



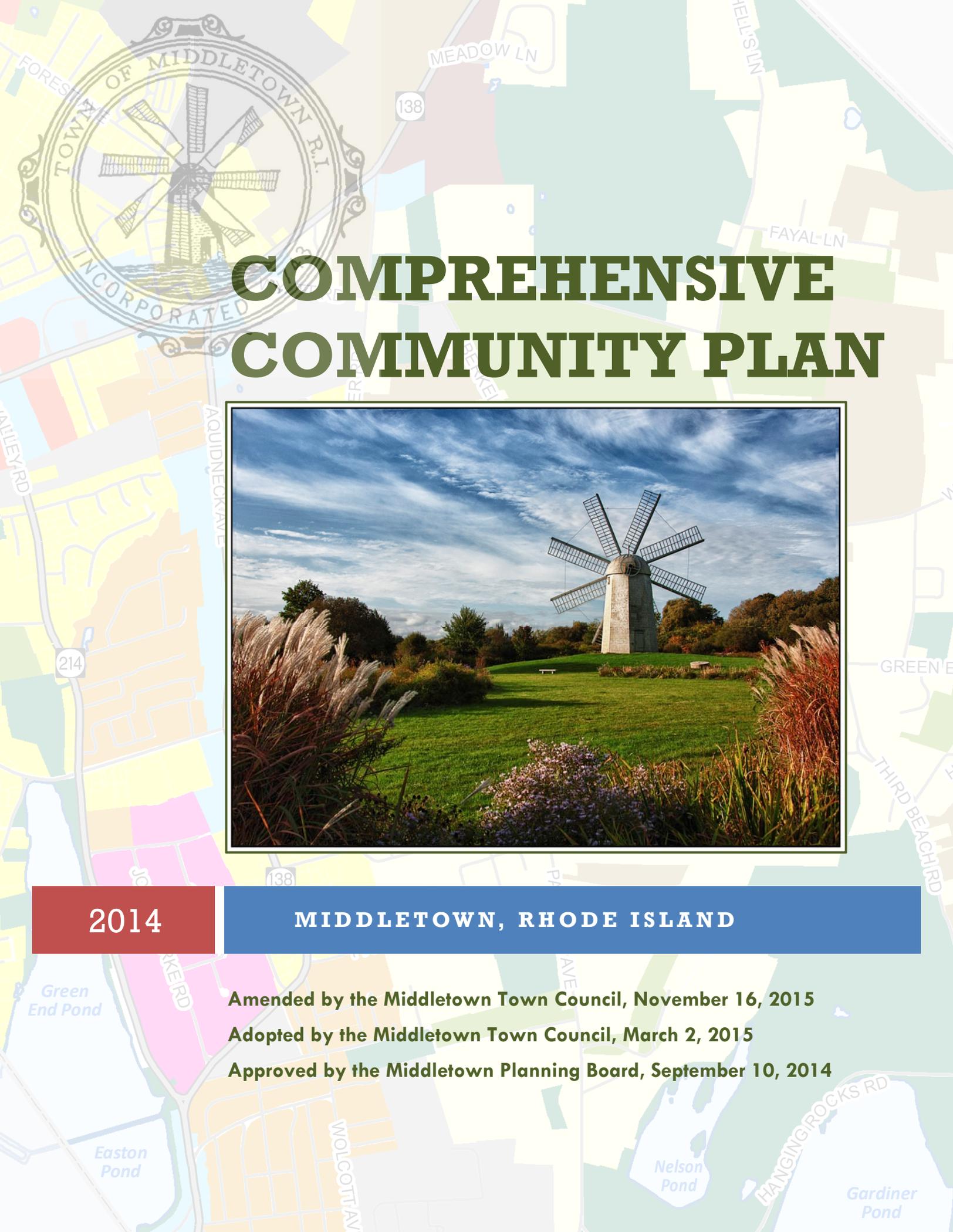
COMPREHENSIVE COMMUNITY PLAN



2014

MIDDLETOWN, RHODE ISLAND

Amended by the Middletown Town Council, November 16, 2015
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I. EXECUTIVE SUMMARY

WHAT IS THE COMPREHENSIVE COMMUNITY PLAN?

Comprehensive planning in the State of Rhode Island is governed by Chapter 45-22.2 of the Rhode Island General Laws, entitled the “Rhode Island Comprehensive Planning and Land Use Act.” Local comprehensive plans serve as the basis for land use regulation and establish an implementation program for achieving a community’s stated goals and desires. Local comprehensive plans are reviewed by the State, and when approved, become binding on State agencies by requiring conformance of their programs and projects to the local comprehensive plan. The Act requires that municipalities draft a comprehensive plan every ten years, and report to Statewide Planning every five years on the status of implementation. Plans may be amended as needed, up to four times per year.

LOCAL PLANNING PROCESS & PUBLIC INPUT



The 2014 update of the Middletown Comprehensive Community Plan was an extensive effort led by the Planning Board and the Comprehensive Plan Update Committee (CPUC). Appointed by the Town Council, in addition to Planning Board members, the CPUC included representatives of various other town boards and committees, as well as members of the general public. The CPUC and the Planning Board held dozens of meetings over a several year period to prepare a thoughtful and thorough rewrite of plan elements, including narratives, assessments of current conditions, statistical data, goals, policies, and action items.

The Planning Board opened the public hearing on the draft document on August 20, 2014. The board considered all input that was received and revised the draft as necessary while the public hearing remained opened. The public hearing was closed and the plan was approved and forwarded to the Town Council on September 10, 2014.

In addition to the formal public hearing two public workshops were held by the Planning Board in July and August 2014. The workshops included a presentation, element roundtables, and interactive activities, including dot voting and word clouds. Attendees were asked to provide input to help prioritize the policies within each of the plan elements. The following tables summarize the results of the dot voting exercise.

Following a public hearing held on February 17, 2015 and March 3, 2015, the Middletown Comprehensive Community Plan was adopted by the Middletown Town Council on March 3, 2015 and was forwarded to the State for final approval.

COMMUNITY WORKSHOP #2 – DOT VOTING RESULTS

Top Cultural & Historic Resources Policies		Votes
C-II.A. Preserve the town's historic landscapes, including farms and agricultural land		16
C-II.B. Protect and preserve the hand-built stone walls which delineate fields		12
C-I.A. Preserve historic buildings of Middletown		7
Top Natural and Ecological Resources Policies		Votes
N-V.B. Encourage the preservation of farmland and open space in Middletown in order to maintain the Town's agricultural base		13
N-VI.B. Increase the town's tree canopy		8
N-II.B. Promote cooperation among the Aquidneck Island communities toward preservation of the quality and quantity of drinking water		8
N-V.A. Protect and promote a network of contiguous protected open space		7
Top Recreation, Conservation & Open Space Policies		Votes
R-V.B. Preserve Third Beach by maintaining the current facilities and level of use		10
R-III.A. Expand the inventory of preserved open space and natural resources that are beneficial to cultural, civic and environmental values		7
R-I.B. Look for opportunities to establish parks and open spaces accessible to all neighborhoods		4
R-IV.A. Develop a formal framework for conservation-oriented land management plans		4
R-VI.B. Look for opportunities to establish multi-use trails and bike lanes to connect neighborhoods to the Town's open space and recreational resources		4
Top Economic Development Policies		Votes
E-IV.B. Recognize and encourage agriculture as an important business sector		12
E-IV.C. Facilitate the adoption of farm-friendly ordinances		10
E-III.C. Support economic growth and job creation in the local tourism and hospitality industry.		6
Top Transportation Policies		Votes
T-VI.B. Promote livable and sustainable communities through coordinated transportation/land use strategies		9
T-III.A. Provide a safe, convenient, and pleasant network of walkways		8
T-IV.A. Expand and improve public transit system and services and ensure that the system meets the mobility needs of all citizens		7

Top Housing Policies	Votes
H-II.B. Support development of elderly housing and opportunities for aging in place	11
H-IV.B. Encourage mixed-use and transit oriented developments	7
H-I.B. Support creation of low and moderate income housing units from existing development	5
Top Facilities & Services Policies	Votes
F-I.C. Make optimum use of existing public facilities and town owned land and sustain prior investments in infrastructure	5
F-V.A. Maintain public safety facilities, resources, and personnel to the highest degree of readiness	5
F-I.A. Deliver town services in a cost effective manner	4
F-IV.A. Continually improve access to library services and facilities	4
F-III.A. Ensure that school programs meet the educational needs of students and facilities have adequate capacity to accommodate enrollment demands	3
F-VI.A. Continue to reduce the amount of solid waste requiring disposal and improve the recycling rate.	3
Top Land Use Policies	Votes
L-I.A. Promote a land use and development framework based upon smart growth principles* (*smart growth describes the efforts of communities to manage and direct growth in a way that minimizes damage to the environment, reduces sprawl, and builds livable towns and cities.)	12
L-III.A. Conserve agricultural land, important soils and the economic viability of the local agricultural industry	10
L-II.B. Encourage the redevelopment of vacant and underutilized commercial properties	9

WORD CLOUDS

Word clouds are graphic representations of responses to a question. Two word clouds were created during the public input process to represent “Our Community Values” and “Our Shared Vision.” Responses were solicited during the second public workshop and on the town’s website. Respondents were asked to submit a one word response, as many as they would like, to the following two questions. The more occurrences a word had, the more prominence it was given in the graphic representation.

SIGNIFICANT CHANGES AND NEW CONCEPTS IN THE 2014 PLAN

THE FOLLOWING SECTION HIGHLIGHTS NOTABLE CHANGES AND NEW POLICIES IN THE 2014 UPDATE OF THE COMPREHENSIVE COMMUNITY PLAN.

Future Land Use Plan Changes

- **ENCOURAGING MIXED USE DEVELOPMENT IN COMMERCIAL AREAS.** An identified objective within the draft plan is to combine uses in ways that create commercial areas with better character, minimize traffic, reduce infrastructure costs, and preserve remaining undeveloped land. As such, the plan calls for the adoption of mixed-use zoning and a change to the Future Land Use Plan to allow mixed-use as an option within all General Business areas. The CPUC found that mixed-use developments in Middletown are appropriate along major commercial corridors where infill or redevelopment opportunities exist. A combination of uses, including residential where appropriate, could be mutually supporting by promoting easy access among services, stores, and other amenities especially by pedestrians. Additionally, mixed-use developments with neighborhood scale retail could serve as an improved transition between the town's residential neighborhoods and commercial areas. The updated Future Land Use Plan designation on the Future Land Use Map is referred to as "General Business/Mixed Use".
- **ENHANCING THE EAST MAIN ROAD GATEWAY WITH A RURAL VILLAGE CONCEPT.** The CPUC identified as a priority the protection and enhancement of the scenic open vistas of the northern gateway into Middletown along East Main Road. A new zoning district is proposed along the northern section of the east side of East Main Road which has been designated as "Rural Village" on the Future Land Use map in order to more accurately describe the existing uses of the land. The concept envisions conserved vineyards and agricultural land surrounding a small village style mixed-use area with an agri-tourism focus. The plan details the concept further by specifying, "A limited amount of small scale commercial operations related to and/or supporting nearby agricultural use may be permitted. However, any attempt to permit larger scale higher intensity commercial shall not be permitted along the northern section of East Main Road."
- **PROVIDING FOR EXPANSION OF LIMITED/OFFICE BUSINESS.** Approximately 7.7 acres of land fronting on Aquidneck Avenue, abutting the Polo Center and the Aquidneck Corporate Park was designated for limited & office business use, including the potential expansion of the Polo Center, a mixed office and retail complex.

Proposed Overlay Zoning

- **AGRICULTURAL BUSINESS OVERLAY ZONING.** Most agricultural property in Middletown is zoned residential which places restrictions on the type and scale of business endeavors that agricultural landowners can pursue. In an effort to provide economic incentives for landowners to preserve their land as agricultural and allow for appropriate, agriculture related businesses on farms, the plan calls for the adoption of an agricultural business overlay district to be applied townwide on active agricultural properties. This concept is best described in the RIDEM "Community Guidance to Maintain Working Farms and Forests" released in 2012. Attention will be paid in the

drafting of regulations to ensure that incompatible and inappropriate uses are not permitted.

- **AIRPORT OVERLAY ZONING.** In conjunction with the recommendations of the RI Airport Corporation's (RIAC) Aviation Systems Plan and RIAC's 2013 "Rhode Island Airport Land Use Compatibility Guidebook", and in order to be consistent with state statutory requirements, the plan strengthens language calling for adoption of an Airport Hazard Area Overlay District. This district will reference federal requirements and ensure that development complies with required height limitations.

Special Areas Highlighted

- **ATLANTIC BEACH DISTRICT.** The plan continues the town's focus on enhancing the Atlantic Beach District by promoting both public and private sector investment in this beachside business district which serves visitors and local residents.
- **TWO-MILE CORNER GROWTH CENTER.** In order to promote investment in an area that has the infrastructure needed to accommodate growth, the plan identifies the Two-Mile Corner area as a potential growth center which the Town should consider pursuing official state designation. The state's land use guide plan element, *Land Use 2025*, describes growth centers as being compact developed areas that accommodate community and regional needs for residential and economic functions. Centers are intended to provide optimum utilization of land and services, and offer a higher density diverse housing stock, commercial, industrial, office, cultural, and governmental uses. State grants and other incentives may become available for improvements within the boundaries of state recognized growth centers.
- **WEST MAIN / CODDINGTON DEVELOPMENT CENTER.** Located within the boundaries of the potential Two-Mile Growth Center is the core of the West Main /Coddington Development Center. The concept includes the redevelopment of town-owned property in conjunction with surplus Navy land that the town is working to acquire. It is described in detail the 2011 *West Main/Coddington Development Center Master Plan* and subsequent documents related to planning for the reuse of surplus Navy land. The concept envisions a walkable and attractive mixed-use center at the intersection of Coddington Highway and West Main Road, to include a mix of commercial, residential, and municipal uses that is well integrated with the surrounding neighborhoods.
- **GREENE LANE PARK.** Approximately 25 acres of surplus Navy land along Burma Road is anticipated to be transferred to the Town of Middletown through the BRAC process. The Town envisions a new fishing pier and park at the location of the former Midway Pier, near the intersection of Greene Lane and Burma Road. This proposal would provide Middletown with its only direct public access to Narragansett Bay.

Continuing Policies

- **CURBING BIG BOX RETAIL.** In an effort to restrict large single-use retail development, which often includes large parking lots, limited landscaping, and unattractive building design, the town will continue to impose a maximum building footprint of 35,000 square feet and enforce the town's commercial development design standards. A discussion of the trends and impacts of big box retail was added to the Land Use Element.

THE ELEMENTS, VISION STATEMENTS, AND GOALS

OVERALL VISION: MIDDLETOWN WILL PRESERVE ITS QUALITY OF LIFE FOR ALL GENERATIONS AS A SAFE AND FRIENDLY COMMUNITY WITH A DISTINCTIVE HERITAGE, EXTRAORDINARY CULTURAL AND NATURAL RESOURCES, A STRONG LOCAL ECONOMY AND FISCALLY-SOUND GOVERNMENT.

CULTURAL & HISTORIC RESOURCES: Middletown will be known as a community that preserves its past and values cultural enrichment opportunities for its residents and visitors. The town and its residents will recognize cultural and historic preservation as a key component to the town's future growth, economy, character, and appeal of the town.

- *Save National Register and other historically or architecturally significant properties and natural heritage sites*
- *Preserve historic landscapes*
- *Share historic resources and make history and culture a vital part of the community*

NATURAL & ECOLOGICAL RESOURCES: In recognition that the health of our citizens and our local economy are dependent on the health of our environment, local government practices in Middletown will reflect good stewardship of the water, land and air. The Town and its residents will choose to act collectively and individually to preserve, protect, and restore our environment for this and future generations.

- *Ensure that new developments take place in an ecologically sound manner*
- *Protect and preserve the town's natural drinking water supply*
- *Protect and restore valuable coastal resources*
- *Promote the preservation and restoration of ecological systems in Middletown*
- *Protect the natural and rural character of Middletown*
- *Protect existing forested areas and increase the town's tree resources*
- *Reduce the town's vulnerability to climate change impacts*
- *Protect and maintain the air quality of Middletown and Aquidneck Island*
- *Promote energy conservation and the development of renewable energy resources*

RECREATION, CONSERVATION, & OPEN SPACE: Open space within Middletown includes an abundance of diverse natural areas which offer recreational opportunities while preserving agricultural lands, wildlife habitat, sensitive ecosystems and water quality. Residents value an active and healthy lifestyle and will take advantage of quality recreation programs, facilities, and trails offered by the town.

- *Provide new recreational facilities to ensure that the town meets the ongoing recreation needs of the community*
- *Maintain and improve recreational facilities to meet needs identified during the planning process*
- *Acquire additional open space as appropriate for conservation and passive recreation*
- *Properly manage and maintain town-owned conservation and passive recreation land*
- *Support expanded access to water based recreational opportunities through maintenance of existing facilities and, where appropriate, expansion of facilities*
- *Expand and enhance the trail system in Middletown*
- *Promote active and healthy lifestyles in Middletown*

ECONOMIC DEVELOPMENT: Middletown will support long term economic development opportunities and job creation; education and training of the workforce; a positive business environment; and the long term viability of agricultural businesses.

- *Promote a diverse and expanded local economy without compromising the characteristics and qualities which make Middletown a desirable place to live*
- *Foster collaboration between business and local educational institutions to develop a trained workforce*
- *Retain and expand existing industry clusters and cultivate new clusters*
- *Strengthen the economic vitality of agriculture*

TRANSPORTATION: Town of Middletown will strive to provide a safe, efficient, and sustainable multi-modal transportation system that reduces reliance on the automobile and meets the diverse mobility needs of residents, workers, and visitors while maintaining the scenic quality of our community.

- *Promote safety as a top priority within all transportation strategies, infrastructure projects, and programs*
- *Provide a street network that allows for safe and efficient movement of vehicular traffic throughout the town*
- *Provide for and promote the use of alternative modes of transportation*
- *Promote the use and expansion of public transit to reduce traffic congestion and to improve air and water quality for the citizens of Middletown and Aquidneck Island*
- *Maintain, preserve and extend the life and vitality of prior investments in the transportation system*
- *Make transportation decisions and policies that promote energy conservation, foster healthy communities, and protect environmental quality*

HOUSING: Residential development in Middletown will be planned and designed in a way that complements our heritage and preserves our natural resources. The town will have a balance of housing opportunities for all income levels that allows multiple generations to call Middletown home. The town will ensure appropriate transitions between residential and commercial uses in order to maintain and enhance the quality of life of its residents.

- *Protect existing supply of affordable housing*
- *Promote a balance of housing choices for all income levels and age groups*
- *Increase supply of workforce housing*
- *Reduce housing costs while promoting more sustainable development*
- *Appropriately site affordable housing*
- *Meet the State's 10% requirement for low-and-moderate income housing*

FACILITIES & SERVICES: Middletown will strive to provide residents with high quality and responsive government services, a wide range of public facilities, and the necessary public utilities to support a desired quality of life.

- *Provide high quality and efficient municipal services and facilities that meet the needs of residents*
- *Support consolidation and sharing of public services and facilities that result in an increase in cost-effectiveness without negatively impacting the quality of services provided*

- *Deliver high quality public education and school building facilities in order to promote excellence in public education and fully meet the community's responsibility to provide for the next generation*
- *Provide programs, services, and materials for all ages that encourage a love of reading, life-long learning, and cultural enrichment*
- *Provide high quality law enforcement, fire protection, and emergency dispatch services in a cost-efficient, coordinated, and cooperative manner that meets the needs of the town's residents, workers, and visitors*
- *Provide solid waste and recycling management in an economical and environmentally sound manner*

LAND USE: The Town of Middletown will ensure that the community remains a desirable place to live by promoting sound growth and quality development which preserves and protects the natural environment, rural landscapes, scenic beaches, and established neighborhoods. We will retain our scenic landscapes while meeting residents' needs for a strong local economy. Middletown's balance of land use will promote local and regional sustainability.

- *To achieve a balanced and harmonious development pattern in Middletown that promotes economic growth and reinvestment while preserving neighborhood integrity, environmental and aesthetic quality and overall livability*
- *Appropriately site commercial and industrial uses*
- *Protect natural resources including environmentally sensitive lands, flora and fauna, and water quality*
- *Maintain and preserve beaches and other shoreline features as significant natural resources*
- *Take advantage of opportunities for appropriate redevelopment of the West Side which benefit the Town and U.S. Navy*
- *Protect and enhance the natural scenic beauty and heritage of Middletown as a coastal New England community*



THE IMPLEMENTATION PROGRAM

The following implementation program expands upon the goals, policies and action items identified in each of the plan's elements by identifying best practices, stakeholders, and estimated cost. The implementation program also classifies actions as a zoning amendment, program, plan, or infrastructure item. A working version of the implementation program that includes even further detail and columns will be used to assist the town in implementing the plan and for progress updates. Additional columns include available funding, implementation progress, and implementation actions detailing necessary steps to implement action items.

IMPLEMENTATION PROGRAM

Element	Goal	Policies	Action Items	Responsible Department	Timeframe	Type of Action	Best Practices and Resources	Additional Element(s) this Strategy Addresses	Estimated Cost	Other Stakeholders
CULTURAL & HISTORIC RESOURCES	GOAL C-I: Save National Register and other historically or architecturally significant properties and natural heritage sites	C-I.A. Preserve historic buildings of Middletown	C-I.A.1. Adopt ordinances to require historically correct restoration of historic buildings and to discourage demolition or inappropriate use of valuable historic resources	Town Council; Planning Board	Short-term (1-2 years)	Zoning Amendment	Portland (OR) Historic Resources Zoning Regulations http://www.portlandoregon.gov/bps/article/146263	Land Use	\$ (under \$20,000)	Zoning Board
			C-I.A.2. Seek National Register of Historic Places nomination of additional historic resources on town properties, as appropriate	Planning Department	Ongoing	Program	National Register of Historic Places Program: How to list a property? http://www.nps.gov/nr/national_register_fundamentals.htm#start	Facilities and Services	\$ (under \$20,000)	Middletown Historical Society
			C-I.A.3. Consider adoption of incentive program to encourage the preservation of historically significant buildings	Town Council	Medium-term (3-5 years)	Program	RI Historical Preservation & Heritage Commission Tax Credits & Loans: http://www.preservation.ri.gov/credits/ National Park Service Historic Preservation Tax Incentives: http://www.nps.gov/tps/tax-incentives/taxdocs/about-tax-incentives-2012.pdf Portland (OR) Historic Resources Zoning Regulations http://www.portlandoregon.gov/bps/article/146263	Land Use	\$\$ (\$20,001 - \$100,000)	Middletown Historical Society
			C-I.A.4. Develop and maintain an inventory of National Register and other historically or architecturally significant properties	Planning Department	Short-term (1-2 years)	Program	Rhode Island Historical Preservation & Heritage Commission: http://www.preservation.ri.gov/	Economic Development	\$ (under \$20,000)	Middletown Historical Society
		C-I.B. Protect and preserve historic cemeteries and other archeological sites	C-I.B.1. Establish an adopt-a-spot program for historic cemeteries and burial grounds	Town Council	Medium-term (3-5 years)	Program	RI RULES AND REGULATIONS PERTAINING TO Registration and Protection of Historic Cemeteries: http://www.preservation.ri.gov/pdfs_zips_downloads/archaeology_pdfs/120509cemetery-reg.pdf City of Attleboro Adopt-A-Spot ordinance: http://www.cityofattleboro.us/pdf/adoptaspot.pdf	Land Use	\$ (under \$20,000)	Middletown Historical Society
			C-I.B.2. Develop an ordinance to provide protection of archeological sites and military fortifications	Planning Board; Town Council	Long-term (6-10+ years)	Zoning Amendment	Archaeological Ordinance (City of Scottsdale, AZ): http://www.scottsdaleaz.gov/codes/historiczoning/archaeology	Land Use	\$ (under \$20,000)	Middletown Historical Society
	GOAL C-II: Preserve historic landscapes	C-II.A. Preserve the town's historic landscapes, including farms and agricultural land	C-II.A.1. Partner with other governmental and private funding sources to purchase development rights to farms and other areas of traditional use of the land	Town Administrator; Town Council; Open Space & Fields Committee	Ongoing	Program	RI DEM Land Acquisition and Real Estate: State Land Conservation and Acquisition Program: http://www.dem.ri.gov/programs/bpoladm/plandev/landaca/ RI Land Trust Council: http://www.rilandtrusts.org/index.htm	Land Use Natural Resources	\$\$\$\$ (>\$250,000)	Middletown Historical Society
			C-II.A.2. Develop zoning and subdivision standards and incentives for the preservation of open space, greenways, agricultural land, and scenic vistas as part of the development process	Planning Board; Town Council	Medium-term (3-5 years)	Zoning Amendment	The Rhode Island Conservation Development Manual: http://www.dem.ri.gov/programs/bpoladm/suswshed/pdfs/condev.pdf Model Land Use Ordinances (see Subdivision Strategies: Conservation Subdivision Design) http://www.dem.ri.gov/programs/bpoladm/suswshed/pdfs/modord.pdf	Land Use Natural Resources	\$ (under \$20,000)	Zoning Board
		C-II.B. Protect and preserve the hand-built stone walls which delineate fields	C-II.B.1. Enforce the Town's Stone Wall Ordinance	Building & Zoning	Ongoing	Program		Economic Development	\$ (under \$20,000)	Landowners
	GOAL C-III: Share historic resources and make history and culture a vital part of the community	C-III.A. Preserve historic record and documentary history of the town	C-III.A.1. Identify and document historically significant structures, including those structures built in more recent years which may have architectural or historical significance	Planning Department; Town Clerk	Long-term (6-10+ years)	Program		Land Use	\$ (under \$20,000)	Middletown Historical Society
C-III.A.2. Maintain and update surveys of the town's architectural resources			Planning Department	Ongoing	Program		Land Use	\$ (under \$20,000)		
C-III.A.3. Preserve historic documents, photos, and records			Town Clerk	Ongoing	Program			\$ (under \$20,000)	Middletown Historical Society	
C-III.A.4. Conserve, photograph, and document any recognized Town cultural and/or historical resources, including documentary resources that are in imminent jeopardy of being altered or demolished			Town Clerk; Planning Department	Ongoing	Program			\$ (under \$20,000)	Middletown Historical Society	
C-III.A.5. Partner with organizations, such as the Middletown Historical Society and the Preservation Society of Newport County to promote the continued preservation of historical resources			Planning Department; Town Administrator	Long-term (6-10+ years)	Program			\$ (under \$20,000)	Middletown Historical Society, Preservation Society of Newport County	
C-III.B. Preserve and promote cultural institutions in Middletown		C-III.B.1. Continue to sponsor valued community activities and events	Town Council	Ongoing	Program	RI State Council on the Arts: http://www.arts.ri.gov/organizations/	Facilities and Services	\$\$ (\$20,001 - \$100,000)	Middletown Committee for the Arts; Middletown Historical Society	
NATURAL & ECOLOGICAL RESOURCES		GOAL N-I: Ensure that new development takes place in an ecologically sound manner	N-I.A. Define and protect environmentally sensitive areas through strict zoning regulations, conservation style development designs, and the use of Overlay Districts	N-I.A.1. Define and inventory environmentally sensitive areas	Planning Department	Short-term (1-2 years)	Program	RI Department of Environmental Management: http://www.dem.ri.gov/	Land Use	\$ (under \$20,000)
	N-I.A.2. Research regulatory options for protecting environmentally sensitive areas			Planning Department	Short-term (1-2 years)	Program	RI Department of Environmental Management: Regulations http://www.dem.ri.gov/pubs/regs/index.htm	Land Use	\$ (under \$20,000)	Conservation Commission
	N-I.A.3. Maintain the requirements relating to conservation subdivision development			Planning Board; Zoning Board	Ongoing	Program	RI Department of Environmental Management: Regulations http://www.dem.ri.gov/pubs/regs/index.htm	Land Use	\$ (under \$20,000)	
	N-I.B. Protect the community and its residents from the effects of development on unsuitable soils, flood plains, and in coastal high hazard flood zones		N-I.B.1. Continue appropriate oversight of development in the Watershed Protection Districts, including requiring special use permit for more intensive types of development, particularly in soils with poor drainage	Planning Board; Zoning Board	Ongoing	Program	RI Department of Environmental Management: Watersheds http://www.dem.ri.gov/topics/ecosys.htm	Land Use	\$ (under \$20,000)	Conservation Commission
	GOAL N-II: Protect and preserve the town's natural drinking water supply	N-II.A. Minimize nonpoint source pollutants that feed into the town's reservoirs	N-II.A.1. Identify sources of nonpoint source impairment of surface water bodies through the Phase II Stormwater Management Program Plan (SWMPP) planning process and work to implement the recommendations of the SWMPP	Public Works; Planning Department	Short-term (1-2 years) and Ongoing	Program	RI DEM Office of Water Resources: Nonpoint Source Pollution http://www.dem.ri.gov/programs/benviron/water/quality/nonpoint/	Land Use	\$\$\$ (\$100,001 - \$250,000)	
			N-II.A.2. Establish a Wastewater Management District to ensure that Onsite Wastewater Treatment Systems (OWTS) (septic systems) are inspected and properly maintained, repaired, and replaced	Public Works; Town Council	Medium-term (3-5 years)	Program	Charleston, RI Wastewater Management District: http://ecode360.com/8492332 URI Onsite Wastewater Resource Center: http://www.uri.edu/ce/wq/RESOURCES/wastewater/index.htm	Land Use Facilities and Services	\$\$\$ (\$100,001 - \$250,000)	RIDEM
			N-II.A.3. Continue collecting and updating Geographic Information Systems (GIS) stormwater data and utilize GIS to assist in the proper planning and protection of water quality	Planning Department, Public Works	Ongoing	Program	RI DEP GIS Resources: http://www.dem.ri.gov/maps/index.htm#GR	Land Use	\$\$ (\$20,001 - \$100,000)	

IMPLEMENTATION PROGRAM

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			N-II.A.4. Encourage residents to maintain a healthy lawn free from chemicals through educational activities	Planning Department	Short-term (1-2 years)	Program	MassDEP: Nonpoint Source Pollution Education: Fertilizing the Lawn http://www.mass.gov/eea/agencies/massdep/water/watersheds/fertilizing-the-lawn.html	Land Use	\$ (under \$20,000)	Homeowners
			N-II.A.5. Continue necessary actions to remain in compliance with federal and state mandates to manage stormwater in accordance with Phase II stormwater permit requirements	Public Works; Building Inspection; Planning Department	Ongoing	Program	RIPDES Storm Water Program: http://www.dem.ri.gov/programs/benviron/water/permits/ripdes/stwater/index.htm	Land Use Facilities and Services	\$ (under \$20,000)	RIDEM and U.S. EPA
			N-II.A.6. Increase inspections and create a condition index of constructed stormwater drainage systems and BMPs	Public Works; Engineering; Planning Department	Short-term (1-2 years)	Program		Facilities and Services	\$\$ (\$20,001 - \$100,000)	
		N-II.B. Promote cooperation among the Aquidneck Island communities toward preservation of the quality and quantity of drinking water	N-II.B.1. Initiate the establishment of a regular forum for ongoing discussions, and collaboration among the City of Newport, Towns of Middletown and Portsmouth, the Navy, Portsmouth Water and Fire District (PWFD) regarding water treatment and distribution issues	Town Council; Public Works; Planning Department	Medium-term (3-5 years)	Infrastructure	American Water Works Association: National Inventory of Regional Collaboration Among Water and Wastewater Utilities http://www.awwa.org/Portals/0/files/resources/resource%20dev%20groups/tech%20and%20educ%20program/documents/AWWAUtilityCollaborationFinalReport.pdf	Facilities and Services	\$ (under \$20,000)	City of Newport, Town of Portsmouth, Navy, Portsmouth Water and Fire District
			N-II.B.2. Meet the water quality management standards under the direction of the RI DEM Total Maximum Daily Load (TMDL) Program	Public Works	Medium-term (3-5 years)	Infrastructure	RI DEM/Office of Water Resources - TMDL Program http://www.dem.ri.gov/programs/benviron/water/quality/rest/	Facilities and Services	\$\$\$\$ (>\$250,000)	
			N-II.B.3. Request that the Newport Water Department update watershed protection district signs	Public Works	Medium-term (3-5 years)	Infrastructure		Facilities and Services	\$ (under \$20,000)	Newport Water Department
	GOAL N-III: Protect and restore valuable coastal resources	N-III.A. Protect and rehabilitate the sand dune systems	N-III.A.1. Establish a Dune Protection ordinance, including a provision to prohibit motorized vehicles of any type (e.g., automobiles, dirt bikes, SUVs, ATVs) on the sand dunes	Town Council; Town Solicitor; Police Department	Medium-term (3-5 years)	Zoning Amendment	Assessment of Dune and Shore Protection Ordinances in New Jersey: http://www.gpo.gov/fdsys/pkg/CZIC-kfn2251-8-a83-1984-app-vi/html/CZIC-kfn2251-8-a83-1984-app-vi.htm Ordinance example: Beach and Dune Protection Ordinance, Brigantine, NJ (Atlantic County): http://landuse.law.pace.edu/landuse/documents/laws/reg2/NJ-ORD-Atlantic-Brigantine-BeachProtect.doc	Land Use	\$ (under \$20,000)	Beach Commission
			N-III.A.2. Continue the use of wooden snow fences or other means to prevent and slow the wind-blown sand erosion from the dunes along the length of the existing parking lot and Sachuest Point Road	Public Works	Ongoing	Infrastructure	A guide to managing coastal erosion in beach/dune systems: http://www.snh.org.uk/publications/on-line/heritagemanagement/erosion/2.2.shtml	Land Use Facilities and Services	\$\$ (\$20,001 - \$100,000)	Beach Commission
			N-III.A.3. Continue the use of boardwalks to prevent walking on beach grass and dunes	Public Works	Ongoing	Infrastructure		Land Use Facilities and Services	\$\$ (\$20,001 - \$100,000)	Beach Commission
		N-III.B. Restore and maintain the quality of coastal waters	N-III.B.1. Enforce "No Discharge" rules to insure that Type 1 Water Quality criteria are not violated	Harbor Master	Ongoing	Program	RIPDES Storm Water Program: http://www.dem.ri.gov/programs/benviron/water/permits/ripdes/stwater/index.htm	Land Use	\$ (under \$20,000)	
			N-III.B.2. Enforce stormwater regulations and promote the use of best management practices (BMPs)	Engineering; Building Inspection	Ongoing	Program	RIPDES Storm Water Program: http://www.dem.ri.gov/programs/benviron/water/permits/ripdes/stwater/index.htm	Land Use	\$\$ (\$20,001 - \$100,000)	Conservation Commission
			N-III.B.3. Organize annual beach cleanups	Public Works	Ongoing	Program	RI Audubon Society International Coastal Cleanup: http://www.asri.org/together-for-the-environment/volunteers-cleaning-up-the-rhode-island-coast.html	Recreation	\$\$ (\$20,001 - \$100,000)	Local organizations
	GOAL N-IV: Promote the preservation and restoration of ecological systems in Middletown	N-IV.A. Protect native wildlife and native plant species	N-IV.A.1. Coordinate with the Rhode Island Natural Heritage Program to determine sensitive habitat locations and to assist in the review of proposed projects that may destroy habitat of rare and endangered species	Planning Department	Ongoing	Program	RI DEM Rhode Island Natural Heritage Program http://www.dem.ri.gov/programs/bpoladm/plandev/heritage/	Land Use	\$\$ (\$20,001 - \$100,000)	Rhode Island Natural Heritage Program
			N-IV.A.2. Preserve contiguous tracts of open space for wildlife habitat using various methods including acquisition, easements and conservation style development	Town Council; Open Space & Fields Committee; Planning Department	Ongoing	Program	RI Department of Environmental Management: http://www.dem.ri.gov/	Land Use	\$\$\$\$ (>\$250,000)	Conservation Commission and Aquidneck Land Trust
			N-IV.A.3. Control invasive plant species at beaches and public properties, and educate residents as to the impact of invasives.	Public Works; Planning Department; Beach Commission	Ongoing	Program	USDA National Invasive Species Information Center http://www.invasivespeciesinfo.gov/index.shtml	Facilities and Services	\$\$ (\$20,001 - \$100,000)	Conservation Commission
GOAL N-V: Protect the natural and rural character of Middletown	N-V.A. Protect and promote a network of contiguous protected open space	N-V.A.1. Identify contiguous tracts of open land as potential corridors for greenways such as: • Links between utility easements, nature conservation easements and other deeded open areas • The Old Colony and Newport Railway 80-foot track easement • Newport Water Department land as part of its Water Quality Protection Plan • Land protected by development rights/restrictions owned by land trust conservancies, the state and town	Planning Department; Open Space and Fields Committee	Medium-term (3-5 years)	Program	RI Department of Environmental Management: http://www.dem.ri.gov/	Land Use	\$ (under \$20,000)	Newport Water Department	
		N-V.A.2. Support the preservation of open space in watersheds, along the shore, and in other environmentally sensitive areas through acquisition, conservation easements, and purchase of development rights	Town Council; Open Space & Fields Committee; Planning Department	Ongoing	Program	RI Department of Environmental Management: Grants/Financing http://www.dem.ri.gov/topics/grants.htm	Land Use	\$\$\$\$ (>\$250,000)		

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Element	Goal	Policies	Action Items	Responsible Department	Timeframe	Type of Action	Best Practices and Resources	Additional Element(s) this Strategy Addresses	Estimated Cost	Other Stakeholders	
		N-V.B. Encourage the preservation of farmland and open space in Middletown in order to maintain the Town's agricultural base	N-V.B.1. Encourage the continuation of agriculture in Middletown through tax incentives and other means and by continuing to promote participation in the State's Farm, Forest, and Open Space Program	Town Planning Department; Town Council; Tax Assessor	Ongoing	Program	RI Department of Environmental Management: Division of Agriculture http://www.dem.ri.gov/programs/bnatres/agricult/index.php	Land Use	\$\$ (\$20,001 - \$100,000)	Open Space & Fields Committee	
			N-V.B.2. Promote use of conservation subdivision when farmland and other undeveloped land is being converted to residential use	Planning Board	Ongoing	Program	RI Department of Environmental Management: Regulations http://www.dem.ri.gov/pubs/regs/index.htm	Land Use	\$ (under \$20,000)		
			N-V.B.3. Draft agricultural overlay zoning to permit complimentary uses to be developed on farms.	Planning Board	Short-term (1-2 years)	Zoning Amendment	Model Provision for Agriculture Overlay District (Maine) http://www.maine-farmland-trust.org/wp-content/uploads/2013/10/Agriculture-Overlay-Soil-Conservation-Model.pdf	Land Use	\$ (under \$20,000)	Zoning Board; Agricultural landowners	
		GOAL N-VI: Preserve existing forested areas and increase the town's tree resources	N-VI.A. Protect existing and establish new forested areas	N-VI.A.1. Keep Albro Woods as a natural parkland	Town Council	Ongoing	Program	RI Department of Environmental Management: http://www.dem.ri.gov/	Land Use	\$ (under \$20,000)	
				N-VI.A.2. Permanently protect forested areas through acquisition and conservation easements	Town Council; Open Space & Fields Committee	Ongoing	Program	RI Department of Environmental Management: Forests http://www.dem.ri.gov/topics/forests.htm	Land Use	\$\$\$\$ (>\$250,000)	
				N-VI.A.3. Establish new and re-establish previously forested areas as appropriate	Tree Commission	Medium-term (3-5 years)	Program	RI Department of Environmental Management: Forests http://www.dem.ri.gov/topics/forests.htm	Land Use	\$\$ (\$20,001 - \$100,000)	
		GOAL N-VI: Preserve existing forested areas and increase the town's tree resources	N-VI.B. Increase the town's tree canopy	N-VI.B.1. In conjunction with the Middletown Tree Commission efforts, establish a plan for planting, maintaining, and replacing trees in public spaces.	Town Administrator, Town Council; Public Works; Middletown Tree Commission	Ongoing	Plan		Land Use	\$\$ (\$20,001 - \$100,000)	
				N-VI.B.2. Require developers to retain existing trees when possible and to provide deciduous street trees	Planning Board	Ongoing	Program	RI Department of Environmental Management: http://www.dem.ri.gov/	Land Use	\$ (under \$20,000)	Developers
				N-VI.B.3. Establish a preferred list of trees for use in reviewing landscaping plans during development plan review	Tree Commission; Planning Board	Medium-term (3-5 years)	Program		Land Use	\$ (under \$20,000)	
				N-VI.B.4. Encourage the planting of native trees and plants	Planning Board; Tree Commission; Public Works	Ongoing	Program		Land Use	\$ (under \$20,000)	
		GOAL N-VII: Reduce the town's vulnerability to climate change impacts	N-VII.A. Gain a better understanding of the science and policy implications of sea level rise	N-VII.A.1. Educate and engage residents and businesses in addressing climate change by reducing greenhouse gas emissions	Planning Board; Planning Department; School Department	Long-term (6-10+ years)	Program	RI Department of Environmental Management: Climate Change http://www.dem.ri.gov/climate/index.htm		\$ (under \$20,000)	Residents and Businesses
				N-VII.A.2. Identify properties vulnerable to sea level rise and educate property owners of the risks.	Planning Department	Short-term (1-2 years)	Program	RI Department of Environmental Management: Climate Change http://www.dem.ri.gov/climate/index.htm	Land Use Housing	\$ (under \$20,000)	Property owners
		GOAL N-VIII: Protect and maintain the air quality of Middletown and Aquidneck Island	N-VIII.A. Increase local efforts to improve air quality on Aquidneck Island	N-VIII.A.1. Encourage the use of alternative transportation modes, such as carpooling, transit, and bicycling	Planning Board	Ongoing	Program	RI Department of Environmental Management: Climate Change http://www.dem.ri.gov/climate/index.htm	Transportation	\$\$ (\$20,001 - \$100,000)	RIPTA
				N-VIII.A.2. Increase the quality and quantity of trees in Middletown that contribute to carbon sequestration	Public Works, Tree Commission	Ongoing	Program	RI Department of Environmental Management: Climate Change http://www.dem.ri.gov/climate/index.htm	Land Use	\$\$\$ (\$100,001 - \$250,000)	
		GOAL N-IX: Promote energy conservation and the development of renewable energy resources	N-IX.A. Strive to acquire power through renewable energy sources and minimize its energy usage through conservation and efficiency	N-IX.A.1. Explore means to reduce energy expenses and consumption	Town Council; Planning Department	Ongoing	Program	Smart Energy Strategies: Towards a Resilient Rhode Island http://www.resilientri.org/energy_strategies.php NY Department of Environmental Conservation: Reduce Utility Bills for Municipal Facilities and Operations: http://www.dec.ny.gov/energy/64089.html	Facilities and Services	\$\$ (\$20,001 - \$100,000)	
				N-IX.A.2. Conduct energy audits of town facilities and operations and invest in energy efficiency improvements	Town Administrator	Medium-term (3-5 years)	Program	MA Energy and Environmental Affairs: Municipal Energy Efficiency: http://www.mass.gov/eea/energy-utilities-clean-	Facilities and Services	\$\$\$\$ (>\$250,000)	
				N-IX.A.3. Consider fuel utilization and efficiency when purchasing town vehicles	Town Administrator; Town Council	Ongoing	Program		Facilities and Services	\$ (under \$20,000)	
				N-IX.A.4. Apply for grants and other funding which promote renewable energy and/or energy efficiency improvements	Planning Department	Ongoing	Program	RI Department of Environmental Management: Renewable Energy http://www.dem.ri.gov/cleanrg/index.htm	Facilities and Services	\$ (under \$20,000)	
				N-IX.A.5. Consider renewable energy sources for town facilities	Town Council; Town Administrator	Long-term (6-10+ years)	Program		Facilities and Services	\$\$\$\$ (>\$250,000)	
			N-IX.B. Promote the use of renewable energy technology	N-IX.B.1. Consider incentives for renewable energy use in Zoning Ordinance and Subdivision Regulations	Planning Board	Medium-term (3-5 years)	Zoning Amendment		Land Use	\$ (under \$20,000)	Zoning Board
N-IX.B.2. Review town regulations and propose amendments as needed to allow for the installation of renewable energy technology in appropriate locations in town taking into consideration potential impacts on the community and the town's scenic, cultural, and natural resources				Planning Board	Medium-term (3-5 years)	Zoning Amendment	APA Planning and Zoning for Renewable Energy https://www.planning.org/research/energy/pdf/EIP-18.pdf	Land Use Facilities and Services	\$ (under \$20,000)	Zoning Board	
			N-IX.B.3. Review town regulations and propose amendments as needed to ensure that new development addresses solar access.	Planning Board	Medium-term (3-5 years)	Zoning Amendment		Land Use Facilities and Services	\$ (under \$20,000)	Zoning Board	

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Element	Goal	Policies	Action Items	Responsible Department	Timeframe	Type of Action	Best Practices and Resources	Additional Element(s) this Strategy Addresses	Estimated Cost	Other Stakeholders	
RECREATION, CONSERVATION & OPEN SPACE	GOAL R-I: Provide new recreational facilities to ensure that the Town meets the ongoing recreation needs of the community	R-I.A. Develop, implement, and manage a plan designed to fulfill the needs of the community	R-I.A.1. Implement the recreation plan and update as necessary	Town Administrator; Open Space and Fields Committee; Planning Board	Ongoing	Plan	Open Space & Recreation Plan Implementation Committee	Land Use Facilities and Services	\$\$\$\$ (>\$250,000)		
		R-I.B. Look for opportunities to establish parks and open spaces accessible to all neighborhoods	R-1.B.1. Seek funding and develop town-owned properties that have been acquired for recreational use as needed	Town Council; Open Space and Fields Committee; Planning Department	Ongoing	Program	RI Department of Environmental Management: see Local Grants Program for open space and recreation http://www.dem.ri.gov/topics/grants.htm	Land Use Facilities and Services	\$\$ (\$20,001 - \$100,000)		
			R-1.B.2. Identify and design potential sites for new playing and practice fields	Planning Department; Open Space and Fields Committee	Short-term (1-2 years)	Infrastructure		Land Use Facilities and Services	\$\$\$ (\$100,001 - \$250,000)	Sports leagues	
			R-1.B.3. Consider relocating the West Main Road Recreation Complex	Town Council; Open Space and Fields Committee	Short-term (1-2 years)	Infrastructure		Land Use Facilities and Services	\$\$\$\$ (>\$250,000)	Sports leagues	
			R-1.B.4. Develop concept plan for new gym/field house possibly with swimming pool considering current facilities available	Planning Department; Open Space and Fields Committee	Long-term (6-10+ years)	Plan		Land Use Facilities and Services	\$\$ (\$20,001 - \$100,000)	Sports leagues	
	GOAL R-II: Maintain and improve recreational facilities to meet needs identified during the planning process	R-II.A. Continue to identify key maintenance and improvement needs in Town recreational facilities	R-II.A.1. Explore coordination of maintenance efforts between School Department and Public Works	Public Works; School Department	Short-term (1-2 years)	Program		RI Department of Environmental Management: see Local Grants Program for open space and recreation http://www.dem.ri.gov/topics/grants.htm	Facilities and Services	\$ (under \$20,000)	Sports leagues
			R-II.A.2. Develop management plans for town properties, including maintenance standards for facilities and staff	Public Works; School Department	Short-term (1-2 years)	Plan	Scituate, RI Property Management Plan: PROPERTY MANAGEMENT PLAN		Facilities and Services	\$\$ (\$20,001 - \$100,000)	Sports leagues
			R-II.A.3. Encourage stewardship through "friends of" groups and continue to work with leagues to enhance maintenance efforts	Public Works; School Department	Ongoing	Program	NATIONAL PARK FRIENDS ALLIANCE http://www.nationalparks.org/our-work/programs/national-park-friends-alliance		Facilities and Services	\$\$ (\$20,001 - \$100,000)	Sports leagues
		R-II.B. Administer an active and efficient recreation facilities maintenance program	R-II.B.1. Increase resources for maintenance activities if management plans demonstrate need and as budget allows	Public Works; School Department	Medium-term (3-5 years)	Program	Facilities and Services		\$\$ (\$20,001 - \$100,000)		
			R-II.B.2. Establish an efficient and accessible scheduling and permitting system for field use	Public Works; School Department	Short-term (1-2 years)	Program	Facilities and Services		\$ (under \$20,000)		
			R-II.B.3. Improve access to town facilities for persons with disabilities.	Public Works; School Department	Medium-term (3-5 years)	Infrastructure	ADA Best Practices Tool Kit http://www.ada.gov/pcatoolkit/toolkitmain.htm		Facilities and Services	\$\$\$ (\$100,001 - \$250,000)	
			R-II.B.4. Monitor availability of grant funds	Planning Department	Ongoing	Program	Facilities and Services		\$ (under \$20,000)		
	GOAL R-III: Acquire additional open space as appropriate for conservation and passive recreation	R-III.A. Expand the inventory of preserved open space and natural resources that are beneficial to cultural, civic and environmental values	R-III.A.1. Using the Open Space Acquisition Policy criteria, identify potential sites for acquisition	Open Space and Fields Committee; Planning Department	Ongoing	Program	RI Department of Environmental Management: see Local Grants Program for open space and recreation http://www.dem.ri.gov/topics/grants.htm	Land Use, Natural Resources	\$ (under \$20,000)		
			R-III.A.2. Work in collaboration with partners to leverage acquisition efforts	Town Council; Open Space and Fields Committee; Planning Department	Ongoing	Program		Land Use, Natural Resources	\$\$\$\$ (>\$250,000)	Aquidneck Land Trust	
		R-III.B. Work towards providing additional connections between open space parcels to create an integrated network of green corridors	R-III.B.1. Review status of existing open spaces to find opportunities to provide connections between them, including strategic acquisitions	Planning Department; Open Space and Fields Committee	Short-term (1-2 years)	Program	RI Department of Environmental Management: see Local Grants Program for open space and recreation http://www.dem.ri.gov/topics/grants.htm	Land Use, Natural Resources	\$\$ (\$20,001 - \$100,000)	Aquidneck Land Trust	
		R-III.C. Provide opportunities for community gardens	R-III.C.1. Support efforts to establish community gardens on appropriate town properties	Open Space and Fields Committee	Medium-term (3-5 years)	Program	American Community Garden Association https://communitygarden.org/	Land Use	\$\$\$ (\$100,001 - \$250,000)		
	GOAL R-IV: Properly manage and maintain town-owned conservation and passive recreation land	R-IV.A. Develop a formal framework for conservation-oriented land management plans	R-IV.A.1. Prepare management plans for key open space parcels	Open Space and Fields Committee; Planning Department	Medium-term (3-5 years)	Plan	RI DEM Open Space Grants Management Plan Guidelines http://www.dem.ri.gov/programs/bpoladm/plandev/pdf/mpguidelines.pdf	Land Use	\$\$ (\$20,001 - \$100,000)		
		R-IV.B. Increase public awareness and community stewardship of the Town's recreation and open space facilities	R-IV.B.1. Provide maps and wayfinding signs for open space and recreation parcels; publicize on Town website	Planning Department; Open Space and Fields Committee	Short-term (1-2 years)	Program	RI DEM Division of Planning and Development http://www.dem.ri.gov/programs/bpoladm/plandev/index.htm	Facilities and Services	\$\$ (\$20,001 - \$100,000)		
			R-IV.B.2. Establish a site steward policy and program	Open Space and Fields Committee	Short-term (1-2 years)	Program	Facilities and Services	\$\$ (\$20,001 - \$100,000)			

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Element	Goal	Policies	Action Items	Responsible Department	Timeframe	Type of Action	Best Practices and Resources	Additional Element(s) this Strategy Addresses	Estimated Cost	Other Stakeholders
	GOAL R-V: Support expanded access to water based recreational opportunities through maintenance of existing facilities and, where appropriate, expansion of facilities	R-V.A. Acquire and develop key parcels and sites for west side access for boating, fishing, and passive activities	R-V.A.1. Implement Greene Lane Park concept plan	Town Council; Planning Department	Long-term (6-10+ years)	Program	Establish a Concept Plan Implementation Committee	Land Use	\$\$\$\$ (>\$250,000)	RIDEM
		R-V.B. Preserve Third Beach by maintaining the current facilities and level of use	R-V.B.1. Formalize beach management plan	Beach Commission; Public Works	Short-term (1-2 years)	Plan	RI DEM Division of Planning and Development http://www.dem.ri.gov/programs/bpoladm/plandev/index.htm	Land Use Facilities and Services	\$\$ (\$20,001 - \$100,000)	
			R-V.B.2. Make improvements to existing beach facilities as necessary	Town Council; Beach Commission; Public Works	Ongoing	Program		Facilities and Services	\$\$ (\$20,001 - \$100,000)	
			R-V.B.3. Provide quality facilities, amenities and programs for user enjoyment	Town Council; Beach Commission; Public Works	Ongoing	Program		Facilities and Services	\$\$ (\$20,001 - \$100,000)	
	R-V.C. Support public access to the shore	R-V.C.1. Recognize and publicize public rights of way and commons to the shore	Public Works; Volunteers	Ongoing	Program	Public Access to the Rhode Island Coast http://seagrant.gso.uri.edu/wp-content/uploads/2014/04/access_guide.pdf The CRM and Public Access to the Shore in Rhode Island http://www.nbep.org/journals/winter-2012/Public-Access.pdf	Facilities and Services	\$ (under \$20,000)		
	GOAL R-VI: Expand and enhance the trail system in Middletown	R-VI.A. Work to expand and connect trail network	R-VI.A.1. Support expansion and enhancement of trails in conservation lands and the network between properties	Planning Department; Open Space and Fields Committee	Ongoing	Program	RI DEM Recreational Trails Program http://www.dem.ri.gov/programs/bpoladm/plandev/biketra.htm	Land Use Facilities and Services	\$\$\$ (\$100,001 - \$250,000)	Aquidneck Land Trust
		R-VI.B. Look for opportunities to establish multi-use trails and bike lanes to connect neighborhoods to the Town's open space and recreational resources	R-VI.B.1. Support development of Shoreline Drive /Burma Road multi-use path	Town Council; Planning Board; Open Space and Fields Committee	Long-term (6-10+ years)	Program	Bike Rhode Island http://www.dot.ri.gov/community/bikeri/index.php RI DEM Recreational Trails Program http://www.dem.ri.gov/programs/bpoladm/plandev/biketra.htm	Land Use Facilities and Services	\$\$\$\$ (>\$250,000)	
			R-VI.B.2. Promote the use of the Blue Trail and kayak and small boat launch locations, shoreline destinations, and facilities along the West Side	Planning Department; Open Space and Fields Committee	Ongoing	Program		Land Use Facilities and Services	\$ (under \$20,000)	
			R-VI.B.3. Look for opportunities to provide better pedestrian connections between park facilities	Planning Department; Open Space and Fields Committee; School Department	Ongoing	Program		Land Use Facilities and Services	\$\$\$ (\$100,001 - \$250,000)	
	R-VI.B.4. Incorporate bike lanes into future road improvements when feasible		Planning Board; Public Works; Engineering	Ongoing	Program	Transportation Facilities and Services		\$\$\$\$ (>\$250,000)		
	GOAL R-VII: Promote active and healthy lifestyles in Middletown	R-VII.A. Promote recreation programs that are accessible to residents of all ages	R-VII.A.1. Conduct a community health needs analysis and partner with appropriate organizations to meet those needs	Recreation; School Department	Ongoing	Program	RI DEM Division of Parks & Recreation http://www.riparks.com/	Facilities and Services	\$\$ (\$20,001 - \$100,000)	
			R-VII.A.2. Work with leagues and similar entities to educate residents about leading healthy lifestyles and to promote organized programs for people of all ages	Recreation; School Department	Ongoing	Program		Facilities and Services	\$\$ (\$20,001 - \$100,000)	

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Element	Goal	Policies	Action Items	Responsible Department	Timeframe	Type of Action	Best Practices and Resources	Additional Element(s) this Strategy Addresses	Estimated Cost	Other Stakeholders
ECONOMIC DEVELOPMENT	GOAL E-I: Promote a diverse and expanded local economy without compromising the characteristics and qualities which make Middletown a desirable community	E-I.A. Create conditions that are attractive to the growth of existing business and attract new businesses to Middletown	E-I.A.1. Participate in regional economic development efforts, such as the efforts of the Newport County Chamber of Commerce to create a one-stop-shop to promote economic development in Newport County.	MEDAC; Planning Department	Short-term (1-2 years)	Program	Newport County Chamber of Commerce http://www.newportchamber.com/		\$\$ (\$20,001 - \$100,000)	Newport County Chamber of Commerce
			E-I.A.2. Allow non-resident owners of commercial property or businesses to serve on the Middletown Economic Development Advisory Committee	Town Council	Short-term (1-2 years)	Program			\$ (under \$20,000)	
			E-I.A.3. Draft an Economic Development Strategic Plan for consideration by the Town Council which identifies strategies to grow and maintain a viable economic base in business areas such as: agriculture, technology, defense & homeland security, marine trades, tourism, health care, and advanced manufacturing	MEDAC	Short-term (1-2 years)	Plan	RI Division of Planning Economic Development Planning http://www.planning.ri.gov/statewideplanning/economicdevelop/ U.S. Economic Development Administration http://www.eda.gov/	Land Use	\$\$ (\$20,001 - \$100,000)	
		E-I.B. Offer attractive and flexible local incentive packages to compliment state and federal incentives that may be available.	E-I.B.1. Continuously evaluate and improve the effectiveness of the town's tax incentive program, and ensure awareness of the program within the local business community	Planning Department; MEDAC; Finance Department	Ongoing	Program	Pawtucket, RI - River Corridor Development Plan - business development brochure		\$ (under \$20,000)	
			E-I.B.2. Work with regional and state economic development partners to attract new employers into the area	Planning Department; MEDAC; Town Administrator	Ongoing	Program	Commerce RI (Rhode Island Economic Development Corporation) http://www.commerceri.com/ Greater Rhode Island Economic Development http://greaterri.com/About/About-Us.aspx		\$\$ (\$20,001 - \$100,000)	Newport County Chamber of Commerce
		E-I.C. Work to maintain resilience to potential Base Realignment and Closure (BRAC) actions	E-1.C.1. Initiate planning for subsequent BRAC actions by working with the Commerce RI, the Chamber of Commerce, trade organizations, and other appropriate state and local organizations	Planning Department; MEDAC	Medium-term (3-5 years)	Plan	RI Division of Planning Economic Development Planning http://www.planning.ri.gov/statewideplanning/economicdevelop/ Commerce RI (Rhode Island Economic Development Corporation) http://www.commerceri.com/ Greater Rhode Island Economic Development http://greaterri.com/About/About-Us.aspx		\$\$ (\$20,001 - \$100,000)	Newport County Chamber of Commerce; SENEDIA
		E-I.D. Capitalize on unique redevelopment opportunities from Base Realignment and Closure (BRAC) actions	E-I.D.1. Implement development of Navy surplus land to benefit the town and its residents	Town Council; Planning Department	Short (1-2 years), Medium (3-5 years), and Long-term (6-10+ years)	Program	Middletown, CT Base Realignment and Closure Local Redevelopment Authority http://www.middletownplanning.com/Committees/MBRACLRA/mbraclra.html	Land Use	\$\$\$\$ (>\$250,000)	
		E-I.E. Invest in critical infrastructure necessary to develop a robust and diversified economy	E-I.E.1. Consider development of a comprehensive, continuous assessment of projected infrastructure needs versus available resources and resource capabilities. Include water, sewer, electrical, natural gas and digital capabilities, as appropriate	Town Council, Planning Dept., MEDAC	Ongoing	Infrastructure	Infrastructure Needs Assessment Tool http://www.centrope.com/en/pilot-projects-2010-2012/infrastructure-needs-assessment-tool	Facilities and Services	\$\$ (\$20,001 - \$100,000)	
			E-I.E.2. Promote the development and enhancement of mixed-use business districts in appropriate locations (e.g. Atlantic Beach District, and West Main/Coddington redevelopment area)	Planning Board, MEDAC	Ongoing	Program	GrowSmartRI Mixed Use database: http://www.growsmartri.org/ri-ordinances/mixed-use/	Land Use	\$ (under \$20,000)	
			E-I.E.3. Support access improvements to Naval Station Newport (Burma Road/Coddington Highway connections)	Town Administrator, Planning Department	Long-term (6-10+ years)	Program		Land Use Transportation	\$ (under \$20,000)	
			E-I.E.4. Promote the development of accessible fiber optic broadband infrastructure on Aquidneck Island	IT; Planning Department	Long-term (6-10+ years)	Infrastructure		Facilities and Services	\$\$ (\$20,001 - \$100,000)	
	GOAL E-II: Foster collaboration between business and local educational institutions to develop a trained workforce	E-II.A. Assess workforce skills gap and support programs and strategies to meet identified needs	E-II.A.1. Participate in discussions with academic and business leaders to identify and evaluate training opportunities and internship programs, such as vocational training for emerging technologies	MEDAC; School Department	Medium-term (3-5 years)	Program	RI Department of Labor and Training - Workforce Development Services http://www.dlt.ri.gov/wfids/		\$\$ (\$20,001 - \$100,000)	

