown (Light Industrial)		150	35	30	30	35		(2)	10
Portsmouth (Light-Industrial)		200	60	50	30	35	25	(3)	
Smithfield (Light Industrial)		300	100	40	50	48	50%	(4)	
Warwick (Light Industrial)		60	25	15	20	35		1/400 sq. ft. GFA	10
Office/Business									
East Greenwich (Office District)		150	100	40	50	35	30%	1/200 sq. ft.	(6)
Middletown (Office/Business)		150	50	35	50	35	25%	3/1,000 sq. ft. GFA	10
Middletown (Office Park)		150	40	35	40	40	25%	3/1,000 sq. ft. GFA	10
Newport (General Business)		50	0	0	5	45	80%	1/350 sq. ft. GFA	
North Kingstown (General Business)		200	25	15	25	35	25%	1/250 sq. ft. OFA	10
Portsmouth (Commercial)		110	30	20	15	35	25%	(5)	
Smithfield (Planned Corporate)		200	150	50	50	48	35%	4/1,000 sq. ft. GFA	
Warwick (Office District)		60	25	15	20	35		1/300 sq.ft. GFA	10

Source: Municipal Zoning Ordinances.

Notes:

- (1) 1/500 square feet for first 20,000 square feet then 1/650 square feet exceeding 20,000 square feet.
- (2) 1/2 employees based on largest shift, but no less than 1/600 square feet GFA.
- (3) 4/1,000 GLA Gross Leasable Area for up to 7,500; 3.3/1,000 for 7,500-40,000 GLA; 3/1,000 GLA for 40,001 and up.
- (4) 1/1,000 square feet GFA or 1/employee, whichever is greater.
- (5) 4/1,000 for 1 to 3,000 square feet; 2/1,000 for 3,001-5,000 square feet; 1.3/1,000 for 5,001 to 10,000; 1/1,000 for 10,001 to 50,000; .8/1,000 for 50,000 and greater.
- (6) 5 foot buffer for parking areas with under 50 spaces, 10 foot with 50-100 spaces, and 20 feet with greater than 100 spaces.



As indicated in Table 4-1, Middletown's minimum lot width and setbacks for Light-Industrial development are more than double that of Warwick's regulations that are representative of the dense development pattern on Jefferson Boulevard. Middletown requires half the minimum lot width and reduced setbacks of campus-type development in Smithfield. Smithfield also enables fuller utilization of parcels by enabling fifty percent lot coverage, compared to twenty-five percent allowed in Middletown. Parking requirements for the three municipalities also reflect the patterns of development within each community. Middletown appears to have a reduced parking requirement compared to both Smithfield and Warwick.

There is a similar correlation in comparing Office/General Business dimensional regulations for the three municipalities. Warwick requires less setbacks, smaller minimum lot sizes, and more parking while Smithfield requires higher setbacks, higher minimum lot sizes, and less parking.

Adjacent Portsmouth has lower dimensional regulations related to development in their Office/Business district than Middletown, yet higher dimensional regulations related to development in their Light-Industrial district. Parking regulations are relatively similar for both Middletown and Portsmouth.

Zoning Recommendations

The following amendments to the Middletown zoning ordinance would encourage office and light-industrial economic development:

- Increase maximum lot coverage in both the Office and Light-Industrial districts to 35 percent (10 percent increase), to better utilize the parcel. This could make Middletown more attractive for industries considering statewide locations.
- Maintain the parking requirement in both the Office and Light-Industrial districts as a maximum and not minimum, as suggested in the Circulation / Parking Recommendations.
- Provide incentives to reduce required parking spaces for applications served by RIPTA bus service or where ride sharing is encouraged through Transportation Management Associations, as suggested in the Circulation/Parking Recommendations.
- Consider the following amendment to OP, Office Park, to encourage reconstruction and/or expansion of buildings at Aquidneck Corporate Park (many buildings are now nearly 30 years of age):
 - Expand table of uses to include amenities such as a coffee shop, small restaurant or deli counter, convenience store, automatic teller machine, day care center and other small ancillary uses which would reduce midday vehicular trips.
 - Require sidewalk construction for Major Projects under Land Development regulations.