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Element	Goal	Policies	Action Items	Responsible Department	Timeframe	Type of Action	Best Practices and Resources	Additional Element(s) this Strategy Addresses	Estimated Cost	Other Stakeholders		
	GOAL E-III: Retain and expand existing industry clusters and cultivate new clusters	E-III.A. Promote economic growth and job creation in technology, defense, and homeland security sectors	E-III.A.1. Participate in forums and information sessions with the defense and homeland security industry to discuss issues and foster collaboration	MEDAC	Ongoing	Program	The New England Defense Industry: Rhode Island Summary http://www.defensetech.net/images/RI_Defense%20Industry_11_8.pdf The Southeastern New England Defense Industry Alliance http://www.senedia.org/		\$ (under \$20,000)			
			E-III.A.2. Work with the RI congressional delegation, the Newport County Chamber of Commerce, the Small Business Administration and businesses to secure needed homeland security and defense small business grants and incentives	MEDAC	Ongoing	Program			\$\$ (\$20,001 - \$100,000)	Newport County Chamber of Commerce		
			E-III.A.3. Work with Congressional Delegation and Commerce RI to obtain their support for retaining and adding defense support contracts on Aquidneck Island	MEDAC; Planning Department	Ongoing	Program			\$ (under \$20,000)			
		E-III.B. Promote growth and opportunities in marine trades	E-III.B.1. Assist marine trade businesses with incentives for relocation and /or expansion efforts	MEDAC; Town Council; Planning Department	Medium-term (3-5 years)	Program	RI Marine Trade Association http://www.rimta.org/		Land Use	\$\$\$\$ (>\$250,000)		
			E-III.B.2. Collaborate with the RI Marine Trades Association to identify opportunities to enhance the local marine trades industry	MEDAC; Planning Department	Medium-term (3-5 years)	Program			Land Use	\$ (under \$20,000)		
			E-III.B.3. Participate in planning and promotion of marine related events, such as local regattas	MEDAC	Ongoing	Program				\$\$ (\$20,001 - \$100,000)		
		E-III.C. Support economic growth and job creation in the local tourism and hospitality industry	E-III.C.1. Collaborate with Discover Newport to promote Middletown's tourism industry	MEDAC	Ongoing	Program	RI Hospitality Association http://www.rihospitality.org/riha/ Tourism WORKS for Rhode Island http://www.tourismworksforri.com/				\$\$ (\$20,001 - \$100,000)	
			E-III.C.2. Facilitate implementation of the recommendations of the Atlantic Beach District Master Plan	Planning Department	Short (1-2 years), Medium (3-5 years), and Long-term (6-10+ years)	Infrastructure			Land Use	\$\$\$\$ (>\$250,000)		
			E-III.C.3. Collaborate with appropriate state and local organizations to address the water quality issues at the beaches	Public Works	Ongoing	Program			Natural Resources	\$\$ (\$20,001 - \$100,000)		
			E-III.C.4. Undertake beautification activities on town properties and roads, and encourage aesthetic improvements on private properties	Town Council; Planning Board	Ongoing	Program			Land Use	\$\$\$\$ (>\$250,000)	Tree Commission	
			E-III.C.5. Promote the protection of historic resources, landmarks, and scenic landscapes as an important component of the tourist economy, through appropriate regulatory measures	Planning Board; Town Council	Medium-term (3-5 years)	Program			Cultural Resources	\$\$ (\$20,001 - \$100,000)	Zoning Board, Middletown Historical Society	
			E-III.C.6. Increase efforts to plan events and activities to draw visitors to local businesses, such as festivals, concerts, nature walks, and tours	Arts Committee; MEDAC	Ongoing	Program			Cultural Resources Facilities and Services	\$\$ (\$20,001 - \$100,000)		
	E-III.C.7. Initiate a well-designed system of wayfinding signage within the community to assist visitors	Public Works; Town Administrator; Planning Department	Short-term (1-2 years)	Program		Transportation	\$\$ (\$20,001 - \$100,000)					
	GOAL E-IV: Strengthen the economic vitality of agriculture	E-IV.A. Increase farmland protection efforts	E-IV.A.1. Partner with non-profit organizations, and state and federal agencies to preserve farms and agricultural land through acquisition and conservation easements specifically for the purpose of retaining agricultural activities	Town Council; Town Administrator	Ongoing	Program	RI DEM Division of Agriculture http://www.dem.ri.gov/programs/bnatres/agricult/index.php Rhode Island Agricultural Partnership http://rhodyag.com/ Rhode Island Farm Bureau http://rifb.org/		Land Use Natural Resources	\$\$\$\$ (>\$250,000)	Aquidneck Land Trust; RIDEM	
			E-IV.A.2. Work with state and federal agencies to implement incentives which will promote the financial viability of agriculture	MEDAC	Ongoing	Program			Land Use Natural Resources	\$\$\$\$ (>\$250,000)		
			E-IV.A.3. Encourage agricultural use of town-owned land where appropriate	Town Administrator	Ongoing	Program			Land Use Natural Resources	\$ (under \$20,000)		
		E-IV.B. Recognize and encourage agriculture as an important business sector	E-IV.B.1. Partner with local and state agricultural and tourism organizations to promote agriculturally-based operations or activities that bring visitors to the town's farms (agri-tourism)	MEDAC	Ongoing	Program	Agricultural Marketing Resource Center http://www.agmrc.org/commodities_products/agritourism/ A Vision for Rhode Island Agriculture http://www.farmland.org/documents/RI_agriculture_5yr_strategic_plan.pdf		Land Use Natural Resources	\$\$ (\$20,001 - \$100,000)	RIDEM	
			E-IV.B.2. Increase farmers' ability, infrastructure and regulatory support to add value to their products	MEDAC, Planning Board	Ongoing	Program			Land Use Natural Resources	\$\$\$ (\$100,001 - \$250,000)		
E-IV.B.3. Assist with infrastructure, marketing and promoting locally produced goods through farmers markets and other direct-to-consumer opportunities and community outreach programs			MEDAC	Ongoing	Program			Land Use Natural Resources	\$\$\$ (\$100,001 - \$250,000)	RIDEM; RI Farm Bureau		
E-IV.B.4. Work with farm organizations such as Rhode Island Agriculture Partnership, the Farm Bureau, and RIDEM			MEDAC	Ongoing	Program			Land Use Natural Resources	\$ (under \$20,000)	Rhode Island Agriculture Partnership, the Farm Bureau, and RI DEM		
E-IV.C. Facilitate the adoption of farm-friendly ordinances		E-IV.C.1. Review and revise regulations as appropriate in order to expand the permitted agricultural and ancillary uses on farm property to support on-farm operations and promote viability of agricultural use	Planning Board; Town Council	Short-term (1-2 years)	Zoning Amendment	GrowSmartRI Agriculture http://www.growsmartri.org/ri-ordinances/agriculture/ RI DEM Community Guidance to Maintain Working Farms and Forests http://www.dem.ri.gov/programs/bpoladm/suswshed/pdfs/farmfor		Land Use Natural Resources	\$ (under \$20,000)	Zoning Board		
		E-IV.C.2. Consider the potential impact of any new regulation or ordinance on the viability of agriculture	Planning Board; Town Council	Ongoing	Zoning Amendment		Land Use Natural Resources	\$ (under \$20,000)	Zoning Board			

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Element	Goal	Policies	Action Items	Responsible Department	Timeframe	Type of Action	Best Practices and Resources	Additional Element(s) this Strategy Addresses	Estimated Cost	Other Stakeholders		
TRANSPORTATION	GOAL T-I: Promote safety as a top priority within all transportation strategies, infrastructure projects, and programs	T-I.A. Reduce the number and severity of accidents occurring on our roads	T-I.A.1. Ensure appropriate levels of police traffic patrols to enforce speed limits	Police Department	Ongoing	Program	US DOT Crash Reduction Factors http://safety.fhwa.dot.gov/tools/crf/ 2011 Aquidneck Island Transportation Study to increase safety on the island: http://www.vhb.com/aquidneck/pdf/finalreport/AITS%20Final%20Report-for%20double%20sided%20printing.pdf	Facilities and Services	\$\$\$ (\$100,001 - \$250,000)			
			T-I.A.2. Encourage the state to provide traffic enforcement on state highways	Town Administrator; Police Department	Ongoing	Program			\$ (under \$20,000)	State Police		
			T-I.A.3. Coordinate with the state to implement an educational effort in high schools to improve safety on state highways and local streets	Police Department; School Department; Road Safety Audit Team (RSAT)	Short-term (1-2 years)	Program			Facilities and Services	\$\$ (\$20,001 - \$100,000)	State Police	
			T-I.A.4. Conduct Road Safety Assessments in cooperation with RIDOT where appropriate	Engineering; Planning Department; Police; RSAT	Ongoing	Program			Facilities and Services	\$\$ (\$20,001 - \$100,000)		
			T-I.A.5. Complete a traffic study for the Green End Avenue / Miantonomi Avenue intersection to identify potential solutions for safety improvements	Engineering; Police; RSAT	Short-term (1-2 years)	Plan				\$\$ (\$20,001 - \$100,000)		
			T-I.A.5. Work with RIDOT in permitting and design of left-turn lanes along West Main and East Main Roads and extension of existing left-turn lanes where necessary	Engineering	Medium-term (3-5 years)	Program			Facilities and Services	\$\$\$\$ (>\$250,000)	RIDOT	
			T-I.A.6. Coordinate intersection improvements with RIDOT, including submission of town projects for inclusion on the state Transportation Improvement Program (TIP), focusing on projects that increase safety	Planning Department; Engineering	Medium-term (3-5 years)	Program			Facilities and Services	\$\$ (\$20,001 - \$100,000)	RIDOT	
			T-I.A.7. Ensure transportation system safety through maintenance of infrastructure, safe and consistent road surface conditions, and plowing and sanding of roads during and after winter storms	Public Works; Engineering; RSAT	Ongoing	Program			Facilities and Services	\$\$\$\$ (>\$250,000)		
	GOAL T-II: Provide a street network that allows for safe and efficient movement of vehicular traffic throughout the town	T-II.A. Alleviate congestion caused by regional traffic patterns		T-II.A.1. Remain involved with state and regional transportation planning efforts, including Statewide Planning, AIPC, and RIDOT	Planning Department	Ongoing	Plan	RI DOT http://www.dot.ri.gov/		\$ (under \$20,000)	RI Statewide Planning, AIPC, RIDOT	
				T-II.A.2. Work with RIDOT in planning permitting and design of projects that improve traffic flow	Planning Department; Engineering; Public Works	Medium-term (3-5 years)	Program			Land Use	\$\$ (\$20,001 - \$100,000)	RIDOT
				T-II.A.3. Establish better communication and coordination between state and local agencies and utilities during development site plan reviews and RIDOT Physical Alteration Permitting.	Planning Department; Building Department; Public Works	Short-term (1-2 years)	Program			Land Use	\$ (under \$20,000)	State agencies and utilities
				T-II.A.4. Work with regional and state agencies to promote a multi-modal transportation system as a means to alleviate traffic congestion generated by through traffic	Planning Department	Ongoing	Infrastructure			Facilities and Services	\$\$\$ (\$100,001 - \$250,000)	RIPTA; AIPC
				T-II.A.5. Support efforts to implement Transportation Management Associations (TMAs) for major employers and/or employment locations	Planning Department	Medium-term (3-5 years)	Program		Transportation Management Associations by Victoria Transport Policy Institute http://www.vtpi.org/tm/tm44.htm	Economic Development	\$\$ (\$20,001 - \$100,000)	
				T-II.A.6. Implement a wayfinding sign program targeted to visitors	Public Works; Town Administrator; MEDAC	Short-term (1-2 years)	Program		Pawtucket, RI - River Corridor Development Plan	Economic Development	\$\$\$\$ (>\$250,000)	RIDOT
		T-II.B. Promote alternative north-south transportation routes.	T-II.B.1. Work with partners to enhance Burma Road as a viable alternative to East Main and West Main Roads, including improved connections at the north and south, while maintaining its two-lane cross-section	Planning Department; Town Administrator	Long-term (6-10+ years)	Program	US DOT Active Traffic Management http://ops.fhwa.dot.gov/atdm/approaches/atm.htm		\$\$\$\$ (>\$250,000)	RIDOT		
		T-II.C. Promote the use of state-of-the-art technology for traffic management.	T-II.C.1. Support efforts to institute a comprehensive Intelligent Transportation System (ITS) and related technologies to manage traffic flows	Planning Department	Medium-term (3-5 years)	Infrastructure	US DOT Intelligent Transportation System http://www.its.dot.gov/		\$\$\$\$ (>\$250,000)			
		T-II.D. Implement policies that support access management principles.		T-II.D.1. Minimize the number and location of curb cuts by creating an access management plan	Planning Department; Zoning Board	Medium-term (3-5 years)	Plan		Facilities and Services	\$\$\$ (\$100,001 - \$250,000)		
				T-II.D.2. In cooperation with RIDOT, implement appropriate access management controls on arterial roadways, including limiting direct access to major roadways	Planning; Engineering	Ongoing	Program	US DOT Access Management http://ops.fhwa.dot.gov/access_mgmt/	Facilities and Services	\$\$ (\$20,001 - \$100,000)	RIDOT	
				T-II.D.3. Require new developments along East and West Main Roads and other state roads to use frontage roads with cross easements, or other collector streets that will access the highway at one curb cut	Planning Board; Town Council	Medium-term (3-5 years)	Zoning Amendment		Land Use Facilities and Services	\$ (under \$20,000)	RIDOT; Zoning Board and landowners	
		T-II.E. Support an interconnected local street system that allows for efficient movement of traffic		T-II.E.1. Require subdivision roads and new developments link with overall road system and provide adequate access when appropriate	Planning Board	Ongoing	Zoning Amendment		Land Use Facilities and Services	\$ (under \$20,000)		
				T-II.E.2. Encourage street and neighborhood connectivity by discouraging the use of cul-de-sacs	Planning Board	Ongoing	Zoning Amendment		Land Use Facilities and Services	\$ (under \$20,000)		
				T-II.E.3. Limit impact of traffic on local streets by utilizing traffic calming techniques where appropriate	Engineering; Public Works; Planning Board	Ongoing	Program	US DOT Traffic Calming http://safety.fhwa.dot.gov/speedmg/traffic_calm.cfm	Facilities and Services	\$\$\$\$ (>\$250,000)		

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	GOAL T-III: Provide for and promote the use of alternative modes of transportation	T-III.A. Provide a safe, convenient, and pleasant network of walkways	T-III.A.1. Investigate options to provide safe pedestrian crossings on West Main Road and East Main Road	Planning Department; Engineering; RSAT	Ongoing	Infrastructure	Smart Growth America- National Complete Street Coalition http://www.smartgrowthamerica.org/complete-streets	Facilities and Services	\$\$\$ (\$100,001 - \$250,000)	RIDOT
			T-III.A.2. Upgrade existing sidewalks and install new sidewalks where appropriate, include sidewalk installation program as part of the capital improvement planning process.	Public Works; Engineering; Planning Department; RSAT	Ongoing	Infrastructure		Facilities and Services	\$\$\$\$ (>\$250,000)	
			T-III.A.3. Require construction/rehabilitation of sidewalks as part of any roadway construction or reconstruction project where appropriate	Planning Department; Engineering; RSAT	Ongoing	Infrastructure		Facilities and Services	\$ (under \$20,000)	
			T-III.A.4. Promote a Complete Streets approach to design and renovation of infrastructure that ensures safety and mobility of all users are considered	Planning Department; Engineering; Public Works; RSAT	Ongoing	Infrastructure		Land Use Facilities and Services	\$ (under \$20,000)	
		T-III.B. Encourage bicycle transportation through development of bike lanes, shared use paths, and bicycle facilities	T-III.B.1. Develop and implement a bicycle circulation plan for the town to provide dedicated bicycle facilities, including connection of missing links between suitable roads for bicycles	Planning Department; Public Works; RSAT	Medium-term (3-5 years)	Plan	Smart Growth America- National Complete Street Coalition http://www.smartgrowthamerica.org/complete-streets US DOT Bicycle & Pedestrian Design Guidance https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/ Bicycle Facilities Planning & Design Manual https://connect.ncdot.gov/projects/BikePed/Pages/Bike-Design-Manual.aspx	Facilities and Services	\$\$ (\$20,001 - \$100,000)	Bike Newport
			T-III.B.2. Support design, permitting and construction of Shoreline Bikeway (Burma Rd), an off-road shared use path along Newport Secondary Rail and Navy right-of-way (ROW).	Town Administrator; Planning Department	Long-term (6-10+ years)	Infrastructure		Facilities and Services	\$\$\$\$ (>\$250,000)	
			T-III.B.3. Support development of a dedicated shared use path along East Main Road	Town Administrator; Planning Department	Long-term (6-10+ years)	Infrastructure		Facilities and Services	\$\$\$\$ (>\$250,000)	
			T-III.B.4. Support construction of a shared use path along West Main Road	Town Administrator; Planning Department	Long-term (6-10+ years)	Infrastructure		Facilities and Services	\$\$\$\$ (>\$250,000)	
			T-III.B.5. Provide destination/guide signing for bicyclists	Planning Department; Public Works	Long-term (6-10+ years)	Infrastructure		Facilities and Services	\$\$\$ (\$100,001 - \$250,000)	
			T-III.B.6. Consider requiring installation of bike racks as part of site plan review process	Planning Board	Short-term (1-2 years)	Zoning Amendment		Land Use	\$ (under \$20,000)	
	T-III.B.7. Submit bicycle facilities projects for inclusion in the State's Transportation Improvement Program (TIP)	Planning Department; Engineering	Medium-term (3-5 years)	Program	Facilities and Services	\$\$ (\$20,001 - \$100,000)	RIDOT			
	T-III.C. Support enhancement of and marketing for water based transportation	T-III.C.1. Provide access locations to the East Passage of Narragansett Bay for kayaks and other small boats	Planning Department; Recreation	Medium-term (3-5 years)	Infrastructure	Facilities and Services	\$\$\$ (\$100,001 - \$250,000)			
	GOAL T-IV: Promote the use and expansion of public transit to reduce traffic congestion and to improve air and water quality for the citizens of Middletown and Aquidneck Island	T-IV.A. Expand and improve public transit system and services and ensure that the system meets the mobility needs of all citizens	T-IV.A.1. Work with RIPTA to upgrade and expand bus service in town to include greater frequency and coverage of residential and commercial nodes of activity	Planning Department	Ongoing	Infrastructure	Rhode Island Public Transit Authority http://www.ripta.com/	Economic Development	\$\$\$\$ (>\$250,000)	RIPTA
			Specifically Encourage the Following Additional Bus Service:							
			· Off-Island limited stops or express service to T.F. Green Airport and Amtrak Stations							
			· Increase frequency of Bus Route 60 (West Main and East Main Roads)							
			· Expand Flex Service areas and allow for same day scheduling							
			T-IV.A.2. Support implementation of Rapid Bus Service through transit signal priority and consolidating or eliminating closely spaced bus stops	Planning Department	Long-term (6-10+ years)	Infrastructure				
		T-IV.A.3. Endorse the Newport County Chamber of Commerce's concept for a Newport Jitney bus-trolley service from the Gateway Center to the beaches and hotels	Town Council	Short (1-2 years) and Medium-term (3-5 years)	Program	Economic Development	\$\$\$ (\$100,001 - \$250,000)	Newport County Chamber of Commerce		
		T-IV.A.4. Support solutions to increase transportation access for individuals with disabilities and senior citizens	Planning Department; Senior Center	Ongoing	Program	Facilities and Services	\$\$\$ (\$100,001 - \$250,000)	RIPTA; RIDOT		
T-IV.A.5. Encourage development patterns that promote transit use		Planning Board	Ongoing	Program	Land Use	\$ (under \$20,000)				
T-IV.A.6. Submit transit-related projects for inclusion in the State's Transportation Improvement Program (TIP)		Planning Department; Engineering	Medium-term (3-5 years)	Program		\$ (under \$20,000)	RIDOT			
T-IV.B. Enhance the public transit user's experience		T-IV.B.1. Work with RIPTA to provide benches and architecturally appropriate bus shelters	Planning Department	Medium-term (3-5 years)	Infrastructure	Rhode Island Public Transit Authority http://www.ripta.com/	Land Use	\$\$\$\$ (>\$250,000)	RIPTA	
		T-IV.B.2. Encourage RIPTA and RIDOT to make improvements in bus stop operations and safety such as bus pullouts and sidewalk/crosswalk upgrades, coordinate crosswalks with major bus stops	Planning Department	Ongoing	Infrastructure			\$ (under \$20,000)	RIPTA and RIDOT	
		T-IV.B.3. Encourage RIPTA to provide real-time bus information to mobile phones	Planning Department	Short-term (1-2 years)	Program			\$ (under \$20,000)	RIPTA	
T-IV.C. Promote the use of public transit among island commuters		T-IV.C.1. Encourage employers to support Transportation Demand Management (TDM) measures and institute transit programs and benefits for employees such as guaranteed ride home services, transit pass subsidies, on-site transit pass sales, parking cash out programs	Planning Department	Short-term (1-2 years)	Program	Rhode Island Public Transit Authority http://www.ripta.com/	Economic Development	\$ (under \$20,000)	Middletown employers	
		T-IV.C.2. Promote improved transit access to major employers	Planning Department	Ongoing	Program		Economic Development	\$ (under \$20,000)	RIPTA; Middletown employers	
T-IV.D. Maintain active Newport Secondary Rail Corridor		T-IV.D.1. Support appropriate passenger rail uses of the rail line	Town Administrator; Planning Department	Ongoing	Program	RI Division of Planning - Rail Planning http://www.planning.ni.gov/statewideplanning/transportation/railplanning.php		\$ (under \$20,000)	RIDOT	
	T-IV.D.2. Promote the preservation of the Newport Secondary rail corridor	Town Administrator; Planning Department	Ongoing	Program	Land Use		\$ (under \$20,000)	RIDOT		
	T-IV.D.3. Work with adjacent land owners as part of the local development approval process to eliminate existing or future encroachments into the rail right of way	Planning Board; Building and Zoning	Ongoing	Program	Land Use		\$\$ (\$20,001 - \$100,000)			
	T-IV.D.4. Support efforts to continue track maintenance/grade crossing improvements to retain Class 1 rating	Town Administrator; Planning Department	Ongoing	Program			\$ (under \$20,000)	RIDOT		

IMPLEMENTATION PROGRAM

Element	Goal	Policies	Action Items	Responsible Department	Timeframe	Type of Action	Best Practices and Resources	Additional Element(s) this Strategy Addresses	Estimated Cost	Other Stakeholders
	GOAL T-V: Maintain, preserve and extend the life and vitality of prior investments in the transportation system	T-V.A. Collect and analyze data to assist in identifying and prioritizing infrastructure upgrades and maintenance needs	T-V.A.1. Continue to maintain the Pavement Management Program and Sidewalk Condition Inventory	Engineering; Planning/GIS	Ongoing	Program		Facilities and Services	\$\$\$\$ (>\$250,000)	
			T-V.A.2. Utilize and update Geographic Information Systems (GIS) information to inventory intersections, catch basins, outfalls, utility access, locations, bike paths, curbs and sidewalks in the transportation system	Public Works, Engineering, Planning/GIS	Ongoing	Program		Facilities and Services	\$\$ (\$20,001 - \$100,000)	Information Technology
			T-V.A.3. Maintain a "road database" with accurate information on all public and private roads	Public Works, Engineering, Planning/GIS	Ongoing	Program		Facilities and Services	\$\$ (\$20,001 - \$100,000)	
		T-V.B. Track and coordinate investments in the transportation system to minimize duplicate efforts and costs	T-V.B.1. Include ancillary improvements with the repair schedule to minimize disruption on the road system. For example, if sidewalks, bicycle paths, drainage, curbs, sewers, etc. are planned, they shall be installed during the scheduled repair period for the road	Engineering; Public Works	Ongoing	Program		Facilities and Services	\$ (under \$20,000)	
			T-V.B.2. Coordinate with RIDOT and utility companies on any work to occur on town roads. Complete all utility and roadwork, including emergency repairs, so that the new road surface is consistent with the old surface	Public Works; Engineering	Ongoing	Program		Facilities and Services	\$\$\$ (\$100,001 - \$250,000)	RIDOT
	GOAL T-VI: Make transportation decisions and policies that promote energy conservation, foster healthy communities, and protect environmental quality	T-VI.A. Avoid adversely affecting the environment and town's water quality with road and parking lot runoff	T-VI.A.1. Implement recommendations of the town's Phase II Stormwater Management Plan	Public Works; Planning Department	Ongoing	Program	RIPDES Storm Water Program: http://www.dem.ri.gov/programs/benviron/water/permits/ripdes/stwater/index.htm	Land Use Natural Resources	\$\$\$\$ (>\$250,000)	
		T-VI.B. Promote livable and sustainable communities through coordinated transportation/land use strategies	T-VI.B.1. Promote initiatives that reduce greenhouse gas emissions, such as low impact/smart growth development principles in zoning	Planning Board; Town Council	Short-term (1-2 years)	Zoning Amendment	Massachusetts Smart Growth / Smart Energy Toolkit - see Low Impact Development and Transit Oriented Development modules http://www.mass.gov/envir/smart_growth_toolkit/pages/SG-modules.html	Land Use Natural Resources	\$ (under \$20,000)	Zoning Board
			T-VI.B.2. Continue to develop land use policies/zoning that supports transit-oriented development with housing, retail, and jobs collocated with each other near transit (focusing efforts on Two Mile Corner)	Planning Board	Ongoing	Zoning Amendment		Land Use	\$\$ (\$20,001 - \$100,000)	Zoning Board
	HOUSING	GOAL H-I: Protect existing supply of affordable housing	H-I.A. Monitor existing affordable housing stock	H-I.A.1. Maintain a detailed affordable housing inventory and work with owners and other partners in efforts to preserve expiring units	Planning Department; Affordable Housing Committee	Ongoing	Program	HousingWorksRI http://www.housingworksri.org/		\$\$ (\$20,001 - \$100,000)
H-I.B. Support creation of low and moderate income housing units from existing development			H-I.B.1. Investigate collaborative opportunities to convert mobile home parks into cooperatives	Planning Board	Ongoing	Program		Land Use	\$ (under \$20,000)	
			H-I.B.2. Assist in expanding existing affordable housing developments including Lucy's Heart and Oxbow	Town Council	Ongoing	Program		Land Use	\$\$ (\$20,001 - \$100,000)	Church Community Housing Corp.
		H-I.B.3. Support redevelopment of vacant or underutilized structures into affordable housing units	Planning Board, Town Council	Ongoing	Program	Rhode Island Housing http://www.rhodeislandhousing.org/ HousingWorksRI http://www.housingworksri.org/	Land Use	\$\$\$ (\$100,001 - \$250,000)	Church Community Housing Corp.	
GOAL H-II: Promote a balance of housing choices for all income levels and age groups		H-II.A. Support development of special needs housing	H-II.A.1. Continue to support subsidized housing for special needs individuals through Community Development Block Grants and other available funding	Town Council	Ongoing	Program	Rhode Island Housing http://www.rhodeislandhousing.org/ HousingWorksRI http://www.housingworksri.org/	Facilities and Services	\$ (under \$20,000)	Church Community Housing Corp.
			H-II.B.1. Continue to provide CDBG funding to assist in creating housing for senior citizens	Town Council	Ongoing	Program		Facilities and Services	\$ (under \$20,000)	
		H-II.B. Support development of senior housing and opportunities for aging in place	H-II.B.2. Continue to support Independent Living Facilities as defined in the Zoning Ordinance	Planning Board	Ongoing	Program	Rhode Island Housing http://www.rhodeislandhousing.org/ HousingWorksRI http://www.housingworksri.org/	Land Use	\$\$ (\$20,001 - \$100,000)	
			H-II.B.3. Allow for the adaptation of accessory dwelling units to low-and-moderate income housing. The amendment to the Zoning Ordinance will allow for appropriate restrictions	Planning Board; Town Council	Medium-term (3-5 years)	Zoning Amendment	Massachusetts Smart Growth / Smart Energy Toolkit - see Accessory Dwelling Unit modules http://www.mass.gov/envir/smart_growth_toolkit/pages/SG-modules.html	Land Use	\$ (under \$20,000)	Zoning Board
			H-II.B.4. Continue to grant tax exemptions to seniors; allow tax deferrals for elderly; and freeze taxes for low income seniors	Town Council; Tax Assessor	Ongoing	Program			\$ (under \$20,000)	
		H-II.C. Support development of affordable family housing	H-II.C.1. Provide for affordable housing for households up to 120% Mean Family Income (MFI) in Inclusionary Zoning Ordinance	Planning Board; Town Council	Short-term (1-2 years)	Zoning Amendment	Rhode Island Housing http://www.rhodeislandhousing.org/ HousingWorksRI http://www.housingworksri.org/	Land Use	\$ (under \$20,000)	Zoning Board
			H-II.C.2. Encourage a mix of unit sizes and number of bedrooms in low and moderate income housing developments	Planning Board	Ongoing	Program		Land Use	\$ (under \$20,000)	Church Community Housing Corp.
H-II.D. Increase the number of year-round rental properties		H-II.D.1. Incentivize the rehabilitation of unused or underutilized buildings and large homes into multi-family dwellings	Planning Board; Town Council	Long-term (6-10+ years)	Program	APA Policy Whitepaper - Conversions of Large Single-Family Dwellings to Multiple-Family Dwellings https://www.planning.org/pas/at60/report5.htm	Land Use	\$\$ (\$20,001 - \$100,000)	Church Community Housing Corp.	
GOAL H-III: Increase supply of workforce housing		H-III.A. Promote the development of workforce housing	H-III.A.1. Consider adopting an inclusionary zoning ordinance with density bonus	Planning Board; Town Council	Medium-term (3-5 years)	Zoning Amendment	Rhode Island Housing http://www.rhodeislandhousing.org/ HousingWorksRI http://www.housingworksri.org/ Workforce Housing Tax Credits http://www.iowaeconomicdevelopment.com/CommunityDevelopment/WHTC	Land Use	\$ (under \$20,000)	Zoning Board
			H-III.A.2. Explore implementation of a municipal subsidy program with a multi-tiered incentives structure	Planning Board, Town Council	Medium-term (3-5 years)	Program			\$\$ (\$20,001 - \$100,000)	
	H-III.A.3. Prioritize affordable homeownership programs in CDBG applications		Town Council	Ongoing	Program			Land Use	\$ (under \$20,000)	
	H-III.A.4. Permit forms of housing that are affordable without subsidies; such types of housing include multi-family housing, mobile homes and Accessory Family Dwelling Units		Planning Board; Zoning Board	Ongoing	Program			Land Use	\$ (under \$20,000)	
	H-III.A.5. Encourage development of new rental housing by allowing multi-family and mixed-use development where appropriate in the Zoning Ordinance		Planning Board; Town Council	Long-term (6-10+ years)	Zoning Amendment			Land Use	\$ (under \$20,000)	Zoning Board

IMPLEMENTATION PROGRAM

Element	Goal	Policies	Action Items	Responsible Department	Timeframe	Type of Action	Best Practices and Resources	Additional Element(s) this Strategy Addresses	Estimated Cost	Other Stakeholders	
	GOAL H-IV: Reduce housing costs while promoting more sustainable development	H-IV.A. Advance lower housing costs through the waiving of associated town fees for low-and-moderate income housing development	H-IV.A.1. Develop standards for waiving or reducing fees for affordable housing units	Town Council	Short-term (1-2 years)	Program	Affordable Housing Regulatory Tools Case Studies - see Austin, Texas SMART housing program fee and tax reduction for affordable housing case study https://www.alexandriava.gov/uploadedFiles/housing/info/AffordableHousingCaseStudies12302010.pdf	Land Use	\$ (under \$20,000)		
		H-IV.B. Encourage mixed-use and transit oriented developments	H-IV.B.1. Create incentives for developers of mixed-use developments to create low and moderate income housing units	Planning Board; Town Council	Medium-term (3-5 years)	Program	GrowSmartRI Mixed Use database: http://www.growsmartri.org/ri-ordinances/mixed-use/ Massachusetts Smart Growth / Smart Energy Toolkit - see Transit Oriented Development modules http://www.mass.gov/envir/smart_growth_toolkit/pages/SG-	Land Use	\$\$ (\$20,001 - \$100,000)	Developers	
			H-IV.B.2. Allow mixed use by right in appropriate areas including second story residential over commercial properties	Planning Board; Town Council	Short-term (1-2 years)	Zoning Amendment		Land Use	\$ (under \$20,000)		
		H-IV.C. Encourage infill development and conversion of existing structures or underdeveloped properties into affordable housing	H-IV.C.1. Identify areas suitable for infill development/redevelopment	Planning Department	Short-term (1-2 years)	Zoning Amendment		Land Use	\$ (under \$20,000)		
			H-IV.C.2. Consider reducing lot sizes, setbacks and parking requirements to encourage infill development	Planning Board; Town Council	Ongoing	Zoning Amendment	APA Policy Whitepaper - Conversions of Large Single-Family Dwellings to Multiple-Family Dwellings https://www.planning.org/pas/at60/report5.htm	Land Use	\$ (under \$20,000)	Zoning Board	
			H-IV.C.3. Identify both municipally and privately owned properties which could be considered suitable sites for the development of affordable residential units	Planning Department	Short-term (1-2 years)	Program		Land Use	\$ (under \$20,000)		
		H-IV.D. Advance the use of energy-efficient measures in building design and construction to decrease housing costs in the long-term	H-IV.D.1. Enforce energy efficient building codes	Building & Zoning	Ongoing	Program	National Grid - Think Smart Think Green Resources: https://www.nationalgridus.com/narragansett/non_html/energy_observations.pdf		\$ (under \$20,000)	Residents and Businesses, and East Bay Energy Consortium	
			H-IV.D.2. Promote energy efficiency programs	Planning Board; Building & Zoning; Town Council	Medium-term (3-5 years)	Program			\$ (under \$20,000)	Residents and Businesses, and East Bay Energy Consortium	
		GOAL H-V: Appropriately site affordable housing	H-V.A. Integrate affordable housing into the community	H-V.A.1. Ensure affordable units are integrated with market-rate units in new developments whenever feasible, to avoid the concentration of units in specific areas of town	Planning Board; Zoning Board	Ongoing	Program		Land Use	\$ (under \$20,000)	Developers
				H-V.A.2. Require inclusionary units be on-site whenever feasible	Planning Board	Medium-term (3-5 years)	Program		Land Use	\$ (under \$20,000)	Developers
	H-V.B. Consider characteristics of surrounding area when reviewing plans for affordable housing		H-V.B.1. Encourage the siting of affordable housing near public transit and services	Planning Board	Ongoing	Program		Land Use	\$ (under \$20,000)	Developers	
			H-V.B.2. Encourage developments for elderly and special needs housing to be easily accessible to municipal, commercial, and medical facilities as well as transit	Planning Board	Ongoing	Program		Land Use	\$ (under \$20,000)		
	H-V.C. Explore a transfer of development rights (TDR) program		H-V.C.1. Research transfer of development rights (TDR) program	Planning Department	Medium-term (3-5 years)	Program	Jamestown, RI - Special Development District (Affordable Housing - page 83): http://www.jamestownri.net/zoning/Final%20Zoning%20amended%203-1-2010.pdf	Land Use	\$\$ (\$20,001 - \$100,000)		
			H-V.C.2. Explore options for implementation of a regional TDR Program through communication with neighboring communities	Planning Department	Long-term (6-10+ years)	Program		Land Use	\$\$\$ (\$100,001 - \$250,000)	Neighboring Communities	
	GOAL H-VI: Meet the state's 10% requirement for low-and-moderate income housing	H-VI.A. Ensure coordination of affordable housing activities	H-VI.A.1. Establish an affordable housing committee to implement the affordable housing plan and review the plan's progress annually	Town Council	Short-term (1-2 years)	Program	Housing Works RI - Affordable Housing Committees: http://www.housingworksri.org/affordable-homes/resources/committees	Land Use	\$ (under \$20,000)		
		H-VI.B. Collaborate with local affordable housing developers to achieve mutual goals	H-VI.B.1. Continue use of Community Development Block Grants (CDBG) funding for programs that create low and moderate income units in Middletown supported by the community	Town Council	Ongoing	Program		Land Use	\$\$ (\$20,001 - \$100,000)		
		H-VI.C. Secure funding for affordable housing	H-VI.C.1. Monitor and pursue funding opportunities for development of affordable housing	Planning Department	Ongoing	Program			\$ (under \$20,000)	Rhode Island Housing	
			H-VI.C.2. Advocate for increase in project based rental subsidies tied to Middletown housing units	Planning Department	Ongoing	Program			\$ (under \$20,000)		
			H-VI.C.3. Explore establishing an affordable housing trust fund	Town Council	Medium-term (3-5 years)	Program	Center for Community Change - Housing Trust Fund Examples: http://housingtrustfundproject.org/state/rhode-island/		\$\$ (\$20,001 - \$100,000)		
			H-VI.C.4. Explore establishing a local housing authority	Town Council	Medium-term (3-5 years)	Program			\$\$ (\$20,001 - \$100,000)	Rhode Island Housing	
		H-VI.D. Advocate for fair and effective affordable housing legislation at the	H-VI.D.1. In partnership with other municipalities, participate in review and update of current affordable housing legislation	Town Council; Planning Department	Short-term (1-2 years)	Program			\$\$ (\$20,001 - \$100,000)		

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Element	Goal	Policies	Action Items	Responsible Department	Timeframe	Type of Action	Best Practices and Resources	Additional Element(s) this Strategy Addresses	Estimated Cost	Other Stakeholders
FACILITIES & SERVICES	GOAL F-I: Provide high quality and efficient municipal services and facilities that meet the needs of residents	F-I.A. Deliver town services in a cost effective manner	F-I.A.1. Maintain and implement Strategic Plans for providing Town services	Town Council; Town Administrator; Library; School Department	Ongoing	Plan	Town of Castle Rock, CO Strategic Plan: http://www.crgov.com/DocumentCenter/Home/View/1011		\$\$\$\$ (>\$250,000)	Department Heads
			F-I.A.2.-Continue to implement best management practices for efficiently providing and funding public services	Town Administrator	Ongoing	Program	Municipal Best Practices Checklist for Finances, Personnel, and General Management: http://www.bloomingdalenj.org/documents/clerk/best_practices_inventory_municipalities_final_protected-1.pdf		\$\$\$\$ (>\$250,000)	Department Heads
			F-I.A.3. Continue to implement E-Town Hall to make public information, permitting, and other functions available electronically on the Town's website	Information Technology	Ongoing	Program			\$ (under \$20,000)	
		F-I.B. Reduce energy costs for the town	F-I.B.1. Conduct energy audits and inventory power usage by all town facilities and vehicles, and implement energy saving measures	Town Administrator; School Department	Short-term (1-2 years)	Program	ICLEI USA: www.icleiusa.org Portfolio Manager: http://www.energystar.gov/buildings/facility-owners-and-managers/existing-buildings/use-portfolio-manager WegoWise: https://www.wegowise.com/ FacilityDude: http://facilitydude.com/		\$ (under \$20,000)	Information Technology, Department Heads
		F-I.C. Make optimum use of existing public facilities and town owned land and sustain prior investments in infrastructure	F-I.C.1. Maintain town roads, sewers, and other public infrastructure in a high state of repair	Public Works	Ongoing	Program		Transportation	\$\$\$ (\$100,001 - \$250,000)	RIDOT
			F-I.C.2. Consider preparing a long-term maintenance plan for town-owned properties	Town Administrator	Medium-term (3-5 years)	Plan	New Canaan, CT Municipal and Public Use Facilities Master Plan: http://www.newcanaan.info/filestorage/9488/9220/809/10945/Phase_1_Report_FINAL_Feb_18.pdf		\$ (under \$20,000)	Department Heads
			F-I.C.3. Develop a town facilities use, management and maintenance plan	Town Administrator	Short-term (1-2 years)	Plan			\$ (under \$20,000)	Department Heads
			F-I.C.4. Site municipal facilities in areas appropriate to their function and use	Town Administrator	Ongoing	Program		Land Use	\$ (under \$20,000)	Department Heads
		F-I.D. Meet the future water needs of the community	F-I.D.1. Work with the Newport Water Department to establish a municipal drought management response strategy to coordinate with the RI Water Resources Board during times of drought	Public Works	Short-term (1-2 years)	Plan		Natural Resources	\$ (under \$20,000)	
	F-I.D.2. Consider extending waterlines to currently unserved areas for fire protection and public water supply		Public Works	Long-term (6-10+ years)	Infrastructure			\$\$\$\$ (>\$250,000)	Newport Water Department	
	GOAL F-II: Support consolidation and sharing of public services and facilities that result in an increase in cost-effectiveness without negatively impacting the quality of service provided	F-II.A. Enhance and expand intergovernmental cooperation and consolidation	F-II.A.1. Investigate opportunities to share equipment, facilities, infrastructure, and services to maximize the benefit to taxpayers	Town Administrator; Town Council; School Department	Ongoing	Program	Andover, MA - Creation of Department of Municipal Services: http://andoverma.gov/publish/muniservicesorgplan.pdf		\$ (under \$20,000)	Other relevant departments
	GOAL F-III: Deliver high quality public education and school building facilities in order to promote excellence in public education and fully meet the community's responsibility to provide for the next generation	F-III.A. Ensure that school programs meet the educational needs of students and facilities have adequate capacity to accommodate enrollment demands	F-III.A.1. Adopt an Education Facilities Plan	School Department; Town Council	Long-term (6-10+ years)	Plan	National Clearinghouse for Educational Facilities, School Facilities Planning and Design Guidelines: http://www.ncef.org/rl/facilities_guides.cfm	Recreation	\$ (under \$20,000)	Community Organizations
			F-III.A.2. Maintain and upgrade school facilities	School Department	Ongoing	Program	National Clearinghouse for Educational Facilities, School Facilities Planning and Design Guidelines: http://www.ncef.org/rl/facilities_guides.cfm		\$\$\$ (\$100,001 - \$250,000)	
			F-III.A.3. Provide school facilities that support year round community utilization by all residents for recreation, meeting space, and other uses.	School Department; Town Council	Ongoing	Program	National Clearinghouse for Educational Facilities, including Community Use Guidelines (Model Joint Use Agreement Resources): http://www.ncef.org/rl/community_use.cfm?date=4	Recreation	\$ (under \$20,000)	Community Organizations
			F-III.A.4. Develop a Technology Plan to adapt to changes in communications, facilities and equipment.	School Department	Short-term (1-2 years)	Plan	Greenfield, MA Technology Master Plan: http://greenfield-ma.gov/Pages/GreenfieldMA_News/01DB92D9-000F8513?Access=1		\$ (under \$20,000)	Information Technology, Department Heads
	GOAL F-IV: Provide programs, services, and materials for all ages that encourage a love of reading, life-long learning, and cultural enrichment	F-IV.A. Continually improve access to library services and facilities	F-IV.A.1. Continue to gather materials that enhance and enrich library collections	Public Library; School Department	Ongoing	Program			\$ (under \$20,000)	
F-IV.A.2. Explore opportunities to increase the number of library users, materials circulated, and program participation			Public Library	Ongoing	Program			\$ (under \$20,000)		
F-IV.A.3. Periodically evaluate demand for library services, including resource needs, and modify programs as needed			Public Library	Ongoing	Program			\$ (under \$20,000)		
F-IV.A.4. Investigate replacement of the library facilities			Public Library; Town Council	Long-term (6-10+ years)	Infrastructure	Wayland, MA Library Feasibility Study: http://www.waylandlibrary.org/about_us/feasibility_study_report.html		\$\$\$\$ (>\$250,000)		
GOAL F-V: Provide high-quality law enforcement, fire protection, and emergency dispatch services in a cost-efficient, coordinated, and cooperative manner that meets the needs of the town's residents, workers, and visitors	F-V.A. Maintain public safety facilities, resources, and personnel to the highest degree of readiness	F-V.A.1. Utilize data and program performance measures to monitor outcomes from public safety efforts	Police Department; Fire Department	Ongoing	Program	Clearwater, FL Performance Measures for Public Safety: http://www.clearwater-fl.com/gov/depts/omb/docs/pub/archive/approved_03-04_budget/pdfs/5_strategic_vision/b_vision_measures.pdf		\$ (under \$20,000)		
		F-V.A.2. Work with the Newport Water Department to expand the public water system to provide fire protection coverage	Town Council	Long-term (6-10+ years)	Infrastructure		Natural Resources	\$\$\$\$ (>\$250,000)		
	F-V.B. Plan for appropriate disaster mitigation preparedness, response, and recovery	F-V.B.1. Implement activities identified in the Town's Adopted Local Hazard Mitigation Plan (See Appendix)	Fire Department; Police Department; Planning Department	Ongoing	Plan	City of Lewes, DE Hazard Mitigation and Climate Adaptation Action Plan: http://www.icleiusa.org/action-center/planning/Lewes%20Hazard%20Mitigation%20and%20Climate%20Adaptation%20Action%20Plan.pdf	Natural Resources	\$\$\$ (\$100,001 - \$250,000)	Rhode Island Emergency Management Agency	
GOAL F-VI: Provide solid waste and recycling management in an economical and environmentally sound manner	F-VI.A. Continue to exceed the state's minimum recycling rate of 35% and minimum diversion rate of 50%	F-VI.A.1. Promote public awareness through community education programs that reduce solid waste, increase recycling, and ensure the proper disposal of household hazardous waste	Public Works	Ongoing	Program	Rhode Island Resource Recovery Corporation: http://www.rirc.org/home/ Northeast Resource Recovery Association: http://www.nrra.net/	Natural Resources	\$ (under \$20,000)	Rhode Island Resource Recovery Corporation, Schools	
		F-VI.A.2. Explore options to locate and manage a town composting facility	Public Works	Long-term (6-10+ years)	Infrastructure	Ellsworth, ME Municipal Composting Study: http://www.cityofellsworthme.org/planning/sustain/compost.htm	Natural Resources	\$\$\$ (\$100,001 - \$250,000)	Commercial entities	

IMPLEMENTATION PROGRAM

Element	Goal	Policies	Action Items	Responsible Department	Timeframe	Type of Action	Best Practices and Resources	Additional Element(s) this Strategy Addresses	Estimated Cost	Other Stakeholders	
LAND USE	GOAL L-I: To achieve a balanced and harmonious development pattern in Middletown that promotes economic growth and reinvestment while preserving neighborhood integrity, environmental and aesthetic quality, and overall livability	L-I.A. Promote a land use and development framework based upon smart growth principles	L-I.A.1. Review and update the zoning ordinance, and subdivision regulations to ensure smart growth principles are encouraged	Planning Board; Town Council	Short-term (1-2 years)	Zoning Amendment	Lowell Form-based code Case Study: http://www.mass.gov/envir/smart_growth_toolkit/pages/CS-fbc-lowell.html	Natural Resources	\$ (under \$20,000)	Grow Smart RI	
			L-I.A.2. Adopt mixed-use zoning ordinance which allows for mixed use in all commercial areas.	Planning Board; Town Council	Short-term (1-2 years)	Zoning Amendment		Economic Development	\$ (under \$20,000)		
			· Identify site specific properties where mixed-use zoning should be encouraged								
			· Create incentives for property owners/developers to build mixed use properties								
			L-I.A.3. Explore residential bulk limit zoning regulations as a means to limit the scale of new construction and protect the character of existing residential neighborhoods	Planning Board; Town Council	Short-term (1-2 years)	Zoning Amendment		Bay County Florida Zoning Bulk Regulations: http://co.bay.fl.us/planning/bulkregulations.pdf Neptune Township: Zoning District Bulk Regulations: http://www.neptunetownship.org/sites/default/files/archive/documents/Zoning_District_Bulk_Regulations.pdf	Housing		\$ (under \$20,000)
			L-I.A.4. Explore establishing Two-Mile Corner area as a State recognized growth center	Planning Board; Town Council	Medium-term (3-5 years)	Plan		Economic Development Study (Scituate, MA): http://www.scituatema.gov/sites/scituatema/files/file/scituate_ed_study_current_conditions_and_market_study_march_2014.pdf Recommendations for the Village Center Study (Concord, MA): http://www.concordma.gov/pages/ConcordMA_Planning/VillageCenterStudy.pdf	Economic Development		\$ (under \$20,000)
		L-I.A.5. Research how form-based zoning could complement our existing Commercial Design Standards	Planning Department	Medium-term (3-5 years)	Zoning Amendment	MA Form Based Code Toolkit: http://www.mass.gov/envir/smart_growth_toolkit/pages/mod-fbc.html Form Based Code Case Study - Southfield, MA: http://www.mass.gov/envir/smart_growth_toolkit/pages/CS-fbc-southfield.html	Economic Development	\$\$ (\$20,001 - \$100,000)			
		L-I.A.6. Take appropriate steps to ensure that the Zoning Ordinance and Zoning Map are consistent with the Future Land Use Plan, as identified on Map L-4, Future Land Use and Map L-5, Potential Zone Changes.	Planning Board; Town Council	Short-term (1-2 years)	Zoning Amendment		Land Use	\$\$\$ (\$100,001-\$250,000)	landowners, developers		
		L-I.B. Identify and maintain a list of potential open space properties for conservation	L-I.B.1. Contact property owners to encourage conservation options	Town Administrator; Open Space & Recreation Committee	Ongoing	Program	Rhode Island Woods, Landowner Toolbox: http://rhodeislandwoods.uri.edu/landowner-toolbox/where-do-i-begin/	Natural Resources	\$ (under \$20,000)		Aquidneck Land Trust, RI DEM (Forest Legacy Program), NRCS
		L-I.C. Create walkable neighborhoods and a connected transportation network for all modes and people of all ages	L-1.C.1. Require street connectivity to existing street network when possible and when new subdivisions and roads are proposed	Planning Board	Ongoing	Zoning Amendment	Walksteps.org - Add Street Connectivity Minimums into Subdivision Regulations: http://walksteps.org/tactics/add-street-connectivity-minimums-into-subdivision-ordinances/	Transportation	\$ (under \$20,000)		RIDOT
	L-1.C.2. Require safe pedestrian accessibility to commercial developments		Planning Board	Ongoing	Zoning Amendment	Lincoln, NE Design Standards for Pedestrian Circulation in Commercial and Industrial Areas: http://lincoln.ne.gov/city/attorn/Designs/ds3105.pdf	Transportation	\$ (under \$20,000)	Developers		
	L-1.C.3. Require sidewalks, within new residential developments, and where desirable offer incentives to developers to create walking and/or bicycle paths		Planning Board	Ongoing	Zoning Amendment	King County Pedestrian-Oriented Commercial Development SDO: http://www.kingcounty.gov/property/permits/gis/DevConditionsSearch/SDO/SO-050.aspx	Transportation	\$ (under \$20,000)	Developers		
	L-1.C.4. Inventory priority streets for the installation of new sidewalks to include in Capital Improvement Program (CIP)		Police Department; Engineering	Short-term (1-2 years)	Program	Dallas Bond Criteria, Sidewalk Safety Project Criteria (page 6): http://www.dallascityhall.com/pdf/Bond/CriteriaDescription.pdf	Transportation	\$ (under \$20,000)	Department of Public Works		
	L-1.C.5. When there is enough space, provide a landscaping strip along sidewalks to buffer pedestrians from traffic and as a place to accommodate snow		Planning Board; Engineering	Ongoing	Zoning Amendment	Sidewalk Strip Planting: http://www.bayeradvanced.com/articles/sidewalk-strip-planting-tips#sthash.RFYtTnY.dpuf	Transportation Natural Resources	\$ (under \$20,000)	Department of Public Works		
	L-I.D. Ensure land uses that surround the Colonel Robert F. Wood Airport are compatible with airport operations	L-I.D.1. Develop and adopt an Airport Hazard Area Overlay District	Planning Board; Town Council	Short-term (1-2 years)	Zoning Amendment	Lincoln, RI Airport Hazard Zone (page 45): http://www.lincolnri.org/documents/zoning/zoning_ordinance_2007.pdf Farmington, CT Airport Approach Overlay Zoning (page 112): http://www.farmington-ct.org/docs/planzone/Zoning_Regulations.pdf		\$ (under \$20,000)	Middletown Airport, Landowners in the potential Overlay Zone		
		L-I.D.2. Communicate significant proposed development nearby airport to Rhode Island Airport Corporation (RIAC)	Planning Department; Zoning	Ongoing	Program			\$ (under \$20,000)	Rhode Island Airport Corporation		
	L-I.E. Participate in regional planning efforts with appropriate partners and neighboring communities	L-1.E.1. Participate in regional planning efforts with appropriate partners and neighboring communities	Planning Board; Planning Department; Town Council	Ongoing	Program			\$ (under \$20,000)	AIPC, Regional partners, neighboring communities		
	GOAL L-II: Appropriately site commercial and industrial uses	L-II.A. Discourage additional commercial sprawl/large-scale strip retail development	L-II.A.1. Require that significant future retail development be contained within areas or on parcels already devoted to this type of use	Planning Board; Town Council	Ongoing	Zoning Amendment	Forsyth County Commercial and Office Districts: http://www.forsythco.com/CPFiles/UDC/udc_014_ch12.pdf	Economic Development	\$ (under \$20,000)		
		L-II.B. Encourage the redevelopment of vacant and underutilized commercial properties	L-II.B.1. Consider adopting incentives to attract desirable development and redevelopment to areas of town with existing infrastructure, including a potential Growth Center at Two-Mile Corner	Planning Board; Town Council	Medium-term (3-5 years)	Program	Downtown Pascoag Redevelopment Plan: http://www.burrillville.org/Public_Documents/FOV1-0000F9AE/Pascoag%20Redevelopment%20Plan.pdf Spartanburg, SC Business Corridor Redevelopment Program: http://www.cityofspartanburg.org/economic-development/incentives	Economic Development	\$\$\$ (\$100,001 - \$250,000)		

IMPLEMENTATION PROGRAM

Element	Goal	Policies	Action Items	Responsible Department	Timeframe	Type of Action	Best Practices and Resources	Additional Element(s) this Strategy Addresses	Estimated Cost	Other Stakeholders
		L-II.C.1. Provide opportunities for light industrial development	L-II.C.1. Maintain industrial zoning in areas that have historically been used for industrial purposes	Planning Board, Town Council	Ongoing	Zoning Amendment		Economic Development	\$ (under \$20,000)	
			L-II.C.2. Ensure light industrial development is compatible with adjacent land uses and the environment through use of design and performance standards	Planning Board; Zoning Board	Ongoing	Zoning Amendment	Broward County Industrial/Residential Land Use Compatibility Study: http://www.broward.org/PlanningAndRedevelopment/Documents/Industrial_residential_compatibleuse_study.pdf	Economic Development	\$ (under \$20,000)	
	GOAL L-III: Preserve and maintain the agricultural landscape and heritage of Middletown	L-III.A. Conserve agricultural land, important soils and the economic viability of the local	L-III.A.1. Acquire development rights with land trusts and private/public land preservation organizations to agricultural parcels	Town Council; Open Space & Fields Committee	Ongoing	Program	Smart Communities Network - Land Use Strategies, Transfer of Development Rights: http://www.smartcommunities.ncat.org/landuse/transfer.shtml	Natural Resources; Recreation, Conservation & Open Space	\$\$\$\$ (>\$250,000)	Aquidneck Land Trust
		L-III.B. Allow flexibility in regulations to support the needs of agricultural businesses	L-III.B.1. Craft a new overlay district and zoning amendments that would allow agricultural land owners to utilize a portion of their land for agriculturally-related business endeavors including events and the production of value-added products to support the continued agricultural use of the land and provide agri-tourism opportunities for residents and visitors	Planning Board; Town Council	Short-term (1-2 years)	Zoning Amendment	Thurston, WA Agritourism Overlay District: http://www.co.thurston.wa.us/planning/planning_commission/agenda/2013-10-02/pc-agenda-20131002-attachment-staff-report-agritourism-overlay-update.pdf and http://www.co.thurston.wa.us/permitting/agriculture/docs/agritourism-update-2014-map.pdf	Natural Resources; Economic Development	\$ (under \$20,000)	Aquidneck Land Trust, Farms, American Farmland Trust
			L-III.B.2. Establish a Rural Village District along East Main Road that allows for appropriate, small scale, agriculturally -related businesses	Planning Board; Town Council	Short-term (1-2 years)	Zoning Amendment	Rural Center Zoning Tool from Chester County, PA: http://www.chescopagreen.org/ToolsLandscape/Rural/RurCentZoning.cfm Jackson Township Rural Center District: http://www.jacksontownship.us/Documents/Rural_Center_District.pdf Klickitat County Rural Center District: http://www.klickitatcounty.org/planning/FilesHtml/ZoningPDF/02-09-RURALCTR.RC.pdf	Recreation, Conservation, & Open Space; Economic Development	\$ (under \$20,000)	Aquidneck Land Trust
	GOAL L-IV: Protect natural resources including environmentally sensitive lands, flora and fauna, and water quality	L-IV.A. Work to conserve lands and natural resources which have conservation values that benefit the community	L-IV.A.1. Identify and prioritize environmentally sensitive areas	Planning Department	Medium-term (3-5 years)	Program	Science Direct's definition of environmentally sensitive area: http://www.sciencedirect.com/science/article/pii/S0169204694020169	Natural Resources	\$\$ (\$20,001 - \$100,000)	State
			L-IV.A.2. Purchase and protect environmentally sensitive land, where feasible and available	Town Administrator; Town Council; Open Space & Fields Committee	Ongoing	Program		Natural Resources	\$\$\$\$ (>\$250,000)	Aquidneck Land Trust
			L-IV.A.3. Review current zoning of environmentally sensitive lands to ensure appropriate designations	Planning Department; Planning Board; Town Council	Medium-term (3-5 years)	Zoning Amendment	Zoning the Ocean: http://www.rhodeislandpropertylaw.com/articles/ocean-zoning/ Town of Charlestown, RI Environmental Analysis Ordinance: http://www.ecode360.com/8491365?highlight=environmental#8491365	Natural Resources	\$ (under \$20,000)	Developers
		L-IV.B. Preserve and/or establish natural resource connections such as greenways, blueways, and wildlife corridors	L-IV.B.1. Preserve land as greenways and blueways, utilizing land trusts, conservation foundations, and government agencies as potential partners	Town Council	Ongoing	Program	Region 2000 Greenways and Blueways Plan: http://www.region2000.org/greenways-and-blueways.html	Natural Resources	\$\$ (\$20,001 - \$100,000)	Aquidneck Land Trust, State agencies, Coastal Resources Management Council
		L-IV.C. Protect water quality on a local and regional basis for private and public water supplies	L-IV.C.1. Require the use of integrated best management practices particularly in watershed sensitive areas	Planning Department; Zoning Board; Public Works	Ongoing	Program	Center for Watershed Protection: http://cwp.org/	Natural Resources	\$ (under \$20,000)	Rhode Island Rivers Council
	GOAL L-V: Maintain and preserve beaches and other shoreline features as significant natural resources	L-V.A. Preserve the character of Second and Third Beaches while supporting appropriate recreational uses and ensuring public safety	L-V.A.1. Implement improvements to beach facilities and activities as necessary	Town Council; Public Works	Ongoing	Program	Rhode Island Shoreline Change Special Area Management Plan: http://www.beachsamp.org/ Town of Warren Harbor Management Plan: http://www.townofwarren-ri.gov/images/harbor_management_plan_Rev.2004.pdf	Recreation Natural Resources	\$\$\$ (\$100,001 - \$250,000)	State, Coastal Resources Management Council
		L-V.B. Acquire shoreline property valuable for public use, as it becomes available	L-V.B.1. Adopt the recommendations in the West Side Master Plan, including preserving shoreline property such as the Navy land along Narragansett Bay.	Planning Department; Planning Board; Town Administrator; Town Council	Short-term (1-2 years) and Ongoing	Program	Implementing the West Side Master Plan: http://www.aquidneckplanning.org/wsmp.cfm	Natural Resources	\$ (under \$20,000)	Navy Base, landowners in the West Side area
GOAL L-VI: Take advantage of opportunities for appropriate redevelopment of the West Side which benefit the Town and U.S. Navy	L-VI.A. Support the continued military use of those land areas that are needed for Naval Station Newport and other related evolving national priorities	L-VI.A.1. Engage local and regional partners in discussions about compatible and appropriate uses around military land	Town Council; Planning Board	Ongoing	Program	EPA's Turning Bases into Great Places: http://www.epa.gov/smartgrowth/pdf/bases_into_places.pdf	Natural Resources, Recreation, Economic Development, Housing	\$ (under \$20,000)	Navy Base, Chamber of Commerce, other local/regional/state entities	
		L-VI.A.2. Allow and encourage future military-related research and development and other military-compatible uses in appropriate locations that are proximate to existing facilities	Town Council; Planning Board	Ongoing	Program	EPA's Turning Bases into Great Places: http://www.epa.gov/smartgrowth/pdf/bases_into_places.pdf	Economic Development, Housing	\$\$\$ (\$100,001 - \$250,000)	Navy Base, Chamber of Commerce, other local/regional/state entities	
	L-VI.B. Ensure that the reuse of excess Navy land is consistent with the economic, civic and environmental goals of the town	L-VI.B.1. Implement planned redevelopment of excess Navy land	Town Council; Planning Department	Short (1-2 years), Medium (3-5 years), and Long-term (6-10+ years)	Program	EPA's Turning Bases into Great Places: http://www.epa.gov/smartgrowth/pdf/bases_into_places.pdf	Economic Development	\$\$\$\$ (>\$250,000)	Navy Base, Chamber of Commerce, other local/regional/state entities	

IMPLEMENTATION PROGRAM

Element	Goal	Policies	Action Items	Responsible Department	Timeframe	Type of Action	Best Practices and Resources	Additional Element(s) this Strategy Addresses	Estimated Cost	Other Stakeholders
	GOAL L-VII: Protect and enhance the natural scenic beauty and heritage of Middletown as a coastal New England community	L-VII.A. Ensure development will have a minimal impact on scenic resources which provide quality of life for residents and visitors	L-VII.A.1. Develop an inventory of scenic resources in Middletown	Planning Department	Medium-term (3-5 years)	Program	Scenery Management for National Historic Trails: http://www.ntc.blm.gov/krc/uploads/170/Visual%20Resource%20and%20Scenery%20Mgt%20-%20Rob%20Sweeten.pdf	Natural Resources	\$ (under \$20,000)	
			L-VII.A.2. Consider scenic resources when reviewing the type, location, and intensity of land uses	Planning Board	Ongoing	Plan	Woodstock, CT Development Review Checklist with Scenic Resources: http://www.woodstockconservation.org/checklist.htm	Natural Resources	\$ (under \$20,000)	
			L-VII.A.3. Implement projects and programs that enhance views at publicly accessible viewpoints	Town Administrator; Planning Department; Open Space & Fields Committee; Tree Commission	Ongoing	Program	Scenic Pittsburgh: http://www.scenicpittsburgh.org/programs/	Recreation Natural Resources	\$\$ (\$20,001 - \$100,000)	
			L-VII.A.4. Identify roadways for potential scenic roads designation	Planning Department; Town Council	Medium-term (3-5 years)	Program	Rhode Island's Scenic Roadways: http://www.dot.ri.gov/community/scenicroadways.php	Natural Resources	\$ (under \$20,000)	
			L-VII.A.5. Encourage the planting of new, resilient street trees that contribute to the town's tree canopy and the preservation of existing trees in new developments.	Planning Department; Zoning; Tree Commission	Ongoing	Program	Native, resilient trees in Southern New England: http://nativeplantwildlifegarden.com/native-trees-for-southern-new-england/ PlantNative: http://www.plantnative.org/rpl-nes.htm	Natural Resources	\$ (under \$20,000)	Conservation Commission
		L-VII.B. Enhance the aesthetics of our built environment	L-VII.C.1. Uphold the town's commercial design standards that require the use of traditional colonial architecture and quality natural building materials that are historically accurate	Planning Board; Planning Department; Building & Zoning	Ongoing	Program	Belchertown, MA Commercial Development Design Guidelines: http://www.belchertown.org/departments/planning/docs/Commercial_design_guidelines.pdf	Cultural/Historic Resources	\$ (under \$20,000)	
			L-VII.C.2. Maintain historic structures owned by the town	Town Administrator; Public Works	Ongoing	Program	Whole Building Design Guide - Operations and Maintenance for Historic Structures: http://www.wbdg.org/resources/omhs.php	Cultural/Historic Resources	\$\$\$\$ (>\$250,000)	
			L-VII.C.3. Minimize the visual impact of utility lines through measures such as undergrounding and tree plantings	Planning Board; Planning Department; Town Administrator; Town Council; Engineering	Ongoing	Infrastructure	Guidelines for Development Near Overhead Transmission Lines: http://transmission.bchydro.com/nr/rdonlyres/f99224d1-ece9-4c70-be78-5dca1beb58be/0/bctc_devbook_may13_final_lowres.pdf	Natural Resources	\$\$\$\$ (>\$250,000)	Utilities

II. CULTURAL & HISTORIC RESOURCES



2014

Middletown, Rhode Island Comprehensive Community Plan

MIDDLETOWN WILL BE KNOWN AS A COMMUNITY THAT PRESERVES ITS PAST AND VALUES CULTURAL ENRICHMENT OPPORTUNITIES FOR ITS RESIDENTS AND VISITORS. THE TOWN AND ITS RESIDENTS WILL RECOGNIZE CULTURAL AND HISTORIC PRESERVATION AS A KEY COMPONENT TO THE TOWN'S FUTURE GROWTH, ECONOMY, CHARACTER, AND APPEAL OF THE TOWN.