- Decrease front, side and rear setbacks for parcels not adjacent to residential zones to encourage the potential for construction of manufacturing buildings that require large footprints (100,000 square foot single story buildings) for industrial processes.
- Enable Transfer of Development Rights from open space “sending areas” located elsewhere in town to “receiving areas” in the Aquidneck Corporate Park. Density bonuses would encourage expansion and reconstruction in an already developed area while protecting open space elsewhere. Coordination should be undertaken with the Aquidneck Land Trust and the Town of Middletown to determine “sending areas.”

Comprehensive Community Plan Amendments

The Middletown Comprehensive Community Plan has been reviewed to identify existing goals and implementation plans that support or relate directly to the diversification and expansion of Office / Light-Industrial sectors. Recommended amendments to the Community Plan are presented to encourage both fuller utilization of existing office and light industrial use and to facilitate expansion.

Economic Development Element

Goal I – “Maintain economic growth and job creation at a rate adequate to support the town’s population in a manner consistent with the town’s characteristics, capabilities, and environmental objectives.”

Insert the following as implementation:

5. Implement economic development recommendations of the West Side Master Plan.
 - Lead Department: EDAC, Planner, Town Administrator, Town Council
 - Target Date: see West Side Master Plan
6. Implement recommendations of the *Middletown Corporate Buildout Analysis* and the *Aquidneck Corporate Park Improvement Plan* to revitalize, fully utilize, and expand existing office parks to attract high tech, defense-related industry, and professional services.
 - Lead Department: EDAC, Planner, Town Administrator, Town Council
 - Target Date: Ongoing

Goal IV – “Obtain new economic activity to offset the loss of jobs (associated with defense contracts and services) resulting from the reduction of federal spending.”

Insert the following as implementation:

3. Initiate coordination with RIEDC to promote and market Middletown properties statewide through RIEDC Real Estate and Community Development Services.
 - Lead Department: EDAC, Planner, Town Administrator
 - Target Date: Jan 06



4. Implement RIEDC program to certify projects of Critical Economic Concern for expedited permitting for projects that generate employment opportunities.
 - Lead Department: EDAC, Planner, Town Administrator
 - Target Date: Jan 06

Insert the following goal, policy and implementation:

Goal VI: Maximize the use of existing office properties to avoid over-development and preserve open space.

Policy:

1. Offer incentives to encourage property owners to renovate and/or rebuild on existing office sites to meet changing needs of high tech and defense related firms.
2. Encourage mixed use of related services within office parks.

Implementation:

1. Encourage property owners to meet business expansion needs with construction of an addition adjacent to or separate from the existing building, through construction of additional floors, or through building demolition and replacement of the structure to meet current and projected needs.
 - Lead Department: EDAC, Planner, Town Administrator, Town Council
 - Target Date: 2006
2. Consider zoning and/or tax incentives for redevelopment of existing office properties.
 - Lead Department: Planner, Planning Board, Town Council
 - Target Date: 2006
3. Consider Transfer of Development Rights to preserve open space (potentially through the Aquidneck Land Trust) as an incentive for relief from zoning dimensional requirements.
 - Lead Department: Planner, Planning Board, Town Council
 - Target Date: 2006
4. Amend Office Park and Office/Business zoning to enable mixed-use development to include ancillary services such as coffee shop, small restaurant, convenience store, automatic teller machine, and day care.
 - Lead Department: Planner, Planning Board, Town Council
 - Target Date: 2006

Circulation Element

Goal V: “Provide sidewalks throughout the town.”

Insert the following policy and implementation:

3. Sidewalk installation should be required for any land development application for a Major Project.
 - Lead Department: Planner, Planning Board, Town Council
 - Target Date: 2006



Land Use Element

Goal I: “Achieve growth and development patterns that are consistent with environmental, historical and economic needs of the town.”