II. Cultural & Historic Resources

MIDDLETOWN, RHODE ISLAND COMPREHENSIVE COMMUNITY PLAN

Supporting Documents

- Historic and Architectural Resources of Middletown, Rhode Island: A Preliminary Report.* Rhode Island Historical Preservation Commission. 1979.
- Historic Landscapes of Rhode Island.* Rhode Island Historical Preservation & Heritage Commission. 2002.
- Middletown, Rhode Island: Houses, History, Heritage.* Middletown Historical Society. 1990.
- O'Shea, Phillip. *Death Comes Once, a Cemetery is Forever: The Search for Middletown's Lost Graveyards.* 1997.
- Preliminary Survey Report, Town of Middletown: June, 1979.* Rhode Island Historical Preservation Commission. 1979.
- The Paradise Loop Scenic Highway Stewardship Plan.* Rhode Island Scenic Highways Board. 2003.

INTRODUCTION

The Cultural and Historic Resources Element identifies local historic and cultural resources, describes why they are significant, and looks to provide the policies, recommendations, and tools to plan for the preservation, protection, and enhancement of those resources.

There are many great historic and cultural resources within Middletown that offer residents and visitors opportunities to learn about their heritage and the history of the town and nation. It is a priority of the town to protect these historic sites and landscapes and to sustain the quality of life and rural character of the town.

CONSIDERATIONS:

- **Pressure on the land to accommodate growth threatens the town's rich cultural heritage.**

- Several of Middletown’s most important historic resources have no form of recognition or protection.
- Agriculture has always been one of Middletown's most important activities. Any further reduction in the number of farms in Middletown would alter the essential character of the town as farms themselves are part of the scenic beauty of the area.
- Recognition and protection of the town’s historic resources can help preserve the character of the town for future generations and serve as an educational resource.
- Our cultural resources are the underpinnings of the tourism economy and they need to be protected and enhanced if we are to remain economically healthy.

Cultural and Historic Vision Statement: Middletown will be known as a community that preserves its past and values cultural enrichment opportunities for its residents and visitors. The town and its residents will recognize cultural and historic preservation as a key component to the town’s future growth, economy, character, and appeal of the town.

A preliminary survey of Middletown conducted in 1979 by the Rhode Island Historical Preservation Commission identified seven districts and 105 individual structures and sites of historic interest.

THESE CULTURAL RESOURCES REFLECT A BROAD SPECTRUM OF TIME, ARCHITECTURAL TRENDS, AND EVENTS. INCLUDED ARE VERNACULAR FARMHOUSES AND FARM LANDSCAPES, SOME GOOD EXAMPLES OF WHICH ARE SEEN ALONG WEST MAIN ROAD AND MITCHELL LANE; LUXURIOUS MANSIONS, NOTABLY THE WILLIAM VERNON HOUSE, THE HAMILTON HOPPIN HOUSE, THE JACOB CRAM HOUSE, AND WILLIAM REDWOOD’S COUNTRY HOUSE; ONE-ROOM SCHOOLHOUSES – PARADISE SCHOOL AND THE PEABODY SCHOOL; THE EXTENSIVE ST. GEORGE’S SCHOOL, WITH ITS OUTSTANDING CHAPEL; WHITEHALL, BISHOP BERKELEY’S COUNTRY PLACE; THE BERKELEY MEMORIAL CHAPEL AND THE CHURCH OF THE HOLY CROSS; THE MIDDLETOWN TOWN HALL; A GRANGE HALL; AN EARLY MOTOR COURT; AN AIRPORT; A MILESTONE; WORLD WAR II STRUCTURES; AND SEVERAL NATURAL FEATURES KNOWN AND APPRECIATED FOR CENTURIES – PURGATORY CHASM, HANGING ROCK, AND THE BEACHES.

General History of Middletown

For slightly more than one hundred years, 1639 to 1743, Middletown existed as the northern portion of Newport which shared the island of Aquidneck, once called Rhode Island, with the town of Portsmouth to the north. By mid-century, the growing population felt increasingly alienated from the urbane, sophisticated merchants of Newport who still dominated the political arena. They petitioned the General Assembly for political independence and, in 1743, Middletown was set off as a separate town.

Middletown’s 14.7 square miles reached from Narragansett Bay on the west to the Sakonnet River on the east, bordered by Portsmouth to the north, Newport to the southwest and the Atlantic Ocean

II. Cultural & Historic Resources

to the southeast. Fertile soil encouraged the early settlers and their successors to clear the land for planting, in the process constructing stone walls with the rocky debris to act as fences and boundary markers.

In 1748, the first census since incorporation showed 680 persons living within Middletown. Most of the residents were farmers and their families plus a few tradesmen and a few wealthy Newport merchants that built their large summer estates here, some of which still exist today. Notable residents included Bishop George Berkeley, the philosopher, who bought a 96-acre tract of Middletown farmland while he waited funding from Parliament for a university he planned to establish in Bermuda.

In December 1776 about 9,000 British and Hessian troops came ashore at Weaver's Cove on the west shore of Middletown near the present location of Greene Lane. During the next four years, the boundary between Newport and Middletown became a line of defense, first for the British and then for the colonials and the French. Some of the redoubts and other traces of that fortification are still visible on the landscape of today.

During the 19th century, as the landscape of the rest of southern New England was transformed by industrialization, Middletown remained rural. This was partially because many of the new summer colonists looked at the town as a sanctuary from the pressures that affected the industrial cities. Artists and businessmen became neighbors with thriving farmers along Indian Avenue, Paradise Avenue, Miantonomi Avenue and elsewhere.

The growth of Newport's summer colony after the Civil War resulted in an effort, spearheaded by Eugene Sturtevant, to make Middletown the "court end of the island." Roads were built and lots were laid out on a large tract of land along the Sakonnet River. The Indian Avenue area was developed on a small scale, with the first purchases being made by Philadelphia and Hartford families. Several other large summer estates were built along the Sakonnet River. Additionally, a syndicate of Boston investors laid out a compound of six Shingle Style houses, known as the Land Trust Cottages, at the eastern end of Easton's Beach in 1886-1887 under the guidance of Frederick Law Olmstead, one of America's outstanding landscape architects.

The twentieth century brought the growing importance of the Navy in Middletown, especially during and after World War II. At that time, much of Middletown's Narragansett Bay shoreline came under Navy control. Coddington Cove became a port for a North Atlantic Squadron, and the hills above it were transformed from centuries old farmland into facilities for the Naval Underwater Systems Center. The population growth that accompanied these changes generated further residential and commercial developments, such as the Anchorage, the Naval Gardens and the strip development along lower East and West Main Roads.

In the 1940s and 1950s, Middletown was the fastest growing town in Rhode Island. Between 1950 and 1960, the town's population grew by 72 percent; to a total of 12,675. Much of the town's suburban style subdivision development and strip commercial development occurred during this time period, replacing the agricultural use of these properties. When the Cruiser -Destroyer Force, Atlantic, established itself at the Naval Base during the 1960's, the population of Middletown

reached an all-time high of 29,290 people in 1970. When the Cruiser-Destroyer Force was withdrawn in 1973, the town's population saw a precipitous drop and by 1980 was 17,216.

The decline of fleet activities at Coddington Cove continued in the 1990s, with the last frigate leaving in 1994. Partially filling in the gap the U.S. Coast Guard has assigned several buoy tenders to Coddington Cove. Navy reorganization expanded the facilities at the renamed Naval Undersea Warfare Center (NUWC). During this same period, the town began to enjoy economic prosperity. The expanding tourism industry in Newport led to an increase in hotel and motels in the town. Commercial and residential development continued a steady growth into the 2000's.

As a result of the Base Realignment and Closure Commission (BRAC) 2005 actions, which include consolidation of educational and training activities, Naval Station Newport experienced some growth as training commands were relocated to Newport. The modest residential development that has occurred over the past decade has been dominated by large-lot single-family dwelling development. The Town has adopted conservation subdivision development regulations which promote the preservation of open space, as well as cultural and historic resources by allowing development on smaller lots in exchange for the preserved areas. Commercial development has continued within the town's business districts, including along West Main Road, East Main Road, Aquidneck Avenue, and Valley Road. The town is beginning to experience more redevelopment of existing commercial properties as the availability of undeveloped commercial properties has declined. In addition to other zoning requirements, the Town has adopted commercial development design standards that will guide development and redevelopment of commercial properties. The regulations are intended to mitigate the adverse aesthetic impact of commercial development by encouraging the use of traditional New England architectural styles and materials, and requiring thoughtful site design.

Inventory of Cultural Resources

The cultural resources of Middletown include:

- Many historic private and public buildings as shown in Map C-1 Historic and Archeological Resources;
- Farms and their traditional use of the land;
- The stone walls which trace the boundaries of farmer's fields;
- The strong religious and ethnic traditions of the town;
- The cemeteries shown in Map C-1 Historic and Archeological Resources with their gravestones that document the lives of our forebears, and;
- The organizations which preserve our history, our open spaces, and educational facilities.

SOME SPECIFIC AREAS OF HISTORIC AND CULTURAL INTEREST WITHIN THE TOWN OF MIDDLETOWN ARE DESCRIBED BELOW:

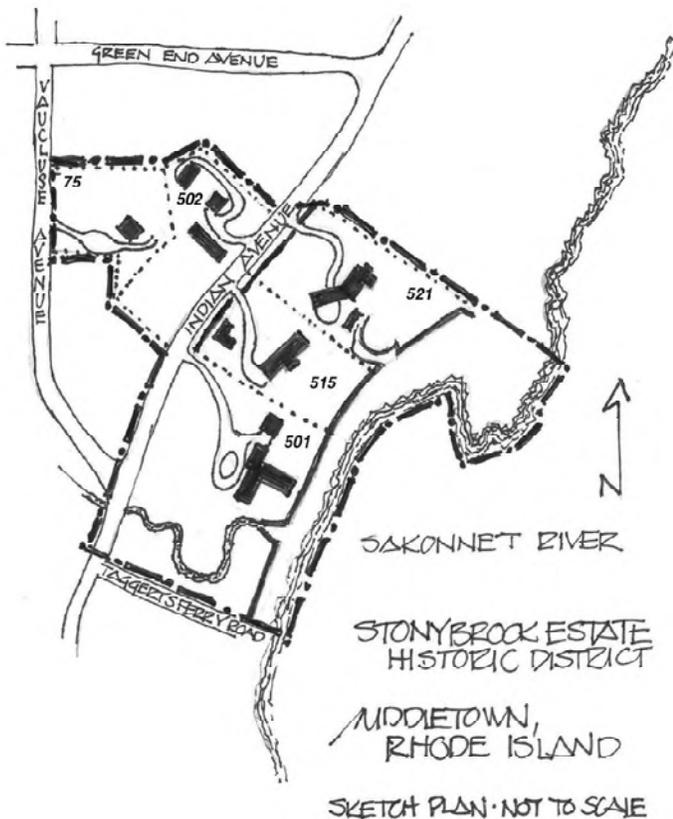
- **Indian Avenue** in the eastern part of Middletown along the Sakonnet River encompassing a one-quarter-mile section of winding, tree-lined, and relatively quiet road between Green End Avenue on the north and Third Beach Road on the south are located about a dozen noteworthy Late Victorian and early 20th-century summerhouses and a picturesque stone chapel erected in 1884. Most of the houses are situated east of the road and offer views of the river and ocean.
- At the northwest corner of Wyatt Road and Mitchell's Lane is the **Mitchell's Lane Historic Site**, about 125 acres of farmland centered on a 2-1/2 story, late Victorian, cross-gable farm house and several large, wood-shingle outbuildings. The district, which includes the former Ogden Farm and small portions of adjacent farmland, is an important surviving link to Middletown's agricultural heritage.
- Along the southern part of **Paradise Avenue**, for a distance of about one mile, are several dozen residences including some noteworthy structures, most dating from the mid-19th century. To the present day, Paradise Avenue has maintained its quiet, residential character, unaffected by modern intrusions; and its many fine, early homes are an important part of Middletown's history.
- In the south-central part of Middletown north of Second Beach, the Paradise Rocks Historic area is a largely undeveloped area of generally north-south trending rock ridges, including **Paradise Rocks and Hanging Rocks**. On an island devoted largely to agricultural, residential, commercial, and industrial uses, the Paradise Rocks area is a superb and unique natural enclave. In the 18th century, Bishop George Berkeley made frequent visits by carriage to Paradise and Hanging Rocks while living in Middletown and was said to have written 'Alciphron', one of his best known works.
- Along West Main Road, at the town line, partly in Middletown and partly in Portsmouth, is **Prescott Farm**. The property, developed by the Newport Restoration Foundation, comprises a group of restored buildings, including a house, a small building once used as a guardhouse, a country store, a windmill in Middletown and the Overing House in Portsmouth.
- In the northwest part of Middletown, along both sides of West Main Road and part of **Greene Lane**, is a rural tract centered on several old farms. This area, with its farm complexes and undulating fields bounded by stone walls, is one of the few surviving agricultural areas on the island.

- **“Whitehall”**, the home of Bishop George Berkeley from 1729-1731, the Anglo-Irish philosopher, located on Berkeley Avenue, now a museum house.
- Green End, now known as **Card's Redoubt** (1778): the remains of an earthwork in a pine grove at the rear of 218 Boulevard marks the site of MacKenzie's Green End or Card's Redoubt, once part of a line of defenses built by the British in 1778 around Newport.
- Jutting out into the Atlantic Ocean, is a slightly elevated, rocky peninsula, known as **Sachuest**. It was an island at the end of the last ice age, but currents deposited sand and gravel that created Second Beach and Third Beach and connected the island to the mainland. The peninsula is owned by the federal government and is now known as the Sachuest Point Wildlife Refuge and offers a visitors center and trails.
- **Purgatory Chasm** is a natural chasm, or cleft, in the cliffs along Sachuest Bay. The opening in the conglomerate rock ledge is about 10 feet wide, 50 feet deep, and 120 feet long. Purgatory is of geological importance because the chasm is a good example of erosion due to wave action and because of the conglomerate beds, of "stretched pebbles and boulders", which were flattened and elongated by compression millions of years ago. Initials and dates inscribed in a layer of sandstone, dating from the 18th century, indicate that Purgatory was known from an early time.
- A sinuous mound of earth and a grassy open area with a steep slope to the east, mark the site of **Redoubt St. Onge**, a Revolutionary War defense work. Colonial and French troops constructed the redoubt in 1780 to protect the French, under Rochambeau, from an attack by English forces out of New York.
- **Naval Undersea Warfare Center** at Coddington Cove (buildings 103, 105, 107, 111, and 131) includes several structures built during and after World War II, including the former Newport Airport Hanger; research, development, testing and evaluation buildings; and support buildings. Many of these are bombproof structures of massive reinforced-concrete construction with heavy overhanging roof projections.
- **The Old Colony Railroad** which runs along the west side of the town provided both freight and passenger service up until the collapse of the Fall River Line Steamship Company and the competition offered by trucks. It is a valuable, one of a kind feature, and besides its importance as a cultural resource it is also a transportation asset that should be maintained.
- **The Peckham Bros. Quarry**, the only active quarry in Middletown, has been operated by the Peckham family since 1844 and is one of the oldest operating quarries in the United States. It is located in an area generally known as Paradise Rocks, where stones and gravel had been taken for paving roads as early as 1701.

- The **Crystal Spring** is a natural spring that has provided drinking water to the residents of Middletown since 1907.
- The "**mile marker**" at **Two Mile Corner**.

National Register of Historic Places

Buildings in Middletown which are listed on the National Register of Historic Places are highlighted below. The National Register of Historic Places is a program of the National Park Service, United States Department of the Interior. It is the official inventory of the nation's cultural and historical resources that are worthy of preservation. The National Register is more than a list of resources that have been researched and documented as significant to the nation, state or community. The register is also a tool for preserving historic properties as listed properties are given special consideration when the federal government is planning or giving aid to projects. Listing on the National Register also gives private citizens and public officials credibility when attempting to protect these resources. Listing does not however prevent a private citizen from altering, managing or disposing of the property.



WHITEHALL, 311 Berkeley Avenue, was the home of Bishop George Berkeley, educator, philosopher and Anglican cleric, from 1729-1731. It is an example of early use of Palladian style architecture on a domestic building. The home is now a museum and is furnished for the time and includes a colonial herb garden and orchard. The mission of The Whitehall Committee of The National Society of The Colonial Dames of America is to preserve, protect, interpret and keep the home as a perpetual memorial.

The **WITHERBEE SCHOOL**, a one-room wooden school house at the corner of Green End and Valley was one of five in Middletown in 1900. It closed in the 1940s, and now is run by the Middletown Historical Society as an educational center. The site was added to the National Register of Historic Places in 1989. This circa 1892 one-room schoolhouse was fully restored into an authentic vintage 1900 classroom.

STONYBROOK ESTATE HISTORIC DISTRICT includes the late Gothic Revival house built in 1928 by Horace Trumbauer. The district was added to the National Register of

Historic Places in 2009. Properties included in the district are 501 Indian Avenue - Stonybrook Estate (1927), Grounds & Garage, 502 Indian Avenue - Stonybrook Cottage, 515 Indian Avenue - Stonybrook Gatehouse, 521 Indian Avenue - Stonybrook Grounds, and 75 Vacluse - Stonybrook Gardners Cottage.

HAMILTON HOPPIN HOUSE at 120 Miantonomi Avenue is said to be the first Italianate Stick-Style house in the United States. It was built in 1856 as a summer residence for Hamilton Hoppin (1821-1885) and has been known by several names, including Villalon, Montpelier, Shadow Lawn, Agincourt Inn, and, currently, The Inn at Villalon. The oldest part of the house was designed by architect Richard Upjohn, as was Kingscote in Newport. The Hamilton Hoppin House was added to the National Historic Register in 1996.

THE TAYLOR CHASE SMYTHE HOUSE on Chases Lane is a circa 1702 two and a half story Rhode Island Plan structure with additions. The Navy purchased the house in 1941 and utilized it as the Naval Education and Training Center. The house was added to the register in 1989.

DENNIS J. MURPHY HOUSE AT OGDEN FARM is a 1900 vernacular Queen Anne farmhouse at 641 Mitchell's Lane. It was added to the National Register of Historic Places in 2007.

PARADISE SCHOOL, a one room schoolhouse on Paradise Avenue, was built in 1875 and held classes until 1955 when it became an administration office. The Middletown Historical Society acquired the building in 1976. It was added to the National Register of Historic Places in 1978, was later restored and now holds a small museum.

BOYD'S WINDMILL, built in 1810, is an historic smock mill. John Peterson built the windmill on Old Mill Lane in Portsmouth, Rhode Island, and William Boyd purchased it in 1815. It originally had four common sails, but four more were added by the family. The windmill was restored by the Middletown Historical Society after receiving it as a donation in 1990 and moving it to Paradise Valley Park in Middletown. It was listed on the National Register of Historic Places in 2001.

The **CHURCH OF ST. GEORGE, LITTLE CHAPEL, AND MEMORIAL SCHOOLHOUSE** are located on the campus of St George's School at 372 Purgatory Road. St George's School, founded in 1896, is a private, independent, Episcopal, boarding school. The Gothic cathedral was build in 1928 and the adjoining Memorial Schoolhouse in 1923. The three sites were added to the National Register of Historic Places in 2004.

PARADISE FARM is a coastal farm located at 583 Third Beach Road of about 130 acres comprising a mid-18th century farmhouse with later additions, a mid-19th-century barn, two modest scale agricultural outbuildings, two burial sites, a stone-lined sheep pen, stone-lined pastures and fields, wooded areas, Hanging Rock (a wellknown geological formation), and an abandoned bluestone quarry. It is bounded by Third Beach Road and Hanging Rock Road on the east, the rear lot lines of neighboring properties on the north and west, and Hanging Rock Road and Gardiner's

II. Cultural & Historic Resources

Pond on the south. As specified in the will of Mabel Norman Cerio, the last private owner of Paradise Farm, much of the estate was given to the Norman Bird Sanctuary Trust for use as a bird sanctuary in 1949. Named in honor of Cerio's father and brother, the non-profit Norman Bird Sanctuary continues to serve as a wildlife refuge and education center today. At the time of Cerio's death, a 16-acre parcel comprising the Paradise Farmhouse, outbuildings and agricultural fields along Third Beach Road remained in the hands of the Norman heirs. In the late 1990s, The Norman Bird Sanctuary purchased this parcel and reintegrated it into the sanctuary.

The **CLAMBAKE CLUB OF NEWPORT** is an historic clubhouse meeting hall at 353 Tuckerman Avenue. The building was completed in the mid-19th century and added to the National Register of Historic Places in 1995.

The **LYMAN C. JOSEPH HOUSE** at 438 Wolcott Avenue was built in 1882. The home, designed by architect Clarence Luce, is in an American shingle style and is currently privately owned. The home was added to the National Register of Historic Places in 1975.

BAILEY FARM is an historic farm at 373 Wyatt Road that was added to the National Register of Historic Places in 1984. Bailey Farm was built in the early nineteenth century as an excellent example of Greek Revival architecture.

GARDINER POND SHELL MIDDEN, contains various prehistoric shell fossils and other archaeological remains. The midden was added to the National Register of Historic Places in 1985.

Map C-1 Historic Sites, Cemeteries and Archeological Resources displays sites listed on the National Register of Historic Places within Middletown as well as historic cemeteries and archeological sites.

In addition to the buildings which are on the National Register there are many other buildings in Middletown which are of historic or architectural interest. For a full list of Historic Buildings and other cultural resources, see *Historic and Architectural Resources of Middletown, Rhode Island: A Preliminary Report*, Rhode Island Historical Preservation Commission, 1979, and *Middletown, Rhode Island: Houses – History – Heritage*, The Middletown Historical Society, 1990.

Inventory of Historic Landscapes

Historic Landscapes of Rhode Island, published in 2002 by the Rhode Island Historical Preservation & Heritage Commission, includes an inventory of individual historic landscapes by community in Rhode Island featuring both the designed and the vernacular. Within the town of Middletown, the following individual landscapes were identified:

- Rhode Island Nurseries, 644 East Main Road
- Gray Craig, 1924-28, 75 Gray Craig Road

- Green End Avenue Agricultural Landscape- 3 Farms at 1498 Green End Avenue, 1499 Green End Avenue, & Howland Avenue
- Sonnenhof, 1914-1919, 14 Indian Avenue
- Hopelands, 1927-1930, 165 Indian Avenue
- Stonybrook, 1928, 500 Indian Avenue
- Mitchell Lane Rural Landscape – Chapman Farm (373 Mitchell’s Lane), James Smith Farm (798 Mitchell’s Lane), Ogden Farm (Mitchell’s Lane & Wyatt Road)
- St George’s School , 1902, 372 Purgatory Road
- Lazy Lawn, Angell Cottage, 1842, 528 Third Beach Road
- King-Norman Farm, 583 Third Beach Road
- West Main Road Agricultural Landscape - Middletown’s Northwest Corner – Coggeshall-Simmons Farm

Cultural Institutions

Cultural institutions in Middletown include churches, schools and nonprofit organizations. These include the Middletown Public Library, the Norman Bird Sanctuary, the Middletown Historical Society, the Newport County YMCA, the Potter League, the Sachuest Point Wildlife Refuge, The Grange, and many others.

The Middletown Historical Society is an all-volunteer, non-profit educational organization, founded in 1976. The Society's purpose is to “bring together those people interested in Middletown's history and to safeguard our rapidly disappearing heritage in order to insure a record of the past.” Accordingly, the Middletown Historical Society has undertaken a series of preservation projects. One of the newest projects is the Middletown War Veteran’s Memorial Park. Situated on land graciously donated by the estate of the late Ray Durfee at the corner of Green End Avenue and Valley Road (RI 214), the Society is designing a memorial park to honor Middletown’s War Veterans. Preliminary plans include a small parking area, a memorial brick walkway, an illuminated flag pole and a permanent monument listing the names of those veteran’s who made the ultimate sacrifice in the defense of their country.

Historic Cemeteries

The State of Rhode Island's historic cemetery program, which is administered through the Department of Veterans Affairs, lists approximately 40 historic cemeteries in Middletown. The Middletown Historical Society has identified 74 historic cemeteries that are described in Philip Michael O’Shea’s book *Death Comes Once But a Cemetery is Forever; The Search For Middletown’s Lost Graveyards*. The Middletown Planning staff crosschecked and verified, using aerial photography, both the State’s inventory and O’Shea’s list for completeness and accuracy. Of those sites, 54 historic cemeteries were identified in the Town. Map C-1 Cultural & Historic Resources

displays the location of all historic cemeteries in Middletown. Some of the missing lots were either moved or no longer exist.

The gravestones in the cemeteries of Middletown are often the only informative artifact left about an individual or family that gives both the date of birth, the date of death and often indicates to whom an individual was married. Furthermore, the decorations, which often adorn these stones, are a form of American folk art. Cemeteries and the stones they contain, therefore, are powerful documents about Middletown's past.

While statutes and laws exist on both the local and state levels to protect the cemeteries on the state's inventory, enforcement, maintenance and access to these sites remain a problem. The town should establish an adopt-a-spot program for historic cemeteries that are without a perpetual care program. A well-organized and coordinated volunteer effort employ, for example, Boy Scouts might also be effective.

American Revolution Sites

The two primary fortifications left in Middletown are Green End Fort and Redoubt St. Onge. The Green End Fort is located off the Boulevard near Green End Avenue, and Redoubt St. Onge (mislabelled as Green End Fort by a monument at the site) is located at the end of Vernon Avenue.

There are a significant number of sites in Middletown still remaining from the line of defense thrown up around Newport by the British during their occupation of the Island in the American Revolution. These were later reworked and added to by both the French and the Americans and, as such, are of great historic significance. The potential for education is so high at both sites that these remaining fortifications must be protected from destruction either by erosion or by development. The Town should take a lead role in providing protection. Zoning regulations should be enacted to prevent any destruction of these nationally significant places.

The Paradise Loop Scenic Highway

Paradise Avenue, Berkeley Avenue, Wyatt Road, Mitchell's Lane, Wapping Road, Peckham Avenue, Indian Avenue and Hanging Rock Road in Middletown comprise the 8.3 mile scenic highway network. This network of roads traverses an area of natural beauty, historic significance, recreational opportunity, and cultural importance. The scenic loop passes through a variety of landscapes, from the shoreline of Second Beach and Sachuest Bay, to historic residences along Indian Avenue, to gently rolling farmland all punctuated by stretches of canopy trees, stone walls and open vistas. Several natural resource attractions mark destination points along or near the loop, including the Norman Bird Sanctuary, Sachuest Point National Wildlife Refuge, and Purgatory Chasm. *The Paradise Loop Scenic Highway Stewardship Plan* produced by the Rhode Island Scenic Highways Board in 2003 identifies how citizens and government can work to protect, manage, and enhance this scenic highway so that future travelers through Middletown, including bicyclists and pedestrians, will be able to experience the history and scenery that is evident to today's roadway users.

Cultural & Historic Resources - Goals, Policies, & Action Items

Goal C-I: Save National Register and other historically or architecturally significant properties and natural heritage sites

Policies	Action Items	Responsible Department	Timeframe
C-I.A. Preserve historic buildings of Middletown	C-I.A.1. Adopt ordinances to require historically correct restoration of historic buildings and to discourage demolition or inappropriate use of valuable historic resources	Town Council; Planning Board	Short-term (1-2 years)
	C-I.A.2. Seek National Register of Historic Places nomination of additional historic resources on town properties, as appropriate	Planning Department	Ongoing
	C-I.A.3. Consider adoption of incentive program to encourage the preservation of historically significant buildings	Town Council	Medium-term (3-5 years)
	C-I.A.4. Develop and maintain an inventory of National Register and other historically or architecturally significant properties	Planning Department	Short-term (1-2 years)
C-I.B. Protect and preserve historic cemeteries and other archeological sites	C-I.B.1. Establish an adopt-a-spot program for historic cemeteries and burial grounds	Town Council	Medium-term (3-5 years)
	C-I.B.2. Develop an ordinance to provide protection of archeological sites and military fortifications	Planning Board; Town Council	Long-term (6-10+ years)

GOAL C-II: Preserve historic landscapes

Policies	Action Items	Responsible Department	Timeframe
C-II.A. Preserve the town's historic landscapes, including farms and agricultural land	C-II.A.1. Partner with other governmental and private funding sources to purchase development rights to farms and other areas of traditional use of the land	Town Administrator; Town Council; Open Space & Fields Committee	Ongoing
	C-II.A.2. Develop zoning and subdivision standards and incentives for the preservation of open space, greenways, agricultural land, and scenic vistas as part of the development process	Planning Board; Town Council	Medium-term (3-5 years)
C-II.B. Protect and preserve the hand-built stone walls which delineate fields	C-II.B.1. Enforce the Town's Stone Wall Ordinance	Building & Zoning	Ongoing
	C-II.B.2. Protect historic stone walls through Development Plan Review and Conservation Development design processes	Planning Board	Ongoing

II. Cultural & Historic Resources

GOAL C-III: Share historic resources and make history and culture a vital part of the community			
Policies	Action Items	Responsible Department	Timeframe
C-III.A. Preserve historic record and documentary history of the town	C-III.A.1. Identify and document historically significant structures, including those structures built in more recent years which may have architectural or historical significance	Planning Department; Town Clerk	Long-term (6-10+ years)
	C-III.A.2. Maintain and update surveys of the town’s architectural resources	Planning Department	Ongoing
	C-III.A.3. Preserve historic documents, photos, and records	Town Clerk	Ongoing
	C-III.A.4. Conserve, photograph, and document any recognized Town cultural and/or historical resources, including documentary resources that are in imminent jeopardy of being altered or demolished	Town Clerk; Planning Department	Ongoing
	C-III.A.5. Partner with organizations, such as the Middletown Historical Society and the Preservation Society of Newport County to promote the continued preservation of historical resources	Planning Department; Town Administrator	Long-term (6-10+ years)
C-III.B. Preserve and promote cultural institutions in Middletown	C-III.B.1. Continue to sponsor valued community activities and events	Town Council	Ongoing

II. Cultural & Historic Resources

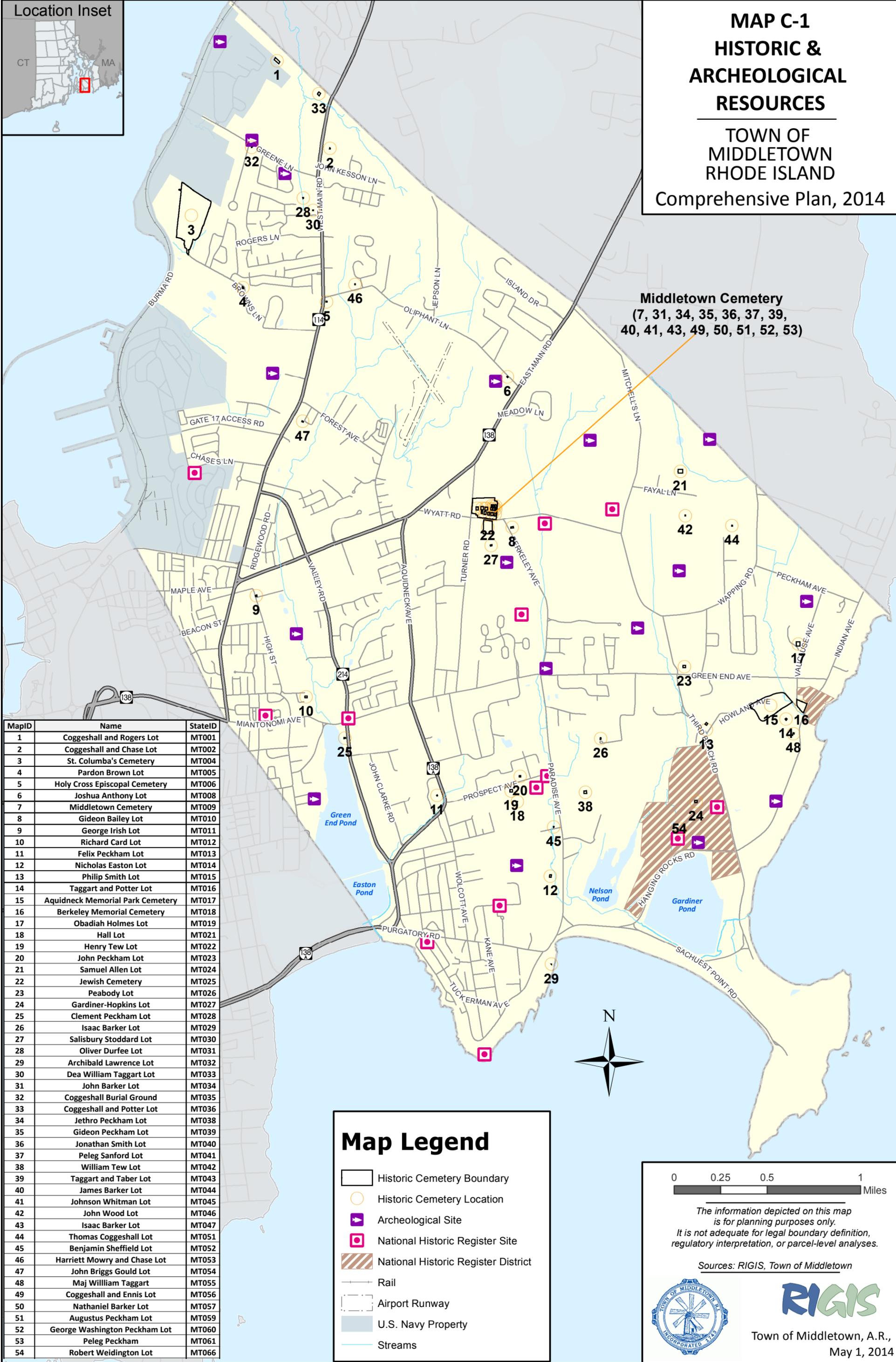
GOAL C-III: Share historic resources and make history and culture a vital part of the community			
Policies	Action Items	Responsible Department	Timeframe
C-III.A. Preserve historic record and documentary history of the town	C-III.A.1. Identify and document historically significant structures, including those structures built in more recent years which may have architectural or historical significance	Planning Department; Town Clerk	Long-term (6-10+ years)
	C-III.A.2. Maintain and update surveys of the town’s architectural resources	Planning Department	Ongoing
	C-III.A.3. Preserve historic documents, photos, and records	Town Clerk	Ongoing
	C-III.A.4. Conserve, photograph, and document any recognized Town cultural and/or historical resources, including documentary resources that are in imminent jeopardy of being altered or demolished	Town Clerk; Planning Department	Ongoing
	C-III.A.5. Partner with organizations, such as the Middletown Historical Society and the Preservation Society of Newport County to promote the continued preservation of historical resources	Planning Department; Town Administrator	Long-term (6-10+ years)
C-III.B. Preserve and promote cultural institutions in Middletown	C-III.B.1. Continue to sponsor valued community activities and events	Town Council	Ongoing

Location Inset



**MAP C-1
HISTORIC &
ARCHEOLOGICAL
RESOURCES**
**TOWN OF
MIDDLETOWN
RHODE ISLAND**
Comprehensive Plan, 2014

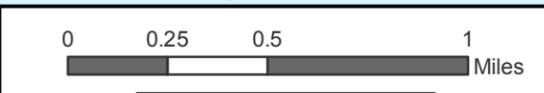
Middletown Cemetery
(7, 31, 34, 35, 36, 37, 39,
40, 41, 43, 49, 50, 51, 52, 53)



MapID	Name	StateID
1	Coggeshall and Rogers Lot	MT001
2	Coggeshall and Chase Lot	MT002
3	St. Columba's Cemetery	MT004
4	Pardon Brown Lot	MT005
5	Holy Cross Episcopal Cemetery	MT006
6	Joshua Anthony Lot	MT008
7	Middletown Cemetery	MT009
8	Gideon Bailey Lot	MT010
9	George Irish Lot	MT011
10	Richard Card Lot	MT012
11	Felix Peckham Lot	MT013
12	Nicholas Easton Lot	MT014
13	Philip Smith Lot	MT015
14	Taggart and Potter Lot	MT016
15	Aquidneck Memorial Park Cemetery	MT017
16	Berkeley Memorial Cemetery	MT018
17	Obadiah Holmes Lot	MT019
18	Hall Lot	MT021
19	Henry Tew Lot	MT022
20	John Peckham Lot	MT023
21	Samuel Allen Lot	MT024
22	Jewish Cemetery	MT025
23	Peabody Lot	MT026
24	Gardiner-Hopkins Lot	MT027
25	Clement Peckham Lot	MT028
26	Isaac Barker Lot	MT029
27	Salisbury Stoddard Lot	MT030
28	Oliver Durfee Lot	MT031
29	Archibald Lawrence Lot	MT032
30	Dea William Taggart Lot	MT033
31	John Barker Lot	MT034
32	Coggeshall Burial Ground	MT035
33	Coggeshall and Potter Lot	MT036
34	Jethro Peckham Lot	MT038
35	Gideon Peckham Lot	MT039
36	Jonathan Smith Lot	MT040
37	Peleg Sanford Lot	MT041
38	William Tew Lot	MT042
39	Taggart and Taber Lot	MT043
40	James Barker Lot	MT044
41	Johnson Whitman Lot	MT045
42	John Wood Lot	MT046
43	Isaac Barker Lot	MT047
44	Thomas Coggeshall Lot	MT051
45	Benjamin Sheffield Lot	MT052
46	Harriett Mowry and Chase Lot	MT053
47	John Briggs Gould Lot	MT054
48	Maj William Taggart	MT055
49	Coggeshall and Ennis Lot	MT056
50	Nathaniel Barker Lot	MT057
51	Augustus Peckham Lot	MT059
52	George Washington Peckham Lot	MT060
53	Peleg Peckham	MT061
54	Robert Weidington Lot	MT066

Map Legend

- Historic Cemetery Boundary
- Historic Cemetery Location
- Archeological Site
- National Historic Register Site
- National Historic Register District
- Rail
- Airport Runway
- U.S. Navy Property
- Streams



The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.

Sources: RIGIS, Town of Middletown



RIGIS

Town of Middletown, A.R.,
May 1, 2014

III. NATURAL & ECOLOGICAL RESOURCES



2014

Middletown, Rhode Island Comprehensive Community Plan

IN RECOGNITION THAT THE HEALTH OF OUR CITIZENS AND OUR LOCAL ECONOMY ARE DEPENDENT ON THE HEALTH OF OUR ENVIRONMENT, THE TOWN OF MIDDLETOWN WILL REFLECT GOOD STEWARDSHIP OF THE WATER, LAND AND AIR THROUGH LOCAL GOVERNMENT PRACTICES. THE TOWN AND ITS RESIDENTS WILL CHOOSE TO ACT COLLECTIVELY AND INDIVIDUALLY TO PRESERVE, PROTECT, AND RESTORE OUR ENVIRONMENT FOR THIS AND FUTURE GENERATIONS.

III. NATURAL & ECOLOGICAL RESOURCES

MIDDLETOWN, RHODE ISLAND COMPREHENSIVE COMMUNITY PLAN

Supporting Documents

- Rhode Island Ocean Special Area Management Plan (SAMP) Volume 1, Rhode Island Coastal Resources Management Council, October 19, 2010.
- Rhode Island Statewide Total Maximum Daily Load (TMDL) for Bacteria Impaired Waters, Prepared by FB Environmental Associates, Inc. for RIDEM & USEPA Region 1, September 2011.
- State Guide Plan 152, *Ocean State Outdoors: Rhode Island's Comprehensive Outdoor Recreation Plan*. 2009.
- State Guide Plan 155, *A Greener Path... Greenspace and Greenways for Rhode Island's Future*. 1994.
- Town of Middletown Phase II Stormwater Management Plan, The Louis Berger Group, Inc. for Town of Middletown, Revised 2009.
- Total Maximum Daily Loads for Phosphorus to Address 9 Eutrophic Ponds in Rhode Island, Office of Water Resources RIDEM, September 2007.
- West Side Master Plan, Prepared by The Cecil Group, Pare Engineering Corporation, SMWM, Edwards and Kelcey, Bonz and Company, Ninigret Partners, LLC for the Aquidneck Island Planning Commission & West Side Task Force, 2005.

INTRODUCTION

Careful management of the town's natural resources will maximize the environmental, economic, and social benefits they provide to the community. The Natural and Ecological Resources Element provides an inventory of the significant natural resource areas such as water, soils, prime agricultural lands, natural vegetation systems, wildlife, wetlands, aquifers, coastal features, flood plains and other natural resources and the policies for the protection and management of such

areas. This element, using maps and associated discussion, summarizes Middletown's natural environment and identifies the benefits and constraints of these resources as they relate to community development. Natural resources are a defining component of community character but also cross jurisdictional boundaries, and some are in jeopardy because of land use pressures and practices as well as climate change

Natural and Ecological Resources Vision Statement: In recognition that the health of our citizens and our local economy are dependent on the health of our environment, local government practices in Middletown will reflect good stewardship of the water, land and air. The Town and its residents will choose to act collectively and individually to preserve, protect, and restore our environment for this and future generations.

GEOLOGY AND LANDFORMS

The Narragansett Basin, composed of sedimentary rock, covers most of Eastern Rhode Island, including Middletown, and was formed some 300 million years ago. Weathering and erosion of the rock with the leveling effect of glaciation have resulted in Middletown's gently rolling terrain and rich soil ideally suited for agriculture. Farming began in the seventeenth century and has prospered through the town's history. As a result, a large portion of the land was cleared centuries ago and few wooded areas remain today.

Middletown ranges in elevation from sea level to 250 feet at the highest point at Slate Hill on East Main Road near the Portsmouth line. The land is generally a rolling terrain with hills ranging from 100 feet to 250 feet above sea level dotting the landscape, as shown in Map N-1 Elevation.

Along the Atlantic Coast, the shoreline is diversified. A rugged and rocky coast is found at First, Second and Third Beaches. Parts of Sachuest Point and nearby Paradise Hills are still in their natural state and have been preserved as wildlife sanctuaries.

An important geologic feature of the landscape is an area of out-cropping conglomerate rocks with bold rock faces and a series of parallel ridges at the south end of Middletown. This area is comprised of Paradise Rocks, Hanging Rock, a vast conglomerate ledge, and Purgatory Chasm, a 50-foot ravine cut into bedrock adjacent to the sea.

Information about bedrock is important to land use planning because in certain areas of the town, the rock creates an impermeable layer, which under shallow soils is a constraint to development. Bedrock layers also can present problems in building foundations, laying utility lines and making the construction of an OWTS (Onsite Wastewater Treatment System) nearly impossible.

SOIL CHARACTERISTICS

The soils of Middletown are largely comprised of glacial till with a slowly permeable soil. Most local soils are subject to a high seasonal water table that presents certain problems for community development. This is generally true of all of the Bay Island communities (Conanicut and Aquidneck Islands) whose geologic history is similar. The land is generally rocky and covered by a relatively thin layer of soil. The fragipan layer affects the permeability of the soil (quality of the soil that enables water or air to travel through it) and restricts downward movement of water. Soils in Middletown often have a moderate to high runoff potential due to this layer and many have a permanent high water table. Table N-1: Acreage Composition by Soil Series lists the soil types and their extent in the town.

TABLE N-1: ACREAGE COMPOSITION BY SOIL SERIES			
<i>SCS Symbol</i>	<i>Series Name</i>	<i>No. Acres</i>	<i>Percent of Town</i>
Pm	Pittstown	3,95	46.7
Ne	Newport	2,00	24.0
Mk	Matunuck*	80	1.0
Ba	Beaches*	80	1.0
Ma	Mansfield	120	1.4
Rp	Rock Outcrop-Canton Complex*	135	0.6
CaC	Canton-Chalton*	45	0.5
Se	Stissing*	1,040	12.5
UD	Udorthents-Urban Land	540	6.5
Ur	Urban Land	235	2.8
(All minor units 0.5%)		170	2.0
Total		8,340	100.0
* Soils prohibitive to development = 1,500 Acres (18%) Source: Soil Survey of Rhode Island, USDA, Soil Conservation Service (SCS), July 1981, pp112-114			

Of the soils listed, approximately 1500 acres, or 18%, have limitations so severe as to be generally prohibitive for community development. These extremely severe soils include the Matunuck (peat and tidal marsh); Beaches (sand and flood hazard); Mansfield (wet); Canton-Charlton (rock out crop complex) and the Stissing series (wetness). Other soils in the community exhibit varying degrees of limitations for community development.

The town requires a Special Use Permit for any construction in Zone 1 of the Watershed Protection District (Stissing and Mansfield soils). This provides the necessary reviews to determine the advisability of allowing construction in areas with poor soil types. Map N-2 Hydric Soils shows the location and extent of Stissing and Mansfield soils in Middletown.

The largest group, the Pittstown soils, consists of deep, moderately well drained soils on uplands. These soils have a fragipan at a depth of 20 to 30 inches; permeability is moderate in the subsoil but slow in the very firm material below. A seasonal high water table and slow permeability are the major limiting factors of this soil.

The Newport soils, the second largest group, consist of deep, well-drained medium textured soils of the uplands, found on the top and sides of elongated ridges composed of till which form Middletown's north-south valleys and hills. The depth to water table is more than four feet, but a slowly permeable fragipan occurs at a depth of 20 to 30 inches. This fragipan restricts the downward movement of water and will cause a temporary perched water table in the soil profile. The significant problem in these soils is their poor drainage qualities and their leaching capacity for on-site sewage disposal.

The density of residential development, particularly in areas lacking public sewers, should be closely related to soil characteristics. Minimum lot sizes should be established in view of soil types, slopes, and availability of public utilities, such as public water and/or sewers.

Certain soils that are exceptionally suited to agricultural purposes are designated as prime soils. The Newport and Pittstown silt loams fit this category and as a result, about 70 percent of Aquidneck Island is considered covered with prime soils. Agriculture, which in the past played a prominent role in the development of Aquidneck Island, is still an important land use today. Middletown and Portsmouth are two of the most intensively farmed towns in the state. They contain 15 percent of the state's prime farmland acres while covering only 2.8 percent of the state's total area. While, on one hand, prime soils are recognized as valuable, this resource is unfortunately also subject to damage and loss as a result of human activities. Map N-3 Agricultural Soils illustrates the extensive amount of prime farmland soils within Middletown.

DRAINAGE PATTERNS

WATERSHEDS

Middletown covers four major and two minor watersheds. The four watersheds, Bailey Brook, Paradise Brook, Maidford River, and Nelson Pond are served by the major brooks for which they are named. The watersheds, some of which extend into Portsmouth to the north, naturally drain the basins in a southerly direction where they feed three large ponds - Easton's / Green End, Gardiner and Nelson Ponds.

The two minor drainage basins are the eastern Narragansett Bay and eastern Little Creek areas. The area of West Main Road drains from the east to the west into Narragansett Bay. Little Creek drains its basin in a west to east direction directly into the Sakonnet River.

All of Middletown's rivers and streams are subject to periodic flooding, at low elevations surrounding the waterways. Map N-4 Surface Waters and Watersheds shows the drainage patterns for the five drainage basins in Middletown.

FLOOD PLAIN

A FIRM (Flood Insurance Rate Map) illustrates the extent of flood hazards in a community by depicting flood risk zones and Special Flood Hazard Areas. The most recent revised maps became effective on September 4, 2013. As a result of recent coastal hazard analyses and mapping by FEMA (Federal Emergency Management Agency), flood zone designations changed in many locations along the shoreline.

Low lying lands immediately adjacent to the coastline of Narragansett Bay and the Sakonnet River experience minor flooding, but the beach and marsh areas in the southeast part of the town along the Atlantic Ocean are much more flood prone. Development in the flood plains of these streams may exacerbate flooding due to increased runoff. Map N-5 Flood Hazard Areas shows the areas of Middletown subject to flooding.

Flooding is expected to increase along the coast due to sea level rise. Records of yearly mean sea level at Newport indicate that the sea level rose by about eight inches between 1930 and 2010 (RI Ocean SAMP). Increased storminess, sea level rise, and erosion will impact private and public property, facilities, and infrastructure with increased risk of flooding and other damages, as well as the loss of waterfront property and tax revenue. Federal funding is available for voluntary property acquisition of flood prone or flood damaged properties. Under this program, Middletown could purchase private land, typically at pre-flood fair market value utilizing grant funding. Once acquired, all structures would be removed, utilities capped, ground leveled and the property is deed-restricted to green space. Both Bailey Brook and the Maidford River have flooding characteristics that require detailed study. Bailey Brook empties into Green End Pond, from there to Easton Pond while the Maidford River feeds Nelson and Gardiner Ponds. Both ponds are public water supply reservoirs. Due to the potential for flooding and possible contamination of water supplies, development within the watersheds of these streams must be carefully controlled. In particular, changes in land use or vegetative cover in any of these watersheds have the potential for causing: damage from flooding; increased volume and velocity of water runoff; decreased ground water infiltration; decreased water quality; and increased sedimentation of waterways.

WETLANDS

According to Land Use 2011 data from RIGIS (Rhode Island Geographic Information Systems), Middletown has approximately 466 acres of open water and 456 acres of wetlands. Wetlands are scattered throughout Middletown and comprise 4.4% of the total land area. Map N-6 Forested Areas & Wetlands displays the approximate boundaries of upland forest and wetlands in Middletown. Freshwater wetlands, defined as areas where at least 50% of the plant communities are designated wetland types, include marshes, bogs and swamps. RIDEM is responsible for administering and enforcing the Fresh Water Wetlands Act (R.I. Gen. Laws Chapters 2-1-20.1, 42-17.1, and 42-17.6). The vegetation found in freshwater wetlands is strongly influenced by the depth of the

water. The shallower edges of wetlands generally contain cattail, pickerel weed and buried, while in deeper water, pond weed, bladderwort, and hornwort are common. Other freshwater wetland plants include alder, willow, sweet gale, and buttonbush as well as a variety of sedges, rushes and grasses.

Wetlands are particularly valuable as protective buffer strips around reservoirs used in the drinking water system. Wetlands are extremely productive ecosystems and excellent sources of nutrients and food for many types of wildlife. They are valuable wildlife habitats not only because they are rich in food resources, but also because they provide nesting sites, breeding grounds and protective cover to a diverse number of terrestrial and aquatic animal species.

The need to preserve wetlands in a natural state has not always been recognized. Previously, wetlands, swamps and marshes often were considered wastelands that were not valuable to the owner until drained or filled to create dry, usable land. Fortunately, a better understanding of wetlands has fostered recognition of their important role in the overall environment. As a result stronger laws were passed protecting wetland areas that make it illegal to alter a wetland without a permit.

INVASIVE SPECIES

The impacts of invasive species on natural plant and marine resource communities are a growing concern. Such species can displace native species and impact natural communities.

Middletown has had a program in place to combat *Carex kobomugi* and its impacts on our native dune environment. Middletown, in cooperation with the U.S. Fish & Wildlife Service has performed several herbicide sprayings with success reducing the total area *Carex kobomugi* from 88,000 square feet to less than 5,000 square feet. Hurricane Sandy in 2012, removed mostly all of the remaining 5,000 square feet and the town applied a treatment post storm.

Carex kobomugi has the ability to form dense stands on coastal dunes. It has been found in densities of up to 200 plants per square meter. This density effectively excludes the native beach grass, *Ammophila breviligulata*. *Carex kobomugi* actually makes dunes more susceptible to being blown out, and the native plant diversity found with this sedge is less than with native beach grass.

In the past phragmites has been identified as a potential source of bacteria loading impacting water quality by the moat. Once introduced phragmites australis has the ability to take over marsh communities producing dense mats, which crowd out native plant species, alter marsh hydrology and habitat and increase fire potential. Restoration of intertidal wetlands through eradication of Phragmites and revegetation with native, non-invasive plant species should net an overall improvement in habitat quality for fishery and wildlife species, and maintain marsh-open water trophic linkages. The aggressive spread of phragmites threatens the overall health of these ecosystems and must be held in check.

SALT MARSHES

Tucked among rocky headlands, along tidal rivers and behind barrier beaches, saltmarshes are essential to the quality of New England's coastal environment. Salt marshes are valuable wildlife habitats as their high productivity makes them vital sources of nutrients for a variety of organisms. The eggs and larvae of many fish and shellfish develop in marshes. Snails, insects, crustaceans and small fish thrive in the marsh and in turn provide food resources for birds and mammals. Herons, egrets, sandpipers, plovers, ducks and geese frequent saltmarshes. The provision of excellent cover as well as food also attracts visits from raccoon, mink and muskrats. Saltmarshes are also used extensively by migrating shorebirds and waterfowl. Due to its location within the Atlantic Flyway, a major migratory route between Canada and the southern United States, Middletown saltmarshes are visited by large flocks of wintering Canada Geese especially at Nelson and Gardiner Ponds.

Saltmarshes serve important functions in addition to wildlife habitat. They are protective buffers against storm damage, and help control flooding in coastal areas. They are noted for their ability to assimilate pollutants and purify both water and air. This function is particularly important in coastal areas where runoff affects the quality of coastal waters. Finally, similar to all other natural terrestrial ecosystems, saltmarshes provide recreational and educational opportunities, as well as scenic beauty.

Despite their ability to perform pollution abatement, salt marshes are fragile ecosystems easily obliterated by human activities. Over the past several centuries, New England's marshes have been ravaged by agriculture, development, and mosquito control. As noted by the Rhode Island Recreation Guide Plan, "coastal wetlands and ponds are often very delicately balanced so that the slightest alteration of either fresh or saltwater can completely alter the life cycle and substantially reduce marine plant and animal production." Within Middletown, the Sachuest Saltmarsh is home to hundreds of species of plants and animals, many of which are uniquely adapted to the rigors of a life spent half in and half out of salt water including *Spartina* grasses, fiddler crabs, and Marsh minnows. The Sachuest Saltmarsh is a 45-acre remnant of a much larger saltmarsh system. Early in the 20th century, the reservoir known as Gardiner Pond was built, turning much of the original marsh into a freshwater lake surrounded by an earthen berm. The hydrology of the remaining marsh was altered by the construction of the reservoir and later by road building, waste disposal, and military construction. A significant saltmarsh restoration effort at Sachuest Point National Wildlife Refuge was completed in 2004 as part of the former Middletown landfill capping project and resulted in the reclaiming of 6 acres of saltmarsh.

FORESTS & OPEN FIELDS

Due to the agricultural conversion of forestland that took place in Middletown during the seventeenth through twentieth centuries, only 3% or approximately 330 acres of forested areas remain in Middletown. The predominant forest vegetation is that of abandoned fields in a variety of stages and forests of immature hardwoods.

The woodlands and open fields of Middletown are important natural resources for several reasons. Vegetative cover contributes organic matter to the soils in an important part of the recycling of nutrients and also help hold soils in place. Disturbing vegetative cover can result in an increased volume and velocity of water runoff, increased soil erosion and sedimentation of waterways, and decreased water quality. The important relationships between vegetative cover, soil erosion and non-point pollution illustrate the need for development to be planned with a minimum of disturbance of vegetation, particularly in areas of steep slopes and adjacent to waterways. To accomplish this, large development projects should be constructed in stages so that vegetation on only a portion of a property is disturbed at any given time.

Finally, the woodland and open field ecosystems provide the additional benefits of open space, recreational opportunities and scenic value. They are an important part of our landscape, contributing to its character and providing buffer zones that allow transitions between incompatible land uses, protecting visual quality and minimizing environmental damage.

The Town, through the efforts of the Tree Commission, offers a variety of tree planting programs which have resulted in the planting of native shade trees and other plants throughout the Town. Trees are recognized for their aesthetic value, and those located along public rights-of-way and other public properties are regulated by the Tree Preservation and Protection Ordinance. The Town should make efforts to increase the town's tree canopy through reforestation, street tree plantings, and promoting private tree planting through incentives.

The Rhode Island Tree Council has developed a Champion Tree Database to stimulate public awareness about our tree resources and to educate citizens about our botanical heritage. The program's goal is to find and profile the biggest trees of their kind in Rhode Island. The Rhode Island Tree Council then works with the owners of these Champion Trees to preserve and protect them. As of 2013, there were six champion trees identified within Middletown.

WILDLIFE

The forests and fields of Middletown provide suitable habitats for deer, fox, raccoon, rabbit and similar animals. The wetland areas provide breeding grounds for reptiles, fish, amphibians and insects. Wildlife populations require a minimum of intact undisturbed habitat area below which most populations decline and eventually perish. The amount of habitat required varies with different types of wildlife.

In Middletown valuable wildlife habitat is subject to development pressure. Unless the important function of woodlands and open fields is recognized and fully considered in land use decisions, development will continue to destroy the remaining habitat areas. As a result, the additional benefits they provide in terms of recreational opportunities, scientific study and ecological integrity to the island will be lost.

Wildlife resources also fulfill an important role in the ecological balance of the island. As part of a complex food web, animal species are key participants in the continuous recycling of nutrients. Insects and birds further provide mechanisms for the fertilization of plants and dispersion of seeds.

III. NATURAL & ECOLOGICAL RESOURCES

A healthy diversity of species also maintains an ecological balance that keeps populations of nuisance species, such as mosquitoes, in check.

The town supports a rather wide diversity of bird species; at least seventy species during the breeding season and 220 species during the migration season. The list of those birds sighted in Middletown is drawn from both the R.I. Coastal Resources Center and the Norman Bird Sanctuary.

The eastern coyote (*Canis latrans*) has created a great amount of controversy in Rhode Island recently. Coyotes, originally a prairie species, have successfully colonized all parts of the continental and nearshore U.S. in the past 100 years. They reached the islands of Narragansett Bay in the mid-1990's. Since then coyotes have become increasingly abundant and problematic in some island communities. In 2011, the Middletown Town Council voted to institute a coyote best practices protocol to address the increasingly aggressive animals.

The flora and fauna listed below are considered exemplary natural communities and rare species which are (or have been) inhabitants of Middletown. The demise of some of the communities may be attributed to the loss of agricultural lands that are so important to many species dependent on open pastures for their existence. Rare Species found in the area are listed below:

COMMON NAME	SCIENTIFIC NAME
Least Bittern	<i>Ixolrychus exilis</i>
Mash Wren	<i>Cistothorus palustris</i>
Barn Owl	<i>Tyto alba</i>
Sora	<i>Porzana carolina</i>
Leopard Frog	<i>Rana pipiens</i>
Roseate Tern	<i>Sterna dougallii</i>
Upland Sandpiper	<i>Bartramia longicauda</i>
Herb-Robert	<i>Geranium robertianian</i>
Pale Green Orchid	<i>Platanthera flava</i> var. <i>herbiola</i>
Smooth Gooseberry	<i>Ribes hirtellum</i>
Smooth Orache	<i>Atriplex glabriuscula</i>
Seabeach Amaranth	<i>Amaranth pumilus</i>

BEACHES

The town is richly endowed with beach areas that are primarily used for seasonal recreational purposes. These areas along with adjacent sand dune systems are unique natural resources whose maintenance and preservation in their natural form require a high priority of commitment from the town. Three of these beach areas lie on the eastern side of Middletown on Easton's and Sachuest Bays. The portion of First, or Easton's Beach, which lies within the Town of Middletown, is known as Atlantic Beach and is adjacent to the Newport-Middletown line. The 40 acre Second Beach is on Sachuest Bay in the southeastern portion of town. Third Beach is located on the Sakonnet River and consists of 10 acres directly opposite Second Beach.

All three beaches meet the criteria to be classified as “otherwise protected” by the Coastal Barrier Improvement Act. The Rhode Island Coastal Resources Management Program has classified the water adjacent to each beach area as Type I (Conservation Area) water. Map N-7 CRMC Water Type Classification shows water type classifications adjacent to Middletown. These waters are designated by the state for preservation and protection from activities and uses that have the potential to degrade scenic, wildlife, and plant habitat values, or that may adversely impact water quality and the diversity of natural shoreline types.

Another beach area on the eastern side of Middletown is Pebble Beach, a unique cobblestone beach on the Sakonnet River at the Portsmouth line. It is an unusual coastal feature in that the shape of the beach and the size and number of stones cause a great rumbling when waves wash over the rocks. Currently, no public beach or water access is presently available on the west side of Middletown on Narragansett Bay. However, a waterfront park is planned, for when excised land is transferred from the U.S. Navy to the Town.

Essential to the preservation of all beaches are the dunes which form the first line of defense against storm erosion by dissipating the energy of breaking waves. Dunes and their vegetation offer protection against storm driven high water and provide a reservoir of sand for rebuilding the beach. As such, access to the dunes for recreational uses should be prohibited.

Recent remediation activities of the former Middletown landfill now provide visitors to our beaches and the wildlife refuge vistas of rolling swales of native grasslands and habitable saltmarsh. Remediation of the 21 acre landfill was completed in 2005, following the removal of hazardous waste, refuge and recycling. Conditions at the former landfill, which became part of the U.S. National Wildlife Refuge in 1973, had the potential to leach contaminants into the groundwater system and impair water quality of nearby waterbodies including the Sakonnet River. The restoration project resulted in the reclaiming of 6 acres of saltmarsh and the remaining 15 acres was capped using the latest technology to eliminate potential leaching of contaminate to the environment. The 15 acre upland landfill cap was seeded with a custom mix of native Rhode Island species that included 14 different wildflowers and 6 different warm-season grasses. In addition, a native shrub mix of bayberry, dwarf sumac, pasture rose, and beach plum were planted along a 1500 foot stretch of road adjacent to the landfill cap. This new grassland compliments habitats on adjacent refuge lands, providing additional foraging and nesting areas for declining grassland bird species such as bobolink, short-eared owl, and northern harrier.

GREENWAYS

Greenways are linear corridors of land and water and the natural, cultural, and recreational resources they link together. They include bikeways, trails, wildlife corridors, and farm and forest greenbelts; and function to connect greenspace such as parks, scenic areas, and historic areas.

State Guide Plan Element 155 “A Greener Path...Greenspace and Greenways for Rhode Island’s Future” illustrates two primary natural greenways within Middletown – one running north south through the center of town, along the Maidford River, the other crossing the town from east to west from Sachuest Point to Newport’s Easton’s/First Beach. An additional north-south secondary

corridor running along Bailey Brook, to the west of the primary north-south greenway, is illustrated. One bikeway, running along the western border of town from the Newport Bridge northwards along the Bay into Portsmouth, is illustrated on the Plan.

A Greener Path... Greenspace and Greenways for Rhode Island's Future (1994) called for one-third of the State's land area to be greenspace by 2020. Greenspace would include linear greenways consisting of bikeways, trails, river corridors, and more. It called for greenspace to be located in every community and it set an objective that no Rhode Islander would live more than 15 minutes from a greenway.

The Aquidneck Land Trust (ALT) works to protect land within two greenways in Middletown, the Sakonnet Greenway and the Center Island Greenway. The ALT's Greenway Plan, shown in Map N-8 Greenways illustrates these greenways, as well as multi-use trails. The boundaries depicted on the map are meant to show the general location of these greenways; land preserved within these boundaries is also depicted. While a significant amount of land within these greenways is protected from development through fee simple ownership or conservation easements, opportunities to expand and connect protected lands within the existing greenways and to improve public access to these corridors should be pursued.

The Aquidneck Land Trust has been working with landowners over many years to create trail easements through the Sakonnet Greenway. The final section of the Sakonnet Greenway Trail was completed in October, 2012, making it the longest nature trail on Aquidneck Island. The Sakonnet Greenway Trail runs 10 miles in Portsmouth and Middletown and passes through recreational areas, active farmland, wetlands, and forest.

SCENIC AREAS

Middletown is a coastal community full of scenic beauty and natural wonders. Scenic areas in Middletown designated by RIDEM as noteworthy or distinctive include:

- Hanging Rock - This forty-acre site consists of a series of parallel ridges of conglomerate rock outcrops. The view from atop the steep sided rocks provides an excellent panoramic look at the surrounding coastal areas.
- Sachuest Marshes - These marshes comprise an extensive 75-acre system of tidal marshes, bays and flats under the management of the U.S. Fish and Wildlife Service and the Town of Middletown. The area is an extremely valuable wildlife habitat.

- ❑ Purgatory Chasm - The chasm is a two-acre state park containing a natural fifty-foot ravine cut into conglomerate bedrock adjacent to the sea. There is a separation of about six feet between the two vertical walls of the chasm.
- ❑ Sandy Point Lane Area - Peckham Land Beach - Also known as Pebble Beach, this D-shaped cobblestone beach apparently was formed by erosion of the conglomerate bedrock base. The shape of the beach, and number and size of the stones result in an unusual, loud rumbling sound when high surf washes over the shore.
- ❑ Mitchell's Lane - Albro Woods - This nine-acre site is a stand of mixed hardwoods dominated by beech trees. In certain locations, the stands are composed almost exclusively of huge beech trees. The woodland is surrounded by open farmland and divided by a well-used trail.
- ❑ Paradise Rock - Paradise Rock is a large conglomerate outcrop of the highest elevation in the parallel series of ridges that includes Hanging Rock and Purgatory Chasm. The site provides a superb scenic vista in all directions.

DRINKING WATER RESOURCES

Middletown's potable water resource is maintained by the Newport Water Department, which supplies water to residents of Newport, Middletown and Portsmouth. More than half of the land in Middletown has access to public water service. According to the town's 2012 records, there are over 4,300 property owners in Middletown who are Newport Water Department customers. The areas not served by the public supply depend solely on groundwater wells for domestic needs.

The source of raw water supply for the entire system is from nine surface water reservoirs located on Aquidneck Island, Tiverton and Little Compton. Four of these are in Middletown - Easton North and South Ponds, fed by Bailey Brook, and Nelson Pond and Gardiner Pond, fed by the Maidford River and Paradise Brook. Easton North and South Ponds are located in the southwestern portion of the town near the Middletown/Newport border. Nelson Pond (also known as Paradise Pond) and Gardiner Pond are located in eastern Middletown near Sachuest Beach. A regional multi-jurisdictional effort is required to protect the watershed areas of these reservoirs. Although Middletown is committed to protecting its public drinking water resources the town has limited control over the water supply and distribution system.

POINT SOURCES OF POLLUTION

Middletown has two identified point sources of pollution, which are discharges of waste directly into a water body. Overflows of the sewer system, located at the Wave Avenue and Coddington Highway Pumping Stations, discharge untreated wastewater to Easton's Bay and to Narragansett Bay, respectively. These overflows are not considered to be a serious threat to water quality as they occur only when a malfunction or breakdown takes place in the system. However, of particular concern is the fact that the Wave Avenue overflow does create an impact on the Easton's and Atlantic Beach recreational areas at Easton's Bay.

The discharge from the Newport Wastewater Treatment Facility is of some concern, also, because its discharge point is in Narragansett Bay near the western Middletown/Newport line. As a result of this discharge, the water in the area is designated SC which is suitable for most uses except bathing and drinking. If a breakdown should occur at this discharge point, the water quality in the area could be more adversely affected.

NON POINT SOURCE POLLUTION and TMDLs

Runoff is creating a significant threat to the surface water supplies of Middletown. Two categories of runoff occur in Middletown: urban runoff from commercial development, roads and residential neighborhoods and rural runoff from cultivated lands and open space. The primary pollutants, which enter water due to rural runoff, are sediments. Sediments can carry other pollutants as well, such as nutrients, pesticides and bacterial contaminants from animal waste. This type of pollution causes water quality degradation of Middletown's drinking water supplies, bathing and recreation resources, shellfish areas and wildlife habitats.

Many efforts to control nonpoint source pollution are driven by the Total Maximum Daily Load (TMDL) program, administered by U.S. EPA as part of the Clean Water Act. Section 303(d) of the federal Clean Water Act requires the State of Rhode Island to prepare a list of all surface waters impaired by pollutants. Waterbodies placed on the 303(d) list require the preparation of Total Maximum Daily Loads (TMDLs). A TMDL is the maximum amount of a pollutant, from point and nonpoint sources, that can be present in a water body while still meeting water quality standards. States must develop a TMDL for each pollutant of concern and then implement plans to achieve and maintain those TMDLs by allocating reductions among all sources. The goal is for all waterbodies to comply with state water quality standards.

TMDL's

TMDL FOR PHOSPHORUS TO ADDRESS 9 EUTROPHIC PONDS IN RHODE ISLAND

In 2007, a TMDL was developed to address phosphorus and phosphorus-related impairments to nine eutrophic ponds in Rhode Island including North Easton's in Middletown. North Easton Pond, along with eight other reservoirs, comprises the drinking water source utilized by the Newport Water Division.

The goals of the TMDL are to assess total phosphorus, chlorophyll-a, and dissolved oxygen concentrations within these water bodies, to identify and assess sources of the impairment, and to recommend mitigation measures to address the phosphorus related impairments and restore all designated uses.

Recommended implementation activities to address external sources to the ponds focus primarily on the control of stormwater runoff to the ponds and to a lesser extent on the control of loadings from waterfowl, stream bank and lakeshore erosion, and in some instances wastewater. To realize

water quality improvements in the ponds, both phosphorus concentrations in storm water and the volume of storm water discharged to the ponds must be reduced.

The implementation of Phase II Stormwater Management Program Plans (SWMPP) including illicit discharge detection and elimination, revision of local ordinances addressing phosphorus from new development and re-development, and the construction of stormwater BMPs at selected locations is expected to, in time, help reduce the nutrient impairments to the ponds. The town is in the process of implementing the recommendations that are within this TMDL including increasing the frequency of street sweeping and/or stormwater system maintenance.

The major sources of phosphorus to North Easton Pond, are Bailey's Brook and to a lesser extent an unnamed tributary, stormwater, waterfowl, wastewater, erosion/sedimentation internal cycling, and perhaps agricultural properties. The town received funding for and is in the process of conducting a feasibility study to determine the types and locations of BMPs that will be most effective in reducing stormwater volumes and phosphorus loading to the pond to the maximum extent feasible.

RHODE ISLAND STATEWIDE TMDL FOR BACTERIA IMPAIRED WATERS

WATERBODIES WITHIN MIDDLETOWN INCLUDED WITHIN THIS TMDL ARE BAILEY BROOK, THE MAIDFORD RIVER, AND PARADISE BROOK AS THEY DO NOT MEET RHODE ISLAND'S BACTERIA WATER QUALITY STANDARDS.

Bailey Brook

The Bailey Brook watershed is the most urban in the Newport Water Supply system. It covers an area of 3.1 square miles of which approximately 68% is developed. Bailey's Brook, a 4.8 mile stream, along with an unnamed perennial stream, discharge into a marsh located to the immediate north of North Easton Pond. Agricultural uses occupy 15% of the land area. Forests and other non-developed areas occupy 12%, and wetlands and surface waters occupy 4%.

Previous investigations have concluded that there are several potential sources of harmful bacteria in the Bailey's Brook watershed including stormwater runoff from developed areas, illicit discharges, and agricultural activities. A stream buffer survey conducted in 2005 found that 34% of the stream buffer was under high-intensity land use. Intensive land use near the brook is likely to result in increased adverse impacts because the natural land buffering system of the stream has been removed. The Bailey's Brook watershed has an impervious cover of 32%.

Maidford River

For the purposes of the TMDL document, RIDEM segmented the Maidford River into two sections; Segment 2A a 3.4 miles segment, and Segment 2B a 0.9 mile segment. The headwaters of the Maidford River begin in a small pond in the central part of the Town of Middletown. The river flows south through agricultural fields along Berkley Avenue and Paradise Avenue to Sachuest Point.

The Maidford River watershed of Segment 2A covers 3.5 square miles and is highly agricultural (48%), particularly in the northern and central portions of the watershed. It is 36% developed and is characterized by medium to high density residential development. The watershed of Segment 2A has an impervious cover of 11.5%. There are several potential sources of bacteria in the Maidford River watershed including agricultural activities, stormwater runoff from developed areas, and illicit discharges.

Segment 2B has a calculated impervious cover of 9%. As a general rule, impaired streams with watersheds having less than 10% impervious cover are assumed to be caused by sources other than urbanized stormwater runoff. Developed uses occupy approximately 29% of the land area of Segment 2B. Non-developed areas such as forests occupy 22% and include the Norman Bird Sanctuary and the Sachuest Point National Wildlife Refuge. Wetland and surface waters occupy 8% and other land uses combine to occupy 2%.

Due to its location within a drinking water supply and its designation as a critical habitat for rare and endangered species, the Maidford River Segment 2B has been designated by RIDEM as a Special Resource Protection Water (SRPW), providing it with special protections under RIDEM's Antidegradation Provisions. SRPWs are high quality surface waters that have been identified as having significant ecological or recreational uses and/or are public water supplies.

Paradise Brook

Paradise Brook is a 2.5-mile long stream with headwaters consisting of a marshy, agricultural area south of Fayal Lane in the northeastern section of the Town of Middletown. The brook flows south along Third Beach Road, before turning westerly into land occupied by the Norman Bird Sanctuary. The brook flows into Nelson Pond, which is connected via pipeline to Gardiner Pond. The ponds are operated by Newport Water as a single reservoir. These ponds are two of the four surface water drinking reservoirs on Aquidneck Island. Due to its location within a drinking water supply, Paradise Brook has also been designated by RIDEM as a Special Resource Protection Water (SRPW).

The Paradise Brook watershed covers 0.55 square miles and has an impervious cover of 6.5%. There are several potential sources of bacteria in the Paradise Brook watershed including agricultural activities, wildlife and domestic animal waste, stormwater runoff from developed areas, and illicit discharges. Agricultural uses occupy a large portion (38%) of the watershed. Non-developed areas such as forests including the Norman Bird Sanctuary occupy 31%. Developed uses (including residential and commercial) occupy approximately 27% of the land area. Wetland and surface waters occupy 2%, and other land uses combine to occupy 2%.

STORMWATER MANAGEMENT

Stormwater control and management is a critical aspect of maintaining and restoring the quality of waters in Middletown. The Rhode Island Pollutant Discharge Elimination System (RIPDES) Program enacted Phase II Storm Water regulations that require operators of municipal separate storm sewer systems (MS4s) to implement programs and practices to minimize pollution from storm water runoff. The regulations require MS4s within urbanized or densely populated areas, such as the Town of Middletown, to develop storm water management programs and to obtain RIPDES Phase II storm water permits. The Rhode Island Pollution Discharge Elimination System (RIPDES) Phase II regulations, require that regulated municipalities develop 6 minimum measures, which include a comprehensive range of activities as follows: Public Education and Outreach on Storm Water Impacts, Public Involvement/Participation, Illicit Discharge Detection and Elimination, Construction Site Storm Water Runoff Control Program, Post-Construction Storm Water Management in New Development and Redevelopment, and Pollution Prevention/Good Housekeeping for Municipal Operations.

Middletown's Storm Water Management Plan (SWMP) was adopted by the Town Council in December of 2003, revised 2009. The goal of the SWMP is to reduce adverse impacts to water quality, aquatic habitat and human health by instituting the use of controls on the unregulated sources of storm water discharges that have the greatest likelihood of causing continued environmental degradation.

The Town adopted a Stormwater Management Ordinance in February 2006 which establishes minimum requirements and procedures to control the adverse impacts associated with increased stormwater runoff. Proper management of stormwater runoff will minimize damage to public and private property, reduce the effects of development on land, control stream channel erosion, reduce local flooding, minimize adverse water quality impacts and maintain after development, as nearly as possible, pre-development runoff characteristics. This ordinance requires stormwater management controls that are consistent with the State of Rhode Island Stormwater Design and Installation Manual (as amended), and is intended to minimize water quality impacts and maintain pre-development runoff conditions.

The town has completed or is in the process of implementing several stormwater management projects including:

- The Esplanade Outfall Relocation Project which involved relocating an outfall to an offshore location to improve beach water quality at Easton's Bay.
- Bioretention Ponds Demonstration Project at Gaudet Middle School and Newport Avenue
- Catch Basin Retrofits

- ❑ Stormwater Mapping - The town acquired stormwater infrastructure GIS (Geographic Information Systems) data that will be utilized for mapping, maintenance, and reporting requirements
- ❑ Feasibility analysis of both upland and end-of-pipe stormwater attenuation and source reduction BMP's (Best Management Practices) to address phosphorus in stormwater in Bailey Brook watershed

The town has made significant progress in developing a credible stormwater management program and addressing stormwater related issues, but considerable work remains to be completed to protect public health, to preserve the quality of life of residents, and ensure compliance with all applicable state and federal regulations. In order to accomplish these goals a sustainable funding source is needed. The Town is investigating creation of a storm water utility enterprise fund to provide this funding.

SEWAGE DISPOSAL

A majority of Middletown's population has sewer service. Map F-2 shows Middletown's sewer system service area. In the remaining areas of the town, the population is serviced by OWTS (Onsite Wastewater Treatment Systems) which treat and dispose of household wastes. Poor siting, design, installation, and/or a lack of maintenance can result in a system's failure. A troubled septic system can pollute surface and groundwater supplies creating environmental and public health concerns including drinking water quality degradation and/or shellfish contamination. Leachates from septic systems contain several pollutants of concern: nutrients, suspended solids, oil, grease, and pathogens. The nutrients and pathogens are of greatest concern due to the inability of soils to trap these pollutants. Septic system density has become a critical issue when dealing with the subdivision of land. Aquidneck Island's impermeable soils have compounded the effect of having a large number of septic systems. The Town should establish a Wastewater Management District to ensure that OWTS within Middletown are inspected and properly maintained, repaired and replaced to prevent degradation of Middletown's surface and ground waters.

RENEWABLE ENERGY

Renewable energy has many benefits including reduction in use of fossil fuels and carbon footprint, reduced need for energy imports, elimination or reduction of new electrical infrastructure, substations, transmission lines and power generation facilities, and other environmental and economic benefits. Consensus exists in the town regarding the desire to promote renewable energy technologies. However, some renewable energy technologies, wind turbines in particular, are associated with concerns about aesthetics, noise, or other potential adverse impacts. Many residents are also concerned that wind turbine development could negatively alter the town's natural and historic scenic vistas. Additional concerns regarding shadow, flicker and decrease in property values also arise for residents located near proposed large-scale wind turbines.

The town currently has a wind turbine ordinance which regulates the siting of wind turbines in town. Recent amendments to the ordinance, passed in September of 2012, place greater restrictions on the development of wind turbines in town including the establishment of a 120 foot height limit as well as solely allowing wind turbine development on properties in active agricultural use.

Also in 2012, zoning ordinance amendments were adopted which allow for the installation of ground-mounted solar arrays as a principal use in most zoning districts by special use permit, subject to certain restrictions.

AIR QUALITY

Middletown's air quality is affected by the quality of air throughout the region. One source of air pollution is the buildup of carbon monoxide fumes from dense automobile traffic in the region that can create unhealthy conditions. Although we recognize that Middletown residents can have little effect on regional air quality individually, the community can encourage residents to utilize alternatives modes of transportation by creating safe and convenient environments for their utilization. The town and its residents can also improve air quality through tree planting and tree preservation programs.

NIGHT SKY LIGHT POLLUTION

Middletown recognizes the adverse impact resulting from light pollution. Excess and poorly designed lighting causes glare that can be problematic for drivers and adversely impacts residential neighborhoods. It reduces resident's ability to view the night sky, and impacts wildlife. The town's commercial development design standards call for the mitigation of such impacts through the use of dark sky compliant lighting in commercial development applications. The zoning ordinance calls for parking lot lighting to be directed away from abutting streets and residential properties. The town should take measures to ensure that light pollution is mitigated to the extent possible, including in new developments as well as existing situations, such as when considering street lighting fixtures. Adoption of a night sky light pollution ordinance should be considered. In drafting such an ordinance recommendations of the International Dark-Sky Association should be considered.

ADUIDNECK ISLAND SPECIAL AREA MANAGEMENT PLAN

The RI Coastal Resources Management Council (CRMC) is developing a Special Area Management Plan (SAMP) for Aquidneck Island in partnership with RI Sea Grant/URI Coastal Resources Center; the Aquidneck Island Planning Commission; the three island communities of Portsmouth, Middletown, and Newport; and Naval Station Newport. The SAMP will help implement the West Side Master Plan that was developed by the Aquidneck Island Planning Commission and will address specific development standards for the region and include public access requirements, open space and habitat preservation, CRMC water type designation changes, and natural hazard resilience, among other issues.

NATURAL & ECOLOGICAL RESOURCES – Goals, Policies, & Action Items

GOAL N-I: Ensure that new development takes place in an ecologically sound manner

Policies	Action Items	Responsible Department	Timeframe
N-I.A. Define and protect environmentally sensitive areas through strict zoning regulations, conservation style development designs, and the use of Overlay Districts	N-1.A.1. Define and inventory environmentally sensitive areas	Planning Department	Short-term (1-2 years)
	N-1.A.2. Research regulatory options for protecting environmentally sensitive areas	Planning Department	Short-term (1-2 years)
	N-I.A.3. Maintain the requirements relating to conservation subdivision development	Planning Board; Zoning Board	Ongoing
N-I.B. Protect the community and its residents from the effects of development on unsuitable soils, flood plains, and in coastal high hazard flood zones	N-I.B.1. Continue appropriate oversight of development in the Watershed Protection Districts, including requiring special use permit for more intensive types of development, particularly in soils with poor drainage	Planning Board; Zoning Board	Ongoing

GOAL N-II: Protect and preserve the town’s natural drinking water supply			
Policies	Action Items	Responsible Department	Timeframe
N-II.A. Minimize nonpoint source pollutants that feed into the town’s reservoirs	N-II.A.1. Identify sources of nonpoint source impairment of surface water bodies through the Phase II Stormwater Management Program Plan (SWMPP) planning process and work to implement the recommendations of the SWMPP	Public Works; Planning Department	Short-term (1-2 years) and Ongoing
	N-II.A.2. Establish a Wastewater Management District to ensure that Onsite Wastewater Treatment Systems (OWTS) /(septic systems) are inspected and properly maintained, repaired, and replaced	Public Works; Town Council	Medium-term (3-5 years)
	N-II.A.3. Continue collecting and updating Geographic Information Systems (GIS) stormwater data and utilize GIS to assist in the proper planning and protection of water quality	Planning Department, Public Works	Ongoing
	N-II.A.4. Encourage residents to maintain a healthy lawn free from chemicals through educational activities	Planning Department	Short-term (1-2 years)
	N-II.A.5. Continue necessary actions to remain in compliance with federal and state mandates to manage stormwater in accordance with Phase II stormwater permit requirements	Public Works; Building Inspection; Planning Department	Ongoing
	N-II.A.6. Increase inspections and create a condition index of constructed stormwater drainage systems and BMPs	Public Works; Engineering; Planning Department	Short-term (1-2 years)

III. NATURAL & ECOLOGICAL RESOURCES

<p align="center">N-II.B. Promote cooperation among the Aquidneck Island communities toward preservation of the quality and quantity of drinking water</p>	<p align="center">N-II.B.1. Initiate the establishment of a regular forum for ongoing discussions, and collaboration among the City of Newport, Towns of Middletown and Portsmouth, the Navy, Portsmouth Water and Fire District (PWFD) regarding water treatment and distribution issues</p>	<p align="center">Town Council; Public Works; Planning Department</p>	<p align="center">Medium-term (3-5 years)</p>
	<p align="center">N-II.B.2. Meet the water quality management standards under the direction of the RI DEM Total Maximum Daily Load (TMDL) Program</p>	<p align="center">Public Works</p>	<p align="center">Medium-term (3-5 years)</p>
	<p align="center">N-II.B.3. Request that the Newport Water Department update watershed protection district signs</p>	<p align="center">Public Works</p>	<p align="center">Medium-term (3-5 years)</p>
<p>GOAL N-III: Protect and restore valuable coastal resources</p>			
Policies	Action Items	Responsible Department	Timeframe
<p align="center">N-III.A. Protect and rehabilitate the sand dune systems</p>	<p align="center">N-III.A.1. Establish a Dune Protection ordinance, including a provision to prohibit motorized vehicles of any type (e.g., automobiles, dirt bikes, SUVs, ATVs) on the sand dunes</p>	<p align="center">Town Council; Town Solicitor; Police Department</p>	<p align="center">Medium-term (3-5 years)</p>
	<p align="center">N-III.A.2. Continue the use of wooden snow fences or other means to prevent and slow the wind-blown sand erosion from the dunes along the length of the existing parking lot and Sachuest Point Road</p>	<p align="center">Public Works</p>	<p align="center">Ongoing</p>
	<p align="center">N-III.A.3. Continue the use of boardwalks to prevent walking on beach grass and dunes</p>	<p align="center">Public Works</p>	<p align="center">Ongoing</p>
<p align="center">N-III.B. Restore and maintain the quality of coastal waters</p>	<p align="center">N-III.B.1. Enforce “No Discharge” rules to insure that Type 1 Water Quality criteria are not violated</p>	<p align="center">Harbor Master</p>	<p align="center">Ongoing</p>
	<p align="center">N-III.B.2. Enforce stormwater regulations and promote the use of best management practices (BMPs)</p>	<p align="center">Engineering; Building Inspection</p>	<p align="center">Ongoing</p>
	<p align="center">N-III.B.3. Organize annual beach cleanups</p>	<p align="center">Public Works</p>	<p align="center">Ongoing</p>

III. NATURAL & ECOLOGICAL RESOURCES

GOAL N-IV: Promote the preservation and restoration of ecological systems in Middletown			
Policies	Action Items	Responsible Department	Timeframe
N-IV.A. Protect native wildlife and native plant species	N-IV.A.1. Coordinate with the Rhode Island Natural Heritage Program to determine sensitive habitat locations and to assist in the review of proposed projects that may destroy habitat of rare and endangered species	Planning Department	Ongoing
	N-IV.A.2. Preserve contiguous tracts of open space for wildlife habitat using various methods including acquisition, easements and conservation style development	Town Council; Open Space & Fields Committee; Planning Department	Ongoing
	N-IV.A.3. Control invasive plant species at beaches and public properties, and educate residents as to the impact of invasives.	Public Works; Planning Department; Beach Commission	Ongoing
GOAL N-V: Protect the natural and rural character of Middletown			
Policies	Action Items	Responsible Department	Timeframe
N-V.A. Protect and promote a network of contiguous protected open space	N-V.A.1. Identify contiguous tracts of open land as potential corridors for greenways such as:	Planning Department; Open Space and Fields Committee	Medium-term (3-5 years)
	• Links between utility easements, nature conservation easements and other deeded open areas		
	• The Old Colony and Newport Railway 80-foot track easement		
	• Newport Water Department land as part of its Water Quality Protection Plan		
	• Land protected by development rights/restrictions owned by land trust conservancies, the state and town		
	N-V.A.2. Support the preservation of open space in watersheds, along the shore, and in other environmentally sensitive areas through acquisition, conservation easements, and purchase of development rights	Town Council; Open Space & Fields Committee; Planning Department	Ongoing

III. NATURAL & ECOLOGICAL RESOURCES

N-V.B. Encourage the preservation of farmland and open space in Middletown in order to maintain the Town’s agricultural base	N-V.B.1. Encourage the continuation of agriculture in Middletown through tax incentives and other means and by continuing to promote participation in the State's Farm, Forest, and Open Space Program	Town Planning Department; Town Council; Tax Assessor	Ongoing
	N-V.B.2. Promote use of conservation subdivision when farmland and other undeveloped land is being converted to residential use	Planning Board	Ongoing
	N-V.B.3. Draft agricultural overlay zoning to permit complimentary uses to be developed on farms.	Planning Board	Short-term (1-2 years)
N-V.C. Encourage the use of outdoor lighting that limits glare and light pollution	N-V.C.1. Consider regulations on outdoor lighting to limit night sky light pollution and glare.	Planning Board	Short-term (1-2 years)

GOAL N-VI: Preserve existing forested areas and increase the town’s tree resources

Policies	Action Items	Responsible Department	Timeframe
N-VI.A. Protect existing and establish new forested areas	N-VI.A.1. Keep Albro Woods as a natural parkland	Town Council	Ongoing
	N-VI.A.2. Permanently protect forested areas through acquisition and conservation easements	Town Council; Open Space & Fields Com.	Ongoing
	N-VI.A.3. Establish new and re-establish previously forested areas as appropriate	Tree Commission	Medium-term (3-5 years)
N-VI.B. Increase the town’s tree canopy	N-VI.B.1. In conjunction with the Middletown Tree Commission efforts, establish a plan for planting, maintaining, and replacing trees in public spaces.	Town Administrator, Town Council; Public Works; Tree Com.	Ongoing
	N-VI.B.2. Require developers to retain existing trees when possible and to provide deciduous street trees	Planning Board	Ongoing
	N-VI.B.3. Establish a preferred list of trees for use in reviewing landscaping plans during development plan review	Tree Com.; Planning Board	Medium-term (3-5 years)
	N-VI.B.4. Encourage the planting of native trees and plants	Planning Board; Tree Com.; Public Works	Ongoing

GOAL N-VII: Reduce the town’s vulnerability to climate change impacts			
Policies	Action Items	Responsible Department	Timeframe
N-VII.A. Gain a better understanding of the science and policy implications of sea level rise	N-VII.A.1. Educate and engage residents and businesses in addressing climate change by reducing greenhouse gas emissions	Planning Board; Planning Department; School Department	Long-term (6-10+ years)
	N-VII.A.2. Identify properties vulnerable to sea level rise and educate property owners of the risks.	Planning Department	Short-term (1-2 years)
GOAL N-VIII: Protect and maintain the air quality of Middletown and Aquidneck Island			
Policies	Action Items	Responsible Department	Timeframe
N-VIII.A. Increase local efforts to improve air quality on Aquidneck Island	N-VIII.A.1. Encourage the use of alternative transportation modes, such as carpooling, transit, and bicycling	Planning Board	Ongoing
	N-VIII.A.2. Increase the quality and quantity of trees in Middletown that contribute to carbon sequestration	Public Works, Tree Commission	Ongoing
GOAL N-IX: Promote energy conservation and the development of renewable energy resources			
Policies	Action Items	Responsible Department	Timeframe
N-IX.A. Strive to acquire power through renewable energy sources and minimize its energy usage through conservation and efficiency	N-IX.A.1. Explore means to reduce energy expenses and consumption	Town Council; Planning Department	Ongoing
	N-IX.A.2. Conduct energy audits of town facilities and operations and invest in energy efficiency improvements	Town Administrator	Medium-term (3-5 years)
	N-IX.A.3. Consider fuel utilization and efficiency when purchasing town vehicles	Town Administrator; Town Council	Ongoing
	N-IX.A.4. Apply for grants and other funding which promote renewable energy and/or energy efficiency improvements	Planning Department	Ongoing
	N-IX.A.5. Consider renewable energy sources for town facilities	Town Council; Town Administrator	Long-term (6-10+ years)

III. NATURAL & ECOLOGICAL RESOURCES

N-IX.B. Promote the use of renewable energy technology	N-IX.B.1. Consider incentives for renewable energy use in Zoning Ordinance and Subdivision Regulations	Planning Board	Medium-term (3-5 years)
	N-IX.B.2. Review town regulations and propose amendments as needed to allow for the installation of renewable energy technology in appropriate locations in town taking into consideration potential impacts on the community and the town's scenic, cultural, and natural resources	Planning Board	Medium-term (3-5 years)
	N-IX.B.3. Review town regulations and propose amendments as needed to ensure that new development addresses solar access.	Planning Board	Medium-term (3-5 years)

III. NATURAL & ECOLOGICAL RESOURCES

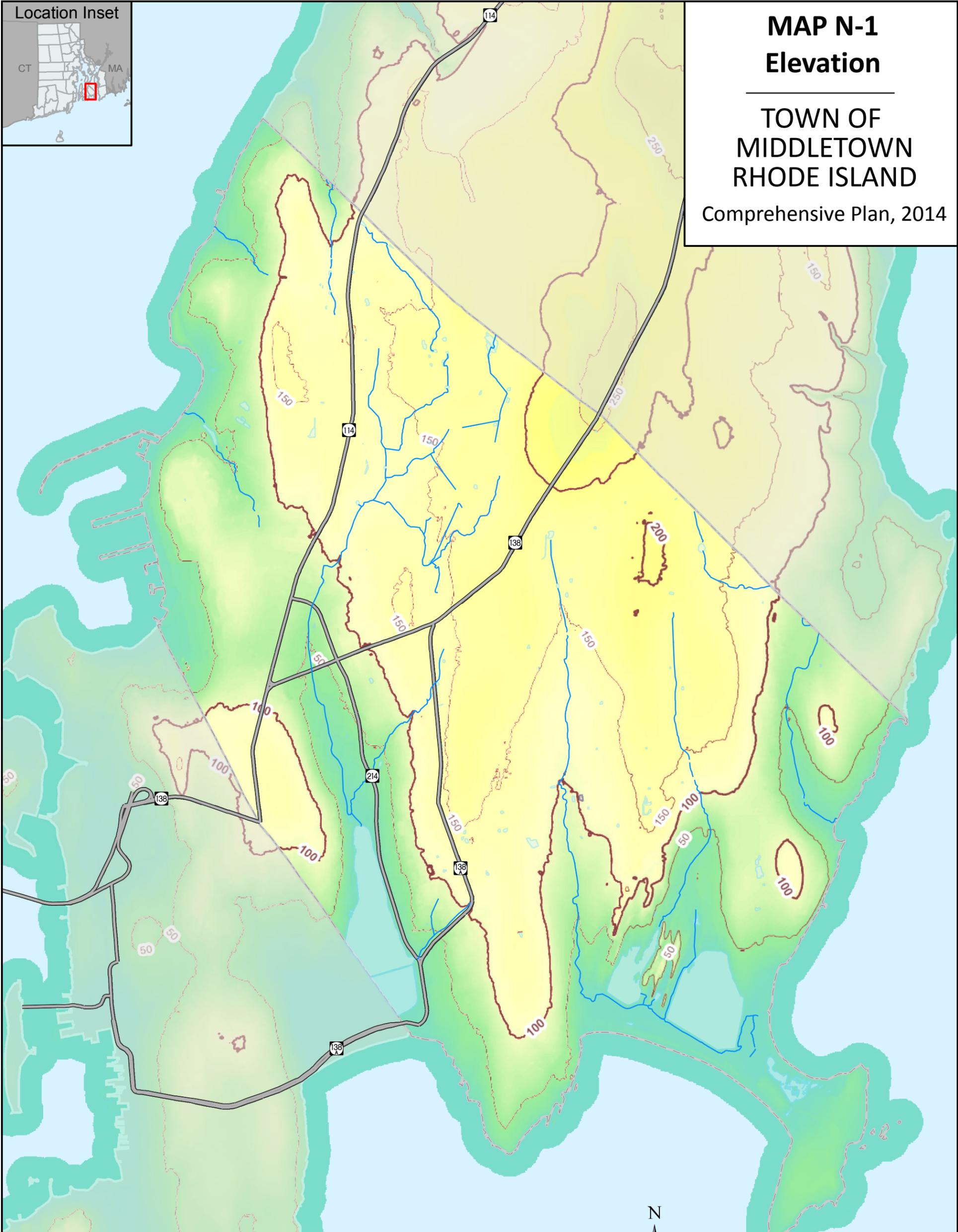
<p>N-IX.B. Promote the use of renewable energy technology</p>	<p>N-IX.B.1. Consider incentives for renewable energy use in Zoning Ordinance and Subdivision Regulations</p>	<p>Planning Board</p>	<p>Medium-term (3-5 years)</p>
	<p>N-IX.B.2. Review town regulations and propose amendments as needed to allow for the installation of renewable energy technology in appropriate locations in town taking into consideration potential impacts on the community and the town's scenic, cultural, and natural resources</p>	<p>Planning Board</p>	<p>Medium-term (3-5 years)</p>
	<p>N-IX.B.3. Review town regulations and propose amendments as needed to ensure that new development addresses solar access.</p>	<p>Planning Board</p>	<p>Medium-term (3-5 years)</p>



MAP N-1 Elevation

TOWN OF MIDDLETOWN RHODE ISLAND

Comprehensive Plan, 2014



The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.

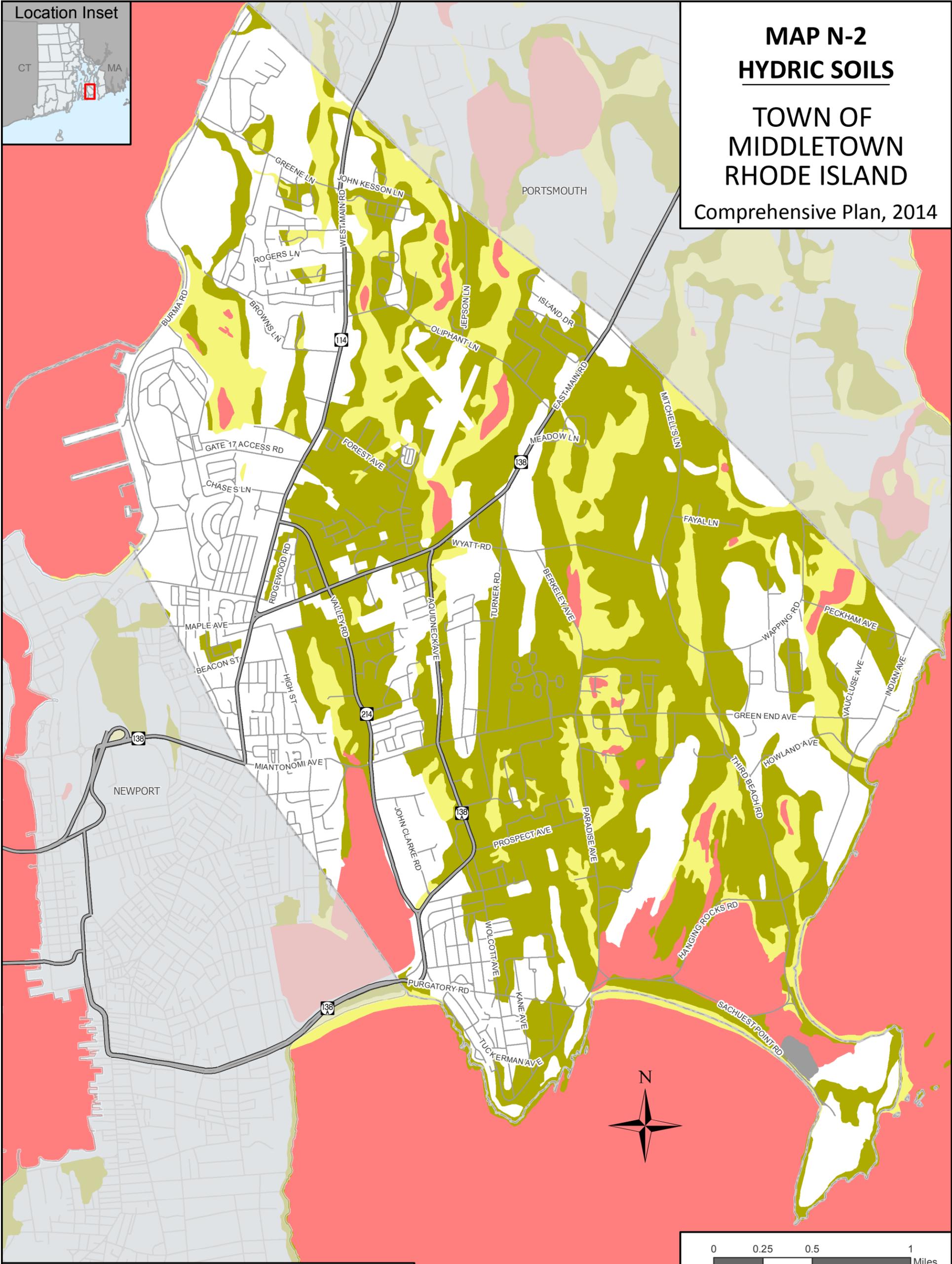


RIGIS

Town of Middletown, A.R.
September 5, 2014



MAP N-2
HYDRIC SOILS
TOWN OF
MIDDLETOWN
RHODE ISLAND
 Comprehensive Plan, 2014



Map Legend

Hydric Soil Rating

- Hydric (all components are hydric)
- Predominately hydric (66-99% components are hydric)
- Predominately nonhydric (1-32% components are hydric)
- Unknown Hydric (on site needed)



0 0.25 0.5 1 Miles

The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.

Sources: USDA NRCS, RIGIS, Town of Middletown



RIGIS

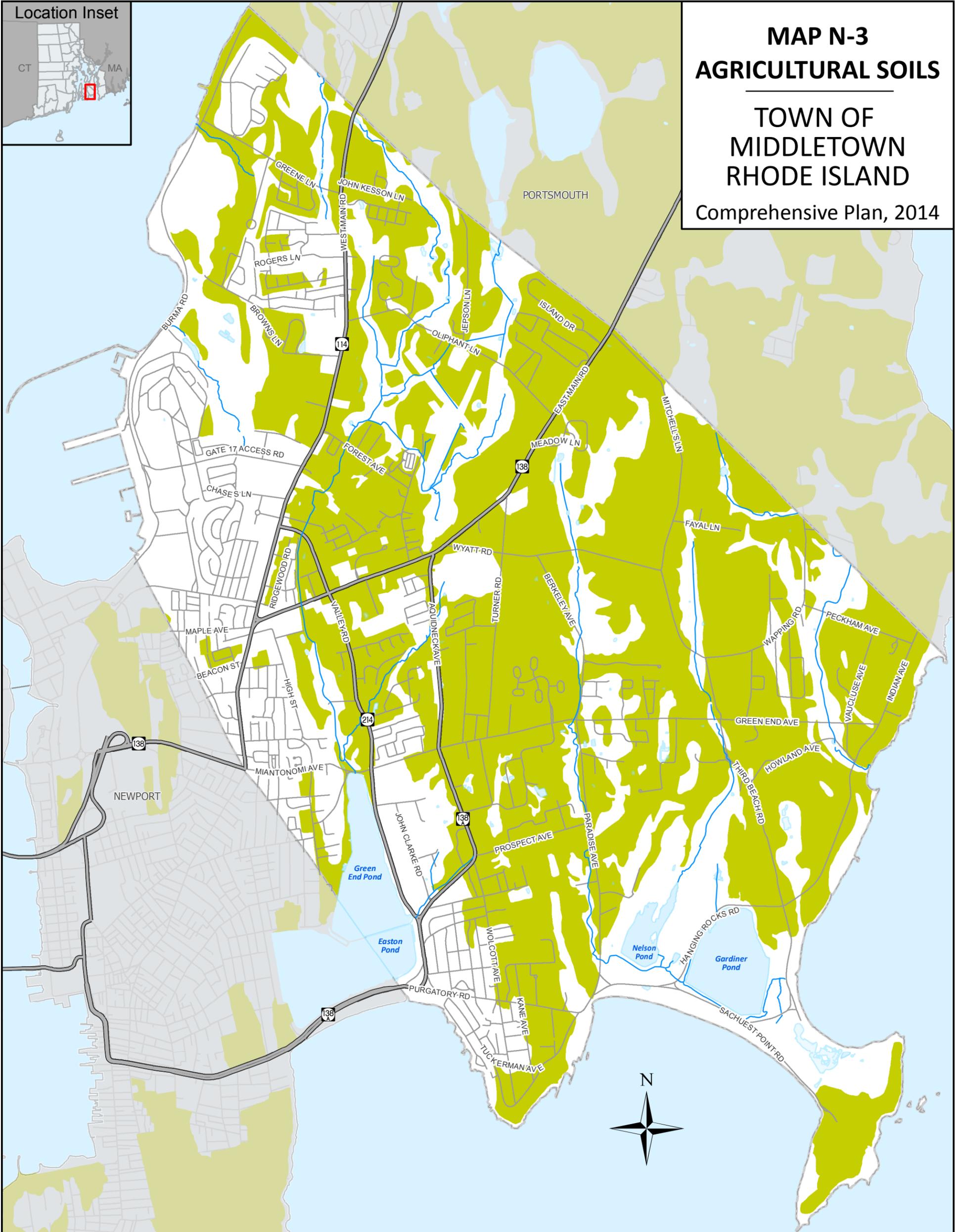
Town of Middletown, A.R.,
 May 1, 2014



MAP N-3 AGRICULTURAL SOILS

TOWN OF MIDDLETOWN RHODE ISLAND

Comprehensive Plan, 2014



Map Legend

- Prime Farmlands Soils
- Rivers and Streams
- Ponds



The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.

Sources: USDA NRCS, RIGIS, Town of Middletown



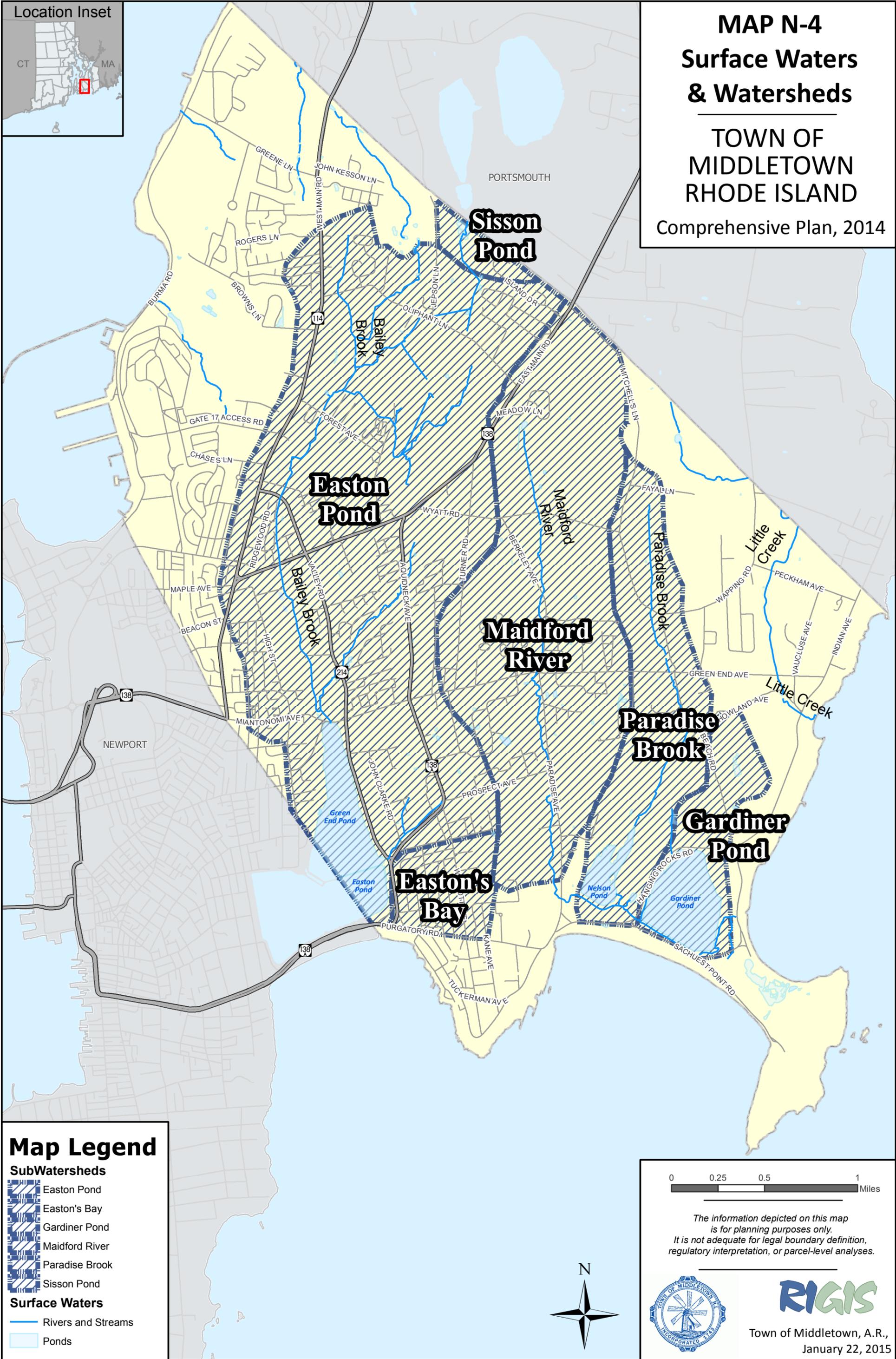
Town of Middletown, A.R.,
January 22, 2015



MAP N-4
Surface Waters
& Watersheds

TOWN OF
MIDDLETOWN
RHODE ISLAND

Comprehensive Plan, 2014



Map Legend

SubWatersheds

- Easton Pond
- Easton's Bay
- Gardiner Pond
- Maidford River
- Paradise Brook
- Sisson Pond

Surface Waters

- Rivers and Streams
- Ponds

0 0.25 0.5 1 Miles

The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.



RIGIS

Town of Middletown, A.R.,
 January 22, 2015





MAP N-5 FLOOD HAZARD AREAS

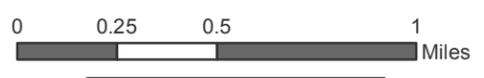
TOWN OF MIDDLETOWN RHODE ISLAND

Comprehensive Plan, 2014



Map Legend

- 100 Year Flood
- 500 Year Flood



The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.