Insert the following implementation:

7. Revise Office Park zoning to encourage a higher density of development for building expansion and replacement as the Aquidneck Corporate Park matures. Consider Transfer of Development Rights to protect land outside the Aquidneck Corporate Park with incentives to increase density within the park. Consider joint use of parking between parcels. Consider amendment of dimensional requirements for parcels not adjacent to residential zones to encourage fuller utilization of parcels while retaining its image as a suburban office park.
 - Lead Department: Planner, Planning Board, Town Council
 - Target Date: 2006
8. Consider incentives to reduce parking demand through implementation of Transportation Management Associations, incentives to use RIPTA bus, carpools / vanpools, or bike and walk to work.
 - Lead Department: Planner, Planning Board, Town Council
 - Target Date: 2006

Rhode Island Economic Development Corporation Assistance

The Town of Middletown should avail itself of assistance provided by the Rhode Island Economic Development Corporation (RIEDC), both in marketing property and in encouraging firms interested in locating in the state with information on opportunities in the Town of Middletown. As a priority, the contact name on the RIEDC website for the Town of Middletown should be updated with the name of the current town administrator (http://www.riedc.com/riedc/blue_sky/43/173/). The following summarizes assistance available from RIEDC.

In an effort to proactively plan for Rhode Island’s future economy, the RIEDC has documented the lack of good industrial and office space throughout the state as a major impediment to accommodate the growth of jobs through existing and new businesses. A major roadblock to Rhode Island’s future economy is this lack of quality commercial space, particularly industrial and Class ‘A’ office space, which can be occupied within 6-12 months.

Traditional, new construction is simply no longer feasible, or realistic. The process can last up to three years to complete: master plan; conceptual building design; contract specifications; utilities; construction; etc. Through a collaborative partnership with developers, municipalities, and brokers, the RIEDC business development executives provide customized services to companies considering expansion or relocation in Rhode Island which include:

- Work with the brokerage community, municipalities, developers, utility providers, and/or public/private sector officials to coordinate productive site visits.
- Make confidential inquiries on behalf of a company or client.



- Provide an independent, objective analysis that gives equal consideration to all Rhode Island regions and municipalities involved in a site decision.
- Provide assistance to coordinate with various state departments on permitting issues and historic preservation issues and tax credits; counsel clients on key issues impacting regulatory and permit approvals and applying for fast-track permitting treatment for qualified projects through the state's Expedited Permitting Process.

Business service components include:

- EDC Capital (Financing Programs)
 - Small Business Loan Corporation
 - Brownfield Cleanup Revolving Loan Fund
 - Urban Enterprise Equity Fund
- Every Company Counts (Small Business Assistance)
 - Business Service Partners
 - 24/7 On-Line Learning
 - Peer to Peer Learning
- Workforce Development
 - Tax Credits for Training the Workforce
 - Grants to Strengthen the Workforce
- Micro Business/Entrepreneur Resources
- Real Estate & Community Development
 - Community Development
 - Commercial & Industrial Sites
 - Permit Assistance
 - Environmental Programs & Incentives

Conclusion

The *Middletown Corporate Buildout Analysis* documents properties zoned for Business Park, Office/Business, and Light Industrial use at three existing and one proposed park. Market demand is detailed, and opportunities to maximize or buildout current buildings (and a few undeveloped lots) are outlined to serve future demand. Recommendations are presented to amend the Zoning Ordinance and Comprehensive Community Plan. Recommendations are also presented to more fully utilize the services of the Rhode Island Economic Development Corporation.

A market analysis indicates that the demand for defense-related office and industrial space in Middletown is not robust given current and projected military forecasts. The future ability of Middletown to maintain its reputation as the corporate office center of the Island, should therefore focus on the following:

- Full utilization of current office and light industrial space,
- Limited infill development, new construction, and future redevelopment to meet organic growth with streamlined permitting, and
- Emphasis on employee/workforce lifestyle and quality of life issues.