RIGIS

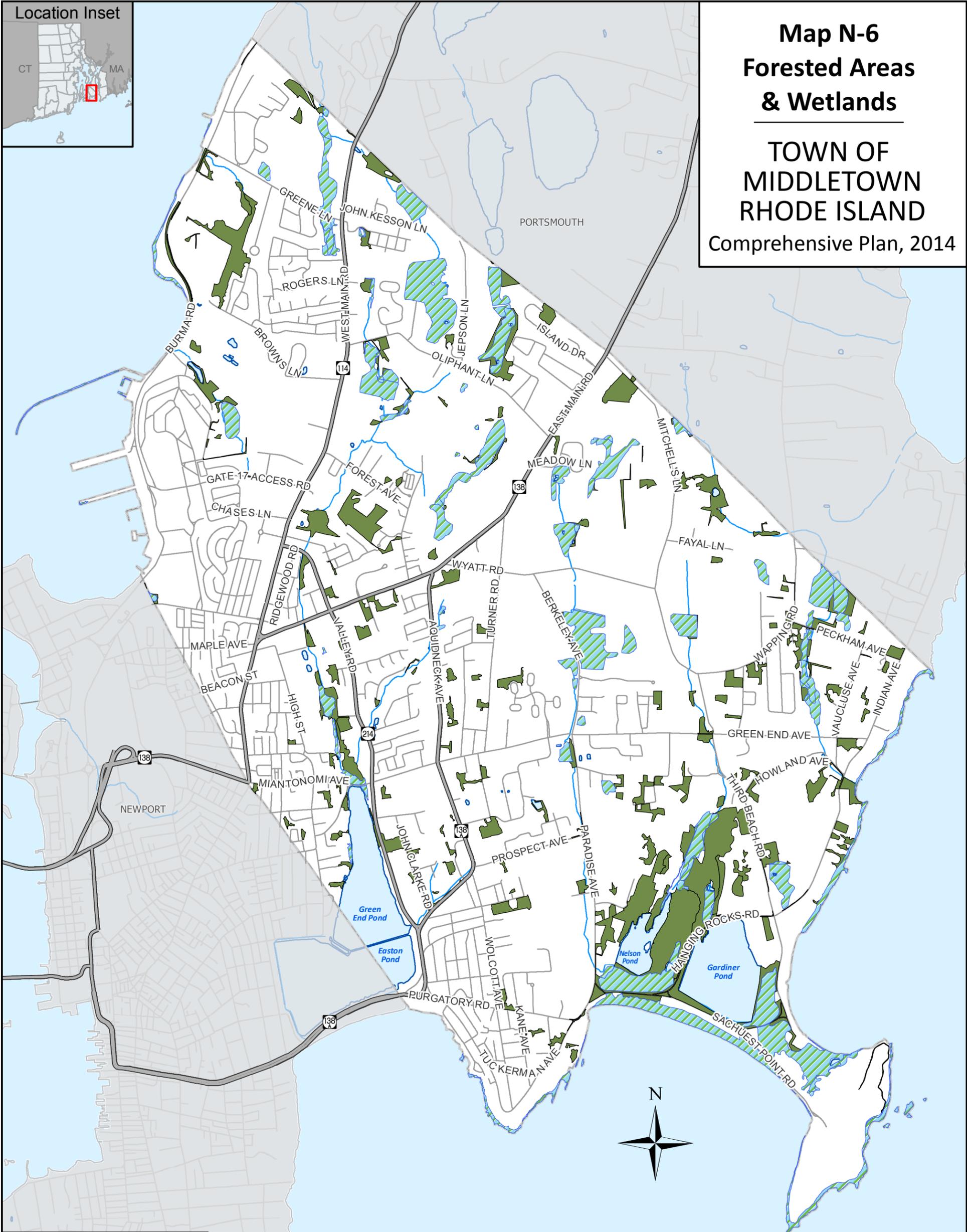
Town of Middletown, A.R.,
June 2, 2014



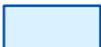
Map N-6 Forested Areas & Wetlands

TOWN OF MIDDLETOWN RHODE ISLAND

Comprehensive Plan, 2014



Map Legend

-  Upland Forest
-  Wetland
-  Ponds
-  Streams
-  Roads

0 0.25 0.5 1 Miles

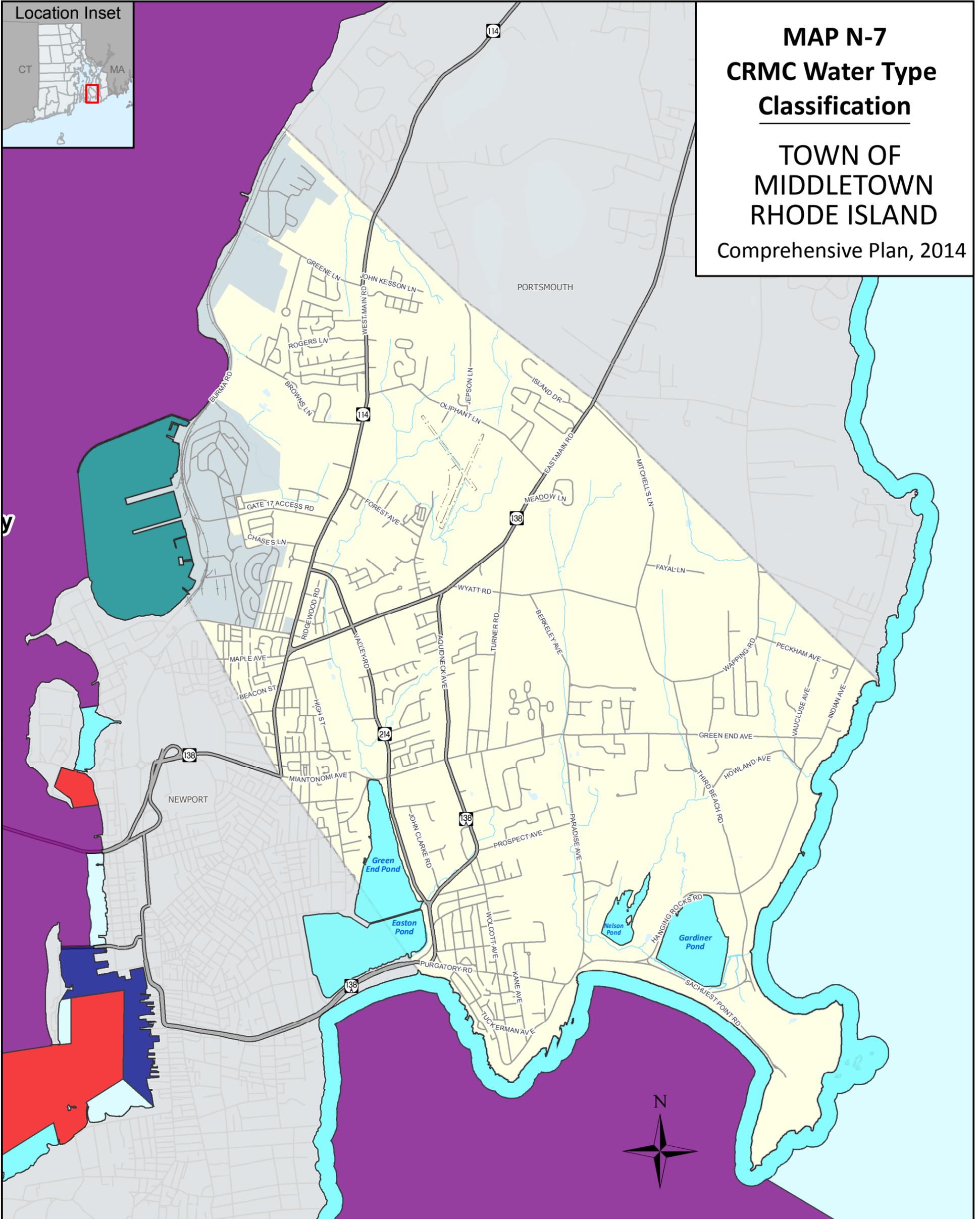
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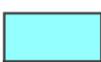

Town of Middletown, A.R.,
January 22, 2015



MAP N-7
CRMC Water Type
Classification
TOWN OF
MIDDLETOWN
RHODE ISLAND
 Comprehensive Plan, 2014



Map Legend

-  Conservation Area
-  Low Intensity Use
-  High Intensity Boating
-  Multi-Purpose Water
-  Commercial/Recreational Harbor
-  Industrial Waterfront
-  Airport Runway
-  Rail
-  U.S. Navy Property
-  Streams



The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.



RIGIS

Town of Middletown, A.R.,
 April 22, 2014



MAP N-8 Greenways

TOWN OF MIDDLETOWN RHODE ISLAND

Comprehensive Plan, 2014



**CENTER ISLAND
GREENWAY**

**SAKONNET
GREENWAY**

Map Legend

Greenways

CENTER ISLAND GREENWAY

SAKONNET GREENWAY

Trails

Conserved Lands & Public Open Space

Airport Runway

Rail

U.S. Navy Property

Streams



The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.



RIGIS

Town of Middletown, A.R.,
September 10, 2014

IV. RECREATION, CONSERVATION & OPEN SPACE



2014

Middletown, Rhode Island Comprehensive Community Plan

OPEN SPACE WITHIN MIDDLETOWN INCLUDES AN ABUNDANCE OF DIVERSE NATURAL AREAS WHICH OFFER RECREATIONAL OPPORTUNITIES WHILE PRESERVING AGRICULTURAL LANDS, WILDLIFE HABITAT, SENSITIVE ECOSYSTEMS AND WATER QUALITY. RESIDENTS VALUE AN ACTIVE AND HEALTHY LIFESTYLE AND WILL TAKE ADVANTAGE OF QUALITY RECREATION PROGRAMS, FACILITIES, AND TRAILS OFFERED BY THE TOWN.

IV. Recreation, Conservation & Open Space

MIDDLETOWN, RHODE ISLAND COMPREHENSIVE COMMUNITY PLAN

Supporting Material

- Kempenaar Valley Management Plan, Town of Middletown.
- Middletown Harbor Management Plan, Town of Middletown, 2006.
- Middletown Recreation, Conservation, and Open Space Master Plan, VHB for Town of Middletown, 2010.
- State Guide Plan Element 152, Ocean State Outdoors: Rhode Island's Comprehensive Outdoor Recreation Plan. 2009.
- State Guide Plan Element 155, A Greener Path....Greenspace and Greenways for Rhode Island's Future. 1994.
- West Side Mater Plan, Aquidneck Island Planning Commission. 2005.

Introduction

The following Recreation, Conservation and Open Space Element was informed by the process recently conducted to complete a Recreation, Conservation, and Open Space (RCOS) Master Plan in 2010. The RCOS Master Plan was created with the assistance of a consultant and a Steering Committee comprised of Planning Board members, Open Space Committee members, representatives of the land trust, recreation leagues, and town staff.

The RCOS planning process included a significant amount of public participation and input including a public forum held on April 22, 2010 and stakeholder interviews carried out in February and March of 2010. Results of a survey prepared and conducted by the Town in 2008, along with the strengths, weaknesses, opportunities, and threats (SWOT) analysis provided additional data which was utilized to establish the needs and desires of town residents in regards to recreation and open space. Site visits were undertaken in March and April of 2010 as part of the needs assessment in order to visually identify

both the positive and negative attributes of Middletown's open space and recreation resources.

RCOS Vision Statement: Open space within Middletown includes an abundance of diverse natural areas which offer recreational opportunities while preserving agricultural lands, wildlife habitat, sensitive ecosystems and water quality. Residents value an active and healthy lifestyle and will take advantage of quality recreation programs, facilities, and trails offered by the town.

Demographics

The beneficiaries of adequate, well-balanced RCOS resources are the citizens of the community and visitors who are drawn to the town by those resources. An effective RCOS program provides direct and indirect benefits to the community, in that it contributes to the fulfillment of the community's emotional, physical, societal and economic needs. Forward looking population trends are vital to a progressive program. To be effective, the program must anticipate and be responsive to future projections. In this context, the 2010 RCOS plan predicted an aging, graying, yet stable population. Therefore, the rational allocation of existing resources and acquisition of additional resources must be sensitive to the distribution of the projected population within the town's neighborhoods.

Population in Middletown was characterized by a constant growth rate from 1900 until 1940. From then until the Navy cutbacks in April 1973, the growth rate accelerated and exceeded county and state rates. The reduced activity at the Naval Base caused a decrease in total population in the town between 1970 and 1975. Table R-1 Population Trends shows the population from 1900 to 2010. Previous studies of population changes indicated that most gains are the direct result of in-migration rather than natural increases. However, recent population decreases may be attributable to:

- More homes have been purchased for use as second homes
- Child population has decreased
- The methodology used by the U.S. Census Bureau with regard to the numbers of Navy personnel
- Reduction of Navy personnel at the base

TABLE R-1: POPULATION TRENDS			
Year	Population	Numerical Change	Rate Change (%)
1900	1475	-	-
1910	1708	251	17.2
1920	2094	386	22.5
1930	2499	405	19.3
1940	3379	880	35.2
1950*	7382	4003	118.5
1960	12675	5293	71.7
1965**	19562	6887	54.3
1970	29290	9728	49.7
1975***	15400	-13,890	-47.7
1980	17216	1816	11.7
1990	19460	2244	13
2000	17334	-2,126	-10.9
2010	16150	-1,184	-6.83

Source: RI Department of Administration, Division of Planning, U. S. Census Bureau

* Military personnel prior to the 1950 Census were counted as part of the population of their respective hometowns.

** 1965 R. I. State count for reapportionment

*** Decrease caused by decrease in Navy population

Age groups listed at Table R-2 indicate that approximately 72.8% of the Town's population was below the age of 44 in 1990, while those aged 45 and above represented 27.2% of the population. The 2010 Census shows the percentage increased from 27.2% to 46.8% for those over age 45. Therefore, as the median age grows older (31.2 years in 1990 to 41.2 years in 2010), the diversity of recreation facilities must keep pace with the age trend: the user population. A secondary but related consideration is the distribution of the user population within the town boundaries and the access that neighborhood residents have to the Town's open spaces and park and recreation facilities.

TABLE R-2: MIDDLETOWN POPULATION - AGE GROUPS, SEX, & MEDIAN AGE			
	Population (% of Total Age Groups)		
Age	1990	2000	2010
Under 5	1,465 (7.6)	1,210 (6.9)	933 (5.8)
5 – 19	4,133 (21.2)	3,411 (19.7)	2,999 (18.6)
20 – 44	8,556 (44.0)	6,216 (35.8)	4,658 (28.8)
45 – 64	3,001 (15.4)	3,918 (22.8)	4,717 (29.2)
65 +	2,305 (11.8)	2,579 (14.8)	2,843 (17.6)
Total	19,460 (100.0)	17,334 (100)	16,150 (100)
Sex			
Male	10280	8434	7,763 (48.1)
Female	9180	8900	8,387 (51.9)
Median Age	31.2	37.7	41.2

Source: RI Department of Administration, Division of Planning and U. S. Census Bureau

Overview of Existing Open Space and Recreation Resources

The Rhode Island Comprehensive Planning and Land Use Act defines open space as:

ANY PARCEL OR AREA OF LAND OR WATER SET ASIDE FOR PUBLIC OR PRIVATE USE OR ENJOYMENT OR FOR THE USE AND ENJOYMENT OF OWNERS AND OCCUPANTS OF LAND ADJOINING OR NEIGHBORING SUCH OPEN SPACE; PROVIDED THAT THE AREA MAY BE IMPROVED WITH ONLY THOSE BUILDINGS, STRUCTURES, STREETS, AND OFF-STREET PARKING, AND OTHER IMPROVEMENTS THAT ARE DESIGNED TO BE INCIDENTAL TO THE NATURAL OPENNESS OF THE LAND.

An alternative working definition for open space is “CONSERVATION LAND, RECREATION LAND, AGRICULTURAL LAND, CORRIDOR PARKS AND AMENITIES SUCH AS SMALL PARKS, GREEN BUFFERS ALONG ROADWAYS OR ANY OPEN AREA THAT IS OWNED BY AN AGENCY OR ORGANIZATION DEDICATED TO CONSERVATION” , as defined by the Massachusetts Executive Office of Energy and Environmental Affairs.

As detailed in the Open Space Inventory of the *Recreation, Conservation, and Open Space Master Plan (VHB, 2010)*, Middletown has approximately 2,254 acres of land that can be classified as open space or recreational land. This includes protected agricultural land; playing fields; parks; land set aside for conservation and water resource protection; private recreation or conservation properties; and undeveloped land. It is important to note that even though land may be identified as open space in the inventory, it should not be assumed that such land is protected in perpetuity. There are several levels of protection and the inventory identifies those parcels that are

permanently protected.¹ Typically, parks and ballfields, for example, are not permanently protected. Active recreational land comprises 563 acres, passive open space occupies 600 acres of land, and there is 1,090 acres of conservation land. The land may be owned and/or managed by the Town of Middletown, the City of Newport, the Middletown School Department, the Aquidneck Land Trust, the State of Rhode Island, the federal government, or other private individuals and entities. Map R-1 Existing Recreation, Conservation, and Open Space Lands Map shows the location of each of these properties.

Active Recreation

The Town of Middletown has a very dynamic parks and recreation program. A wide variety of leagues and programs utilize the parks and fields on a regular basis through three seasons each year. Participation in the programs and leagues are at capacity for many sports and the fields are constantly in use. As demonstrated by the information provided by representatives from the various recreational leagues, demand for fields and facilities exceeds the supply in many cases. This leads to scheduling issues, particularly if weather conditions preclude scheduled games from being played, resulting in the need to find time for rescheduled games in an already crowded schedule.

The following is a list of existing public fields and recreational facilities in Middletown²:

- **Baseball/softball fields**
- **Two tee ball fields at Oliphant School**
- **One Minor M (Machine Pitch) baseball at Gaudet Middle School**
- **One Minor MM/MMM (Machine Pitch/Player Pitch) field – lower field at Aquidneck School**
- **Two Majors Division field – upper field at Aquidneck School (games and practice) and Gaudet Middle School**
- **One youth softball at Aquidneck School**
- **One men’s softball field (Pottsey Field at the West Main Recreation Complex)**

¹ There are generally three levels of protection for conserved land: perpetual conservation restriction, deed restriction, and conservation intent alone.

² Note that there are several private facilities in Middletown that include golf courses, tennis courts, pools, and athletic clubs but public access may be limited and may include a fee or membership if available for public use.

- One baseball field at Middletown High School
- One girls softball field at Middletown High School
- One Babe Ruth baseball field (War Memorial Field)
- One football field (Gaudet Middle School)
- One running/walking track (Gaudet Middle School)
- Five outdoor basketball courts (two at Gaudet Middle School, Forest Avenue School, Howland Park, West Main Road Recreation Complex) and one indoor court (Middletown High School)
- Five tennis courts (Gaudet Middle School)
- Seven playgrounds (Aquidneck School, Forest Avenue School, Linden Park, Howland Park, Kennedy School, Oliphant School, Gaudet Middle School)
- Five soccer fields (three at Wyatt Road, two Pee Wee fields at Middletown High School)
- Gymnasiums available for indoor recreation (limited to after-school hours) at Forest Avenue School, Gaudet Middle School, Middletown High School
- Miscellaneous multi-use/practice fields, broadly defined (Gaudet Middle School, Linden Park, Middletown High School)

Passive Recreation

There are numerous opportunities for residents and visitors to take advantage of the Town's open space resources for a variety of passive activities, such as walking, hiking, enjoying scenic vistas and observing wildlife. Middletown also has opportunities for equestrian riding along certain segments of the Sakonnet Greeway Trail and at Sachuest and Third Beaches during non-summer months. Middletown is home to a variety of preserved and undeveloped open spaces that offer protection of environmental resources, scenic vistas, trail networks, and passive recreational opportunities. This includes 28 properties conserved by Aquidneck Land Trust (ALT) that are located in Middletown (three include some portion in Portsmouth). Sixteen of those properties are accessible to the public, including those that have recreational fields used by Middletown residents. Other open space parcels are conserved by easement, some for agricultural purposes, which limits the public access.

Additionally, the Town is fortunate to have extensive beach areas and rights-of-way that provide access to the coast. The beaches are arguably the most significant open space and recreation resource in Middletown. They are heavily utilized and enhance the

quality of life for residents as well as visitors. Second/Sachuest Beach is a 1 ¼ miles long public beach and includes saltwater swimming, a picnic area, saltwater fishing, kayaking, a bird watching trail, volleyball, and kite surfing. Third Beach is also a public beach (along with some semi-private beachfront property) that also offers swimming, boating, windsurfing, kayaking, fishing, bird watching, and picnicking.

There are 65 moorings at Third Beach administered by the town’s Harbor Master, under the management of the Middletown Police Department. Currently, there is a waiting list for moorings. The Middletown Harbor Management Plan, completed in 2006, provides additional information regarding boating in Middletown.

The beaches, which are considered to be among the best in Southern New England, are heavily visited during the summer months and particularly on weekends and holidays. Based upon the sale of beach passes and parking data, beach usage increased substantially in 2007 and 2008, but fell to the lowest levels in the five year timeframe in 2009 (see Table R-3). This is likely due to the unusually cool and wet summer weather in 2009, as well as the fee increase coupled with the struggling economy. Given the dry and hot summer in 2010, the numbers rebounded – 2,206 resident passes and 2,789 non-resident passes. Seasonal beach pass fees were \$45 (resident) and \$90 (non-resident) from 2005-2008, but were increased to \$50 (resident) and \$100 (non-resident) in 2009. In FY 2011, the fees are \$70 for residents and \$140 for non-residents. Day passes are \$10 on weekdays and \$20 on weekends and holidays.

<i>Year</i>	<i>Resident Passes Sold</i>	<i>Non-Resident Passes Sold</i>	<i>Total Daily Parking</i>
2005	2,027	2,436	35,958
2006	2,144	2,615	35,767
2007	2,096	2,826	40,865
2008	2,194	2,961	43,841
2009	1,941	2,271	40,506
2010	2,206	2,789	52,721
2011	2,020	2,152	52,354
2012	2,103	2,195	59,291

Source: Middletown Recreation Department

Other notable large open space parcels include the privately-owned Norman Bird Sanctuary (263 acres) and federally-owned Sachuest Point National Wildlife Refuge (233 acres), both of which are located adjacent to the beaches. Smaller passive spaces

include the town-owned Paradise Valley Park (almost 15 acres) and Albro Woods (almost 9 acres).

Public access to the shore is also provided by several small parcels that have been designated as rights of way to the shore by the Coastal Resources Management Council (CRMC). On January 6, 2000 the CRMC provided Middletown Public Works Department shoreline access markers, posts and signs to identify Middletown's ten designated rights of way, Y-1, Y-3, Y-4, Y-5, Y-6, Y-7, Y-8, Y-9, Y-10 and Y-11. The Town of Middletown carried out this posting action in the Spring of 2000. The letter and number on these rights of way have been assigned by CRMC as follows:

Y-1: Tuckerman Ave.: located on Tax Assessor's Plat 116SE. This 30 foot right of way to the ocean dates back to deeds written in the 1800s and identified by the CRMC, in June 1989, as right of way 4-1. The centerline of the way is the boundary between lots 104 and 105.

Y-3: Shore Road: located on Tax Assessor's Plat 116SE. This 10 foot right of way runs to the ocean and is identified as Lot 4.

Y-4: Third Beach Road: located on Tax Assessor's Plat 131. This unnamed right of way runs over 140 feet to the Sakonnet River. It lies between Lots 5 and 6 (6B & 6A).

Y-5: Intersection of the Southeastern end of Esplanade/Shore Rd: located on Tax Assessor's Plat 116NE. This 15-foot right of way to the ocean is identified as Lot 83 and is described in the deeds for both Lots 82 and 84.

Y-6: Indian Avenue: located on Tax Assessor's Plat 129. This road/right of way to the Sakonnet River lies between Lots 75 and 176, opposite Lot 65 and is known as Taggarts Ferry Road.

Y-7: Peckham Avenue: located on Tax Assessor's Plat 133. This extension of Peckham Avenue runs as a right of way/road over 600 feet to the Sakonnet River and is bounded to the north and south by Lots 4 and 5, respectively.

Y-8: Northwestern end of Esplanade: located at the juncture of Tax Assessor's Plats 116NW and 116NE. This right of way to the ocean was identified by the State of Rhode Island as Number 144 in an inventory of public rights of way to the shore published in March 1970 and is described as running parallel to the Esplanade, 290 feet from the intersection of Tuckerman Ave. to the ocean.

Y-9: Western end of Purgatory Road (Second Beach Avenue): located on Tax Assessor's Plat 116NW, Lot 45. This 40-foot right of way runs to the ocean between Lots 44 and 46, next to Atlantic Beach.

Y-10: Shore Road, west of Lot 107: located on Tax Assessor's Plat 116SE. This 10 foot right of way runs to the ocean and is identified as Lot 12.

Y-11: Tuckerman Avenue (opposite Wolcott Avenue): located on Tax Assessor's Plat 122. This is a 30 foot right of way to the ocean.

PRIVATE ROW

Y-2: Tuckerman Avenue/Tuckerman Terrace: located on Tax Assessor's Plat 116SE. This right of way/road to the ocean runs at least 369 feet from Tuckerman Ave. to the shoreline. The CRMC reviewed this site and based on the evidence submitted into the record at the time of the hearing; found that insufficient evidence existed to designate as public right-of-way to the shore. However, further review may occur given new evidence.

See Map R-1 to view the locations of the rights of way to the shore described above.

Walking and hiking trails are available at Albro Woods, Demery Memorial Park, Norman Bird Sanctuary, Paradise Valley Park, and Sachuest Point Wildlife Refuge. Of particular significance is the ALT's Sakonnet Greenway Trail, which is currently about 10 miles long and runs through several open spaces between East Main Road and Wyatt Road. This trail is the longest on Aquidneck Island and is a valued resource that creates a connected network through numerous open space holdings. The trail is open to pedestrians and on designated sections of the trail is available for equestrian use.

Conservation and Open Space Preservation

A number of the properties on the inventory are not publicly accessible and are preserved primarily for conservation purposes. This includes a number of parcels owned by either the City of Newport or the Newport Water Department for watershed protection purposes. As mentioned above, wildlife habitat is an important part of Middletown's open space, particularly the Norman Bird Sanctuary and the Sachuest Point National Wildlife Refuge. Additional parcels are preserved specifically for agricultural uses and may not be accessible to the public. A number of the conservation parcels are protected under ALT conservation easements. View Map R-2 Conserved Lands for an inventory of publicly and privately owned conservation properties within Middletown with conservation easement or deed restriction protections.

ALT identifies the following as primary benefits for conserving open space:

- ❑ Protecting agricultural land and fresh local farm products
- ❑ Preserving wildlife habitat and biodiversity
- ❑ Maintaining the Island's desirability as a place to live, work and visit
- ❑ Securing public recreational space and healthy fun outdoor opportunities
- ❑ Conserving water resource areas and clean drinking water
- ❑ Keeping scenic vistas and the charm and beauty of our Island
- ❑ Saving money for municipalities and taxpayers

The Town of Middletown has adopted an Open Space and Recreation Acquisition Policy used by the Open Space and Fields Committee when recommending potential acquisitions for open space and recreational purposes to the Town Council. Nine specific criteria were established from which each parcel is ranked using a point score assessment (0 to 3 points per criteria for a maximum total of 27 points). The criteria are as follows:

- 1. Groundwater and watershed protection potential**
- 2. Ecologically significant habitat**
- 3. Proximity to other protected land**
- 4. Farmland preservation**
- 5. Historic/cultural/scenic qualities**
- 6. Size of parcel**
- 7. Potential to offset the impact of residential development**
- 8. Leverage of Town funds in project acquisition**
- 9. Potential for recreational use.**

Facility Demand and Condition

The various recreational and league programs serve large numbers of residents and in some cases also residents from neighboring communities. For example, the Middletown Youth Soccer Club has approximately 800 players. The Middletown Little League has 500 participants and the Pop Warner football and cheerleading programs serve 250 – 300 children. This can put enormous strain on the fields and results in juggling of schedules in order to accommodate everyone. On the other hand, programs such as men's softball and pick-up basketball tend not to have too many conflicts in the scheduling of fields and courts, despite having to work around school activities, as is the case with the basketball program. Youth wrestling indicated the need for more time to use the gym at Gaudet Middle School.

Demand for the facilities is high and there is often competing uses for the playing fields. School uses have priority for fields, which limits community or league access at certain times – generally until 5:00 or 5:30 PM. School teams at different levels (varsity, junior varsity, etc.) sometimes participate in the use of a single field at the Middle School and High School. Salve Regina University's football program also uses the Gaudet Middle School facility. At the Aquidneck Elementary School, over 14 teams are vying to play games on two fields and nine softball teams play on one field. Middletown Babe Ruth uses the same field (War Memorial Field at Berkeley Peckham) that is used by Gaudet

Middle School baseball and Middletown High School freshman. Additionally, programs such as Island Youth Lacrosse and Pop Warner need to access fields as well. The available practice fields are scattered around the Town and are either inadequately sized or are in less than ideal condition for the intended use. Thus, scheduling the use of these various facilities is a juggling act between the different entities that can be complicated by two major factors:

- ❑ The popularity of the league programs results in the fielding of numerous teams.
- ❑ Weather related cancellations tend to multiply during the course of the season since many games and practices can be affected.

Facility conditions vary widely depending upon the use, level of activity, and maintenance schedule for each facility. Specific conditions for the Town's various facilities are noted in the inventory. In summary, the major concerns with the Town's open space and recreation facilities fall into the following categories:

- ❑ Drainage – a number of fields have poor drainage resulting in ponding of water in the fields, sidelines, dugouts, etc. (lower and main baseball fields on Aquidneck Ave., Little League field at Gaudet Middle School). As a result, games need to be rescheduled even when the weather is suitable for playing.
- ❑ Grading – some fields, tee-ball in particular, are not graded properly and are not level
- ❑ Bathrooms – some fields and parks have no restroom facilities
- ❑ Accessory equipment – most of the baseball fields have rusting or broken fences and backstops; benches or stands that are in a state of disrepair; no dugouts or benches for the teams using the field; and storage areas that are inadequate or have a leaking roof
- ❑ Parking – inadequate parking was noted at several locations
- ❑ Proximity of playing field to roads and homes – some fields are either improperly located or are sized too small for current use. As a result, potential hazards or conflicts exist between the field use and surrounding area. Netting has been used on some occasions to prevent balls from leaving the field and potentially damaging cars or homes.

Appendix E of the *Recreation, Conservation, and Open Space Master Plan* (VHB, 2010) provides photographs and detailed information for all major open space and recreation resources in Middletown. For each park or open space, notes are provided relating to the use and condition of each facility.

Facility Standards

During the Recreation, Conservation and Open Space Master planning process, a few sources were utilized for quantifying standards for recreation and open space facilities. The National Recreation and Park Association (NRPA) established guidelines in 1995 used around the country for the size and number of different types of facilities, as well as their location in relationship to nearby residential areas that would be served by such facilities. A review of sources used by landscape architects in designing recreation and open space facilities reveals general consistency with the prior NRPA standards. Also utilized were previous statewide standards for local recreation, conservation, and open space were established by the RI State Planning Council/Recreation Resources Review Committee in June 1989 (see Table R-4: Local Recreation, Conservation, and Open Space Standards (1989)).

TABLE R-4: RI LOCAL RECREATION, CONSERVATION, AND OPEN SPACE STANDARDS (1989)					
<i>Type of Facility</i>	<i>Age Group</i>	<i>Acres /1,000 People</i>	<i>Size (acres)</i>	<i>Preferred Location</i>	<i>Suggested Facilities</i>
PLAY AREAS /PLAYGROUNDS: Primarily a center for young children but may also include a park for passive recreation for all ages.	All	1.25	1-5	Adjacent to elementary school within ½ to a mile walking distance, or center of a neighborhood.	Space for a combination softball, baseball, football fields; basketball, tennis and badminton courts, an area for passive recreation for young and old; wading pool; informal play area.
PLAYFIELDS: An area for active, organized activities that require more space than a playground, yet including one section as a developed playground.	15 +	1.25	12 – 20	Adjacent to junior or senior high schools, or center of four or five neighborhoods.	Children's playground, game courts, lawn areas, swimming pool, special features, landscaped area, parking area, field house, facilities for highly organized sports, recreation building, diversified facilities.
NEIGHBORHOOD PARKS	All	2.5	Up to 25 +	Center of a neighborhood: may be connected with a school or community center; part of a playground or playfield.	Places for sitting, sunning, walking. May consist of landscaped "buffer strips" between uncongenial land uses: "greenways" or any natural or scenic features where possible to give a leisurely park feeling.
LARGE PARKS AND SPECIAL AREAS	All	5 – 8	Up to 100	Community wide	Picnic areas, swimming, boating facilities, winter sports, gardens, fishing, golf, camping, scenic drives, hiking, nature trails, bridle paths, camping facilities, marinas.

CONSERVATION AREA: Areas so designated to conserve unique natural resources of the area.	All	Based on availability	Based on availability	Community wide	Woods, beaches, rocky areas, marshes, and open fields containing farms and wildlife species that should be protected. To be used for passive recreation.
<i>Source: Standards for Local Recreation, Conservation and Open Space Plans. (R.I. State Planning Council/Recreation Resources Review Committee, June 1989)</i>					

The prior NRPA guidelines provide recommendations for the size of the playing fields. These can serve as useful comparisons with the inventory of facilities in Middletown listed above. The purpose of these guidelines is to present park and recreation space recommendations that are applicable for planning, acquisition, and development of park, recreation, and open space lands, primarily at the community level. **They should be interpreted according to the particular situation to which they are applied and specific local needs. Thus, even if the Town exceeds these guidelines, the ultimate demand is determined by the number of users and the degree to which there are waiting lists or scheduling pressures associated with certain facilities.** Therefore, it is recommended that future decision-making regarding specific recreational development needs of the community should be informed beyond set standards through additional information and level of service analyses. The guidelines relating to the parks, open spaces, and pathways found or potentially planned in Middletown are outlined in the Table R-5 NRPA Parks and Open Space Classifications below.

TABLE R-5: NRPA PARKS AND OPEN SPACE CLASSIFICATIONS (1995)			
Parks, Open Space, and Pathways Classification Table			
<i>Parks and Open Space Classifications</i>			
<i>Classification</i>	<i>General Description</i>	<i>Location</i>	<i>Size Criteria</i>
<i>Mini-Park</i>	Used to address limited, isolated or unique recreational needs	Less ¼ mile distance in residential setting	Between 2500 sq. ft. and one acre in size
<i>Neighborhood Park</i>	Neighborhood park remains the basic unit of the park system and serves as the recreational and social focus of the neighborhood. Focus is on informal activity and passive recreation	¼ mile to ½ mile distance and uninterrupted by non-residential roads and other physical barriers	5 acres is considered minimum size. 5 to 10 acres is optimal
<i>School Park</i>	Depending on circumstances, combining parks with school sites can fulfill the space requirements for other classes of parks, such as neighborhood, community, sports complex, and special use	Determined by location of school district property	Variable depends on function
<i>Community Park</i>	Serves broader purpose than neighborhood park. Focus is on meeting community-based recreation needs, as well as preserving unique landscapes and	Determined by the quality and suitability of the site. Usually serves two or more neighborhoods within a ½ to 3 mile distance	As needed to accommodate desired uses. Usually between 30 and 50 acres

IV. Recreation, Conservation & Open Space

	open spaces		
<i>Large Urban Park</i>	Large urban parks serve a broader purpose than community parks and are used when community and neighborhood parks are not adequate to serve the needs of the community. Focus is on meeting community-based recreational needs as well as preserving unique landscapes and open spaces	Determined by the quality and suitability of the site. Usually serves the entire community.	As needed to accommodate desired uses. Usually a minimum of 50 acres with 75 or more acres being optimal
<i>Natural Resource Areas</i>	Lands set aside for preservation of significant natural resources, remnant landscapes, open space and visual aesthetics or buffering.	Resource availability and opportunity	Variable
<i>Greenways</i>	Effectively tie the park system components together to form a continuous park environment.	Resource availability and opportunity	Variable
<i>Sports Complex</i>	Consolidates heavily programmed athletic fields and associated facilities to larger and fewer sites strategically located throughout the community	Strategically located community-wide facilities	Determined by projected demand usually a minimum of 25 acres with 40 to 80 acres being optimal
<i>Special Use Park</i>	Covers a broad range of parks and recreation facilities oriented toward single-purpose use	Variable – dependent on specific use	Variable
<i>Private Park/Recreation Facility</i>	Parks and recreational facilities that are privately owned yet contribute to the public park and recreation system	Variable – dependent on specific use	Variable

Pathway Classifications

<i>Classification</i>	<i>General Description</i>	<i>Description of Each Type</i>
<i>Park Trail</i>	Multi-purpose trails located within greenways, parks and natural resource areas. Focus is on recreational value and harmony with the natural environment.	Type I: Separate/single-purpose hard-surfaced trails for pedestrians or bicyclists/in-line skates.
		Type II: Multipurpose hard-surfaced trails for pedestrians and bicyclists/in-line skaters.
		Type III: Nature trails for pedestrians, which may use either hard or soft surfaces.
<i>Connector Trails</i>	Multipurpose trails that emphasize safe travel for pedestrians to and from parks and around the community. Focus is as much on transportation as it is on recreation	Type I: Separate/single-purpose hard-surfaced trails for pedestrians or bicyclists/in-line skates located in independent Rights-of-ways (ROWs) e.g., old railroad ROW.

		Type II: Separate/single-purpose hard-surfaced trails for pedestrians or bicyclists/in-line skates. Typically, located within road ROW.
<i>All-Terrain Bike Trail</i>	Off-road trail for all terrain (mountain) bikes	Single-purpose loop trails usually located in larger parks and natural resource areas.
<i>Cross-Country Ski Trail</i>	Trails developed for traditional and skate-style cross-country skiing	Loop trails usually located in larger parks and natural resource areas.

Source: National Recreation and Parks Association

Although Middletown has substantial open space and park land set aside, it is important to note that the Town has relatively few developed parks to serve community needs for its current and projected population. Based on the Town’s current population of 16,150, the Town would need at least 20 acres of playgrounds. The Town falls short of the facility guidelines in some cases, most notably with playgrounds and tot lots (neighborhood or mini parks), since there are seven playgrounds and no tot lots that are accessible to the Town’s population on a full-time basis. These playgrounds, many of which are located at or near school facilities, occupy over 35 acres of land, but this includes associated fields and other site amenities.

Several parks could be considered neighborhood parks, such as Paradise Valley (albeit slightly larger than the NRPA criterion), Albro Woods, Howland Park, and Demery Memorial Park. Additionally, a number of the parks are dominated by the playing fields located within it, and as a result, the park does not function as a true neighborhood or community park with a broader mix of active and passive activities.

The Town may have in excess of the fifty total acres of what could be classified as neighborhood parks, but individually they tend to be less than 25 acres in size. Some of the parks classified as neighborhood parks are located beyond the ¼ to ½ mile NRPA recommended distance from a residential area. Middletown does not appear to have any park and recreation areas that meet or exceed the size criteria for community and large urban parks because there are no developed large parks that are at least 100 acres in size.

The beaches are considered to be among the most valued open spaces in Middletown based upon the public input received and the volume of visitors during the summer months. The parking lots frequently fill, although visitors tend to come in two “shifts”. The lots may fill in the late morning on weekends and holidays, but as the early arrivals depart, spaces become available for those that prefer the afternoon. The parcels that comprise Second/Sachuest Beach, Surfers End, and Third Beach occupy over 50 acres and include the parking areas, campground, play areas, and facilities. There is a boat ramp at Third Beach, the only one in Middletown. The beaches also provide a substantial revenue source for the Town through the sale of beach stickers and

concessions. However, major improvements to the facilities will require additional appropriations.

As mentioned above, the Sakonnet Greenway Trail is the largest free public nature trail in Middletown and it is a substantial resource for the Town. It is used for pedestrians and limited equestrian use. All-terrain bicycles are not allowed on this trail. There are no single or multi-purpose trails in Middletown that can be used by cyclists or in-line skaters and the general lack of connector trails between parks has been cited by various stakeholders as a deficiency and a possible safety issue.

Table R-6 NRPA Playing Field Guidelines refers more specifically to playing field guidelines as developed by the NRPA and Table R-7 compares the number of these facilities in Middletown with the NRPA guidelines.

TABLE R-6: NRPA PLAYING FIELD GUIDELINES				
ACTIVITY/ FACILITY	RECOMMENDED SPACE REQUIREMENTS	NO. OF UNITS PER POPULATION	SERVICE RADIUS	LOCATION NOTES
Basketball				
Youth	2400-3036 sq. ft.	1 per 5000	¼ - ½ mile	Outdoor courts in neighborhood and community parks, plus active recreation areas in other park settings.
High School	5040-7280 sq. ft.			
Collegiate	5600-7980 sq. ft.			
Tennis	Minimum of 7,200 sq. ft. single court (2 acres for complex)	1 court per 2000	¼- ½ mile	Best in batteries of 2-4. Located in neighborhood/community park or adjacent to school
Baseball				
Official	3.0-3.85 A minimum	1 per 5000; Lighted 1 per 30,000	¼ - ½ mile	Part of neighborhood complex. Lighted fields part of community complex.
Little League	1.2 A minimum			
Field Hockey	1.5 A minimum	1 per 20,000	15-30 minutes travel time	Usually part of baseball, football, soccer complex in community park or adjacent to high school.
Football	1.5 A minimum	1 per 20,000	15-30 minutes travel time	Same as field hockey.
Soccer	1.7 – 2.1 A	1 per 10,000	1-2 miles	Number of units depends on popularity. Youth soccer on smaller fields adjacent to schools or neighborhood parks.
¼ Mile Running Track	4.3 A	1 per 20,000	15-30 minutes travel time	Usually part of high school, or in community park complex in combination with football, soccer, etc.
Softball	1.5 to 2.0 A	1 per 5,000 (if also used for youth baseball)	¼ - ½ mile	Slight differences in dimensions for 16" slow pitch. May also be used for youth baseball.

IV. Recreation, Conservation & Open Space

Multiple Recreation Court (basketball, volleyball, tennis)	9, 840 sq. ft.	1 per 10,000	1-2 miles	
Trails	N/A	1 system per region	N/A	
Swimming Pools	Varies on size of pool and amenities. Usually ½ to 2 A site.	1 per 20,000	15 to 30 minutes travel time	Pools for general community use should be planned for teaching, competitive and recreational purposes with enough depth (3.4 m) to accommodate 1 m and 3 m diving boards. Located in community park or school site.
		(Pools should accommodate 3-5% of total population at a time.)		
<i>Source: Lancaster, R.A. (Ed.). (1990). Recreation, Park, and Open Space Standards and Guidelines. Ashburn, VA: National Recreation and Park Association.</i>				

TABLE R-7: MIDDLETOWN COMPARED TO NRPA PLAYING FIELD GUIDELINES		
<i>ACTIVITY/FACILITY</i>	<i>MIDDLETOWN</i>	<i>NRPA GUIDELINES</i>
Tee-ball	2	n/a
Baseball/Softball	9	4 baseball/4 softball
Basketball	6	4
Tennis	5	8
Football	1	1
Soccer	5	2
Running track	1	1
Field hockey	0	1
Multiple recreation courts (basketball, tennis, volleyball)	0	2
Swimming pool	0	1

Although baseball and softball fields seem adequate pursuant to the NRPA guidelines, and Middletown has more soccer fields than recommended by both the RI and NRPA standards, there is high demand locally for these three sports that outstrips the supply of field availability. Local demand should determine future decision-making regarding the number of fields needed. Although individual leagues may not have specific problems with field availability, there are some groups that have to compete to use the same facility. Given the number of teams/participants that require fields, the priority use by the School Department on its facilities, and the need to rework schedules after weather related cancellations, the Town should establish standards that specifically apply to Middletown’s needs. Moreover, a related issue is that when demand is high, the condition of the fields deteriorate over time, especially when maintenance efforts are under resourced.

Based on these guidelines, the Town will also need more tennis courts. Field hockey could potentially be played on existing multi-use fields although it was noted that they

already serve various functions, including as practice fields, and there is competition for the use of those fields. Although the Town has the extensive beach resources, a public swimming pool if located indoors could provide year-round swimming opportunities for all residents (the town does have a YMCA).

Facility Maintenance

NRPA has identified different levels of maintenance for park and recreation facilities with Level 1 being the state-of-the-art program applied to a high quality landscape setting and Level 5 being a minimum level program where severe budget restrictions are in effect (Level 6 – no maintenance – is for undeveloped natural areas with no maintenance except for safety concerns). Middletown is at Level 3 (moderate-level maintenance) which reflects the degree of activity at the various facilities along with the recognition that some budget restrictions prevent higher levels of maintenance. In some respects, Middletown exceeds the moderate-level maintenance protocol (i.e. more frequent fertilization of fields and overseeding of fields). Field mowing occurs at a rate that is considered typical for this level of maintenance.

Maintenance duties in Middletown are split between the School Department for its facilities (approximately 60 acres at seven school properties) and the Department of Public Works (DPW) for all town-owned property other than the schools. The School Department has established a schedule for field maintenance that begins with soil testing in March and continues through a winterizing fertilization in late November/early December. It includes five applications of fertilizer throughout the year and overseeding in April and September/October. In addition to mowing and seeding the fields, the School Department sweeps the football field, which is an artificial turf field, every two weeks and grooms it every seven weeks.

On School Department properties, much of the grass cutting and field maintenance is done by the School Department, although the DPW assists in some maintenance efforts. The School Department has two full-time year-round maintenance staff positions. The School Department estimates that it manages approximately 22 acres per week per full time employee. This is in the middle of the range identified by NRPA for communities of a size similar to Middletown in their 2009 Operating Ratio Report. DPW has established a property maintenance program that specifically outlines what generally needs to be accomplished at each facility every month (focusing on mowing and general landscaping). In addition to mowing and field maintenance, it includes a schedule for trash removal, irrigation of the facilities, and arranging for port-a-john maintenance. This allows the Department to determine how to allocate its staff in the summer. Staffing requirements are based on the actual time spent on each activity and are assigned accordingly.

A number of the league programs that utilize the fields also participate in the maintenance of the fields– usually thousands of dollars per year. Examples include the

lining/stripping of fields, making repairs after rainfall on poorly drained fields, as well as building and maintaining storage sheds and concessions. The Middletown Youth Soccer Club even replaces the turf every fall. Some programs purchase playing and maintenance equipment for use by their participants.

A recently added feature to the town website is the ability to place a service request to address a maintenance problem.

New Facility Costs

The costs associated with the designing and construction of new recreational facilities can be significant and typically must be considered over multiple years to be accommodated by the municipal capital improvement planning process. It is difficult to determine precisely how much a given facility may cost the Town of Middletown as it seeks to implement the recommendations of the RCOS Plan. There are a number of variables that need to be factored into an estimate that could impact the ultimate cost of a field or playground. These variables include:

- Site considerations such as environmental constraints, soils, topography, the presence of ledge and other factors that may affect the cost of site preparation
- The presence of hazardous materials that may require remediation
- Drainage requirements for the fields
- Stormwater management
- Parking, including the manner in which it is constructed
- Furthermore, there are a number of options to consider when designing and constructing a new facility such as:
 - The type of surface material used (i.e. artificial vs. grass turf for playing fields, playground protective surfaces, asphalt vs. cushioned tennis court, etc.)
 - The extent of accessory structures and amenities included with the facility such as dugouts, bleachers, lighting, concessions, scoreboards, type of playground equipment, etc.

An additional consideration when designing a facility is the short- and long-term maintenance costs. For example, an asphalt tennis court is relatively low maintenance, but a clay or grass court requires regular maintenance.

With those considerations in mind, the following is an estimated range of costs for different types of recreational facilities. These 2010 estimates are for construction only and do not include site acquisition and design expenses.

- SOFTBALL/BASEBALL FIELDS: \$150,000 - \$250,000 PER FIELD
- TENNIS AND BASKETBALL COURTS: \$20,000 - \$40,000 PER COURT
- SOCCER/MULTI-PURPOSE FIELDS: \$150,000 - \$300,000 PER FIELD
- SWIMMING POOL: \$250,000 - \$500,000
- PLAYGROUND: \$80,000 - \$125,000

RECOMMENDATIONS FROM THE MIDDLETOWN RECREATION, CONSERVATION, AND OPEN SPACE MASTER PLAN

Based upon a review of the Middletown open space and recreation resources and conditions, an analysis of all the available data and information from Middletown departments and committees, field observations, data on facility usage, facility standards, existing concept plans, and the public and stakeholder input received during the planning process, the following needs and recommendations were identified in the Recreation, Conservation, and Open Space Master Plan.

NEW BALLFIELDS. To meet existing demand, the Town should add an additional three baseball/softball fields, perhaps by creating fields that can serve both Little League and adult leagues. Not including the tee-ball fields, the Town has nine baseball or softball fields that are used by multiple user groups including the Middletown Little League, the schools, and other leagues. The men's softball league plays on Pottsey Field at the West Main Recreation Complex, which is a less than ideal location given its proximity to a major roadway and the orientation of the field. It is recommended that this field be relocated. An additional soccer field should be considered in the future as well. At least some of the additional fields should be lighted to extend the length of field availability.

One option to consider is a consolidated field complex which has the advantage of simplifying maintenance. However, these facilities would be large and could impact nearby residents, so it will be important to find a suitable site that allows for mitigation of those impacts. Moreover, such a centralized complex would preclude the creation of a more neighborhood-based park and recreation program.

PRACTICE FIELDS. More practice fields should be provided for soccer and lacrosse in particular in order to reduce conflicts with other uses. Using soccer fields for both practice and organized matches reduces the amount of available time for either activity. Additionally, it further strains the ability of the field to recover between uses, thereby increasing maintenance concerns.

INDOOR GYM/FIELD HOUSE. Between the use of the gyms for a variety of school related activities and community-based league programs, an additional gym or field

house with a swimming pool should be considered in the future. Middletown residents use “The Hut” in Newport and if one were to be established in Middletown, it would provide additional space and resources to minimize scheduling conflicts and would provide more up to date facilities. Given the population of Aquidneck Island, a public swimming pool would be a valuable addition to the recreational options for area residents (NRPA recommends one swimming pool per 20,000 people). Such a facility could also include other non-sports related activities and programs for children after school and on weekends. The YMCA and Newport Athletic Club, both in Middletown, provide access to indoor pools through membership. The Town should determine if the need is being met by these facilities prior to developing its own indoor pool facility.

WEST MAIN RECREATION COMPLEX. The West Main Recreation Complex is in a location that is poorly situated for recreational uses due to traffic and the proximity of a major roadway and housing. This area is potentially better suited for a mix of housing, commercial, and institutional uses that are typical of a village center. A planning study (West Main/Coddington Development Center Master Plan) is underway which encompasses the area in the vicinity of the intersections of Coddington Highway and West Main Road including the recreation complex, the public library, the recently closed Kennedy Elementary School, and a three-acre parcel of Navy land expected to be declared surplus. The Navy parcel, site of the former Navy Lodge, will be disposed of through the Base Realignment and Closure (BRAC) process. The West Main Road Recreation Complex is likely to be redeveloped. The displaced recreation facilities must be accommodated elsewhere in town due to restrictions imposed when the town acquired the land from the federal government.

POSSIBLE LOCATIONS FOR NEW RECREATIONAL FACILITIES. The Town should evaluate its properties and identify parcels appropriate for recreational development to meet the needs of the community, including the anticipated relocation of the facilities at the West Main Road recreation complex to a more suitable location.

KEMPENAAR VALLEY. The Kempenaar Valley property is a key piece of potential open space land. Middletown purchased the property in March of 2004 using local bond appropriations, Rhode Island Open Space and Recreation Grants from the RIDEM, funds from ALT, and appropriations from the RI Water Resources Board through the City of Newport. A Management Plan for the property was prepared by The Louis Berger Group, Inc. in 2004.

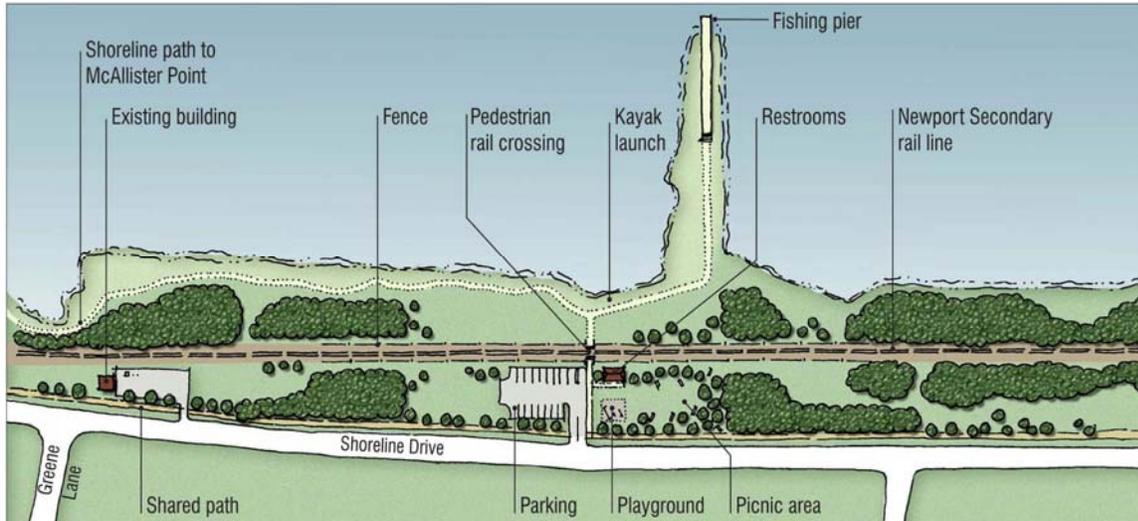
Of the total 46 acres, the Town has set aside approximately 21 acres for use as open space for conservation purposes. Some of this land would be preserved for wildlife habitat and water resource protection. Educational activities consistent with that purpose, including potential trails, will be allowed. Approximately 12.5 acres is reserved by the Kempenaar family for agriculture until they are no longer willing or able to maintain that activity. When that life tenancy ends, a portion of this area may be used for meadow habitat, public trails, education, passive recreation, and/or

agricultural use if consistent with the subject conservation easements and the Management Plan.

The Management Plan outlines best management practices for water use, fertilizer application and sediment and erosion control during construction of the recreational facilities. The goal is to ensure long-term habitat and water resource preservation in conjunction with other passive recreation activities on the property. The development of playing fields is not feasible due to slope and grading requirements. Thus, upon completion of required hazardous waste remediation of the site, the Town should move forward with both the conservation and passive recreation aspects of the Management Plan.

UNDERSERVED NEIGHBORHOODS. The Town should seek opportunities to acquire land for multi-purpose fields in neighborhoods with limited access to recreational opportunities and those that are lacking in open space resources.

ACCESS TO NARRAGANSETT BAY. Narragansett Bay is known for its sailing, boating and recreational appeal, but the residents of Middletown currently have no public access to this valuable amenity. When land is made available by the U.S. Navy, the Town should implement the development of the Greene Lane Park at Midway Fishing Pier (a concept plan for the proposed park was endorsed in November 2007 by the Town Council). The 5.64 acre Navy property is currently located on an unpaved parking lot between Burma Road and the Newport Secondary rail line and includes approximately 6,100 feet of shoreline. The park would create a multi-use recreational destination point for residents and visitors alike, offering numerous outdoor and waterfront activities including fishing, kayaking, access for small boats, biking on the proposed new shoreline bike path, picnicking, a children's playground and hiking trails along the shoreline.



Greene Lane Park at Midway Fishing Pier Concept Plan

PARTNERSHIPS. New facilities at Gaudet Middle School were developed through a public/private partnership between the town and Salve Regina University. This relationship should be fostered so that similar projects can be implemented that provide high quality athletic facilities available for use by Salve, town/school athletics, and private leagues. This type of partnership offers a “win-win” scenario for both parties as the university has more financial resources and the town has land.

MAINTENANCE MANAGEMENT. Management plans or Best Practices plans should be developed for each major town-owned facility. In addition to planning for the routine maintenance of the facility and grounds, long-term capital needs and repairs can be identified and scheduled. This should be a joint effort between DPW and the School Department.

Maintenance/Best Practices plans should be prepared that establish standards designed to achieve specific results. A number of municipal governments have instituted such standards to include the following:

- THE CONDITION OF EACH FACILITY AFTER SATISFACTORY COMPLETION OF ROUTINE MAINTENANCE WORK
- THE TASKS REQUIRED TO ACHIEVE THAT RESULT
- THE PROCEDURES FOR COMPLETION OF THOSE TASKS
- THE TIME NECESSARY TO COMPLETE A PARTICULAR TASK, AS WELL AS FREQUENCY (WHICH IS COVERED IN THE DPW PROPERTY MAINTENANCE PROGRAM)

- THE RESOURCES REQUIRED TO MEET THE STANDARD
- THE EQUIPMENT NEEDED TO COMPLETE THE TASK
- THE MATERIALS AND SUPPLIES NEEDED TO COMPLETE THE TASK

A cooperative arrangement between the Town and the various leagues and sports associations will enhance this effort. This would create a shared understanding of what it takes to accomplish certain tasks, how to ascertain staffing needs, how to identify specific needs, and how to rectify any deficiencies. It would also be useful to track the costs involved with the various items in the maintenance plan so that long-range projections could be made for allocating staff and fiscal resources.

Similar to the efforts undertaken by the various leagues to maintain the fields they use, the Town should encourage the creation of “friends of” groups to provide stewardship of other parks. These groups can help to sponsor cleanups and similar activities, as well as flag issues that the Town may need to address but may not be aware of.

MEET ADA REQUIREMENTS. New facilities are required to meet the accessibility standards of the Americans with Disabilities Act (ADA). Upgrades to existing facilities should include an assessment as to ADA compliance and a timetable to make the necessary improvements.

INVENTORY PLAYGROUND EQUIPMENT. Playground equipment generally has a life expectancy of fifteen years when used under normal conditions. If playgrounds are heavily used or if the equipment is routinely used by children that are older than for which it was designed, that lifetime may be shorter. The Town should inventory playground equipment and the dates of installation to determine when equipment replacement may be necessary.

PROVIDE SAFE ACCESS. Better defined walkways between facilities and fields, particularly at the school complexes would provide safer access to the fields. A good example is the need for a better connection between the high school fields and the ones at Gaudet Middle School. The Town submitted an application for a Safe Routes to School grant in early 2010 for the The Gaudet Middle School: Connector Paths Project. It seeks to connect a number of town facilities, recreational spaces, and neighborhoods. The major infrastructure improvement of this project is the development of a multi-use path that will better connect adjacent neighborhoods and student populations to the Gaudet Middle School and Gaudet Learning Academy. The trail would primarily be off-street, passing through public school grounds, town facilities, and preserved open space. It would link the schools with recreational and open space lands and provide the requisite recreational and health benefits.

EXPAND PARADISE VALLEY PARK. The Town should explore the options for developing the RI Diocese land adjacent to Paradise Valley Park in order to expand the

park and create additional walking trails, picnicking areas, and/or a playground for small children.

CONTINUE COOPERATIVE RELATIONSHIP WITH THE AQUIDNECK LAND TRUST. ALT and the Town have worked cooperatively for a number of years and some of the properties conserved by ALT are used by the Town for a variety of open space and recreation purposes.

ESTABLISH CENTRALIZED FIELD SCHEDULING/PERMITTING. Given the complexity of scheduling for the use of all the fields and facilities, the Town should charge a central entity with responsibility for scheduling and permitting field and gym use, including non-league community users. Information regarding the scheduling and permitting (including a calendar) for fields should be more prominently displayed on the Town's website.

IMPROVE SECOND/SACHUSET BEACH PAVILION. The Recreation, Conservation, and Open Space Plan recommended the town begin design for a new facility at Second/Sachuest Beach. The current building does not have enough office space, the first aid station is inadequate, and the locker room is in a deteriorated state. Storage containers occupy valuable parking spaces that reduce potential parking revenue. The concession area is not considered to be an inviting space and provides no shade.

One option considered by the town was a proposed \$7.5 million facility to be located where the current building stands. In addition to serving as the beach pavilion, the new building was to include a 125 – 150 person capacity multi-purpose room to be used for meetings and events such as weddings. In 2011, the town completed the Sachuest Town Beach Event Center Business Plan which concluded that including the proposed meeting space in the pavilion facility would not be economically feasible. Anticipated revenue from use of the meeting space would not be sufficient to cover the cost of construction and operation of the space. Construction of the meeting space will not be pursued.

In 2012, the Town Council established a Beach Facility Advisory Committee to study and report back about matters related to the potential renovation and/or replacement of the Sachuest Beach building. It is anticipated that this committee will produce a final report that will include recommendations regarding the improvements to the current facility and current operations at the beach. The town is currently considering renovation and expansion of the existing facility rather than building a new beach facility.

ESTABLISH COMMUNITY GARDENS. Community gardens strengthen community bonds, provide food, and create recreational and therapeutic opportunities for a community. They can also promote nutrition, environmental awareness and provide community education. The Town has a number of parcels preserved as agricultural land. Opportunities to create community gardens through partnership programs on these parcels should be explored.

ENHANCE WAYFINDING. The Town should create a wayfinding program for the parks and open spaces through a new uniform-styled sign that identifies places that are frequently visited.

MONITOR GRANT PROGRAMS. The Rhode Island Department of Environmental Management has offered opportunities for grants to cities and towns for open space, parks and recreation. The Town should continue to monitor RIDEM's grant programs and others to determine eligibility for recreation projects or open space acquisition/preservation.

RECREATION, CONSERVATION & OPEN SPACE – Goals, Policies, & Action Items			
GOAL R-I: Provide new recreational facilities to ensure that the Town meets the ongoing recreation needs of the community			
Policies	Action Items	Responsible Department	Timeframe
R-I.A. Develop, implement, and manage a plan designed to fulfill the needs of the community	R-I.A.1. Implement the recreation plan and update as necessary	Town Administrator; Open Space and Fields Committee; Planning Board	Ongoing
R-I.B. Look for opportunities to establish parks and open spaces accessible to all neighborhoods	R-1.B.1. Seek funding and develop town-owned properties that have been acquired for recreational use as needed	Town Council; Open Space and Fields Committee; Planning Department	Ongoing
	R-1.B.2. Identify and design potential sites for new playing and practice fields	Planning Department; Open Space and Fields Committee	Short-term (1-2 years)
	R-1.B.3. Consider relocating the West Main Road Recreation Complex	Town Council; Open Space and Fields Committee	Short-term (1-2 years)
	R-1.B.4. Develop concept plan for new gym/field house possibly with swimming pool considering current facilities available	Planning Department; Open Space and Fields Committee	Long-term (6-10+ years)

GOAL R-II: Maintain and improve recreational facilities to meet needs identified during the planning process			
Policies	Action Items	Responsible Department	Timeframe
R-II.A. Continue to identify key maintenance and improvement needs in Town recreational facilities	R-II.A.1. Explore coordination of maintenance efforts between School Department and Public Works	Public Works; School Department	Short-term (1-2 years)
	R-II.A.2. Develop management plans for town properties, including maintenance standards for facilities and staff	Public Works; School Department	Short-term (1-2 years)
	R-II.A.3. Encourage stewardship through “friends of” groups and continue to work with leagues to enhance maintenance efforts	Public Works; School Department	Ongoing
R-II.B. Administer an active and efficient recreation facilities maintenance program	R-II.B.1. Increase resources for maintenance activities if management plans demonstrate need and as budget allows	Public Works; School Department	Medium-term (3-5 years)
	R-II.B.2. Establish an efficient and accessible scheduling and permitting system for field use	Public Works; School Department	Short-term (1-2 years)
	R-II.B.3. Improve access to town facilities for persons with disabilities.	Public Works; School Department	Medium-term (3-5 years)
	R-II.B.4. Monitor availability of grant funds	Planning Department	Ongoing

GOAL R-III: Acquire additional open space as appropriate for conservation and passive recreation			
Policies	Action Items	Responsible Department	Timeframe
R-III.A. Expand the inventory of preserved open space and natural resources that are beneficial to cultural, civic and environmental values	R-III.A.1. Using the Open Space Acquisition Policy criteria, identify potential sites for acquisition	Open Space and Fields Committee; Planning Department	Ongoing
	R-III.A.2. Work in collaboration with partners to leverage acquisition efforts	Town Council; Open Space and Fields Committee; Planning Department	Ongoing
R-III.B. Work towards providing additional connections between open space parcels to create an integrated network of green corridors	R-III.B.1. Review status of existing open spaces to find opportunities to provide connections between them, including strategic acquisitions	Planning Department; Open Space and Fields Committee	Short-term (1-2 years)
R-III.C. Provide opportunities for community gardens	R-III.C.1. Support efforts to establish community gardens on appropriate town properties	Open Space and Fields Committee	Medium-term (3-5 years)
GOAL R-IV: Properly manage and maintain town-owned conservation and passive recreation land			
Policies	Action Items	Responsible Department	Timeframe
R-IV.A. Develop a formal framework for conservation-oriented land management plans	R-IV.A.1. Prepare management plans for key open space parcels	Open Space and Fields Committee; Planning Department	Medium-term (3-5 years)
R-IV.B. Increase public awareness and community stewardship of the Town's recreation and open space facilities	R-IV.B.1. Provide maps and wayfinding signs for open space and recreation parcels; publicize on Town website	Planning Department; Open Space and Fields Committee	Short-term (1-2 years)
	R-IV.B.2. Establish a site steward policy and program	Open Space and Fields Committee	Short-term (1-2 years)

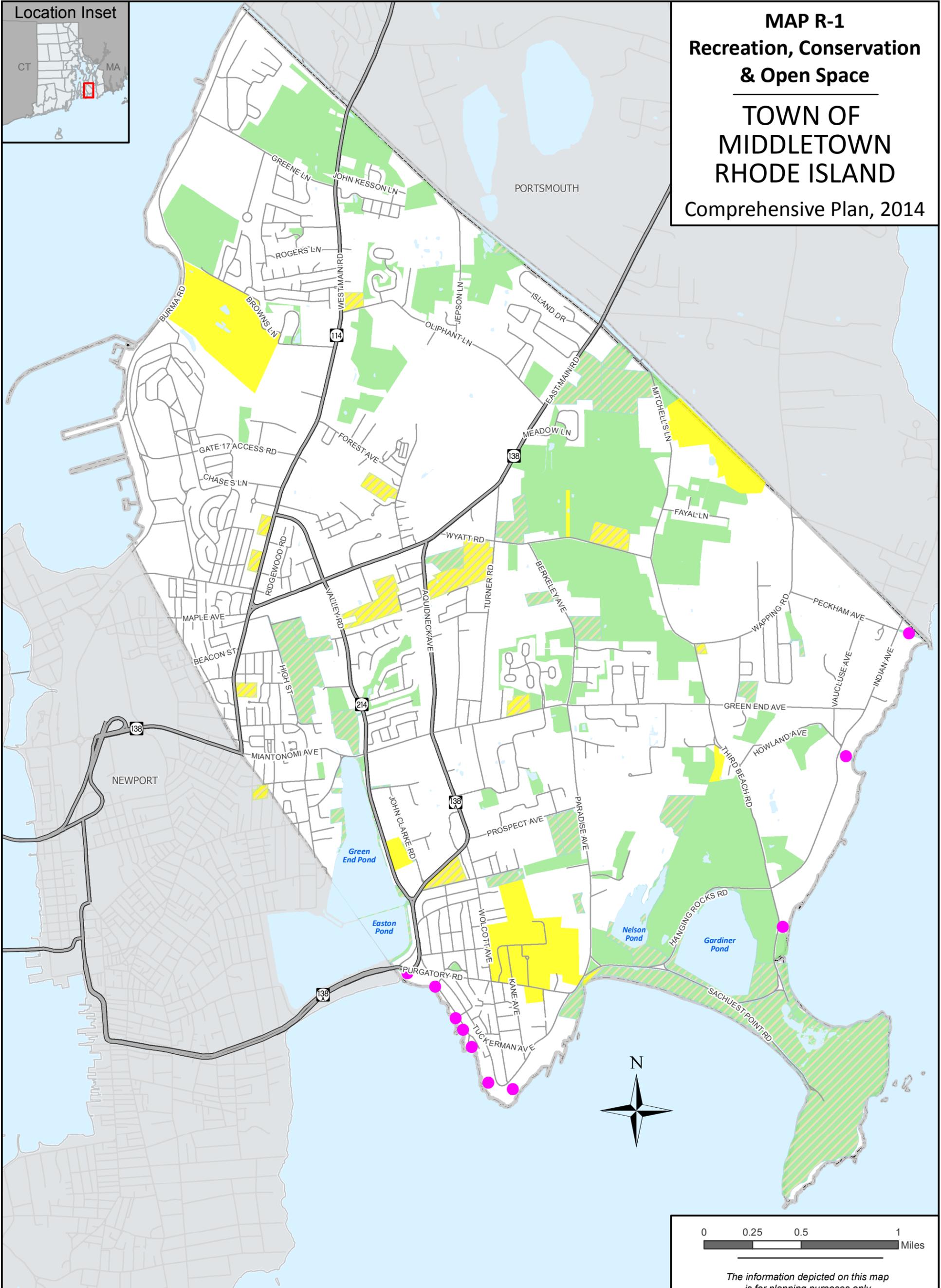
GOAL R-V: Support expanded access to water based recreational opportunities through maintenance of existing facilities and, where appropriate, expansion of facilities			
Policies	Action Items	Responsible Department	Timeframe
R-V.A. Acquire and develop key parcels and sites for west side access for boating, fishing, and passive activities	R-V.A.1. Implement Greene Lane Park concept plan	Town Council; Planning Department	Long-term (6-10+ years)
R-V.B. Preserve Third Beach by maintaining the current facilities and level of use	R-V.B.1. Formalize beach management plan	Beach Commission; Public Works	Short-term (1-2 years)
	R-V.B.2. Make improvements to existing beach facilities as necessary	Town Council; Beach Commission; Public Works	Ongoing
	R-V.B.3. Provide quality facilities, amenities and programs for user enjoyment	Town Council; Beach Commission; Public Works	Ongoing
R-V.C. Support public access to the shore	R-V.C.1. Recognize and publicize public rights of way and commons to the shore	Public Works; Volunteers	Ongoing

GOAL R-VI: Expand and enhance the trail system in Middletown			
Policies	Action Items	Responsible Department	Timeframe
R-VI.A. Work to expand and connect trail network	R-VI.A.1. Support expansion and enhancement of trails in conservation lands and the network between properties	Planning Department; Open Space and Fields Committee	Ongoing
R-VI.B. Look for opportunities to establish multi-use trails and bike lanes to connect neighborhoods to the Town's open space and recreational resources	R-VI.B.1. Support development of Shoreline Drive /Burma Road multi-use path	Town Council; Planning Board; Open Space and Fields Committee	Long-term (6-10+ years)
	R-VI.B.2. Promote the use of the Blue Trail and kayak and small boat launch locations, shoreline destinations, and facilities along the West Side	Planning Department; Open Space and Fields Committee	Ongoing
	R-VI.B.3. Look for opportunities to provide better pedestrian connections between park facilities	Planning Department; Open Space and Fields Committee; School Department	Ongoing
	R-VI.B.4. Incorporate bike lanes into future road improvements when feasible	Planning Board; Public Works; Engineering	Ongoing
GOAL R-VII: Promote active and healthy lifestyles in Middletown			
Policies	Action Items	Responsible Department	Timeframe
R-VII.A. Promote recreation programs that are accessible to residents of all ages	R-VII.A.1. Conduct a community health needs analysis and partner with appropriate organizations to meet those needs	Recreation; School Department	Ongoing
	R-VII.A.2. Work with leagues and similar entities to educate residents about leading healthy lifestyles and to promote organized programs for people of all ages	Recreation; School Department	Ongoing

GOAL R-VI: Expand and enhance the trail system in Middletown			
Policies	Action Items	Responsible Department	Timeframe
R-VI.A. Work to expand and connect trail network	R-VI.A.1. Support expansion and enhancement of trails in conservation lands and the network between properties	Planning Department; Open Space and Fields Committee	Ongoing
R-VI.B. Look for opportunities to establish multi-use trails and bike lanes to connect neighborhoods to the Town's open space and recreational resources	R-VI.B.1. Support development of Shoreline Drive /Burma Road multi-use path	Town Council; Planning Board; Open Space and Fields Committee	Long-term (6-10+ years)
	R-VI.B.2. Promote the use of the Blue Trail and kayak and small boat launch locations, shoreline destinations, and facilities along the West Side	Planning Department; Open Space and Fields Committee	Ongoing
	R-VI.B.3. Look for opportunities to provide better pedestrian connections between park facilities	Planning Department; Open Space and Fields Committee; School Department	Ongoing
	R-VI.B.4. Incorporate bike lanes into future road improvements when feasible	Planning Board; Public Works; Engineering	Ongoing
GOAL R-VII: Promote active and healthy lifestyles in Middletown			
Policies	Action Items	Responsible Department	Timeframe
R-VII.A. Promote recreation programs that are accessible to residents of all ages	R-VII.A.1. Conduct a community health needs analysis and partner with appropriate organizations to meet those needs	Recreation; School Department	Ongoing
	R-VII.A.2. Work with leagues and similar entities to educate residents about leading healthy lifestyles and to promote organized programs for people of all ages	Recreation; School Department	Ongoing



MAP R-1
Recreation, Conservation
& Open Space
TOWN OF
MIDDLETOWN
RHODE ISLAND
 Comprehensive Plan, 2014



Map Legend

- Active Recreation or Open Space
- Passive Recreation or Open Space
- Publicly Owned Recreation or Open Space
- CRMC Right of Way to the Shore



The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.

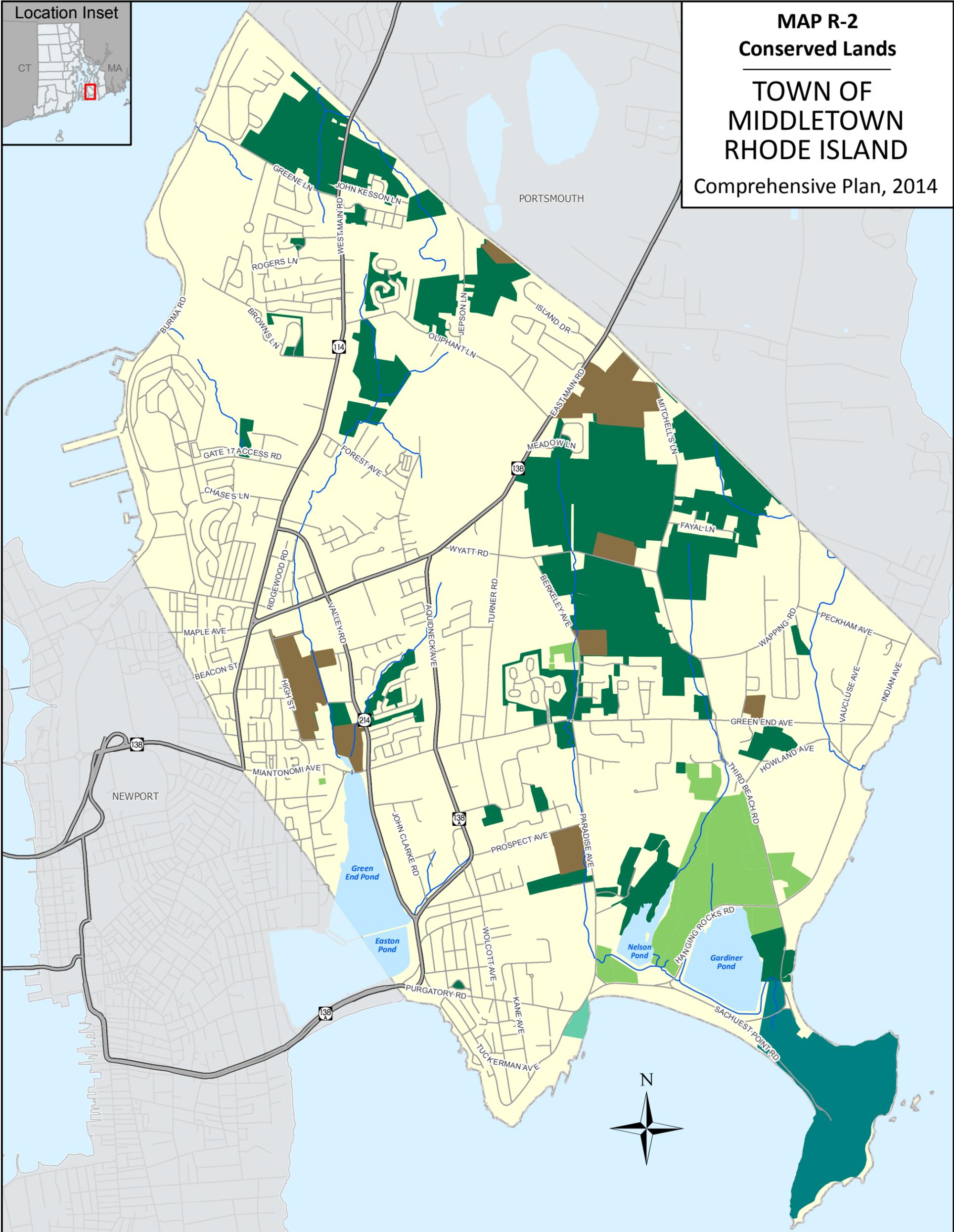


RIGIS

Town of Middletown, A.R.,
 May 5, 2014



MAP R-2
Conserved Lands
TOWN OF
MIDDLETOWN
RHODE ISLAND
 Comprehensive Plan, 2014



Map Legend

- Conserved Land (Federally Owned)
- Conserved Land (State Owned)
- Conserved Land (Municipally Owned)
- Conserved Land with Easement (Privately Owned)
- Conserved Land with Deed Restriction (Privately Owned)

0 0.25 0.5 1 Miles

The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses. Sources: Aquidneck Land Trust. Aquidneck Island's Conserved Lands Mapping Project. 2012; Aquidneck Land Trust. Conserved Lands by ALT. January 2015; Town of Middletown GIS; RIGIS

February 5, 2015




V. ECONOMIC DEVELOPMENT



2014

Middletown, Rhode Island Comprehensive Community Plan

MIDDLETOWN WILL SUPPORT LONG TERM ECONOMIC DEVELOPMENT OPPORTUNITIES AND JOB CREATION, EDUCATION AND TRAINING OF THE WORKFORCE, A POSITIVE BUSINESS ENVIRONMENT, AND THE LONG TERM VIABILITY OF AGRICULTURAL BUSINESSES.

V. ECONOMIC DEVELOPMENT

MIDDLETOWN, RHODE ISLAND COMPREHENSIVE COMMUNITY PLAN

Supporting Documents

- A Vision for Rhode Island Agriculture: Five Year Strategic Plan, Rhode Island Agricultural Partnership, May 2011.
- Aquidneck Corporate Park Improvement Plan, Maguire Group for Town of Middletown and Newport County Chamber of Commerce, May 2004. The Competitive Edge – Recommendations for Enhancing Middletown’s Economic Climate, The Mayforth Group for Town of Middletown, 2007.
- Atlantic Beach District Master Plan, Maguire Group Inc. & Gates, Leighton & Associates, 2007.
- The Defense Industry in Rhode Island: Economic Impact Report, June 2014, Commissioned by the Southeastern New England Defense Industry Alliance (SENEDIA) & Newport County Chamber of Commerce, 2014.
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- Rhode Island Agriculture and Green Industry Economic Impact Study, April 2012.
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INTRODUCTION

Middletown is located on historic Aquidneck Island, between the communities of Newport and Portsmouth. Bounded by three bodies of water, Narragansett Bay on the west, the Sakonnet River on the east, and Rhode Island Sound on the south, Middletown is an ocean community with all the amenities of seaside living. The island’s bridges and highways make Middletown easily accessible from other Rhode Island municipalities and nearby Massachusetts. The cultural, scenic, and recreational resources of Middletown make it an excellent place to live and work.

Historical Overview of Middletown’s Economy

Middletown’s economy was historically linked to the growing urban area of Newport. As early as 1743 Middletown was a major supplier of agricultural products to Newport. Wealthy merchants from Newport viewed Middletown as a desirable place to live and an escape from the intense mercantile activity of the Newport waterfront. Although changes in land use and economic activity occurred, for the most part Middletown maintained its rural character well into the 20th Century. The most dramatic change occurred with the onset of World War II when the Navy purchased over 300 acres of waterfront property. This farmland was rapidly converted to Naval support facilities and housing. The infusion of naval personnel, along with the associated development impacts, increased the regional population by nearly 900 percent from 1940 to 1970 and created a new economic sector within the town and region. Historical economic linkages were changed by the addition of new consumer needs created by the Navy. Middletown’s economy remains dominated by the Navy with the town still the center for many of the contract service companies supporting naval activities, particularly the Naval Undersea Warfare Center.

Recent Economic Challenges

Middletown's economy has been impacted by regional and national economic trends and particularly by changes in Navy operations. Rhode Island and Middletown continue to see the effects of the recent prolonged recession as well as reductions in defense spending. Few states have been hit as hard as Rhode Island by the financial crisis that erupted in 2008 and the severe recession that followed. Rhode Island's unemployment rate has been consistently higher than regional and national rates since in late 2005. The state's unemployment rate peaked at 11.9 percent in January 2010, a month after New England's rate peaked at 8.7 percent, and three months after the national rate peaked at ten percent. Although Rhode Island's unemployment rate has declined in recent months, it still remains higher than the rest of the region and the nation.

The housing market contraction has had a significant effect on residential property values in Rhode Island. Moreover, this deflation in housing prices was more severe in Rhode Island than it was nationally, or in either neighboring state. As measured by the Federal Housing Finance Agency Purchase Price Index, single-family housing prices in Rhode Island fell 27 percent between the market peak in the second quarter of 2006 and the last quarter of 2011. In Middletown, the median sales price for a single family home decreased nearly \$80,000 between 2005 and 2011 (Year End 2005: \$389,450; Year End 2011: \$310,000) according to the Rhode Island Association of Realtors Home Sales Statistics Data.

Like any local community, regional, national, and global economies will have an impact on Middletown. However, local communities can make a difference in mitigating these impact in their local economies by offering world class infrastructure and a skilled workforce that businesses need to succeed.

Economic Development Vision Statement: Middletown will support long term economic development opportunities and job creation; education and training of the workforce; a positive business environment; and the long term viability of agricultural businesses.

Land Use

The Town of Middletown includes a mix of development patterns. The western portion of Middletown is urbanized and densely populated. The town's commercial corridors and office parks are located along West Main Road, the southern portion of East Main Road, Aquidneck Avenue and Valley Road. The eastern portion of town still supports agricultural activity with suburban style subdivisions developed mostly between 1950 and 1990. There are large areas of conserved land, including the Norman Bird

Sanctuary, Sachuest Point Wildlife refuge, and several parcels conserved by the Aquidneck Land Trust. Within the town are two principal through highways running north south: East Main Road and West Main Road. Both have spawned highway oriented commercial development along their frontages as well as access to office parks and significant residential development.

Population Figures

Middletown has a total population of 16,150, according to the 2010 Census. This is a decline by 6.83% from 2000 when the Census had recorded 17,334 for Middletown's population. It is likely that population figures for Middletown are underrepresented. The number of residents could be significantly more than the 16,150 figure due to temporary naval personnel including students at the Naval War College and to a lesser extent the increasing number of seasonal residents which are not captured in the Census count.

From 2000 to 2010, the Rhode Island population increased by 0.4%. Middletown & Newport had the highest percentage declines in population in the state during that time period. The greatest decline in population was seen on the west side of Middletown (Census tracts 402 & 403.03), which is explained by the demolition of units by the U.S. Navy at the Anchorage and Greene Lane housing areas. Losses in units on the west side were offset by an increase in units in other tracts. There was a net increase of only 19 housing units in town between 2000 and 2010.

Housing unit vacancy increased in all Census tracts, with tract 402 (which includes the Landings and Coddington Cove) having the highest vacancy rate of 24.57%, and tract 404 (the east side of town) having the highest number of vacant units: 417.

Middletown's average household size, which was 2.43 according to the 2000 U.S. Census, has also declined to 2.34 in 2010, which may further explain Middletown's population decline.

Economic Indicators Snapshot

Unemployment Rate:

2013 ANNUAL AVERAGE (NOT SEASONALLY ADJUSTED): MIDDLETOWN - 8.9%

STATE - 9.5%

NEWPORT - 9.7%

PORTSMOUTH - 8.2%

SOURCE: RIDLT

*SEE APPENDIX E-A FOR ADDITIONAL LOCAL UNEMPLOYMENT DATA

Estimated Median Income:

MIDDLETOWN - \$70,766

STATE - \$56,102

NEWPORT - \$57,690

PORTSMOUTH - \$73,308

Source: US Census Bureau, American Community Survey 2008-2012 5-Year Estimates

Estimated Percentage of People with Earnings Below Poverty Level:

MIDDLETOWN - 8.1%

STATE - 13.2%

NEWPORT - 10.8%

PORTSMOUTH - 7.3%

Source: US Census Bureau, American Community Survey 2008-2012 5-Year Estimates

Median Single-Family Home Sales Price (2013):

MIDDLETOWN - \$321,500

STATE - \$205,000

NEWPORT - \$390,000

PORTSMOUTH - \$299,500

Source: Rhode Island Association of Realtors

*Refer to Housing Element for additional home sales data

INDUSTRY SECTORS

The Middletown Economic Development Advisory Committee (MEDAC) recognizes the presence of several economic sectors in Middletown: Defense related/technology, marine trades, retail, tourism/hospitality, and agriculture. Each of these sectors is an important job creator and component of the diversified Middletown tax base. These sectors as well as growing sectors not yet well established in Middletown, such as health care, should be accommodated and promoted in appropriate locations in town.

Federal Government & Defense Industry Impact

A significant number of Middletown jobs, both government and private, are associated with the United States Navy and its operations at Naval Station (NAVSTA) Newport. Commands, schools and units currently located at the Newport Naval Base include: The Naval Undersea Warfare Center (NUWC), Naval War College, Naval Meteorology and Oceanography Unit, Senior Enlisted Academy, Surface Warfare Officers School, Naval Justice School, Naval Dental Center, Northeast, Personnel Support Activity Detachment, Navy Warfare Development Command, United States Marine Corps Detachment, Naval Health Clinic New England, Command Leadership School, Naval Academy Preparatory School, Defense Institute of International Legal Studies, Officer Training Command, the Supply Corps School, and the Seventh Naval Construction Regiment. Additional information for Naval Station (NAVSTA) Newport can be found at <https://www.cnic.navy.mil/Newport/index.htm>. The defense industry is a major component of RI's high tech sector. The high level of technical skill required in the defense industry leads to higher wage levels than in many other industries.

The Naval Undersea Warfare Center

NUWC Newport is the oldest warfare center in the country, tracing its heritage to the Naval Torpedo Station that was established on Goat Island in Newport Harbor in 1869. NUWC provides research, development, test and evaluation, engineering and fleet support for submarines, autonomous underwater systems, undersea offensive and defensive weapons systems, and countermeasures associated with undersea warfare. The Naval Undersea Warfare Center (NUWC) Division Newport is located entirely in Middletown and alone represents 14% of the state's engineering and scientific workforce.

NUWC Division Newport had a funded program of approximately \$874 million in 2013. Of a total of \$386 million obligated in contracts throughout the year, more than \$285 million was awarded to private contractors in Rhode Island, Massachusetts, and Connecticut, mostly for engineering services. NUWC Division Newport is a major

V. ECONOMIC DEVELOPMENT

contributor to the economy of Southern New England, with approximately \$284 million distributed in the form of salaries to over 2,700 civilian employees. Of the total contracted work-years executed during fiscal year 2013, approximately 2,152 were performed by companies located in Rhode Island, Massachusetts, and Connecticut.



PHOTO: NAVAL UNDERSEA WARFARE CENTER, WWW.NAVEA.NAVY.MIL

Table E-I: Naval Undersea Warfare Center (NUWC) Economic Impact on Southern New England shows the economic impact of NUWC Newport on the local economy over a five year period.

Table E-1: Naval Undersea Warfare Center (NUWC) Economic Impact on Southern New England					
	2009	2010	2011	2012	2013
payroll, construction, facility support and local contracts	639M	668M	634M	581M	603M
civilian personnel	2,683	2,758	2,752	2,748	2,730
gross payroll	274M	279M	280M	296M	287M
Southern New England contracts	330M	361M	323M	248M	285M
Rhode Island based business contracts	288M	317M	276M	200M	250M
Combined government and contractor workforce	6,000	5,731	5,402	4,698	4,882

Source: NUWC

According to the report, *The Economic Impact of the Rhode Island Defense Sector*, June 2014, Rhode Island’s defense industry supports 32,993 jobs (6.2% of total employment in Rhode Island) and adds \$3.7 billion to the state’s economic output (7% of the state’s

Gross Domestic Product). The Defense Sector is the highest paying sector in Rhode Island. A major component of this is the highly skilled civilian workforce at the Naval Undersea Warfare Center earning an average annual wage in excess of \$110,000. In 2013, 73 percent of the civilians working for NUWC Division Newport were classified in STEM occupations (science, technology, engineering, and mathematics) and 35 percent of all NUWC employees held advanced degrees.

The defense industry generates more than 20% of the state's patents. 22% of the state's scientists and engineers work in the defense industry and 48% of the state's professional and technical services employment is tied to the defense industry.

Defense Base Closure and Realignment (BRAC)

In 1973, a national reorganization of Navy operations led to a reduction of more than 14,000 employees at the Newport Naval Complex. In the early 1990's, there was another reduction of more than 4,000 employees. In 2005, the Defense Base Closure and Realignment Commission (BRAC) increased permanent staffing levels at NAVSTA Newport by approximately 1,100 and added significant professional schools and training commands, including the Supply Corps Officers' School and Officer Candidate School. The Town should continue to position itself as an attractive partner to the defense sector in anticipation of future BRAC processes.

Southeastern New England Defense Industry Alliance and the Defense Industry Partnership (SENEDIA)

The Southeastern New England Defense Industry Alliance (SENEDIA), an organization representing defense contractors and others with an interest in the local defense industry, was selected by the State of Rhode Island's Workforce Development Board to coordinate the state's official Defense Industry Partnership. In 2010, SENEDIA was awarded a grant in response to the Rhode Island Department of Labor and Training's (DLT) Request for Proposals for Building a Skilled Workforce for Rhode Island's Defense Industry. In addition to SENEDIA, the Partnership includes: Newport County Chamber of Commerce, the Middletown Economic Development Advisory Committee (MEDAC), and the RI STEM Center at Rhode Island College (RIC).

With the help of the Commerce RI and DLT, the partnership aims to bring employers together with workforce development organizations and educational institutions to improve the competitiveness of the defense industry by jointly addressing workforce skill development needs and issues on Aquidneck Island and throughout the state. The Partnership endeavors to engage educational institutions and workforce development

organizations to help keep skilled workers in Rhode Island. The effort involves various stakeholders including various public and private technical schools to career programs and educational partnerships with the Naval Undersea Warfare Center to collect information and develop a strategy to create a high-performing, sustainable workforce for the future.

Marine Trades

With over 400 miles of coastline and its compact size, Rhode Island has historically attracted marine businesses. Boat builders, sailmakers, hardware and component manufacturers, riggers, marinas and other services together form an industry that has created a significant center of expertise. According to the Rhode Island Marine Trades Association's Skills Gap Report, Rhode Island's Marine Industry includes over 2,300 businesses, accounts for 1.6 billion in sales, 6,600 jobs and pays \$260 million in income to Rhode Island workers. In addition to the State's history and expertise in the marine trades industry, the state's tax free policy for boats has also encouraged boat and boat related sales and services in Rhode Island. Marine related events including the America's Cup events held in Newport in 2012 serves as an economic multiplier for local businesses and should be encouraged.

Tourism

Tourism also plays a major role in the town's economy. Beautiful beaches, natural resources, tourism overflow from Newport, close proximity to Boston and New York, and the ability to provide a variety of retail services to Aquidneck Island provides a fertile environment for the tourism industry. The seven indexes that make up the tourism industry (lodging, attractions, shopping, dining, transportation, recreation and special events) are a major multiplier in the local economy. Capitalizing on the close proximity to Newport and its over three million visitors a year should guide planning and coordination efforts. The ability to provide a cost savings alternative to Newport has created substantial growth in the hotel and restaurant industry. Middletown now has more hotel rooms than the City of Newport and demand continues to be high. According to Discover Newport (formerly the Newport County Convention and Visitors Bureau), Middletown ranks second of the six towns in Newport County in tourism revenue. Investments and improvements made in carrying out implementation of the Atlantic Beach District Master Plan will boost tourism within Middletown.

Periodic health-related beach closures are a cause of concern to the town and to the local economy, particularly the tourism industry. Loss of public beach use during peak summer months also equates to a loss of revenue for local businesses. Therefore, water quality improvements through implementation of storm water management measures including green infrastructure, and regulation of storm water from development and redevelopment are imperative not only for our aquatic ecosystems but also for economic development reasons.

Agriculture

Agriculture is an important growing sector of the local economy. According to the U.S. Census of Agriculture, the number of farms in Rhode Island increased 42 percent, from 858 in 2002 to 1,219 in 2007, and an additional 2% from 2007 to 2012 with a current total of 1,243. This percentage increase is the highest in New England and ten times the national average. Between 2002 and 2007, the number of farms offering “agritourism” activities in the state increased seven-fold, and sales generated through agritourism increased from \$23,000 to \$689,000.

In 2012, The State completed its first Rhode Island Agriculture and Green Industry Economic Impact Study. Preliminary findings of economic impact study point out, the 2,500 green industry businesses in Rhode Island sustain 12,300 jobs, contribute \$1.7 billion annually to our state's economy, and represent nearly 3% of the state's total economy.

The agricultural industry continues to play an important role in the culture and economy of Middletown. Many successful and expanding agricultural businesses operate today including commercial nurseries, vineyards, pastures, and croplands offering pick-your-own and organic CSA (Community Supported Agriculture) shares. Map E-1 Active Agricultural Operations and Conserved Farmland displays properties in Middletown currently utilized for agriculture, as well as, conserved agricultural properties.

As of 2012, there were 128 parcels (not all in active agricultural use) in Middletown that were included in the Farm, Forest, and Open Space program. Rhode Island law (44-27) allows property enrolled in the Farm, Forest and Open Space Program to be assessed at its current use, not its value for development. The purpose of the law is not to reduce property taxes, but to conserve Rhode Island's productive agricultural and forest land by reducing the chance it will have to be sold for development.

An essential part of stopping the loss of farmland is strengthening the economic vitality of farms. The town understands the fiscal benefit of farmland and open space to the community and that farm businesses are essential to rural character, the retention and protection of farmland and open space. As with businesses in general, a supportive regulatory environment is important to the success and sustainability of farm businesses. A supportive environment for agriculture is one that provides the flexibility needed to accommodate growth and diversification in farm businesses, such as through season-extending structures, value-added processing, direct-to-consumer marketing and agritourism activities. Please refer to Land Use Element for additional discussion of agriculture.

Retail

Middletown is host to a majority of the retail industry on Aquidneck Island. As provided in the West Main / Coddington Development Center Master Plan, there is approximately 1.3 million square feet of retail uses in Middletown, including 891,300 square feet of direct (shoppers) retail; 124,700 square feet of restaurant; 107,700 square feet of mixed use retail; and around 200,000 square feet of miscellaneous retail uses.

According to the report, *The Economic Impact of the U.S. Retail Industry, August 2011*, done by Pricewaterhouse Coopers LLP, retail is directly and indirectly responsible for 17% of Rhode Island's GDP and directly and indirectly generates 16% of labor income of the 137,335 jobs it supports in Rhode Island.

LOCAL POLICY

The Middletown Economic Development Advisory Committee

The Middletown Economic Development Advisory Committee (MEDAC) was originally established in 1991 and was reorganized in 2003 by Town Council resolution. This committee serves as the main economic development advisory and implementation body for the Town. MEDAC consists of seven members and is staffed by the Planning Department. MEDAC has successfully organized and hosted several events with members of the congressional delegation as well as the Governor. MEDAC has conducted outreach activities to the local business community, has developed a website of useful information to assist the business community, and has spearheaded improvement to infrastructure in the Aquidneck Corporate Park.

Tax Incentive Program

The Town has implemented a policy to provide property tax incentives for job creation and building construction. Middletown established an economic development tax credit in 2003 (Town Code Chapter 39: Economic Development Incentive Program) which provides property tax incentives for job creation and building, construction and renovations. Eligible businesses include office and manufacturing uses. The tax exemptions can be applied to real estate property tax, or to personal property tax in the case of a business that is leasing space. The exemptions for jobs creation and building construction/renovation can be combined.

Enterprise Zone

In 2011 and 2012 the state legislature added language to the state's statute that would allow for the creation of an Enterprise Zone in Middletown. The town will now work with Rhode Island Enterprise Zone Council and the City of Newport to finalize the establishment of the Enterprise Zone. Enterprise Zones are designed to offer tax incentives to businesses that expand their workforce at facilities located in one of the state's designated enterprise zones.

Middletown Arts Committee

Municipalities promoting cultural endeavors as an industry can gain positive economic benefits for their communities. Culture industries are interconnected to all types of activities such as tourism and revitalization of an area. Additionally, a community gains an opportunity to market itself and its historical landmarks, businesses, restaurants, and places of entertainment. In an effort to capture these benefits and more, the town established in 2011 the Middletown Arts Committee. The mission of the committee is to promote art in the community and establish an annual Middletown Arts Festival working with local artists to include visual art, music, dance, and poetry among others. In addition, the committee was

charged with investigating the possible creation of an arts district in town including any economic incentives that may be available.

ECONOMIC DEVELOPMENT OPPORTUNITIES

Aquidneck Corporation Park

The Aquidneck Corporate Park is an industrial/corporate park developed in the 1970's by an island-wide redevelopment authority to create economic growth following the departure of the Atlantic Fleet from Naval Station Newport. Since its inception, the park has grown to the point where it now houses the largest concentration of defense-related businesses in Rhode Island. The park currently has approximately 40 businesses, employing over 2,000 employees.

Over the past several years the town has made enhancements to the park to ensure that it remains competitive and attracts new high-tech and defense related businesses, thus helping to expand the tax base for the Town and job opportunities. In 2004, the Town began addressing the needs identified by the businesses in the Aquidneck Corporate Park to improve the aesthetic and functional aspects of the public rights-of-ways within the park. Financial investment from the town has resulted in the Aquidneck Corporate Park Improvement Plan, and the Landscape and Signage Improvements Master Plan.

In 2006, with the assistance of Congressman Patrick Kennedy, the Town was successful in receiving an appropriation of \$100,000 through the U.S. Small Business Administration (SBA) to make some renovations to the southern entrance of the park, implementing new guardrails, pavement and signs. An additional \$118,000 in SBA funding was granted in 2009 to supplement the approximately \$1 million in town funds dedicated to completion of Phase 2 of the Aquidneck Corporate Park Improvement Project. That work included installation of new signs, improved sewer and storm drainage infrastructure, resurfacing of the entire road system, and the installation of pull-off/drop-box areas at the entrances. These enhancements have improved the park both functionally and aesthetically.

Enterprise Center

Some of the town's largest employers including Embrace Home Loans and KVH are located in Enterprise Center. Recent commercial development activity includes the construction by KVH of a new 75,000 square foot assembly/distribution facility on a remaining parcel within Enterprise Center. Some operations that were being conducted at the Aquidneck Corporate Park were relocated to the new facility. That move, coupled with the closing of a couple large businesses resulted in an increased vacancy rate in the Aquidneck Corporate Park. However, Bank Newport decided to consolidate its corporate operations at the Aquidneck Corporate Park and substantial renovations to an existing building within the park were completed in 2013.

Atlantic Beach District

The Atlantic Beach area is located in the southern end of Middletown abutting the City of Newport. The Town is seeking to enhance the area both as a tourist destination and for local residents. The town was awarded a Planning Challenge Grant by the Statewide Planning Program in 2006 that provided partial funding from the Federal Highway Administration for the development of a master plan for the area. The *Atlantic Beach District Master Plan* serves as the primary document guiding the transformation of the area into a vibrant, walkable commercial area, capitalizing on its relatively dense development pattern and proximity to local beaches, historic Newport and other attractions. The following goals were adopted for the Atlantic Beach District:

- Develop and implement safety and aesthetic improvements to promote pedestrian activity that will support local small businesses, including streetscape improvements and pedestrian circulation throughout the district;
- Study traffic flow and parking within the district to provide safety and efficiency
- Identify opportunities to capitalize on the proximity of the district to beaches, hotels and other attractions for the benefit of local residents and the town business tax base
- Identify options to promote private development that will be consistent with the vision for the district, including opportunities to promote an appropriate mix of uses and building and site design.

West Main/Coddington Development Center

The Town of Middletown hired Vanasse Hangen Brustlin, Inc. (VHB) to work with Town staff, a steering committee, stakeholders and the community to prepare a master plan for the West Main/Coddington Development Center. The Development Center consists of four publicly owned parcels that are targeted for potential redevelopment. They include the former Navy Lodge (surplused parcel), the West Main Recreation Complex, Middletown Public Library, and the former JFK Elementary School—all located on the west side of West Main Road (Route 114). The Development Center or “Core Study Area” is surrounded by a larger study area that includes approximately 245-acres of developed land. The Development Center Master Plan (2011) serves as a guiding document for the transformation of the area into a vibrant, attractive, mixed use area, capitalizing on its relatively dense development pattern, available land under public ownership, good transportation access, and available utilities. Based on the preferred development scenario prepared by VHB, the plan estimates that at buildout the core study area could accommodate approximately 80,000 sq.ft. of retail space and 45,000 sq.ft. of office space, as well as 50,000 sq.ft. of civic/municipal space. Please refer to the Land Use Element for additional discussion and depiction of West Main / Coddington Development Center.

Two Mile Corner Growth Center

The State's Land Use 2025 Plan identifies generally the area surrounding Two Mile Corner (intersection of West Main and East Main Roads) as a potential location for a growth center. The Town is supportive of planned growth and investment in this area including the West Main / Coddington Development Center. Please refer to the Land Use Element for additional discussion on Growth Centers.

Aquidneck Island Broadband Project

The purpose of the AIBP is to promote internet and technology literacy and adoption and to bring faster, cheaper and more reliable internet and fiber optics to Aquidneck Island. Ultimate goals of the project are:

- Attracting and retaining businesses
- Making businesses more profitable
- Reviving depressed business zones/neighborhoods
- Increasing home-based businesses and teleworking
- Reviving repressed local economies hard hit by recession and brain-drain
- Improving personal economic development

Volunteers involved with AIBP have identified as a need state level support and funding to conduct market demand and feasibility studies. These studies will be used to inform plans for a sustainable and scalable program that will meet the unique broadband needs of Aquidneck Island with the ability to translate these findings at the State level.

ECONOMIC BASE AND ITS POTENTIAL FOR EXPANSION

As of 2012, Middletown has approximately 1.1 million square feet of office space according to assessment records. The majority of office properties (55%) have less than 10,000 square feet. There is approximately 1.3 million square feet of retail space in Middletown, including 891,300 square feet of direct (shoppers) retail and 124,700 square feet of restaurant space. Retail sales across Newport County exceed local demand (of the resident households) by more than \$53 million in total, most notably in the food, beverage and eating/drinking sectors reflecting the tourism and seasonal influences in the market. Despite this there are several retail categories where there exist unmet demand and an opportunity for an additional 70,000± square feet of development in selected retail categories as identified in the market analysis for the West Main / Coddington Development Center Master Plan (2011).

TABLE E-2 LARGEST PRIVATE EMPLOYERS (2011)

Company Name	Approximate # of Employees in Middletown
Embrace Home Loans, Inc.	400
Avid Airline Products of RI Inc	300
Science Applications International Corporation	300
Bank of Newport	240
Child and Family Services of Newport County	220
Autocenter Enterprises Inc	206
Systems Engineering Associates Corporation	200
The Stop & Shop Supermarket Company LLC	200
McLaughlin Research Corp	175
KVH Industries, Inc.	165
St Georges School	165
Home Depot U.S.A., Inc.	150
Shaw's Supermarkets, Inc.	150

Source: RIEDC (now known as Commerce RI), 2011

The Aquidneck Island Planning Commission completed a residential build-out analysis for the Town of Middletown in 2010. The goal of the analysis was to determine the maximum number of residential lots that could be developed under existing zoning. The results concluded that the town has a total of 1,242 additional residential lots that could be developed with an estimated additional population of 3,018. Current market conditions, however, have resulted in limited new residential development activity.

A corporate/office space buildout analysis completed for the town in 2005 (Corporate Buildout Analysis, Ninigret Partners & Pare Engineering Corp., 2005) found that there is the potential to double the existing floor area of office space in Middletown within current zoning standards. While that study identified the potential for approximately one million square feet of new office space, a market analysis completed in 2011 in support of the West Main/Coddington Development Center Master Plan found that that there is little demand for

new office space at this time. Due to the costs of development compared to the current lease rates, speculative construction of new office space is not anticipated.

The 2011 study also evaluated the market for new retail space on Aquidneck Island, and found that demand is limited. Based on local demographic conditions and the current mix of retail, the island as a whole could support approximately 70,000 square feet of new retail development in certain categories. According to a local commercial real estate expert, the town's office building vacancy rate was close to 15% in May 2012. According to this source, this is the highest rate it has been in more than a decade.

ECONOMIC DEVELOPMENT - Goals, Policies, & Action Items			
GOAL E-I: Promote a diverse and expanded local economy without compromising the characteristics and qualities which make Middletown a desirable community			
Policies	Action Items	Responsible Department	Timeframe
E-I.A. Create conditions that are attractive to the growth of existing business and attract new businesses to Middletown	E-I.A.1. Participate in regional economic development efforts, such as the efforts of the Newport County Chamber of Commerce to create a one-stop-shop to promote economic development in Newport County.	MEDAC; Planning Department	Short-term (1-2 years)
	E-I.A.2. Allow non-resident owners of commercial property or businesses to serve on the Middletown Economic Development Advisory Committee	Town Council	Short-term (1-2 years)
	E-I.A.3. Draft an Economic Development Strategic Plan for consideration by the Town Council which identifies strategies to grow and maintain a viable economic base in business areas such as: agriculture, technology, defense & homeland security, marine trades, tourism, health care, and advanced manufacturing	MEDAC	Short-term (1-2 years)
E-I.B. Offer attractive and flexible local incentive packages to compliment state and federal incentives that may be available.	E-I.B.1. Continuously evaluate and improve the effectiveness of the town's tax incentive program, and ensure awareness of the program within the local business community	Planning Department; MEDAC; Finance Department	Ongoing
	E-I.B.2. Work with regional and state economic development partners to attract new employers into the area	Planning Department; MEDAC; Town Administrator	Ongoing

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<p>E-I.C. Work to maintain resilience to potential Base Realignment and Closure (BRAC) actions</p>	<p>E-1.C.1. Initiate planning for subsequent BRAC actions by working with Commerce RI, the Chamber of Commerce, trade organizations, and other appropriate state and local organizations</p>	<p>Planning Department; MEDAC</p>	<p>Medium-term (3-5 years)</p>
<p>E-I.D. Capitalize on unique redevelopment opportunities from Base Realignment and Closure (BRAC) actions</p>	<p>E-I.D.1. Implement development of Navy surplus land to benefit the town and its residents</p>	<p>Town Council; Planning Department</p>	<p>Short (1-2 years), Medium (3-5 years), and Long-term (6-10+ years)</p>
<p>E-I.E. Invest in critical infrastructure necessary to develop a robust and diversified economy</p>	<p>E-I.E.1. Consider development of a comprehensive, continuous assessment of projected infrastructure needs versus available resources and resource capabilities. Include water, sewer, electrical, natural gas and digital capabilities, as appropriate</p>	<p>Town Council, Planning Dept., MEDAC</p>	<p>Ongoing</p>
	<p>E-I.E.2. Promote the development and enhancement of mixed-use business districts in appropriate locations (e.g. Atlantic Beach District, and West Main/Coddington redevelopment area)</p>	<p>Planning Board, MEDAC</p>	<p>Ongoing</p>
	<p>E-I.E.3. Support access improvements to Naval Station Newport (Burma Road/Coddington Highway connections)</p>	<p>Town Administrator, Planning Department</p>	<p>Long-term (6-10+ years)</p>
	<p>E-I.E.4. Promote the development of accessible fiber optic broadband infrastructure on Aquidneck Island</p>	<p>IT; Planning Department</p>	<p>Long-term (6-10+ years)</p>

GOAL E-II: Foster collaboration between business and local educational institutions to develop a trained workforce			
Policies	Action Items	Responsible Department	Timeframe
E-II.A. Assess workforce skills gap and support programs and strategies to meet identified needs	E-II.A.1. Participate in discussions with academic and business leaders to identify and evaluate training opportunities and internship programs, such as vocational training for emerging technologies	MEDAC; School Department	Medium-term (3-5 years)
GOAL E-III: Retain and expand existing industry clusters and cultivate new clusters			
Policies	Action Items	Responsible Department	Timeframe
E-III.A. Promote economic growth and job creation in technology, defense, and homeland security sectors	E-III.A.1. Participate in forums and information sessions with the defense and homeland security industry to discuss issues and foster collaboration	MEDAC	Ongoing
	E-III.A.2. Work with the RI congressional delegation, the Newport County Chamber of Commerce, the Small Business Administration and businesses to secure needed homeland security and defense small business grants and incentives	MEDAC	Ongoing
	E-III.A.3. Work with Congressional Delegation and Commerce RI to obtain their support for retaining and adding defense support contracts on Aquidneck Island	MEDAC; Planning Department	Ongoing

V. ECONOMIC DEVELOPMENT

E-III.B. Promote growth and opportunities in marine trades	E-III.B.1. Assist marine trade businesses with incentives for relocation and /or expansion efforts	MEDAC; Town Council; Planning Department	Medium-term (3-5 years)
	E-III.B.2. Collaborate with the RI Marine Trades Association to identify opportunities to enhance the local marine trades industry	MEDAC; Planning Department	Medium-term (3-5 years)
	E-III.B.3. Participate in planning and promotion of marine related events, such as local regattas	MEDAC	Ongoing
E-III.C. Support economic growth and job creation in the local tourism and hospitality industry	E-III.C.1. Collaborate with Discover Newport to promote Middletown's tourism industry	MEDAC	Ongoing
	E-III.C.2. Facilitate implementation of the recommendations of the Atlantic Beach District Master Plan	Planning Department	Short (1-2 years), Medium (3-5 years), and Long-term (6-10+ years)
	E-III.C.3. Collaborate with appropriate state and local organizations to address the water quality issues at the beaches	Public Works	Ongoing
	E-III.C.4. Undertake beautification activities on town properties and roads, and encourage aesthetic improvements on private properties	Town Council; Planning Board	Ongoing
	E-III.C.5. Promote the protection of historic resources, landmarks, and scenic landscapes as an important component of the tourist economy, through appropriate regulatory measures	Planning Board; Town Council	Medium-term (3-5 years)

V. ECONOMIC DEVELOPMENT

	E-III.C.6. Increase efforts to plan events and activities to draw visitors to local businesses, such as festivals, concerts, nature walks, and tours	Arts Committee; MEDAC	Ongoing
	E-III.C.7. Initiate a well-designed system of wayfinding signage within the community to assist visitors	Public Works; Town Administrator; Planning Department	Short-term (1-2 years)
GOAL E-IV: Strengthen the economic vitality of agriculture			
Policies	Action Items	Responsible Department	Timeframe
E-IV.A. Increase farmland protection efforts	E-IV.A.1. Partner with non-profit organizations, and state and federal agencies to preserve farms and agricultural land through acquisition and conservation easements specifically for the purpose of retaining agricultural activities	Town Council; Town Administrator	Ongoing
	E-IV.A.2. Work with state and federal agencies to implement incentives which will promote the financial viability of agriculture	MEDAC	Ongoing
	E-IV.A.3. Encourage agricultural use of town-owned land where appropriate	Town Administrator	Ongoing

V. ECONOMIC DEVELOPMENT

E-IV.B. Recognize and encourage agriculture as an important business sector	E-IV.B.1. Partner with local and state agricultural and tourism organizations to promote agriculturally-based operations or activities that bring visitors to the town's farms (agritourism)	MEDAC	Ongoing
	E-IV.B.2. Increase farmers' ability, infrastructure and regulatory support to add value to their products	MEDAC, Planning Board	Ongoing
	E-IV.B.3. Assist with infrastructure, marketing and promoting locally produced goods through farmers markets and other direct-to-consumer opportunities and community outreach programs	MEDAC	Ongoing
	E-IV.B.4. Work with farm organizations such as Rhode Island Agriculture Partnership, the Farm Bureau, and RI DEM	MEDAC	Ongoing
E-IV.C. Facilitate the adoption of farm-friendly ordinances	E-IV.C.1. Review and revise regulations as appropriate in order to expand the permitted agricultural and ancillary uses on farm property to support on-farm operations and promote viability of agricultural use	Planning Board; Town Council	Short-term (1-2 years)
	E-IV.C.2. Consider the potential impact of any new regulation or ordinance on the viability of agriculture	Planning Board; Town Council	Ongoing

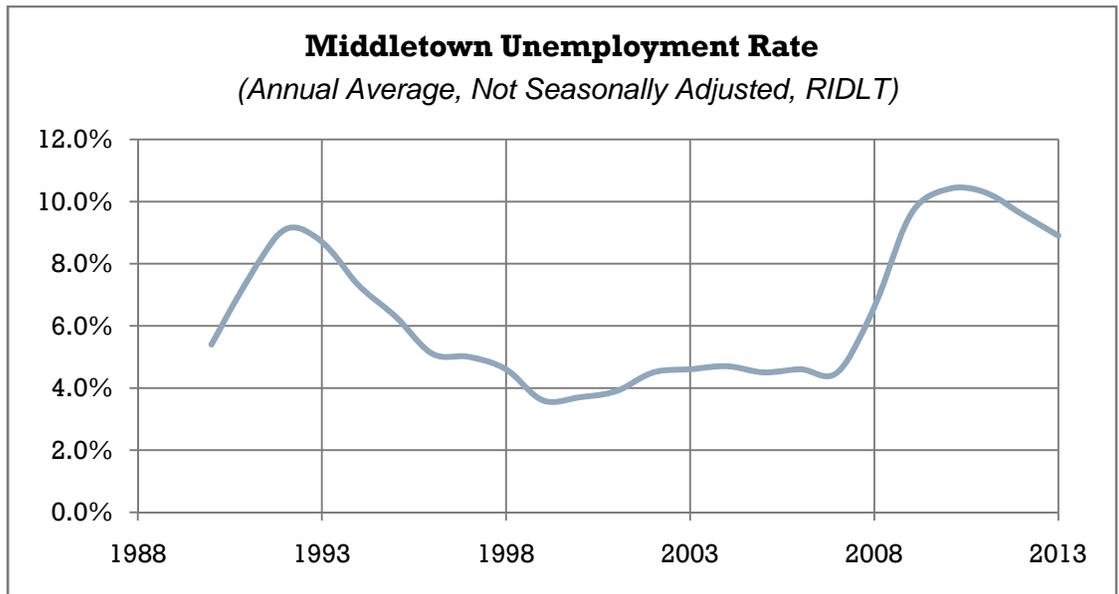
APPENDIX E-A UNEMPLOYMENT DATA

**MIDDLETOWN RESIDENT LABOR FORCE STATISTICS*
2000-2013**

Year	Labor Force*	Employment	Unemployment	Unemployment Rate
2013	8,016	7,306	710	8.9
2012	8,099	7,318	781	9.6
2011	8,132	7,295	837	10.3
2010	8,207	7,353	854	10.4
2009	8,060	7,288	772	9.6
2008	8,224	7,681	543	6.6
2007	8,333	7,954	379	4.5
2006	8,331	7,945	386	4.6
2005	8,235	7,868	367	4.5
2004	8,254	7,866	388	4.7
2003	8,506	8,115	391	4.6
2002	8,470	8,085	385	4.5
2001	8,412	8,082	330	3.9
2000	8,507	8,190	317	3.7

Source: RIDLT, <http://www.dlt.ri.gov/lmi/laus/town/middletown.htm>

*Residents of Middletown in the workforce



APPENDIX E-B

Demographic and Employment Table

Note: Data in this table does not include the Naval Undersea Warfare Center (NUWC)), refer to page V-8 for employment figures at NUWC, the largest employer in Middletown.

MIDDLETOWN DEMOGRAPHIC & ECONOMIC CHARACTERISTICS

	Year	2000	2010
Population		17,334	16,150

Average Employment

Total Private & Government	9,092	10,924
Total Private Only	*	10,148
Agriculture, Forestry, Fishing & Hunting	163	72
Mining	*	*
Utilities		*
Construction	247	340
Manufacturing	676	302
Wholesale Trade	202	151
Retail Trade	2,427	1,540
Transportation & Warehousing	124 (2)	104
Information	*	284
Finance & Insurance	509 (1)	567
Real Estate & Rental & Leasing		139
Professional & Technical Services	4,734 (3)	2,062
Management of Companies & Enterprises	*	279
Administrative Support & Waste Mngmnt.	*	183
Educational Services	*	270
Health Care & Social Assistance	*	1,594
Arts, Entertainment, & Recreation	*	210
Accommodation & Food Services	*	1,552
Other services (except Public Administration)	*	472
Unclassified Establishments	1	
Public Administration	*	

Number of Establishments

Total Private & Government	669	752
Total Private Only	*	738
Agriculture, Forestry, Fishing & Hunting	22	5
Mining	*	1
Utilities		1
Construction	60	70
Manufacturing	27	18
Wholesale Trade	45	36
Retail Trade	147	99
Transportation & Warehousing	15 (2)	10
Information	*	12

V. ECONOMIC DEVELOPMENT

Finance & Insurance	48 (1)	29
Real Estate & Rental & Leasing		38
Professional & Technical Services	302 (3)	106
Management of Companies & Enterprises	*	5
Administrative Support & Waste Mngmnt.	*	44
Educational Services	*	12
Health Care & Social Assistance	*	77
Arts, Entertainment, & Recreation	*	15
Accommodation & Food Services	*	92
Other services (except Public Administration)	*	76
Unclassified Establishments	2	-
Government	*	15

Residential Building Permits

Total units	52	12
Total single units	52	12
Total multi units	0	0
Total value	*	2,191,000

Local Property Taxes

Residential Real Estate Tax Rate per \$1,000	\$19.45	13.73
Motor Vehicles	\$16.05	16.05
Personal Property	\$19.45	13.73

Median Single-Family Home Sale Price

\$188,000

\$306,500

* Data not available

(1) Real Estate Employment included

(2) Public Utilities Employment included

(3) Census Bureau expanded the Services Industry into more defined categories starting in 2002

(4) Personal property taxed at either residential or commercial depending on type

Sources: Population & Building Permits: US Census Bureau, Census 2000; Population Estimates Program for later years; Residential Construction statistics, Employment & Establishments: RI Department of Labor & Training, QCEW surveys, Property Taxes: RI Department of Administration, Office of Municipal Affairs, Residential Sales Prices: RI Association of Realtors; www.riliving.com

V. ECONOMIC DEVELOPMENT

Finance & Insurance	48 (1)	29
Real Estate & Rental & Leasing		38
Professional & Technical Services	302 (3)	106
Management of Companies & Enterprises	*	5
Administrative Support & Waste Mngmnt.	*	44
Educational Services	*	12
Health Care & Social Assistance	*	77
Arts, Entertainment, & Recreation	*	15
Accommodation & Food Services	*	92
Other services (except Public Administration)	*	76
Unclassified Establishments	2	-
Government	*	15

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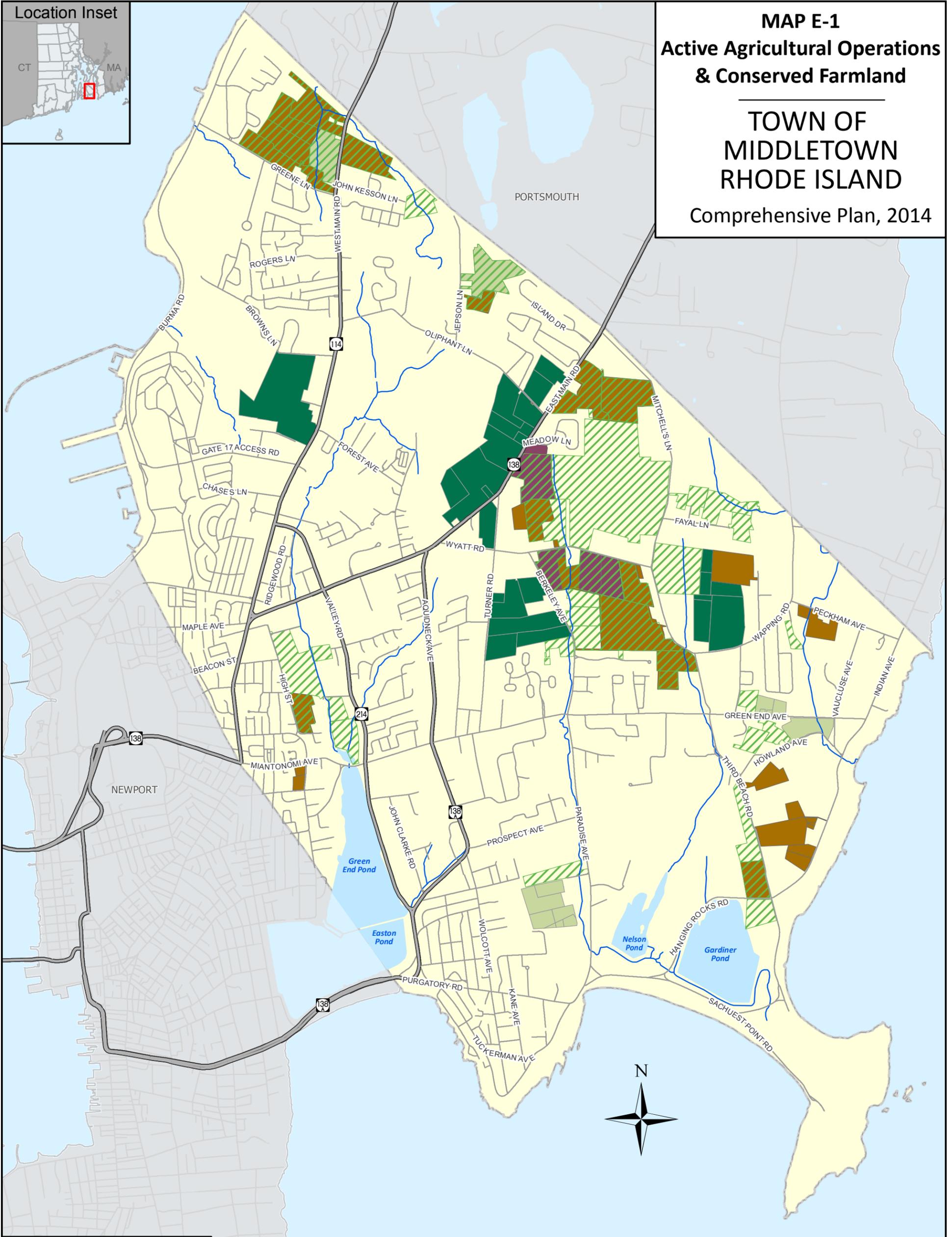
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MAP E-1
Active Agricultural Operations
& Conserved Farmland

TOWN OF
MIDDLETOWN
RHODE ISLAND

Comprehensive Plan, 2014



Map Legend

Conserved Farmland

Active Agricultural Operation

General Type

- cropland
- nursery
- pasture
- vineyard

0 0.25 0.5 1 Miles

The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.

Sources: Town of Middletown, Aquidneck Land Trust

February 10, 2015




VI. TRANSPORTATION



2014

Middletown, Rhode Island Comprehensive Community Plan

THE TOWN OF MIDDLETOWN WILL STRIVE TO PROVIDE A SAFE, EFFICIENT, AND SUSTAINABLE MULTI-MODAL TRANSPORTATION SYSTEM THAT REDUCES RELIANCE ON THE AUTOMOBILE AND MEETS THE DIVERSE NEEDS OF RESIDENTS, WORKERS, AND VISITORS WHILE MAINTAINING THE SCENIC QUALITY OF OUR COMMUNITY

VI. TRANSPORTATION

MIDDLETOWN, RHODE ISLAND COMPREHENSIVE COMMUNITY PLAN

Supporting Documents

- Aquidneck Island Transportation Study, VHB for Aquidneck Island Planning Commission, 2011.
- Atlantic Beach District Master Plan, Town of Middletown, 2007.
- Colonel Robert F. Wood Airpark, Airport Master Plan, Rhode Island Airport Corporation, 2008.
- West Main / Coddington Development Center Master Plan, VHB & RKG for Town of Middletown, 2011.
- West Side Master Plan, Aquidneck Island Planning Commission, 2000.

INTRODUCTION

An adequate transportation system is vital for Middletown to remain a desirable place to live, work, and visit. Planning for and making investments in our transportation system will be necessary to meet the future needs of the community and goals established in this Comprehensive Plan. In considering transportation policies and strategies, the town recognizes that:

- Transportation has a profound influence on residents' quality of life
- There exists a fundamental relationship between transportation and land use
- Regional and island transportation patterns affect the local transportation system and local decisions will have regional impacts

The Aquidneck Island Transportation Study, completed in 2011, was a two-year study culminating in the development of a Comprehensive Multi-Modal Transportation Master Plan for Aquidneck Island. Much of the data and recommendations from the study have been used to inform this local transportation element. The Transportation Element provides an assessment of the existing transportation system and recommendations to improve conditions and work towards achieving the goals and vision set forward.

Transportation Vision Statement: The Town of Middletown will strive to provide a safe, efficient, and sustainable multi-modal transportation system that reduces reliance on the automobile and meets the diverse mobility needs of residents, workers, and visitors while maintaining the scenic quality of our community.

TRANSPORTATION SYSTEM BY MODE

AUTOMOBILE

TRAFFIC VOLUMES

Much of Middletown lacks the residential density found in more urban areas that could support significant utilization of alternatives to the automobile for commuting and other daily transportation needs. As a result, the automobile accounts for the largest percent of total travel in town and our main roads often have heavy traffic volumes and congested intersections. Despite the town's suburban form and existing auto dependency, the town will take steps towards achieving a more balanced and sustainable transportation system.

Currently, the roadway network in Middletown is heavily defined by the major north-south travel corridors of West Main Road (Routes 114) and East Main Road (Route 138). Traffic volumes on West Main Road and East Main Road often exceed 25,000 vehicles per day over most segments. For a listing of roadways with the highest traffic volumes in Middletown refer to Table T-1 Traffic Volumes. There are distinct surges in traffic during the morning, midday, and evening periods with traffic notably higher in the evening peak period compared to the morning. Contributing to the congestion on the town's major roadways is a portion of cut-through where drivers that cross the island's bridges do not have an origin or destination on Aquidneck Island. This is due to the geographic position of the island in relation to the regional highway system.

TABLE T-1: TRAFFIC VOLUMES		
<i>Road</i>	<i>Segment</i>	<i>Vehicles Per Day</i>
West Main Road	North of Coddington Highway	32,200
East Main Road	South of Portsmouth Town Line	19,000
Coddington Highway	West of West Main Road	18,600
Valley Road	South of East Main Road	15,400
Aquidneck Avenue	Between East Main Road and Green End Avenue	11,800
Valley Road	North of East Main Road	10,300
Burma Road	North of Greene Lane	6,000

Source: 72-hour Automatic Traffic Recorder (ATR) counts conducted by VHB in August 2009, RIDOT Permanent Count Stations, and previously published reports supplied to VHB.

JOURNEY TO WORK

Aquidneck Island is a net importer of jobs, meaning there are more jobs on the island than households (38,500 jobs compared to 26,100 households). The Naval Undersea Warfare Center (NUWC) in Middletown has approximately 2,500 federal employees making it the largest employer on Aquidneck Island (Source: Top 100 Employers in Rhode Island, Rhode Island Economic Development Corporation).

Much like other Rhode Island communities, there is a strong reliance on the automobile for commuting purposes in Middletown. Approximately 92 percent of Middletown workers drive to work either alone or as part of a carpool. The percentage of workers who utilize transit for their commute is about two percent and those who walk and/or bike to work have a mode share of only two percent. Telecommuters, those who regularly work from home, account for approximately three percent of workers. Table T-2 Journey – to – Work Mode Choice summarizes the journey-to-work patterns for people employed in Middletown.

TABLE T-2 JOURNEY-TO-WORK MODE CHOICE	
<i>Mode</i>	<i>Middletown Workers</i>
Single-Occupant Automobile	83%
Multiple-Occupant Automobile	9%
Public Transit	2%
Bicycle/Walk	2%
Work at Home	3%
Other	1%
Total	100%

Source: US Census 2000, Transportation Planning Package, Part 2, August 2004.

Some ridesharing activity does occur on Aquidneck Island and mostly consists of carpooling and vanpooling. However, there are very limited formal employer-sponsored Transportation Demand Management (TDM) programs that encourage transit use or carpooling. Currently, there is also no Island-wide Transportation Management Association (TMA) to promote TDM programs to employers, residents, and visitors.

TRAFFIC SAFETY

The top priority for any transportation improvements should be safety. The top 10 crash locations in Middletown with the highest crash frequencies are as listed below in Table T-3 Top Ten Crash Locations in Middletown.

In an effort to improve traffic safety nearby schools, the town recently formalized school zones and invested in upgraded and more consistent signage.

TABLE T-3 TOP TEN CRASH LOCATIONS IN MIDDLETOWN

<i>Rank</i>	<i>Road</i>	<i>Intersecting Road</i>	<i>Total # of Crashes (2006-2008)</i>	<i>Severity Index (Total Cost)</i>
1*	East Main Road	West Main Road	57	\$1,282,200
2*	Valley Road **	East Main Road	55	\$1,047,400
3*	Forest Avenue	West Main Road	51	\$688,200
4*	West Main Road	Coddington Highway	45	\$646,200
5*	East Main Road	Turner Road	40	\$666,400
6	West Main Road	Smythe Road	30	\$541,200
7	Browns Lane	West Main Road	29	\$644,600
8	Aquidneck Avenue	East Main Road	29	\$534,200
9	West Main Road	Woolsey Road	27	\$465,000
10	Broadway	West Main Road	27	\$465,000

Source: RIDOT 2006-2008 Crash Database
 * denotes high severity locations
 **Crash data at East Main Road and Valley Road do not account for recent intersection improvements.

HEAVY VEHICLES

During the Aquidneck Island Transportation Study, truck traffic was observed and recorded. Along West Main Road, the heavy vehicles during the morning peak hour ranged from 55 to 125 trucks, with the majority between Route 24 and Coddington Highway. This equates to between 3 and 6 percent trucks in the average daily traffic stream. Along East Main Road, there were approximately 40 heavy vehicles counted during the morning peak hour, or between 2 to 4 percent of the average daily traffic.

Access to Gate 17, the Navy's primary access point for heavy vehicles, was entered from West Main Road via Gate 17 Access Road by 70 percent of heavy vehicles, while only 30 percent used Burma Road.

TRANSIT

RHODE ISLAND PUBLIC TRANSIT AUTHORITY (RIPTA) PUBLIC BUS SERVICE

Public transportation service on Aquidneck Island is provided by the Rhode Island Public Transit Authority (RIPTA). Map T-I Public Transit System illustrates the bus routes in Middletown.

The bus routes that provide service in Middletown are described below:

ROUTE 14: *West Bay* – Route 14 is a fixed-route in Newport and Middletown that crosses the Pell Bridge to provide service to/from Providence.

ROUTE 60: *Providence/Newport* – Route 60 is the busiest fixed-route on the Island, running north/south through Aquidneck Island and extending from the Newport Gateway Center to downtown Providence crossing the Mount Hope Bridge. The West Main Road and East Main Road corridors are served by Route 60. West Main Road (Walgreens) is the most utilized bus stop in Middletown with approximately 60-80 average weekday daily boardings (RIPTA). The hours of operation for Bus Route #60 is highlighted in Table T-4 Bus Route Operations below.

TABLE T-4 BUS ROUTE OPERATIONS			
<i>Route 60</i>	<i>Inbound Hours</i>	<i>Outbound Hours</i>	<i>Frequency (min)</i>
Weekdays	4:40am-1:26am	5:30am-2:25am	20-55
Saturday	5:45am-1:15am	7:00am-1:44am	30
Sunday/Holidays	6:37am-11:58pm	6:20am-11:23pm	55

Source: RIPTA

ROUTE 63: *Broadway/Middletown Shopping* – Route 63, also known as the Purple Line, is a local fixed-route that extends from the Stop & Shop in Middletown to the Newport Gateway Center along West Main Road and Broadway.

ROUTE 64: Route 64 is a fixed-route service to/from Newport Gateway Center and the University of Rhode Island Kingston Campus.

231 SOUTH AQUIDNECK FLEX SERVICE: Flex Service offers passengers the option of calling a ride or picking up the Flex Vehicle at one of its regularly scheduled Flex Stops. The Flex Vehicle, typically a 16 passenger vehicle with space for two wheelchairs, travels within a geographically-limited zone known as a Flex Zone, picking up and dropping passengers off within the zone and connecting them to fixed-route bus service for travel outside the zone. The South Aquidneck Flex Zone is bounded to the east by Berkeley Ave/Paradise Avenue, to the west by Green End/Valley, East Main Road to the north, and Purgatory Road to the south.

Paratransit services are available for individuals with disabilities who are unable to use regular bus service. RIPTA provides Paratransit Services through the RIde Program, which RIPTA coordinates and manages statewide. All RIde service is door-to-door, as needed.

PRIVATE BUS SERVICE

Peter Pan offers private bus service from Middletown to regional destinations, predominantly for commuting purposes. Approximately 100 commuters each day use the Peter Pan Bus Lines to/from Aquidneck Island with the majority commuting to Boston (AITS).

AIR TRANSPORTATION

The Newport State Airport in Middletown, operated by the Rhode Island Airport Corporation (RIAC), serves the general aviation needs of the area. The airport currently houses 40 aircraft and there are approximately 21,500 operations (takeoffs and landings) annually. The airport is located on 223 acres of land accessed from Forest Avenue. A Master Plan was completed in 2008 and an Environmental Assessment (EA) was completed in 2009 to review environmental impacts to the area based on the completed Master Plan. The Plan specifies that no major expansion of the airport is planned. Current facilities will however, be upgraded and improved for safety and service. In addition to serving local general aviation traffic, Newport State Airport also serves the area's tourist destinations, corporate and local business aviation needs, and quick access to local harbors for both private boat owners and the ship building industry. T.F. Green Airport in Warwick, approximately 30 miles from Middletown, serves the commercial air transportation needs of residents and businesses.

RAIL INFRASTRUCTURE

The existing Newport Secondary Line is a single-track railroad owned by the State of Rhode Island. The line extends along the west side of the Island for approximately 13 miles from the Sakonnet River Bridge to Newport. The connection to the mainland was discontinued in the late 1980's when the rail bridge across the Sakonnet River was damaged and later demolished. The Sakonnet River is a navigable channel and therefore has to allow for the unimpeded movement of waterborne vessels. Therefore, in order to re-establish a rail connection between the Island and the mainland, the bridge would need to be restored as a movable structure or provide the required vertical clearance for navigation. The construction of a new railroad bridge across the Sakonnet River would be a critical initial step toward restoring rail service between Aquidneck Island and the mainland. Potential impacts to restoring rail connection to the mainland should be studied at the appropriate time.

The town should support existing and encourage expanded intra-island rail service. Existing intra-island rail services include excursion trains such as the Newport Dinner Train, the Islander Touring Train, and the Old Colony and Newport Railway. In the area where the existing excursion service operates, the track is in Class 1 condition which allows passenger trains to operate at 15 mph. North of the limits of the excursion train, the track is classified as in "excepted condition", which means that the track is not suitable for the operation of

trains. The rail line would need significant rehabilitation before service could be restored. Discussions are currently underway to offer intra-island passenger rail services with a potential stop at the proposed Greene Lane Park. Potential impacts to providing this service within Middletown should be evaluated.

Regional rail services are provided by Amtrak with local stops at Providence, West Kingston, and Westerly, and the Massachusetts Bay Transportation Authority (MBTA) on the Providence/Stoughton Line connecting Providence to Boston. A new station and service to T.F. Green Airport in Warwick started in December of 2010 extending the MBTA line south of Providence. A commuter rail station with a large park and ride garage was added in 2012 with the opening of the Wickford Junction station in North Kingstown.

FERRY SERVICE

Aquidneck Island currently has two active ferry routes that depart from Newport and offer seasonal tourism based service to Jamestown and Block Island. RIPTA operated a commuter ferry service between Newport and Downtown Providence, but the service was recently discontinued.

PEDESTRIAN / BICYCLE

In 2010, the town conducted its first Sidewalk Condition Index to inventory the condition of all the sidewalks in town. Sidewalk conditions and widths vary across the town. Updates to this inventory are planned on an annual basis with data to be utilized for planning and funding decisions.

During data collection for the Aquidneck Island Transportation Study, pedestrian activity was observed the highest along West Main Road, south of Forest Avenue, with 10-99 pedestrians during the peak periods. Most other areas observed in northern Middletown had pedestrian activity of less than 10 pedestrians over the peak periods.

The State recently installed approximately five miles of new sidewalks along segments of West Main and East Main Roads. However, there still remain several important roadways serving pedestrian activity that lack sidewalks. Corridors with bus service in some areas lack sidewalks and/or coordinated crosswalks at bus shelters and stops.

The Sakonnet Greenway Trail is the nature trail on Aquidneck Island that also serves as a pedestrian transportation corridor connecting Middletown and Portsmouth. The Aquidneck Land Trust completed its final segment of the Sakonnet Greenway Trail in 2012 with its termination at the Middletown Recreational Complex on Wyatt Road. Possible on and off-road extensions of the trail system have been explored by the town and were submitted unsuccessfully for funding through the 2010 Safe Routes to School funding round and 2011 State Planning Challenge Grants.

In 2010, the Town Council enacted a resolution in support of a Complete Streets policy. Complete Streets policies change how streets are designed and built, so that residents of all ages and abilities can travel easily and safely along and across streets, whether they are walking, biking, or riding the bus. Conventional street design is often designed with just the automobile in mind and promotes traffic congestion, pollution, collisions, and discourages physical activity. Middletown should institute a complete streets policy which ensures transportation planners and engineers consistently design and operate the entire roadway with all users in mind - including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities.

The Defense Highway Commuter Bike Lane (Burma Road) currently is the only designated bicycle path on Aquidneck Island. Designated by RIDOT, the “most suitable” roads are those with adequate (wider) shoulders and “suitable” roads have less adequate (narrower) shoulders. There is no continuous north-south roadway that is designated as “most suitable” or “suitable” for bicycle travel in Middletown. Segments of several roadways in town including Burma Road, Aquidneck Avenue and Valley Road have been designated as a “most suitable” or “suitable” road for bicyclists (Guide to Cycling in the Ocean State, 2009-2010, RIDOT). Share the Road signs are posted along Aquidneck Avenue and Burma Road. BikeNewport has also identified suitable recreational bike routes in Middletown and across the island.

During the Aquidneck Island Transportation Study bicycle use was observed during peak periods. Aquidneck Avenue, West Main Road south of Gate 17 Access Road and Burma Road south of Greene Lane had between 15-35 bikes over the peak period. Much of the remainder of the roads observed had less than 10 bikes over the peak period.

Of the three bridges connecting the Island to the mainland, bicycles are currently permitted only on the Mount Hope Bridge. The new Sakonnet River Bridge has a shared use lane for bicyclists.

The town should prepare a bicycle circulation plan to encourage planned investment in bike lanes, shared use paths and bicycle facilities. Through the assistance of grants, the town was able to purchase and install bicycle racks on all town-owned parks and recreational properties. To expand upon the bicycle rack network, the town should consider requiring the installation of bicycle racks during the site plan review process.

See Map T-2 Pedestrian and Bicycle Transportation System for a map of the pedestrian and bicycle paths in town.

ROAD SYSTEM DESCRIPTION & ISSUES

FUNCTIONAL CLASSIFICATION

- *Principal Arterial* - A roadway carrying the major portion of longer distance trips through an area, generally serving the major movement of traffic not served by freeways.
- *Minor Arterial* - A roadway which forms the network of cross-travel within a community, generally serving shorter length trips and parallel to a principal arterial.
- *Collector* - An auxiliary or through roadway which serves to collect and distribute traffic between arterials and local roadways.
- *Local* - A roadway (street) which serves only to provide access to abutting properties.

Map T-3 depicts the system of highway classification for Middletown roadways (please note: 2014 update not yet available). Map T-4 Road Jurisdiction Map illustrates which roads in Middletown are under local, state, federal, and private ownership.

PRINCIPAL AND MINOR ARTERIALS

WEST MAIN ROAD is a four-lane principal arterial under the jurisdiction of the RIDOT running in a north/south direction along the west side of Aquidneck Island. West Main Road serves as a major access point between Mount Hope Bridge/ Sakonnet River Bridge (Route 24) and Newport. In each travel direction, West Main Road is a two lane roadway with narrow 1-foot shoulders for the majority of its length. Land use is a mix of residential and commercial. The majority of West Main Road has a posted speed limit of 35 mph. The West Main Road corridor, north of Two Mile Corner, is one of the busiest on the island, carrying 32,200 vehicles per day.

EAST MAIN ROAD (Route 138) falls under the jurisdiction of the RIDOT and runs in a north/south direction along the east side of Aquidneck Island, linking the Sakonnet River Bridge (Route 24) to the north with Two Mile Corner to the south. In Middletown, East Main Road is a four lane principal arterial with two travel lanes and narrow 1-foot shoulders in each direction. The majority of East Main Road has a posted speed limit of 35 mph.

Major issues identified of the principal arterials, West and East Main Roads, include high traffic volume in which capacity has been exceeded. There is a lack of consistent pedestrian access and no provisions for bicycle transportation. Too many curb cuts provide access to the many commercial activities along the corridors. The presence of closely spaced driveways along these major corridors and the ensuing entering and exiting vehicle movements create conflict points for vehicles, pedestrians, and bicyclists. While necessary to provide access to abutting land uses, there are instances where access management, or a

consolidation of driveways to mitigate the conflict points, can be accomplished to improve mobility and safety.

CODDINGTON HIGHWAY is a principal arterial roadway under the jurisdiction of RIDOT. Coddington Highway runs primarily in an east/west direction linking West Main Road with JT Connell Highway. Coddington Highway serves as a major access point between West Main Road and Naval Station Newport, the Pell Bridge, and Newport. Coddington Highway has a travel lane and a shoulder in each direction and a center turn lane from West Main Road to the CCRI campus in Newport. From there the roadway is known as J.T. Connell Highway, and has one lane in each direction. Land use is a mix of residential and commercial. The posted speed limit is 25 mph.

VALLEY ROAD (ROUTE 214) is a two-lane principal arterial roadway under the jurisdiction of RIDOT. Valley Road runs in a north/south direction, linking West Main Road to Aquidneck Avenue, serving the Atlantic Beach District and Aquidneck Corporate Park. Valley Road consists of one travel lane with a shoulder 2 to 6-feet wide. Valley Road flares to two travel lanes at major intersections. Land use is primarily commercial to the north of East Main Road, a mix of residential of commercial between East Main Road and Green End Avenue, and commercial uses south of Green End Avenue. The posted speed limit is 35 mph north of Green End Avenue and 40 mph south of Green End Avenue. Reconstruction of the Valley Road and Green End Avenue intersection was completed in 2012.

AQUIDNECK AVENUE (ROUTE 138A) is a two-lane minor arterial roadway under the jurisdiction of RIDOT. Aquidneck Avenue runs in a north/south direction linking East Main Road with Memorial Boulevard and the Atlantic Beach District to the south. Aquidneck Avenue consists of one travel lane with a shoulder varying from 2 to 10-feet wide. The shoulder is signed “Share the Road” for bicyclists at various segments. Land use is primarily commercial north of Green End Avenue and south of Valley Road and primarily residential between Green End Avenue and Valley Road. The posted speed limit is 25 mph.

Issues identified with Aquidneck Avenue and Valley Road focus on seasonal travel, primarily destined for the beaches, which can sometimes double traffic volumes on these streets. Aquidneck Avenue and Valley Road lack consistent pedestrian access, bicycle accommodations are poor, volume is heavy, and a poorly planned mixture of commercial and residential uses exists.

COLLECTORS AND LOCAL STREETS

BURMA ROAD (DEFENSE HIGHWAY) is a two-lane major/urban collector roadway under the jurisdiction of the United States Navy. Burma Road runs in a north/south direction, linking Stringham Road in Portsmouth with the Gate 17 Access Road. Burma Road serves as a major access point between Navy operations and West Main Road. Burma Road consists of one travel lane with a 4-foot shoulder in each direction and a posted speed limit of 35 mph. The shoulder is signed “Share the Road” for bicyclists for the entire length of the roadway. The Newport Secondary Rail Corridor runs parallel to the roadway. There is an at-grade crossing in the vicinity of the Wanumetonomy Golf and Country Club (north of the Gate 17

Access Road) where the railway then follows along the east side of Burma Road. Burma Road has the potential to add additional carrying capacity and serve as an additional north-south corridor on the island but currently is lacking connections that would make it a viable alternative. It has been envisioned as "Shoreline Drive", a scenic roadway, in the Aquidneck Island Planning Commission's West Side Master Plan.

MIANTONOMI AND GREEN END AVENUES provide the main east - west access in town. The "Y" intersection at Miantonomi and Green End Avenue is hazardous and has been the source of several accidents. A traffic study to provide solutions for intersection improvements is recommended. At a minimum, better signage is required for westbound traffic approaching the intersection on Green End Avenue.

PURGATORY ROAD AND SACHUEST POINT ROAD, which provide access to the beaches, are adequately designed to accommodate present and anticipated traffic demand. However, improvements need to be made to better accommodate pedestrian and bicycle traffic. Parking along these roads should not be allowed as it contributes to traffic congestion and restricts emergency vehicle access.

FOREST AVENUE, is a two-lane primarily residential collector road which experiences a significant amount of cut-through traffic as it is one of only three roadways in town which provides access between West Main Road and East Main Road. A portion of the road is the Forest Avenue School Zone which increases the importance of enforcing posted speed limits.

OLIPHANT LANE, provides a northern connection between West Main Road and East Main Road, and is characterized by a variety of land uses including residential, agricultural, and industrial.

Tourist traffic, although seasonal, places a significant demand on the collector roads that provide access to the beaches including Paradise Avenue. Not only does the seasonal traffic tax roadway capacities, it also introduces a safety hazard which affects the neighborhoods through which it traverses. Traffic on neighborhood roads to the beaches should be kept to a minimum.

For a number of reasons, permanent CUL-DE-SACS should be discouraged for the design of new roadways. A better integrated street network can provide shorter connections to shopping, services, and adjacent neighborhoods and encourage alternative modes of travel. Streets that are disconnected isolate land uses and force all trips on to the arterial street system without regard for their ultimate destination. Cul-de-sacs can hinder the orderly expansion and installation of sewer and water systems, impede circulation of public safety vehicles, and create a challenge in the winter months for snow removal and the treating of roads. New cul-de-sacs will be allowed to abut adjacent undeveloped land, only as a temporary expedient. When the adjacent land is developed, the cul-de-sac shall be eliminated and a through road constructed where abutting land use permits feasibility.

Construction of permanent cul-de-sacs in subdivisions abutting developed land shall be permitted only when:

- The cul-de-sac would abut a neighboring residential development and no agreement can be reached with said community to join or extend to an existing street.
- The cul-de-sac abuts wetlands or prevents the degradation of environmental resources.
- The property being developed cannot support more than one road access.
- There is no road or paper street on the adjoining developed land that can be extended to the new road.

RECOMMENDATIONS FROM THE AQUIDNECK ISLAND TRANSPORTATION STUDY

Below is a summary of the recommendations by mode from the Aquidneck Island Transportation Study applicable to Middletown. More detailed recommendations as well as policy recommendations have also been incorporated into the goals, policies, and action items section of this element.

The **Roadway Improvements** alternatives target system-wide vehicle mobility/reliability and safety by reducing travel times and trip lengths, improving access, reducing delays/back-ups for vehicles at intersections, and reducing the number and severity of crashes. The following recommendations are included under the Roadway Improvements package in the Aquidneck Island Transportation Study:

- Optimize traffic signals
- Reconstruct Two-Mile Corner intersection
- Make localized intersection safety/capacity improvements including realigning the Aquidneck Avenue/Purgatory Road intersection to eliminate the slip lane
- Widen West Main Road to provide left-turn lanes at Oliphant Lane and Forest Avenue
- Extend existing left turn lanes at Gate 17 Access Road and Valley Road
- Construct new Burma Road connections to the north and south

The goal of the Burma Road Improvements Project is to transform Burma Road into a viable north-south corridor on the west side of the Island, with the potential to alleviate congestion along busy West Main and East Main Roads. Depending on the percentage of traffic shifted,

West Main and East Main Roads have the potential to operate more efficiently with fewer vehicles traveling the roads, resulting in reductions in VMT and VHT. A north extension of Burma Road to West Main Road and a southern extension of Burma Road to Coddington Highway are necessary for the viability of Burma Road as an alternate north-south corridor on the Island. The town will continue to work with the Navy on finding an acceptable solution for a southerly extension.

The Two-Mile Corner Improvements Project includes reconstruction of the signalized intersections, with the addition of turning lanes and cueing. In 2012 the Middletown Town Council voted in favor of signalized intersections over roundabouts at the Two-Mile Corner intersections, which had been proposed by RIDOT.

The **Transit Improvements** alternatives focus on making transit options more attractive, available, and efficient with an overarching goal of increasing transit utilization and reducing reliance on the automobile. The following recommendations are included under the Transit Improvements package in the Aquidneck Island Transportation Study:

- ❑ Encourage Transit Oriented Development
- ❑ Provide Additional Bus Service
- ❑ Establish Newport Jitney Service (with access to Middletown Beaches/Atlantic Beach District)
- ❑ Implement Rapid Bus Service
- ❑ Maintain Active Newport Secondary Rail Corridor
- ❑ Enhance the Transit Users' Experience
- ❑ Encourage Employers to Institute Transit Programs for Employees
- ❑ Create Park & Ride Opportunities
- ❑ Enhance Ferry Service

The **Pedestrian/Bicycle Improvements** alternatives are aimed at improving mobility for bicyclists and pedestrians by upgrading existing facilities and increasing walk/bike options. The bicycle improvements make up an Island-wide Bicycle Network that would ultimately be made up of existing “most-suitable” and “suitable” roadways, existing and proposed shared roadways, proposed wide shoulders/bike lanes along roadways, and proposed shared use paths. The bicycle network would ideally provide access to existing and proposed multimodal centers and large employers. The following recommendations are included under the Pedestrian/Bicycle Improvements package in the Aquidneck Island Transportation Study:

- Construct Shoreline Bikeway (Burma Road) Shared Use Path, a 10-mile off-road bicycle path along the Newport Secondary Rail and Navy ROW
- Connect Missing Links Between Suitable Roads for Bicycles
- Provide Destination/Guide Signing for Bicycles
- Construct East Main Road Shared Use Path, a 6-mile off-road shared use path along East Main Road from Turnpike Avenue in Portsmouth to Middletown Town Hall
- Construct West Main Road Shared Use Path, a 4-mile shared use path along West Main Road from Corys Lane to Greene Lane
- Upgrade Pedestrian Accommodations

TRANSPORTATION - Goals, Policies, & Action Items

GOAL T-I: Promote safety as a top priority within all transportation strategies, infrastructure projects, and programs

Policies	Action Items	Responsible Department	Timeframe
T-I.A. Reduce the number and severity of accidents occurring on our roads	T-I.A.1. Ensure appropriate levels of police traffic patrols to enforce speed limits	Police Department	Ongoing
	T-I.A.2. Encourage the state to provide traffic enforcement on state highways	Town Administrator; Police Department	Ongoing
	T-I.A.3. Coordinate with the state to implement an educational effort in high schools to improve safety on state highways and local streets	Police Department; School Department, Road Safety Audit Team (RSAT)	Short-term (1-2 years)
	T-I.A.4. Conduct Road Safety Assessments in cooperation with RIDOT where appropriate	Engineering; Planning Department; Police; RSAT	Ongoing
	T-I.A.5. Complete a traffic study for the Green End Avenue / Miantonomi Avenue intersection to identify potential solutions for safety improvements	Engineering; Police; RSAT	Short-term (1-2 years)
	T-I.A.5. Work with RIDOT in permitting and design of left-turn lanes along West Main and East Main Roads and extension of existing left-turn lanes where necessary	Engineering	Medium-term (3-5 years)
	T-I.A.6. Coordinate intersection improvements with RIDOT, including submission of town projects for inclusion on the state Transportation Improvement Program (TIP), focusing on projects that increase safety	Planning Department; Engineering	Medium-term (3-5 years)
	T-I.A.7. Ensure transportation system safety through maintenance of infrastructure, safe and consistent road surface conditions, and plowing and sanding of roads during and after winter storms	Public Works; Engineering; RSAT	Ongoing

GOAL T-II: Provide a street network that allows for safe and efficient movement of vehicular traffic throughout the town			
Policies	Action Items	Responsible Department	Timeframe
T-II.A. Alleviate congestion caused by regional traffic patterns	T-II.A.1. Remain involved with state and regional transportation planning efforts, including Statewide Planning, AIPC, and RIDOT	Planning Department	Ongoing
	T-II.A.2. Work with RIDOT in planning permitting and design of projects that improve traffic flow	Planning Department; Engineering; Public Works	Medium-term (3-5 years)
	T-II.A.3. Establish better communication and coordination between state and local agencies and utilities during development site plan reviews and RIDOT Physical Alteration Permitting.	Planning Department; Building Department; Public Works	Short-term (1-2 years)
	T-II.A.4. Work with regional and state agencies to promote a multi-modal transportation system as a means to alleviate traffic congestion generated by through traffic	Planning Department	Ongoing
	T-II.A.5. Support efforts to implement Transportation Management Associations (TMAs) for major employers and/or employment locations	Planning Department	Medium-term (3-5 years)
	T-II.A.6. Implement a wayfinding sign program targeted to visitors	Public Works; Town Administrator; MEDAC	Short-term (1-2 years)
T-II.B. Promote alternative north-south transportation routes.	T-II.B.1. Work with partners to enhance Burma Road as a viable alternative to East Main and West Main Roads, including improved connections at the north and south, while maintaining its two-lane cross-section	Planning Department; Town Administrator	Long-term (6-10+ years)
T-II.C. Promote the use of state-of-the-art technology for traffic management.	T-II.C.1. Support efforts to institute a comprehensive Intelligent Transportation System (ITS) and related technologies to manage traffic flows	Planning Department	Medium-term (3-5 years)

VI. TRANSPORTATION

T-II.D. Implement policies that support access management principles.	T-II.D.1. Minimize the number and location of curb cuts by creating an access management plan	Planning Department; Zoning Board	Medium-term (3-5 years)
	T-II.D.2. In cooperation with RIDOT, implement appropriate access management controls on arterial roadways, including limiting direct access to major roadways	Planning; Engineering	Ongoing
	T-II.D.3. Require new developments along East and West Main Roads and other state roads to use frontage roads with cross easements, or other collector streets that will access the highway at one curb cut	Planning Board; Town Council	Medium-term (3-5 years)
T-II.E. Support an interconnected local street system that allows for efficient movement of traffic	T-II.E.1. Require subdivision roads and new developments link with overall road system and provide adequate access when appropriate	Planning Board	Ongoing
	T-II.E.2. Encourage street and neighborhood connectivity by discouraging the use of cul-de-sacs	Planning Board	Ongoing
	T-II.E.3. Limit impact of traffic on local streets by utilizing traffic calming techniques where appropriate	Engineering; Public Works; Planning Board	Ongoing

GOAL T-III: Provide for and promote the use of alternative modes of transportation			
Policies	Action Items	Responsible Department	Timeframe
T-III.A. Provide a safe, convenient, and pleasant network of walkways	T-III.A.1. Investigate options to provide safe pedestrian crossings on West Main Road and East Main Road	Planning Department; Engineering; RSAT	Ongoing
	T-III.A.2. Upgrade existing sidewalks and install new sidewalks where appropriate, include sidewalk installation program as part of the capital improvement planning process.	Public Works; Engineering; Planning Department.; RSAT	Ongoing
	T-III.A.3. Require construction/rehabilitation of sidewalks as part of any roadway construction or reconstruction project where appropriate	Planning Department; Engineering; RSAT	Ongoing
	T-III.A.4. Promote a Complete Streets approach to design and renovation of infrastructure that ensures safety and mobility of all users are considered	Planning Department; Engineering; Public Works; RSAT	Ongoing

VI. TRANSPORTATION

T-III.B. Encourage bicycle transportation through development of bike lanes, shared use paths, and bicycle facilities	T-III.B.1. Develop and implement a bicycle circulation plan for the town to provide dedicated bicycle facilities, including connection of missing links between suitable roads for bicycles	Planning Department; Public Works; RSAT	Medium-term (3-5 years)
	T-III.B.2. Support design, permitting and construction of Shoreline Bikeway (Burma Rd), an off-road shared use path along Newport Secondary Rail and Navy right-of-way (ROW).	Town Administrator; Planning Department	Long-term (6-10+ years)
	T-III.B.3. Support development of a dedicated shared use path along East Main Road	Town Administrator; Planning Department	Long-term (6-10+ years)
	T-III.B.4. Support construction of a shared use path along West Main Road	Town Administrator; Planning Department	Long-term (6-10+ years)
	T-III.B.5. Provide destination/guide signing for bicyclists	Planning Department; Public Works	Long-term (6-10+ years)
	T-III.B.6. Consider requiring installation of bike racks as part of site plan review process	Planning Board	Short-term (1-2 years)
	T-III.B.7. Submit bicycle facilities projects for inclusion in the State's Transportation Improvement Program (TIP)	Planning Department; Engineering	Medium-term (3-5 years)
T-III.C. Support enhancement of and marketing for water based transportation	T-III.C.1. Provide access locations to the East Passage of Narragansett Bay for kayaks and other small boats	Planning Department; Recreation	Medium-term (3-5 years)

GOAL T-IV: Promote the use and expansion of public transit to reduce traffic congestion and to improve air and water quality for the citizens of Middletown and Aquidneck Island			
Policies	Action Items	Responsible Department	Timeframe
T-IV.A. Expand and improve public transit system and services and ensure that the system meets the mobility needs of all citizens	T-IV.A.1. Work with RIPTA to upgrade and expand bus service in town to include greater frequency and coverage of residential and commercial nodes of activity	Planning Department	Ongoing
	Specifically Encourage the Following Additional Bus Service:		
	· Off-Island limited stops or express service to T.F. Green Airport and Amtrak Stations		
	· Increase frequency of Bus Route 60 (West Main and East Main Roads)		
	· Expand Flex Service areas and allow for same day scheduling		
	T-IV.A.2. Support implementation of Rapid Bus Service through transit signal priority and consolidating or eliminating closely spaced bus stops	Planning Department	Long-term (6-10+ years)
	T-IV.A.3. Endorse the Newport Chamber of Commerce’s concept for a Newport Jitney bus-trolley service from the Gateway Center to the beaches and hotels	Town Council	Short (1-2 years) and Medium-term (3-5 years)
	T-IV.A.4. Support solutions to increase transportation access for individuals with disabilities and senior citizens	Planning Department; Senior Center	Ongoing
T-IV.A.5. Encourage development patterns that promote transit use	Planning Board	Ongoing	
T-IV.A.6. Submit transit-related projects for inclusion in the State’s Transportation Improvement Program (TIP)	Planning Department; Engineering	Medium-term (3-5 years)	

VI. TRANSPORTATION

T-IV.B. Enhance the public transit user's experience	T-IV.B.1. Work with RIPTA to provide benches and architecturally appropriate bus shelters	Planning Department	Medium-term (3-5 years)
	T-IV.B.2. Encourage RIPTA and RIDOT to make improvements in bus stop operations and safety such as bus pullouts and sidewalk/crosswalk upgrades, coordinate crosswalks with major bus stops	Planning Department	Ongoing
	T-IV.B.3. Encourage RIPTA to provide real-time bus information to mobile phones	Planning Department	Short-term (1-2 years)
T-IV.C. Promote the use of public transit among island commuters	T-IV.C.1. Encourage employers to support Transportation Demand Management (TDM) measures and institute transit programs and benefits for employees such as guaranteed ride home services, transit pass subsidies, on-site transit pass sales, parking cash out programs	Planning Department	Short-term (1-2 years)
	T-IV.C.2. Promote improved transit access to major employers	Planning Department	Ongoing
T-IV.D. Maintain active Newport Secondary Rail Corridor	T-IV.D.1. Support appropriate passenger rail uses of the rail line	Town Administrator; Planning Department	Ongoing
	T-IV.D.2. Promote the preservation of the Newport Secondary rail corridor	Town Administrator; Planning Department	Ongoing
	T-IV.D.3. Work with adjacent land owners as part of the local development approval process to eliminate existing or future encroachments into the rail right of way	Planning Board; Building and Zoning	Ongoing
	T-IV.D.4. Support efforts to continue track maintenance/grade crossing improvements to retain Class 1 rating	Town Administrator; Planning Department	Ongoing

GOAL T-V: Maintain, preserve and extend the life and vitality of prior investments in the transportation system			
Policies	Action Items	Responsible Department	Timeframe
T-V.A. Collect and analyze data to assist in identifying and prioritizing infrastructure upgrades and maintenance needs	T-V.A.1. Continue to maintain the Pavement Management Program and Sidewalk Condition Inventory	Engineering; Planning/GIS	Ongoing
	T-V.A.2. Utilize and update Geographic Information Systems (GIS) information to inventory intersections, catch basins, outfalls, utility access, locations, bike paths, curbs and sidewalks in the transportation system	Public Works, Engineering, Planning/GIS	Ongoing
	T-V.A.3. Maintain a "road database" with accurate information on all public and private roads	Public Works, Engineering, Planning/GIS	Ongoing
T-V.B. Track and coordinate investments in the transportation system to minimize duplicate efforts and costs	T-V.B.1. Include ancillary improvements with the repair schedule to minimize disruption on the road system. For example, if sidewalks, bicycle paths, drainage, curbs, sewers, etc. are planned, they shall be installed during the scheduled repair period for the road	Engineering; Public Works	Ongoing
	T-V.B.2. Coordinate with RIDOT and utility companies on any work to occur on town roads. Complete all utility and roadwork, including emergency repairs, so that the new road surface is consistent with the old surface	Public Works; Engineering	Ongoing

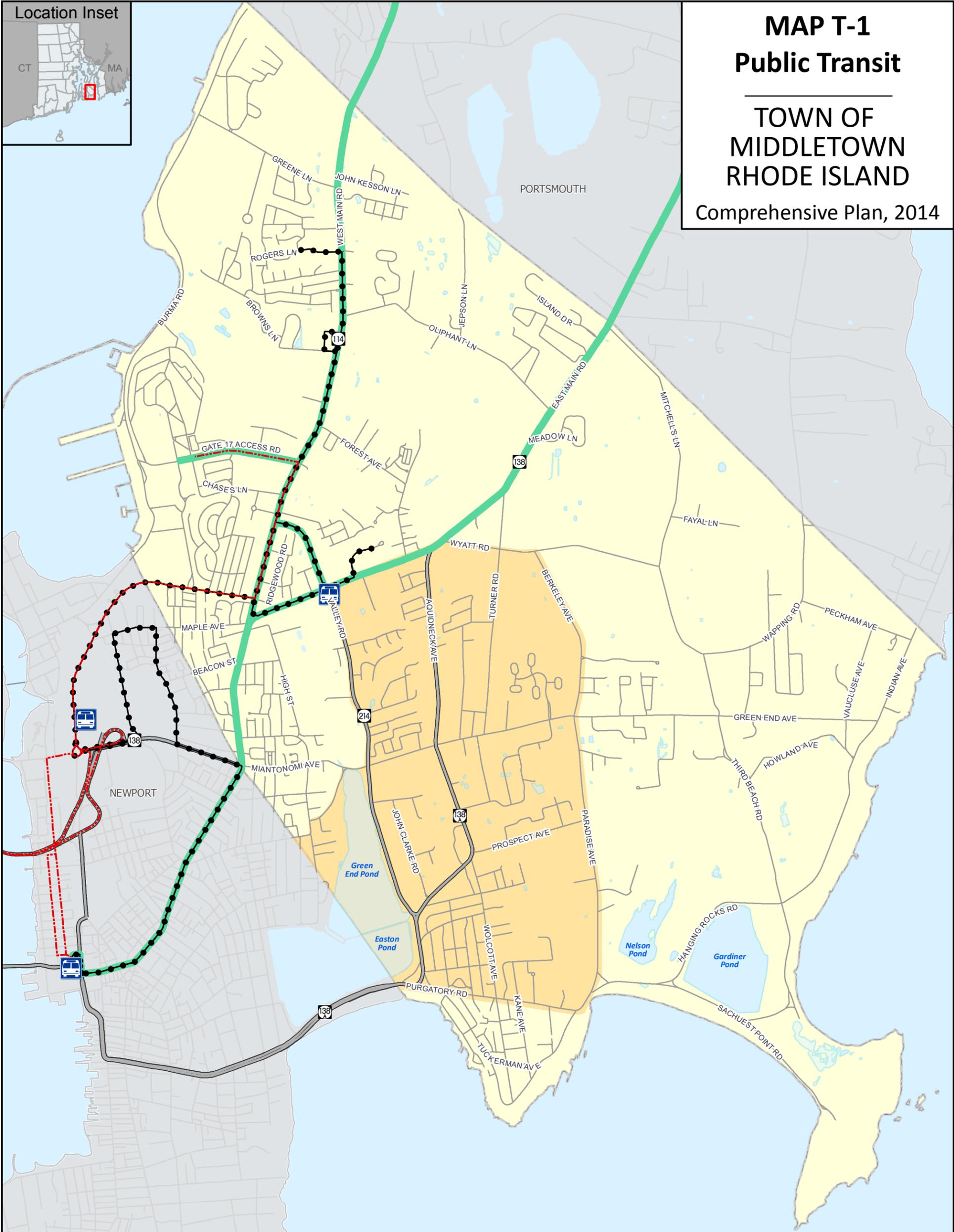
GOAL T-VI: Make transportation decisions and policies that promote energy conservation, foster healthy communities, and protect environmental quality			
Policies	Action Items	Responsible Department	Timeframe
T-VI.A. Avoid adversely affecting the environment and town's water quality with road and parking lot runoff	T-VI.A.1. Implement recommendations of the town's Phase II Stormwater Management Plan	Public Works; Planning Department	Ongoing
T-VI.B. Promote livable and sustainable communities through coordinated transportation/land use strategies	T-VI.B.1. Promote initiatives that reduce greenhouse gas emissions, such as low impact/smart growth development principles in zoning	Planning Board; Town Council	Short-term (1-2 years)
	T-VI.B.2. Continue to develop land use policies/zoning that supports transit-oriented development with housing, retail, and jobs collocated with each other near transit (focusing efforts on Two Mile Corner)	Planning Board	Ongoing



MAP T-1 Public Transit

TOWN OF MIDDLETOWN RHODE ISLAND

Comprehensive Plan, 2014



Map Legend

- █ Route 60
- Route 63
- - - Route 64
- RIPTA Park n Ride Stops
- South Aquidneck Flex Zone

0 0.25 0.5 1 Miles

The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.

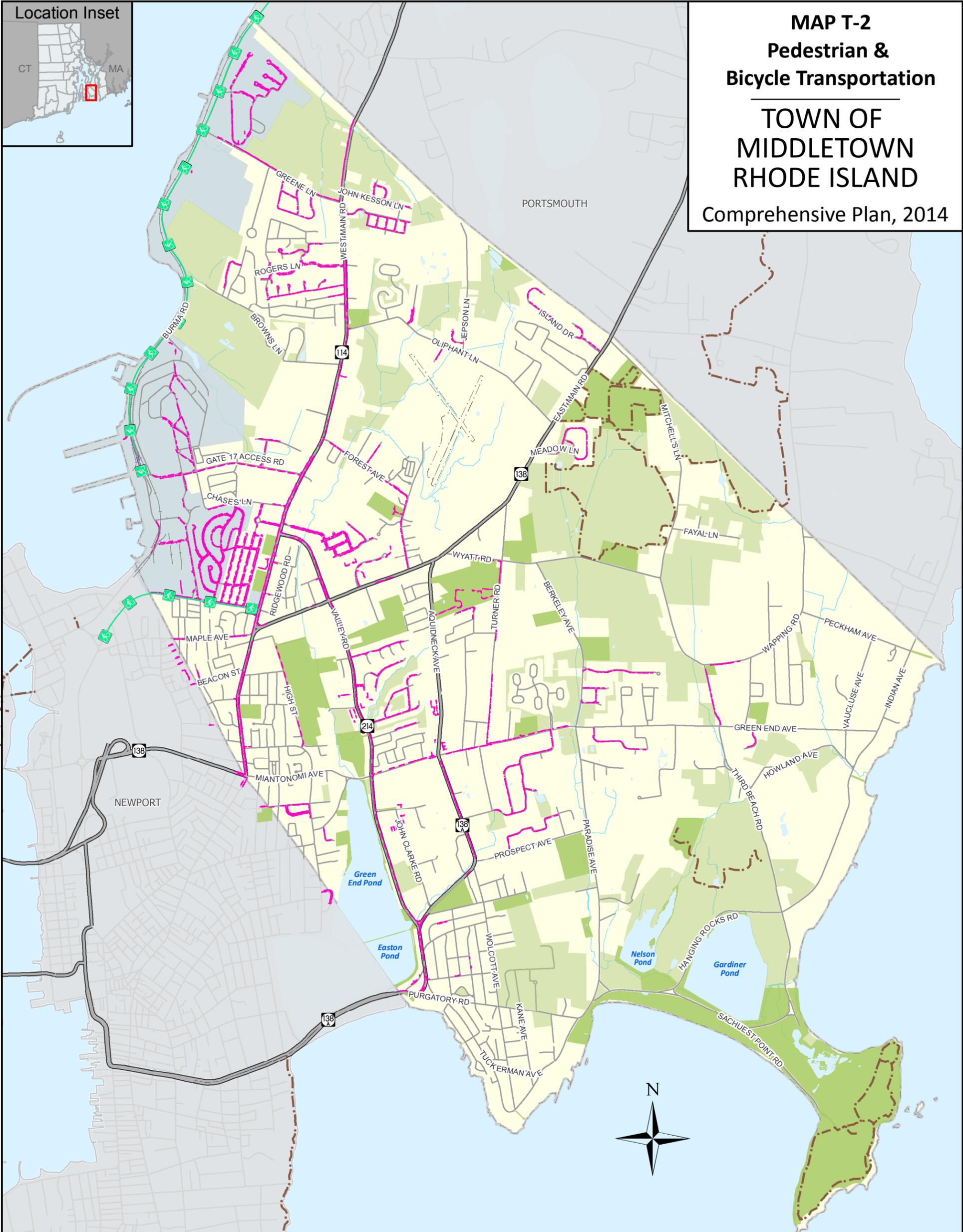
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Town of Middletown, A.R.,
May 19, 2014



MAP T-2
Pedestrian & Bicycle Transportation
TOWN OF MIDDLETOWN
RHODE ISLAND
 Comprehensive Plan, 2014



Map Legend

- Bicycle Path / Lane
- Pedestrian Path / Trail
- Sidewalks
- Privately-Owned Open Space
- Publicly-Owned Open Space
- Airport Runway
- Rail
- U.S. Navy Property
- Streams



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RIGIS

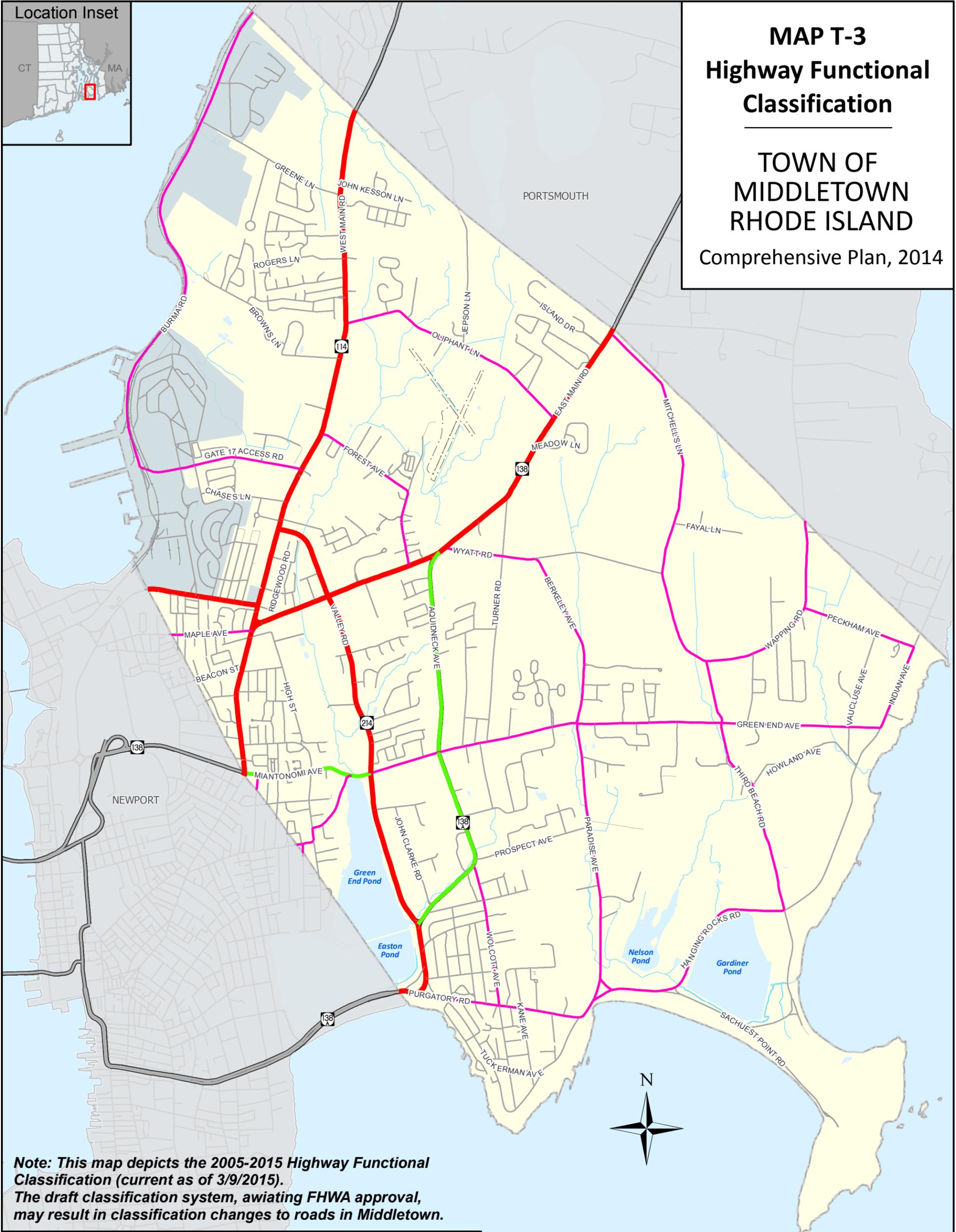
Town of Middletown, A.R.,
 April 22, 2014



MAP T-3 Highway Functional Classification

TOWN OF MIDDLETOWN RHODE ISLAND

Comprehensive Plan, 2014



Note: This map depicts the 2005-2015 Highway Functional Classification (current as of 3/9/2015). The draft classification system, awaiting FHWA approval, may result in classification changes to roads in Middletown.

Map Legend

- Principal Arterial
- Minor Arterial
- Collector
- Unclassified Roads
- Airport Runway
- Rail
- U.S. Navy Property
- Streams



The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.



Town of Middletown, A.R.,
March 9, 2015



MAP T-4 Road Jurisdiction

TOWN OF MIDDLETOWN RHODE ISLAND

Comprehensive Plan, 2014



Map Legend

Roads by Jurisdiction

- Town
- State
- Federal
- Private

- Airport Runway
- Rail
- U.S. Navy Property
- Streams

0 0.25 0.5 1 Miles

The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.




Town of Middletown, A.R.,
April 22, 2014

VII. HOUSING



6/25/2015

Middletown, Rhode Island Comprehensive Community Plan

RESIDENTIAL DEVELOPMENT IN MIDDLETOWN WILL BE PLANNED AND DESIGNED IN A WAY THAT COMPLEMENTS OUR HERITAGE AND PRESERVES OUR NATURAL RESOURCES. THE TOWN WILL HAVE A BALANCE OF HOUSING OPPORTUNITIES FOR ALL INCOME LEVELS THAT ALLOWS MULTIPLE GENERATIONS TO CALL MIDDLETOWN HOME. THE TOWN WILL ENSURE APPROPRIATE TRANSITIONS BETWEEN RESIDENTIAL AND COMMERCIAL USES IN ORDER TO MAINTAIN AND ENHANCE THE QUALITY OF LIFE OF ITS RESIDENTS.

VII. Housing

MIDDLETOWN, RHODE ISLAND
COMMUNITY PLAN

COMPREHENSIVE

Supporting Documents

- The Low and Moderate Income Housing Act (R.I.G.L. 45-53)
- Middletown Residential Build-Out Analysis, Aquidneck Island Planning Commission, 2010.
- 2010 – 2015 State of Rhode Island Consolidated Housing Plan, Rhode Island Housing, 2010.

INTRODUCTION

Housing is a key element of the Comprehensive Plan as the availability and affordability of housing is a major factor in the livability and prosperity of a community. The purpose of the Housing Element is to assess the town's current housing stock particularly in regards to affordability and to project future housing needs. The following Housing Element will outline policies and strategies to be implemented to meet the town's affordable housing goals.

Housing Vision Statement: Residential development in Middletown will be planned and designed in a way that complements our heritage, preserves our natural resources, and enhances the quality of life of our residents. The town will have a balance of housing opportunities for all income levels that allows multiple generations to call Middletown home.

The Housing Crisis and Economic Recession

Rhode Island was particularly hard-hit by the recent economic downturn. In the first half of the 2000-2010 decade housing prices in Rhode Island continued to increase faster than income. The state's housing market reached an historic peak during 2005 and 2006 making housing increasingly unaffordable for many low- and moderate-income households. Attributed in part to this steep escalation of home prices during the housing boom and proliferation of subprime and low-doc loans (low documentation of income requirements), foreclosure activity in Rhode Island ranked among the

VII. Housing

highest in the nation. The mortgage crisis and the state's subsequent economic downturn as the national recession took hold have had a significant impact on housing prices throughout the state. Although housing prices have decreased in recent years, the reality is that homes remain unaffordable for many. A tighter credit market and stricter down-payment requirements have become barriers for those interested in purchasing homes. Job loss and economic insecurity have also had a negative impact with Rhode Island having one of the highest rates of unemployment in the nation.

EXISTING HOUSING INVENTORY

Housing Units

According to the 2010 Census, Middletown has a total of 7,622 housing units. Of these units, the majority are single-family detached units, approximately 57 percent. Multi-family dwellings, including a mix of small two to four unit dwellings and larger apartment complexes constitutes 31 percent of Middletown's housing stock. The remaining 11 percent includes single-family attached units and mobile homes.

As of 2010, the Town had 4,060 single family housing units (excluding mobile homes); 300 condominium units; approximately 850 duplex units; as well as 150 triplex units. According to building permit data less than 300 single family homes were added to the inventory since 2000, and about 30 condominium units. Over the same period, home sales averaged about 125 annually (at \$307,000 average) and condominium sales (at \$310,000 average) about 20 annually.

See Table H-1: Units in Structure for additional data regarding the number of units within residential structures in Middletown.

VII. Housing

TABLE H-1: UNITS IN STRUCTURE				
	<i>Estimate</i>	<i>Margin of Error</i>	<i>Percent</i>	<i>Percent Margin of Error</i>
Total housing units	7,291	+/-281	7,291	(X)
1-unit, detached	4,070	+/-293	55.8%	+/-3.3
1-unit, attached	518	+/-120	7.1%	+/-1.7
2 units	1,157	+/-236	15.9%	+/-3.2
3 or 4 units	407	+/-105	5.6%	+/-1.4
5 to 9 units	191	+/-95	2.6%	+/-1.3
10 to 19 units	318	+/-107	4.4%	+/-1.5
20 or more units	456	+/-121	6.3%	+/-1.6
Mobile home	174	+/-61	2.4%	+/-0.8
Boat, RV, van, etc.	0	+/-20	0.0%	+/-0.5

Source: American Community Survey, 2008-2012 – 5 year estimates

Single-family homes in Middletown range from historic farmhouses, to small Cape-style homes built mostly in the thirties and forties in the central portion of town, to newly constructed homes on large lots in the east side of town. Many of the older homes on and near Easton's Point were originally built for seasonal use, but are now occupied on a year-round basis.

Currently, the town's multi-family units include several large apartment complexes and a small number of two and three family homes located throughout town. Many of the smaller multifamily units are large single-family homes that have been converted into condominiums.

Middletown has over 200 mobile homes, most of which are located in three mobile home parks: Forest Park on Old Airport Road, Bay View Park on Coddington Highway, and Meadowlark Park on Prospect Avenue. Approximately 30 mobile homes are located on individual lots within residential areas throughout town.

Density

Housing density is highest on the west side of Town, where the majority of residential construction has historically taken place. Many of the older housing units were constructed on lots smaller than what is now permitted by zoning, and land zoned for residential use in this area is zoned for high density (an average of 4 units per acre). The central portion of the town is zoned for medium density residential, but does contain some areas of denser residential development. The sparsely developed eastern area of town is zoned for low-density residential use, with lot sizes of typically one or more acres.

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Occupancy

TABLE H-2: HOUSING OCCUPANCY (2010)		
Total Housing Units	7,622	100%
Occupied Housing Units	6,763	88.70%
Vacant Housing Units	859	11.30%
For rent	380	5.00%
Rented, not occupied	9	0.10%
For sale only	62	0.80%
Sold, not occupied	19	0.20%
For seasonal, recreational, or occasional use	339	4.40%
All other vacant	50	0.70%
Homeowner Vacancy Rate	1.60%	-
Rental Vacancy Rate	11.50%	-
<i>Source: US Census 2010</i>		

Table H-2 Housing Occupancy provides a snapshot of housing occupancy in Middletown during the 2010 Census. At that time, 89% of Middletown's housing units were categorized as occupied. A growing number of homes in Middletown are being purchased as second homes for occasional use. As shown in Table H-3 Seasonal Housing Units, the 2010 US Census classified 339 homes as seasonal, a significant 42% increase from the 2000 Census, which classified 193 vacant units as seasonal.

TABLE H-3: SEASONAL HOUSING UNITS	
<i>Year</i>	<i>Total Seasonal Housing Units</i>
1990	81
2000	193
2010	339
<i>Source: US Census</i>	

Many of Middletown's rental units are not available for year round residency. Instead, these units are usually owner-occupied or rented during the summer to seasonal visitors on a weekly or monthly basis. For the remainder of the year they are often rented to students of nearby colleges. The town requires that property owners, who use their properties for short-term rentals, register their properties with the town. For 2010-2011, the town has a listing of 43 properties registered for short-term rental (note that some of these properties may have multiple units and some owners have not registered their properties).

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Tenure

TABLE H-4: HOUSING TENURE	NUMBER	PERCENT
Occupied housing units	6,763	100%
Owner-occupied housing units	3,859	57.10%
Population in owner-occupied housing units	9,444	-
Average household size of owner-occupied units	2.45	-
Renter occupied housing units	2,904	42.90%
Population in renter-occupied housing units	6,393	-
Average household size of renter-occupied units	2.2	-

Source: US Census 2010

Table H-4 Housing Tenure above provides information of the number, percentage and size of households in both the rental and owner-occupied categories. Over 57% of Middletown's housing units are owner occupied.

Table H-5: Year Householder Moved Into Unit, shows there is a relatively high rate of turnover of housing units in Middletown. More than half of residents moved into their current residence in Middletown in the year 2000 or more recently. Some of this turnover is likely due to the number of Navy personnel in Middletown. This figure also includes those residents who have moved from one residence to another within Middletown.

TABLE H-5: YEAR HOUSEHOLDER MOVED INTO UNIT				
	<i>Number</i>	<i>Margin of Error</i>	<i>Percent</i>	<i>Margin of Error</i>
Occupied housing units	6,617	+/-321	6,617	(X)
Moved in 2005 or later	1,949	+/-278	29.5%	+/-3.5
Moved in 2000 to 2004	1,458	+/-202	22.0%	+/-3.1
Moved in 1990 to 1999	1,702	+/-214	25.7%	+/-3.1
Moved in 1980 to 1989	704	+/-148	10.6%	+/-2.2
Moved in 1970 to 1979	407	+/-123	6.2%	+/-1.8
Moved in 1969 or earlier	397	+/-79	6.0%	+/-1.2

Source: American Community Survey 2005-2009 5 Year-Estimates

Age of Housing Stock

The majority of homes in Middletown are post-World War II construction, with more than 60 percent of the housing stock built after 1960. Approximately 10 percent of homes were constructed prior to 1940. Table H-6: Year Structure Built shows an estimate of the number and percentage of housing units built during each decade.

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	<i>Estimate</i>	<i>Margin of Error</i>	<i>Percent</i>	<i>Margin of Error</i>
Total housing units	7,291	+/-281	7,291	(X)
Built 2010 or later	0	+/-20	0%	+/-0.5
Built 2000 to 2009	350	+/-101	4.8%	+/-1.4
Built 1990 to 1999	923	+/-145	12.7%	+/-1.9
Built 1980 to 1989	1,100	+/-177	15.1%	+/-2.4
Built 1970 to 1979	970	+/-191	13.3%	+/-2.6
Built 1960 to 1969	1,093	+/-170	15.0%	+/-2.1
Built 1950 to 1959	1,308	+/-209	16.6%	+/-2.8
Built 1940 to 1949	639	+/-163	8.8%	+/-2.2
Built 1939 or earlier	1,008	+/-208	13.8%	+/-2.8

Source: American Community Survey (2008-2012)

Housing Costs and Affordability

Despite the recent decline in housing prices and low interest rates, the cost of the median home is still out of reach for many, as shown in Table H-7, Middletown Affordable Mortgage. As of 2013, the median income required to afford a median priced home in Middletown was over \$95,000. Housing is considered affordable if a family or person pays less than 30 percent of their income on housing-related costs.

<i>Year</i>	<i>Median Selling Price of a Single-Family Home</i>	<i>Monthly Payment</i>	<i>Income Needed to Afford Payment</i>
2006	\$384,000	\$3,054	\$122,142
2007	\$355,000	\$2,785	\$111,418
2008	\$359,000	\$2,692	\$107,698
2009	\$295,000	\$2,001	\$80,028
2010	\$306,500	\$2,250	\$90,002
2011	\$310,000	\$2,305	\$92,200
2012	\$279,000	\$1,998	\$79,926
2013	\$321,500	\$2,393	\$95,735

Source: HousingWorksRI Housing Fact Book Annual Publication 2007-2014

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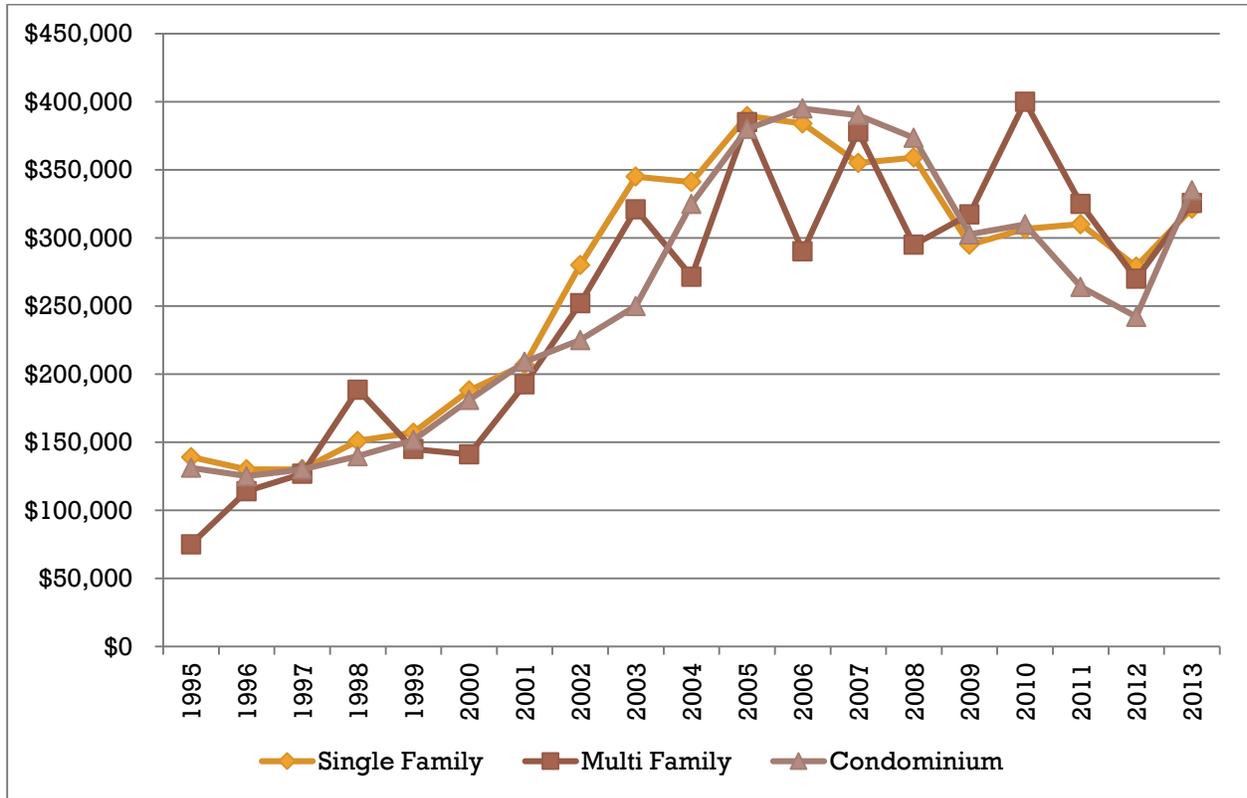
An informal inventory of homes for sale listed in the Statewide Multiple Listing Service (MLS) conducted in December 2009 listed 86 single-family homes for sale with a median asking price of \$ 399,000. There were 26 condominiums for sale with a median asking price of \$343,500. 30 single-family homes were listed under \$300,000 and 18 were listed above one million dollars. In May of 2011, 173 homes were listed for sale in Middletown in the Statewide Multiple Listing Service (MLS). Of the 122 single family homes for sale at that snapshot, only 31 were listed under \$300,000, 48 were listed over \$500,000.

Home prices in Middletown remained fairly steady between 1980 and 2000, but rose rapidly in the first half of the previous decade. In 2009, the average price of a home in Middletown was nearly \$100,000 higher than the state's average of \$199,000. From 2000 to 2010 house prices for single family homes increased a total of 63% as shown in Table H-8 Middletown Housing Costs Comparison. Figure H-1 Average Home Price in Middletown by Type and Table H-9 Middletown Home Sales illustrate and detail median sales prices of homes in Middletown for single-family, multi-family, and condominiums since 1995.

TABLE H-8 MIDDLETOWN HOUSING COSTS COMPARISON			
	2000	2010	% Increase
<i>Single-Family</i>	\$188,000	\$306,500	63%
<i>Average 2-BR Rent</i>	\$872	\$1,265	45%
<i>Source: Housing Works RI</i>			

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FIGURE H-1: AVERAGE HOME PRICE IN MIDDLETOWN BY TYPE (1995-2013)



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TABLE H-9: MIDDLETOWN HOME SALES, 1995-2013

<i>Year</i>	<i>Single Family Median Sales Price</i>	<i>Multi Family Median Sales Price</i>	<i>Condominium Median Sales Price</i>
1995	\$139,000	\$75,000	\$131,200
1996	\$130,000	\$114,000	\$125,000
1997	\$130,000	\$126,750	\$130,000
1998	\$150,875	\$188,500	\$139,750
1999	\$157,000	\$145,000	\$151,500
2000	\$188,000	\$141,000	\$180,950
2001	\$206,950	\$192,450	\$209,000
2002	\$280,000	\$252,000	\$225,000
2003	\$345,000	\$321,000	\$250,000
2004	\$341,000	\$271,500	\$325,000
2005	\$389,450	\$385,000	\$380,000
2006	\$384,000	\$290,000	\$395,000
2007	\$355,000	\$378,000	\$390,000
2008	\$359,000	\$295,000	\$373,500
2009	\$295,000	\$317,250	\$302,500
2010	\$306,500	\$400,000	\$309,900
2011	\$310,000	\$325,000	\$264,000
2012	\$279,000	\$270,000	\$242,000
2013	\$321,500	\$325,500	\$335,000

SOURCE: RI Association of Realtors

Income

The disparity between wages and home prices makes it incredibly difficult for workers to afford to live in Middletown. Sales prices of homes are equivalent in Newport and Portsmouth, meaning most workers cannot comfortably afford to live on Aquidneck Island, and instead must live elsewhere and commute. Middletown's median household income is \$70,766 (American Community Survey, 2008-2012) approximately \$25,000 less than the required income to comfortably afford the median home price in Middletown.

Rents

Rents have also risen rapidly in recent decades, making it difficult for workers in Middletown to find housing they can afford. Middletown saw a 45% increase in average rent between 2000 and 2010 (See Table H-8 Middletown Housing Cost Comparison). In 2010, the average rent for a 2-bedroom apartment in Middletown was \$1,265 (Source: Rhode Island Housing 2010 Rent Survey). The 2010 Census indicates

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that 2,904 (42.9%) of the town's 6,763 occupied housing units are renter-occupied. The American Community Survey (2008-2012) estimates that there are 2,946 occupied rental housing units in Middletown with an estimated median rent of \$1,188 townwide. Of those occupied units paying rent where gross rent as a percentage of housing income can be calculated (2,849 units), more than half (51.9%) are paying more than 30% of their housing income on rent (American Community Survey (2008-2012)).

New Housing Development

The number of building permits issued by the town in recent years is an indicator of population growth and associated housing need. With the exception of the building boom of the mid-eighties, annual building permits issued in Middletown are generally less than 100. Table H-10 Middletown Building Permit Activity lists total certificates of occupancy for new construction by year. According to Town records, over the past 9 years Middletown has averaged over 26 new housing units annually.

TABLE H-10: MIDDLETOWN BUILDING PERMIT ACTIVITY			
<i>Year</i>	<i>SF</i>	<i>Multi/Condo</i>	<i>Total</i>
2013	8	32	40
2012	16	11	27
2011	6	8	14
2010	11	5	16
2009	12	5	17
2008	22	5	27
2007	19	17	36
2006	35	0	35
2005	21	3	24
Average	16.6	9.5	26.2

Source: Town of Middletown

The largest growth in Middletown's housing stock occurred between 1970 and 1980, with the addition of over 1,500 new units. Between 1980 and 1990 building activity decreased significantly with approximately 850 building permits being issued during this decade. Housing construction slowed even more in the 1990's with a little over 600 building permits issued. In the most recent decade, 2000-2009, there were 327 building permits issued for new residential construction.

Table H-11 Building Permits by Decade displays building permits for new construction for the past three decades in Middletown.

TABLE H-11: BUILDING PERMITS BY DECADE			
<i>Decade</i>	<i>SF</i>	<i>Multi/Condo</i>	<i>Total</i>
2000-2009	281	46	327
1990-1999	585	31	616
1980-1989	649	200	849

Source: Town of Middletown

Residential Build-Out Analysis

TABLE H-12: TOTAL POSSIBLE LOTS AND ESTIMATED POPULATION	
Total Possible Lots	1,242
Total Area (Acres)	1271.25
Estimated New Population	3,018
<i>AIPC Residential Build-Out Analysis, 2010</i>	

The Aquidneck Island Planning Commission (AIPC) conducted a residential build-out analysis for the Town of Middletown in 2010. The analysis sought to determine the maximum number of residential lots

that could be developed under existing zoning. AIPC used Geographic Information Systems (GIS) to identify parcels available for development and calculated how many lots each parcel could potentially yield. Results of the analysis determined that a total of 1,242 lots could be developed on Middletown’s undeveloped residential land. Tables H-12 Total Possible Lots and Estimated Population and H-13 Possible Lots by Zoning District present the results of the build-out analysis. If the average number of single family dwelling units being built per year continues at approximately 18 (see Table H:10), total build out could occur in an estimated 70 years.

TABLE H-13: POSSIBLE LOTS BY ZONING DISTRICT		
<i>Zoning District</i>	<i>Possible Lots</i>	<i>Area (Acres)</i>
R-10 (10,000 sf)	55	13.26
R-10A (10,000 sf – Traffic Sensitive)	11	2.87
R-20 (20,000 sf)	171	90.36
R-20A (20,000 sf – Traffic Sensitive)	71	40.12
R-30 (30,000 sf)	141	115.73
R-30A (30,000 sf – Traffic Sensitive)	112	94.77
R-40 (40,000 sf)	487	555.2
R-60 (60,000 sf)	199	352.04
R-60A (60,000 sf – Traffic Sensitive)	4	6.91
<i>Source: AIPC Residential Build-Out Analysis, 2010</i>		

Impact of Navy Presence

The presence of the Navy on Aquidneck Island has had a large impact on Middletown’s housing stock. The Navy currently operates 409 units in two housing complexes in Middletown: Coddington Cove (208 units) and Greene Lane (201 units). Construction, rehabilitation, and demolition of Navy housing is not under the town’s purview, and is generally not reflective of civilian demographic trends. The pull-out of the Navy in the 1970’s was responsible for the large drop in the population of Aquidneck Island between 1970 and 1980. The continued reduction in Navy personnel based on Aquidneck Island has led to a similar decline in Navy housing units. Due to the decline in Navy housing in recent decades, the overall

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growth in housing units has not been as great as would be expected by the number of building permits issued. A significant amount in the reduction is due to the privatization of the four-family structures at the Anchorage, known now as The Landings.

Currently, the remaining two Navy housing complexes are under the management of a private property management firm and units are available to both Navy and civilian families. Although rental rates and unit pricing may place them in that category, none of these units currently qualify as low-and-moderate income housing due to the fact that they are not deed-restricted. Recent increases in Naval educational activities has placed a greater demand for housing in the region as many military officers and their families select not to live within Navy housing complexes.

Table H-14 Navy Housing Units shows the total number of Navy housing units along with all housing units in town and the town's population.

TABLE H-14: NAVY HOUSING UNITS				
<i>Year</i>	<i>Population</i>	<i>Total Units</i>	<i>Civilian Units</i>	<i>Navy Units</i>
1970	29,290	4,901	*	*
1980	17,216	6,483	*	*
1990	19,460	7,104	5,846	1,258
2000	17,334	7,603	6,652	951
2010	16,150	7,622	7,213	409

*Source: US Census, Town of Middletown, * No data available for these years*

AFFORDABLE HOUSING

The Town of Middletown is committed to providing all its citizens the opportunity to live in adequate and affordable housing. This includes subsidized housing for low and moderate income households; alternatives to large, single-family homes for the elderly and other non-family households and workforce housing.

This plan does not designate specific areas of town where affordable housing will be developed, as opportunities for affordable housing should be provided throughout the town. However, this plan does recognize that some areas are more suitable for development of affordable housing due to less expensive development costs and the ability to support denser residential development.

Affordable housing needs in Middletown should be met in a manner consistent with the following criteria. Affordable housing should be:

- ❑ Developed in a manner that will have no significant negative impacts on the health and safety of current or future residents
- ❑ Developed in a manner that will have no significant negative impacts on our natural environment

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- ❑ Integrated into the community rather than concentrated in specific areas of the town
- ❑ Preserved as affordable, rather than converted to market-rate units
- ❑ Related to the need for specific types of affordable housing in Middletown
- ❑ Consistent with the goals and purpose of the comprehensive plan, zoning ordinance and subdivision regulations

This plan sets out policies and strategies to be followed in order to reach Middletown's Affordable Housing goals. It focuses on short-term actions that can be undertaken over the next year, as well as additional initiatives that can be implemented within ten years. Past practices and on-going strategies are also outlined.

Affordable housing is generally defined as housing which costs no more than 30 percent of a household's income. For many lower income households in Middletown, affordable housing cannot be obtained through the market; however, a significant number of housing units, subsidized through a variety of Federal and State Programs, are rented or sold below market rate to households who meet specific income criteria. Most of these units are reserved for households with incomes less than 60% of Newport County's median family income (MFI).

Table H-15 defines Low and Moderate Income Households and household classifications.

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TABLE H-15 LOW AND MODERATE INCOME HOUSEHOLDS (LMI) DEFINITIONS			
<i>Any individual, family, or other household type whose family income is less than 120% of Newport County's median family income (MFI), adjusted for household size in accordance with the US Department of Housing and Urban Development's guidelines; can be further categorized by income level or household type:</i>			
<u>Income Level</u>		<u>Household Type</u>	
Extremely Low	Income of less than 30% MFI	Elderly	1 or 2 person family households in which one or both households' members are aged 65 or older.
Very Low	Income between 31% and 50% MFI	Small Family	Family households of 2-4 persons
Low	Income between 50%–80% of MFI	Large Family	Family households of 5 or more
Moderate	Income between 80% and 120% of MFI	Other Household	Any household not classified as elderly, small or large family. Includes not-elderly individuals living alone as well as non-related households.
<i>SOURCE: US Department of Housing & Urban Development</i>			

Subsidized Units

Middletown has a variety of subsidized units, including both rental and homeownership units for families, the elderly, and special needs individuals. Table H-16 Low and Moderate Income Housing Units in Middletown lists those housing units, a total of 385, in Middletown that contribute to the town's state mandated goal of 10% affordable units. These are units that meet the state definition of low/moderate income housing, including being subsidized and guaranteed to remain affordable for a minimum of 30 years. (§45-53-3 R.I.G.L.)

Currently, in Middletown, there are 185 low-and-moderate income housing units available to families. There was a significant decrease in Middletown's low and moderate income family housing stock in 2013, when the owners of Oxbow Farms prepaid their HUD Section 236 mortgage resulting in the loss of 182 subsidized units. Through its "Landtrust HOME" program, Church Community Housing purchases homes and sells them to low and moderate income families, while retaining ownership of the land. As of 2010, 24 homeownership units have been created in Middletown under this program with a total of 90 in Newport County. There are an additional 26 units of family homeownership units in Commodore Perry Village.

Subsidized housing for the elderly is provided at two locations in Middletown. The 50-unit Forest Farm Assisted Living Facility provides supportive housing for low-income frail elderly. It was developed under a demonstration program for alternatives to institution care sponsored by Rhode Island Housing, the Department of Elderly Affairs, and the Department of Human Services; and is subsidized through the Low

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Income Tax Credit Program (LITC). West House provides 49 rental units subsidized under the HUD 202 program.

In 2013, Middletown had a total of 101 special needs housing units included on Rhode Island Housing's Low and Moderate Income Housing Chart. Low and moderate-income individuals with special needs are served by 74 beds at several group homes, and 15 units subsidized under the HUD 811 program at Villa Nia.

Emergency and transitional housing in Middletown is provided by two non-profit organizations. Lucy's Hearth is an agency that provides shelter and services to women with children who are homeless. The shelter, which has thirty beds in nine family bedrooms, is at full capacity 95% of the time; in addition, there is a waiting list for families needing the shelter. Child and Family Services of Newport provide eight transitional units for homeless families.

TABLE H-16: LOW AND MODERATE INCOME HOUSING UNITS IN MIDDLETOWN

Name	Tenure	Address	Units	Type
West House	Rental	417 Forest Avenue	49	Elderly
Forest Farm Assisted Living	Rental	191 Forest Avenue	50	Elderly
Commodore Perry	Homeownership	Admiral Perry Drive	26	Family
Villa Nia. Cooperative	Homeownership	18 Marshall Lane	12	Family
Oxbow Farms	Rental	55 Rogers Lane	120	Family
Sunset Lawn Road	Homeownership	16, 26, 27, 36 Sunset Lawn Road, 20 Bloom Ct, 17 Paquin Pl	6	Family
Sunset Lawn Road	Rental	39, 41, 49, 51 Sunset Lawn Road	4	Family
Bloom Court	Homeownership	10, 15, 25, 30 Bloom Court	4	Family
Paquin Place	Homeownership	11 Paquin Place	1	Family
Wood Terrace	Homeownership	12 Wood Terrace	1	Family
Newport Avenue	Homeownership	121 Newport Avenue	1	Family
Marshall Lane	Homeownership	17 Marshall Lane	1	Family
Rosedale Avenue	Homeownership	18 Rosedale Avenue	1	Family
Wooley Road*	Homeownership	20 Wooley Road	2	Family
Forest Avenue	Homeownership	230A, 230B Forest Avenue	2	Family
Maple Avenue	Homeownership	7, 25 Maple Avenue	2	Family
Stockton Drive	Homeownership	7, 40 Stockton Drive	2	Family
Villa Nia	Rental	18 Marshall Lane	15	Special Needs
Forest Avenue	Rental	240 Forest Avenue	2	Special Needs
West Main Road	Rental	1409 West Main Road	10	Special Needs
Group Homes*	N/A	Various	74	Special Needs
		Total LMIH Units	385	

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Source: Rhode Island Housing, 2013 Low-and-Moderate Income Housing Chart

Subsidy Programs

The following is a list of subsidy programs, most of which have been used to subsidize housing in Middletown.

HUD 202 (West House): Capital advances and rent subsidies for construction and rehabilitation of structures that will serve as supportive housing for very low-income elderly persons. The capital advance does not have to be repaid as long as the project serves very low-income elderly persons for 40 years. Project Rental Assistance is used to cover the difference between the HUD-approved operating cost per unit and the tenant's rent. Project Rental Assistance contract payments can be approved up to 5 years. Contracts are renewable based on the availability of funds.

HUD 236: Provides an interest rate subsidy that reduces the mortgage interest to an effective rate of 1%; properties must be rented to tenants who make less than 80% of the area median income.

HUD 811 (Villa Nia & Freedom Apartments): Interest-free capital advances and project rent subsidies to finance the development of non-profit rental housing with supportive services for persons with disabilities. For very low-income persons between the ages of 18 and 62 who have disabilities, including persons with physical or developmental disabilities or chronic mental illness and disabled families.

RIH HOME (CHURCH COMMUNITY HOUSING units): Rhode Island Housing provides grants and low-interest loans as gap financing or seed money to encourage the construction or rehabilitation of affordable houses and apartments. In Middletown, CHURCH COMMUNITY HOUSING has used RIH HOME funds in its "Landtrust HOME" program to purchase homes, then sell them at an affordable price to low and moderate income households while retaining ownership of the land. Each year, Rhode Island Housing receives approximately \$5 million in federal HOME funds from the U.S. Department of Housing and Urban Development. HOME funds finance both rental and homeownership opportunities and are used to acquire property, rehabilitate existing affordable housing, and to construct apartments and homes.

LITC (Forest Farm): The Low Income Tax Credit is currently the principal federal program for the construction and rehabilitation of affordable apartments. The tax credits are a dollar-for-dollar credit against federal tax liability. Rhode Island Housing allocates tax credits to developers of affordable apartments; allocation is based on Rhode Island Housing's annual Qualified Allocation Plan. Developers then sell the credits to investors, generally for-profit corporations and investment funds, generating the equity necessary to complete their projects.

Building Homes Rhode Island: The State Housing Resources Commission created the Building Homes Rhode Island fund in 2007 providing up to \$50 million over four years to create rental units and homeownership opportunities. At the end of its four-year cycle in July 2011, the state's Building Homes Rhode Island (BHRI) program helped to fund the development of 1,255 long-term affordable rental and

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ownership homes across Rhode Island. Unfortunately, no units were created in Middletown through this program.

The Housing Choice Voucher System: The Housing Choice Voucher System, previously known as Tenant Based Section 8, provides valuable housing assistance to low income residents of the Town. In recent decades, federal funding for affordable housing has been diverted from the project based subsidies described in the previous section to tenant based assistance. Often voucher programs are administered by a local Public Housing Authority (PHA). However, since Middletown does not have a local PHA, vouchers used in Middletown are administered by Rhode Island Housing. Under the Housing Choice program, available primarily to those whose household income is less than 30 percent of an area’s median household income, a participant pays 30 to 40 percent of household income on housing, and the remaining cost of a rental unit is subsidized by the federal government. The number of Housing Choice Vouchers used in Middletown increased from 87 in 1995 to 107 in 2002. In 2004, 96 vouchers were used in Middletown. As of 2011, Rhode Island Housing indicated that there were 53 vouchers leased in Middletown. Town staff have expressed the need for additional vouchers in Middletown evidenced by the number of phone calls they receive from individuals looking for affordable housing in the area.

Vouchers can only be used in rental units meeting Fair Market Rent Criteria. Table H-17: Fair Market Rents FY2014 includes the fair market rent annual calculation for our area as determined by the U.S. Department of Housing and Urban Development (HUD). Fair market rates are sometimes less than what rental units in Middletown actually cost and the gap between fair market rent and what is actually being charged for rental units increases with the size of the unit. The difference between advertised rents and Fair Market rents can make it difficult for voucher holders to find qualifying units within Middletown.

TABLE H-17: FAIR MARKET RENTS FY2014					
	<i>Efficiency</i>	<i>1 Bedroom</i>	<i>2 Bedroom</i>	<i>3 Bedroom</i>	<i>4 Bedroom</i>
Fair Market Rent	\$895	\$901	\$1,119	\$1,649	\$1,982

SOURCE: US Department of Housing & Urban Development

Other Affordable Housing

Subsidized housing is only one type of housing that is affordable to low and moderate individuals and households. According to HUD CHAS data, based on the 2000 US Census, there were 1,347 low and moderate income households in Middletown living in affordable housing (housing costs were less than 30% of income). This represents approximately 50 percent of all low and moderate income households. While this figure includes subsidized units, the remaining 794 units were not subsidized. These other affordable units included units rented and owned by the elderly, small and large families, and other households such as single and non-related householders; and include mobile homes, accessory family dwelling units, and Tenant-Based Section 8 Rental Units. Additionally, Navy housing complexes fulfill the affordable housing needs of its lower ranking enlisted officers/personnel.

Housing Needs

In order to assess existing and future housing needs, including the need for affordable housing, the following section includes an analysis of each of the following need areas: the number of units; the suitability of housing options; general housing affordability; and housing conditions. The main focus is on meeting existing needs, as the population of Middletown is not expected to increase significantly over the next few decades, as indicated by population projections issued by Rhode Island Statewide Planning, building permit trends, and a build-out analysis.

By 2035, the projected population for Middletown is 12,822 and by 2040, that population is expected to decline to 12,121 (Technical Paper 162, www.planning.ri.gov/documents/census/tp162.pdf). These projected population figures were used as the basis for assessing future needs. A basic assessment of future housing needs is to divide the projected population for the 20 year time period by the current average household size. Using the current household size, 2.34, and the projected population for Middletown in 20 years of 12,822, the town's housing needs will be approximately 5,479 housing units. This is 1,395 less than our current year-round housing stock of 6,874. Therefore, for Middletown, our future housing needs will more likely be related to the suitability and affordability of these units rather than the actual amount of housing stock.

20 Year Forecast

- Population: 12,822

- Estimated Year-round Housing Units: 7,374

(6,874 plus (average bldg permits a year (25) x 20 years))

Low-Mod Units

As of July 2014, Middletown has 385 low and moderate income housing units which is 5.6% of the town's year-round housing stock. Therefore, the town needs to add 302 additional low and moderate income housing units to the housing stock for a total of 685 in order to reach 10% threshold. However, in twenty years, additional units will be added to the housing stock (an estimated 500) and therefore that required number figure will change with future Census data.

General Housing Affordability

Data shows that Middletown residents are burdened by their housing costs. Over 40% of Middletown's households with a mortgage pay more than 30% of their household income on their monthly mortgage costs (American Community Survey 2008-2012 where selected monthly owner costs as a percentage of household income could be calculated – 2,358 units).

Suitability of Housing Options

Currently in Middletown there is a need for year-round rental housing for all income levels, homeownership opportunities for moderate-income households, and housing geared toward older

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individuals and couples. According to the US Census, housing units in Middletown are split almost equally between owner-occupied and renter-occupied homes. Of those rentals not utilized by Navy personnel, many are not available for year-round rental due to seasonally desirable near beach locations. The lack of year-round housing, low vacancy rates, and high rents indicate that there may be a need for additional year-round rental units.

Housing Conditions

Middletown overall has a healthy, safe and well maintained housing stock. There are no areas in town that can be pointed to where worsening conditions or blight are present. Regarding vulnerabilities to natural hazards, land susceptible to sea level rise is mostly void of any residential structures and therefore the town would not see any significant impact to any of our residential neighborhoods or a substantial amount of housing stock if significant sea level rise were to occur. However, if flooding along the banks of the Maidford River or Bailey Brook were to become more intense and frequent, homes located there could be substantially impacted.

Elderly

Despite the decline in Middletown's population between 1990 and 2010 (a loss of nearly 17%), the town experienced an increase in the number of older residents. This combination of a decrease in population, with an increase of older age groups has caused a significant shift in the town's demographic profile as shown in Table H-18: Age Distribution, 1990-2010. Over the past two decades, Middletown has seen a population decrease of 3,280. However, the entire decline was in the 44 and under age groups with the largest loss in the 25 to 34 age group. The age groups over 45 increased by 2,284 residents, an increase of 20%.

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TABLE H-18: AGE DISTRIBUTION, 1990-2010

Age Groups	1990	%	2000	%	2010	%	Change from 1990-2010	Percent Change	Percentage Point Change
Under 5	1,465	8%	1,210	7%	933	6%	-532	-36.3%	-2%
5 to 9	1,358	7%	1,344	8%	1,013	6%	-345	-25.4%	-1%
10 to 14	1,256	6%	1,163	7%	1,078	7%	-178	-14.2%	0%
15 to 24	3,207	17%	1,761	10%	1,684	10%	-1,523	-47.5%	-6%
25 to 34	3,909	20%	2,207	13%	1,771	11%	-2,138	-54.7%	-9%
35 to 44	2,959	15%	3,152	18%	2,111	13%	-848	-28.7%	-2%
45 to 54	1,610	8%	2,416	14%	2,584	16%	974	60.5%	8%
55 to 64	1,391	7%	1,502	9%	2,133	13%	742	53.3%	6%
65 to 74	1,232	6%	1,205	7%	1,334	8%	102	8.3%	2%
75 to 85	698	4%	902	5%	923	6%	225	32.2%	2%
85+	345	2%	472	3%	586	4%	241	69.9%	2%
Total	19,430		17,334		16,150		-3,280	-16.9%	

Source: US Census, 1990, 2000, 2010

As Middletown’s senior population continues to grow, so does the need for housing designed for one and two person households at a variety of price ranges. There will be a growing need for smaller, empty-nester type homes for residents wishing to “downsize” their living accommodations. Senior households often have a high level of housing burdens. Therefore, there is a need for additional affordable rental housing for seniors, programs to assist low and moderate income senior households paying mortgages, and alternatives to large, single-family homes. Because Aquidneck Island is a popular area for retirees, the demands placed upon retirement and nursing homes continues to grow. Therefore, additional nursing home and retirement home facilities will likely be needed within the next 20 years.

Family Housing

The majority of households in Middletown are family households. However, both the number of family households and the percent of total households that are families are decreasing as shown in Table H-19 Number and Size of Families. There were 4,773 families in 1990, making up 72.5 percent of all households in Middletown. Twenty years later, in 2010, Middletown saw an 11% decrease in the percentage of family households with a total of 4,164. In addition to a reduction in the number of families, the average size of families has also been decreasing. The average family size in Middletown in 2000 was 3.01, a 22 percent decrease since 1990, when average family size was 3.16. As of 2010, the average family size is now 2.98.

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TABLE H-19: NUMBER AND SIZE OF FAMILIES			
	<i>Total # of Families</i>	<i>% of Total Households that are Families</i>	<i>Average Family Size</i>
1990	4,773	72.5%	3.16
2000	4,646	66.4%	3.01
2010	4,164	61.6%	2.98
<i>Source: US Census</i>			

Over this same time period, the average size of homes has been increasing, with the numbers of seven and eight room houses increasing more than any other size house. The trends of decreasing family size and larger size homes indicate there may be less of a demand for housing for large families in the future. Therefore, developing affordable housing for large families is not a priority for Middletown at this

time.

Small families at all income levels, both renters and owners, are in need of additional affordable housing. This is especially important for those who are severely cost burdened (pay more than half of their income on housing costs). Priorities are rental units for households under 65% MFI, homeownership assistance for families at 65%-80% MFI, and homeownership options for households with incomes in the 80%-120% range.

Single Parent Headed Households

The 2010 Census indicated that of the 6,993 occupied households in Middletown, 692 were female-headed family households, an equivalent of over 10% of all households. More than half, over 400, of those female-headed households include children under 18 years of age. Female headed householder counts for 2010 did not increase significantly from the 2000 Census which reported 682 female-headed homes, which was a 17.4% increase from the 1990 Census. For additional information on households by type in Middletown see Table H-20 Households by Type.

TABLE H-20: HOUSEHOLDS BY TYPE		
<i>Total Households</i>	6,763	100%
Family households (families)	4,164	61.60%
With own children under 18 years	1,846	27.30%
Husband-wife family	3,233	47.80%
With own children under 18 years	1,349	19.90%
Male householder, no wife present	239	3.50%
With own children under 18 years	96	1.40%
Female householder, no husband present	692	10.20%
With own children under 18 years	401	5.90%
Average family size	2.98	-
<i>Source: US Census</i>		

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Nonfamily Households

Nonfamily households represent a significant proportion, 38% of households in Middletown. Since the town does not have detailed data on the composition of these households, it is difficult to ascertain what types of housing is necessary for this population. However, it is likely that many of these households are single individuals, as approximately 30% of the town's households are one-person households. Therefore, there is a need for smaller rental units and homeownership units for single individuals that are affordable with one income.

<i>Nonfamily households</i>	2,599	38.40%
<i>Householder living alone</i>	2,159	31.90%
<i>Male</i>	938	13.90%
<i>65 years and over</i>	248	3.70%
<i>Female</i>	1,221	18.10%
<i>65 years and over</i>	679	10.00%
<i>Average household size</i>	2.34	-
<i>Source: US Census</i>		

Special Needs Persons and Groups

Additional housing for special needs groups such as the mentally and physically handicapped are needed throughout the state. The town has strongly supported development of housing for special needs individuals, and will continue to do so in the future. In recent years, the number of housing units for those with special needs has increased substantially. In 1992 there were five group homes serving 35 clients. Currently, the town has over one hundred special needs housing units, including group homes which serve 74 clients, and Villa Nia which provides 15 units of special needs housing. These units are all affordable to low and moderate income households. Church Community Housing and the Newport County Community Mental Health recently developed Freedom Apartments, adding ten rental units for low income special needs individuals.

Homeless

It is important for the town to support Newport County's homeless services and shelters, including Lucy's Hearth in Middletown, so that they can continue to meet the need for temporary accommodations for the area's homeless.

According to Rhode Island Department of Education (RIDE) (2008-2009) Fall Enrollment Reports, there are 61 homeless students enrolled in Middletown Public Schools.

According to the 2006-2007 Rhode Island Emergency Shelter Annual Report, 51 homeless individuals surveyed between July 1, 2006 and June 30, 2007 reported Middletown as their last place of residence.

Although the second figure may represent a very small fraction of Rhode Island's homeless (0.7%), use of homeless shelters in Rhode Island has been increasing.

STATE AFFORDABLE HOUSING NEEDS

In order to understand housing needs, one must examine not only the supply and demand for housing in a particular town, but also the regional and state need for affordable housing. Rhode Island Housing prepares a Consolidated Housing Plan every five years; this plan is used as an application to the Department of Housing and Urban Development for the State's Community Development Block Grant (CDBG), HOME Investment Partnership Program, and Emergency Shelter Grant Program (ESG).

One can get a sense of the overall state need for affordable housing by looking at the data for the average waiting time for a household to receive assisted housing. There is a high demand for both public and Section 8 housing; many communities have waitlists ranging from 500 to 1,500 persons waiting for public housing with a length of wait ranging from 5 to 10 years (2010-2015 Consolidated Plan). As of 2008, there were 2,186 households waiting for rental assistance in Rhode Island Housing's Section 8 waitlist.

The Low-and-Moderate Income Housing Act

The Low-and-Moderate Income Housing Act (R.I.G.L. 45-53-3) requires that all communities in Rhode Island achieve 10% affordable housing. Since Middletown currently does not meet the 10% threshold, the town could be faced with Comprehensive Permit applications, with little regard to the town's specific needs for affordable housing or Middletown's character. Working with our state legislative delegation, the town should seek modifications to the state's current affordable housing act such as expanding the definition of affordable housing and other amendments that would create more fairness and reasonableness in providing affordable housing opportunities in all communities in Rhode Island.

MIDDLETOWN'S TEN-YEAR AFFORDABLE HOUSING ACTION PLAN

Introduction

The recent collapse of the housing market has made it obvious that housing is an integral part of our economy. The State of Rhode Island was hard hit by the national housing crisis as many lost their homes to foreclosure and many more have mortgages higher than the value of their homes. The gap between wages and housing costs continues to prevent people from purchasing homes, and leave many struggling to pay unaffordable mortgages and rents. High unemployment is exacerbating the situation. Housing policy therefore must be a priority for local communities.

The Town of Middletown recognizes the importance and its responsibility in promoting affordable housing. The following action plan sets forth Middletown's strategy to increase the town's supply of affordable housing. This plan lays out actions that will be taken over the next ten years to meet the town's affordable housing goals. The plan will be reviewed annually to ensure progress is being made. Changes to the plan will be made as necessary and as new guidelines on affordable housing are made available from Statewide Planning, the Housing Resources Commission and Rhode Island Housing.

Middletown Housing Facts (2013)

- Median sales price of homes: \$321,500
- Typical monthly housing payment* for a \$321,500 house: \$2,393
- Household income required to afford a \$306,500 house: \$95,735
- Average monthly rent for a two-bedroom apartment: \$1,390
- Household income required for that rent to be affordable: \$55,600
- Average private-sector wage for jobs in Middletown: \$44,668

*Calculated using a 30-year mortgage at 3.66% interest rate with a 3.5% down payment, municipal property taxes, hazard insurance (\$100/month), and monthly mortgage insurance (1.25%/month).

Source: HousingWorks RI

Affordable Housing Plan Progress

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ACCOMPLISHMENTS SINCE ADOPTION OF MIDDLETOWN'S 5-YEAR AFFORDABLE HOUSING ACTION PLAN (2003):

- ✓ **21 Low-and-Moderate Income Housing Units were added to the housing stock**
- ✓ **Amended Zoning Ordinance to allow for Mixed-Use Development**
- ✓ **Adopted Conservation Style Subdivision Development**
- ✓ **Provided Waiver of Impact Fees for Affordable Housing**

GOAL I: PROTECT EXISTING SUPPLY OF AFFORDABLE HOUSING

Privately owned publicly assisted low-and-moderate income units are at risk of conversion to market rate housing as they near the end of their contracts. Owners may choose not to renew their subsidy contracts and then raise the rents. The town understands that preserving subsidized housing works best when it includes pro-active organizing to identify units that are in danger of going market rate.

Middletown was the first suburban Rhode Island community to meet the state's Low and Moderate Income Housing Act's ten percent affordability threshold. However, due to the loss of affordability restrictions on 88 units at Blenheim through the early retirement of an FHA loan, the town dropped below ten percent subsidized units. In 2013, 182 subsidized units at Oxbow Farm were also lost creating a great challenge to the community to meet the town's need for very low-income family rental housing further reducing the town's total low and moderate income housing percentage from 8.25% to 5.6%.

In order to prevent the further loss of affordable units, a detailed inventory of low-and-moderate income units should be utilized and maintained. By tracking affordable housing, the town will be aware of upcoming potential losses of affordable units and with the assistance of housing advocates and state housing organizations, the town can try to persuade owners to renew using various government incentives.

GOAL II: PROMOTE A BALANCE OF HOUSING CHOICES FOR ALL INCOME LEVELS AND AGE GROUPS

In recent decades, the majority of residential development in Middletown has been single-family homes. A goal of the town is to promote a wider range of housing options to accommodate a variety of household sizes, incomes, and stages of life.

For seniors who have outgrown the traditional single family home, a diversity of housing options will allow residents to remain in Middletown. Through the adoption of an inclusionary zoning ordinance, elderly housing for lower income seniors could be provided through inclusion of affordable units in future Senior Independent Living Facilities. Senior Independent Living Facilities is a use recently added to the zoning ordinance which restricts occupants to those aged 55 and older; these can be either homeownership or rental units. Projects permitted under this provision of the Zoning Ordinance,

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allowed by Special Use Permit in the R-10, R-20, R-30, & R-40 districts, receive a 30% density bonus over underlying zoning.

Demonstrating its commitment to affordable housing for the elderly, the town provided substantial funding for the development of Forest Farm Assisted Living, a facility for low-income elderly. Recognizing the limited affordable housing options for the elderly in Middletown, and the increasing need for affordable housing for the elderly as this population grows; the town will continue to support subsidized housing for the elderly.

The town recognizes the difficulties many senior homeowners face in maintaining homeownership as housing costs rise. For this reason, the town's tax code has several special provisions for residents over the age of 65 that reduce the homeowner's tax burden. These include a senior citizen property tax exemption, which is graduated based on household income, a tax freeze for the extremely low income elderly, and a tax deferral provision for moderate and lower income long-term Middletown residents. The town will continue to provide exemptions, tax freezes, and tax deferral to homeowners over the age of 65 to allow continued homeownership in Middletown and opportunities for aging in place.

The town recognizes the importance of unsubsidized affordable housing. Much of the affordable housing in town is not subsidized. In 2000, almost two thirds of Middletown's low-and-moderate income residents who were not rent burdened did not reside in subsidized housing. It is likely that many of these are mobile homes and Accessory Dwelling Units. These forms of housing are an important part of the town's affordable inventory, especially as funding is reduced at the federal and state levels for affordable housing development. The town will continue to permit forms of housing that are affordable without subsidies including mobile homes and accessory family dwelling units.

Accessory Dwelling Units (ADU's) are most commonly understood to be a self-contained second living unit that is built into or attached to an existing single family dwelling. In some cases, ADU's are cottages, guest houses, or a converted garage or barn. An ADU has its own kitchen, bathroom, and private entrance and typically are subordinate in size, location, and appearance to the primary housing unit. Local review boards can ensure that new ADU's fit with the character of the neighborhood.

Currently, accessory dwelling units are allowed in town by special use permit for use by the homeowner's close family members only. The town will explore the possibility of expanding this beyond family members to create a range of housing opportunities for a larger number of people and possibly also to create low-and-moderate income housing units through implementation of an accessory dwelling unit ordinance. Homeowners would benefit from the additional rental income, renters would benefit from the availability of moderately priced rental housing in single-family neighborhoods, and the

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community would benefit from the addition of affordable housing for little or no public expense. An additional benefit of an accessory dwelling unit ordinance could be to encourage the legalization of existing illegal ADU's by waiving any applicable fines for homeowners who are willing to bring their units up to code.

This goal is also targeted at the special needs households in the town. These households often have needs that are not normally met by the private sector. When the housing market does not meet their needs, families or individuals must settle for less or must pay more than they can afford. In general, special needs households may include large households, seniors, persons with disabilities, single parent households, students, agricultural workers and the homeless. Often, special needs homes more specifically refer to homes for the homeless and disabled. These homes often provide supportive services for the special needs populations they serve. The town has supported the development of housing for special needs populations, mainly through CDBG funding; and will continue to do so in the future.

GOAL III: INCREASE THE TOWN'S SUPPLY OF WORKFORCE HOUSING

The town supports the development of both rental and homeownership opportunities for our workforce. Becoming a homeowner is difficult for low and moderate income households, and even some households with incomes considerably above the mean. Many employees of businesses and agencies located in Middletown fit this category, and it is essential that these workers have the opportunity to locate decent affordable housing nearby their place of work. The area has high housing costs and incomes have not kept pace.

In recent decades, new homes have been geared towards the more affluent with large homes on large lots. While there is a strong need for more modest, affordable housing, such units are not being provided by the market. Therefore, the town will consider implementing a mandatory inclusionary zoning ordinance.

Positive attributes of inclusionary zoning are that it disperses affordable units throughout town and provides affordable housing without requiring municipal or other government funding. Inclusionary zoning may not produce a significant number of units due to its reliance on housing market conditions and the limited availability of land for large-scale residential development, however, if implemented could assist the town in maintaining its percentage of low-and-moderate income housing as new residential development occurs. The town currently issues an average of 25 building permits for new homes each year. Using this figure, the 20% mandatory inclusionary zoning ordinance could result in approximately 5 new LMI units each year.

In establishing a mandatory inclusionary zoning ordinance, the town should also develop a municipal subsidy system to be used exclusively for affordable housing. The town would like to explore the idea of a tiered municipal subsidy incentive program designed to encourage the type and style of development

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that the town desires. In exchange for the low-and-moderate income units, developers would receive non-monetary compensation in the form of density bonuses and zoning variances. Providing affordable housing units within smaller subdivisions of less than six units might prove infeasible, therefore, allowances for off-site construction may be included in the ordinance.

Church Community Housing, through its land trust ground-lease program, has assisted 24 low and moderate income households in becoming homeowners in Middletown. The town will continue to prioritize this and other similar programs in CDBG funding applications. The non-profit also provides down payment assistance, education programs for homebuyers, and low interest loans for rehabilitation of homes owned by low-and-moderate income households. All of these programs are essential for continuing to improve homeownership opportunities in Middletown. The organization has used a variety of funding sources, including RI Home, Thresholds, Low Income Tax Credits and CDBG funding to create affordable rental and homeownership housing for families, the elderly and special needs households. Recent projects completed by Church Community Housing in Middletown include the conversion of a 16-room motel to 10 rental units (Freedom Apartments), and construction of four single-family homeownership and four rental units in two duplex units (Sunset Long).

GOAL IV: REDUCE HOUSING COSTS WHILE PROMOTING MORE SUSTAINABLE DEVELOPMENT

The cost of development is a significant factor in affordable housing production. Local and state land use regulations make new housing development slow and costly, and land and construction costs continue to be high in the region. Land, infrastructure, and fees all add to the final cost of developing a home, and strongly influence the affordability of a unit. By reducing development costs, it becomes more financially feasible to develop housing that can be sold or rented at prices affordable to low and moderate income households.

Acknowledging that the various fees associated with development of new housing contribute to higher housing costs, and in order to help make affordable housing more financially feasible, the town will develop standards for waiving or reducing fees for affordable housing units.

The town currently has a policy of waiving the town's development impact fee for low-and-moderate income housing units, a savings of approximately \$6,500 per unit. A portion of the town's impact fee is also waived for 55+ age-restricted housing and for nursing homes.

Another cost saving method, infill development, is the process of developing vacant or under-utilized parcels within existing developed areas. Such areas would likely include the west side of town where increased density would be suitable due to presence of public water and sewer, and location near public services. Utilizing existing infrastructure rather than extending sewer and water lines into previously undeveloped areas significantly reduces development costs. The town will identify publicly and privately owned properties which could be suitable sites for infill development of affordable housing. The town

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has developed a GIS (Geographic Information System) which includes digitized parcel boundaries and a building footprint layer. This data can be utilized to assist in identifying specific parcels that may be available for infill development. The town may also consider reducing lot sizes and dimensional requirements in order to encourage infill development on these properties.

While mixed residential and commercial uses are currently permitted in some areas of town, this technique has not been used extensively. The town will encourage mixed-use development in appropriate areas through amendments to the zoning ordinance that provide incentives for developers to develop mixed-use properties. Often, one of the most cost-effective ways to create affordable housing is the redevelopment or rehabilitation of existing structures. The 49-unit Forest Farm Assisted Living, 27-unit Villa Nia development, and the majority of Church Community Housing's homeownership units were all redevelopment/rehabilitation projects. Church Community Housing has also converted a small hotel along West Main Road into ten low-and-moderate income rental units. In many parts of the State old mill buildings are an excellent resource for conversion to affordable housing. Middletown, unlike many towns in Rhode Island, does not have any historic mill villages or mill buildings, and therefore does not have this opportunity. However, some opportunities for conversion of existing structures do exist, including retail centers. Structures suitable for conversion should be identified, as a number of federal programs are geared towards the rehabilitation of existing structures, and this method of providing affordable housing maintains town character in a way that new housing development often may not. However, due to the lack of suitable larger buildings for conversion, much of the future development of affordable housing will likely occur through the acquisition and rehabilitation of existing single-family and duplex residences in older high density residential neighborhoods.

Green building practices and investments in energy efficiency can reduce the monthly energy costs for the homeowner or renter making total housing costs more affordable in the long run. Green sustainable building is also essential to economic growth and environmental resource protection. A green home is designed and built to use fewer resources, create a healthier indoor living environment, and integrate better with the community. Recent amendments to the town's zoning ordinance allow for both roof and ground mounted solar arrays in most zoning districts. The town will continue to allow appropriate green building practices and also, through public education, promote available energy efficiency programs on the town's website.

GOAL V: APPROPRIATELY SITE AFFORDABLE HOUSING

Affordable housing should be integrated into the community, rather than segregated away from mixed and higher income neighborhoods. With the exception of Oxbow Farms, many of the low and moderate income housing units in town are smaller in scale, and part of larger mixed income communities. This should continue to be the pattern of affordable housing development in Middletown.

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At the same time, consideration must be made regarding how low and moderate income residents will access transit and services. Development of affordable housing, especially rental units geared toward lower income households, seniors, and special needs individuals should be located in close proximity to public transit and services. One of the town's highest priorities in recent years has been providing pedestrian access from Oxbow Farms and Villa Nia to commercial areas. By siting affordable housing in the most appropriate locations, such costs could be avoided in the future; and funds could then be used for the creation of additional affordable housing units rather than other purposes.

The siting of affordable housing can also have an impact on the environment. A Transfer of Development Rights (TDR) program, with dual goals of environmental protection and affordable housing development, should be evaluated to see if it is appropriate for the Town.

A TDR program is an innovative way to direct growth away from environmentally sensitive lands that should be preserved to locations better suited to higher density development where infrastructure already exists. It reduces infrastructure costs that would result from housing development on agricultural lands. Density bonuses or approval contingencies based on the inclusion of low-and-moderate income housing would be used to encourage affordable housing in the designated "receiving" areas.

The challenge in Middletown would be identifying appropriate "sending" and "receiving" areas. The town is interested in exploring the possibilities of establishing a TDR program; however, initial discussions have highlighted a concern that it may not be feasible in Middletown due to limited land available for a "receiving" district. Therefore, the town would like to explore the possibility of a regional TDR program.

GOAL VI: MEET THE STATE'S 10% REQUIREMENT FOR LOW-AND-MODERATE INCOME HOUSING

The financing of affordable housing has traditionally been a role of the federal government. However, federal funding for affordable housing has declined over recent decades and state funding is limited. In order to meet the housing needs of its residents, the town should actively pursue federal and state funding through grants, loans, and other subsidies; but also must create ways to ensure adequate affordable housing is provided when state and federal subsidies are insufficient. The town will explore establishing an affordable housing trust fund which can be used to receive and disburse funds for its defined purposes.

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One strategy to protect existing affordable housing supply and to add units to the town's low-and-moderate income chart is to convert mobile home parks to cooperatives and establish a process whereby units would qualify under the Low and Moderate-Income Housing Act. A cooperative is a democratic corporation of homeowners, organized to buy and own their community. The town will support collaborative opportunities that assist owners of mobile homes establish cooperatives and become owners of the land. In order to qualify as Low and Moderate-Income Housing, the town will investigate government subsidy options including the use of Community Development Block Grants or municipal housing trust funds. The units would also have to remain affordable for a minimum of 30 years.

The town should also advocate for an increase in project based rental subsidies tied to Middletown housing units. When the Newport Public Housing Authority (PHA) redeveloped Tonomy Hill, a Section 8 public housing project in Newport, into a mixed income community, the project resulted in a net loss of subsidized units at the site. The Newport PHA agreed to provide approximately 160 housing units with Section 8 project based rental subsidies to compensate for the loss in units. These Section 8 vouchers must be located within ten communities, of which Middletown is one. The town would like to ensure that a portion of these Section 8 subsidies continue to be used in Middletown.

Middletown is committed to meeting the ten percent threshold of its housing stock subsidized for low and moderate income households. However, the town does recognize that fair and effective affordable housing legislation at the state level could assist the town in achieving a state mandated goal. Under the current Low and Moderate Income Housing Act, the calculation of the number of subsidized units in a municipality is based on the decennial Census.

- 2012 Seasonally Adjusted Total Housing Units based on Census 2010 (minus 409 Navy Housing Units): 6,874 2012 Low-Mod Income Housing Percentage: 8.25% (2013 Unofficial Low-Mod Percentage – 5.6%)
- 2012 Low-Mod Income Housing Total Units: 567 (2013 Unofficial Low-Mod Total Housing Units – 385)
- Estimated Number of Units Needed to Reach 10%: 302

Based on the 2010 Census figures, in order to reach ten percent, an additional 302 units of subsidized housing will need to be created in Middletown. Construction of market-rate units creates the need for additional affordable housing. Every ten market rate units constructed creates the need for one subsidized unit. Therefore, implementing a mandatory inclusionary zoning ordinance is essential for meeting this goal; as it would ensure that new residential development fulfills the need for affordable housing that it creates.

Currently Middletown does not have a designated department, staff member, or committee with the primary responsibility for affordable housing planning and development; neither does the town have a

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Public Housing Agency. While this plan designates the parties responsible for the actions that will be taken, there should be a single person or group who has the lead responsibility in all affordable housing activities.

To ensure that affordable housing planning and development is carried out in the most efficient and effective manner, the town will examine various alternatives for affordable housing plan coordination and implementation responsibility such as the creation of a Middletown Affordable Housing Committee or an interdepartmental task force responsible for affordable housing. The Committee could serve as an advocate for affordable housing in the town and help to build public support for affordable housing. The Committee would be responsible for the implementation of the town’s Affordable Housing Plan, and could report annually to the Town Council on plan implementation progress. Ideally the committee would be comprised of residents and consumers, representatives from the fields of affordable housing development, banking, real estate, business, local community organizations and town government.

The town will also investigate the potential for utilizing Church Community Housing’s experience with affordable housing by developing a partnership with the organization in which they would take on certain responsibilities for affordable housing plan implementation, such as long-term monitoring of affordability restrictions. Church Community Housing currently assists the town with the administration of the Community Development Block Grants (CDBG) program. Church Community has a long history of successful affordable housing development in Middletown. The town can benefit from this experience by partnering with the organization on affordable housing tasks and issues. Table H-23 Middletown’s Twenty Year Affordable Housing Strategy sets out the town’s plan to increase the supply of low-and-moderate income housing units in order to meet the 10% goal. Implementation of the Affordable Housing Plan is projected to result in the development of 302 additional units of affordable housing by 2034. This figure assumes that most strategies and actions will be implemented throughout that timeframe. While it is possible that the required 302 units that are needed now for the town to reach the state goal of 10% could realistically be reached by 2030(explained in further detail below), future housing development and Census figures will likely increase the number of units needed to reach the 10% goal.. This future recalculation, along with unknown market conditions and legislative amendments, require that Middletown be conservative in its estimation and set 2034 as its goal to reach 10% low-and-moderate income housing, 20 years from the adoption of this plan.

TABLE H-23 MIDDLETOWN’S TWENTY YEAR AFFORDABLE HOUSING STRATEGY				
STRATEGIES TO INCREASE THE SUPPLY OF LOW-AND-MODERATE INCOME HOUSING	POTENTIAL BENEFITS IDENTIFIED	POTENTIAL BARRIERS IDENTIFIED	PREVIOUS SUCCESS / # OF UNITS PRODUCED AND REASONS WHY	PROJECTED # LMI UNITS TO BE PRODUCED

VII. Housing

<p>Consider Adopting an INCLUSIONARY ZONING ordinance</p>	<ul style="list-style-type: none"> ▶ IZ can assist the town in maintaining its percentage of low-and-moderate income housing as new residential development occurs ▶ Disperses affordable units throughout town ▶ Provides affordable housing without requiring municipal funding 	<ul style="list-style-type: none"> ▶ IZ will not produce a significant number of units during weak housing market and if limited number of large-scale residential developments ▶ Public opposition ▶ Determining specifics within the ordinance 	<p>Not implemented, potential benefits did not appear to outweigh administrative concerns/questions regarding implementation, time and cost of drafting ordinance, 0 units produced</p>	<p>-</p>
<p>Develop a MUNICIPAL SUBSIDIES program that includes the potential use of density bonuses, fee waivers, tax reductions, and other financial incentives</p>	<ul style="list-style-type: none"> ▶ Incentivizes developers to produce LMIH units ▶ Ensures mandatory IZ ordinance does not constitute a taking 	<ul style="list-style-type: none"> ▶ Willingness of town to provide tax reductions/abatements during difficult economic climate ▶ Public apprehension to higher density development. 	<p>Not implemented, potential benefits did not appear to outweigh administrative concerns/questions regarding implementation, time and cost of drafting ordinance, 0 units produced</p>	<p>33</p>
<p>Contribute to State’s AFFORDABLE HOUSING TRUST FUND</p>	<ul style="list-style-type: none"> ▶ Provides a revenue source for funding the creation of affordable housing ▶ Enables leveraging with other funding sources 	<ul style="list-style-type: none"> ▶ Acquiring funding sources and determining what will receive funding 	<p>Continually implemented, does not directly/solely produce units within Middletown</p>	<p>-</p>

VII. Housing

<p>Encourage MIXED-USE DEVELOPMENT in appropriate locations in town</p>	<ul style="list-style-type: none"> ▶ Promotes a village-style mix of retail, restaurants, offices, civic uses, and multi-family housing ▶ Promotes pedestrian & bicycle travel ▶ Promotes a sense of place ▶ Encourages economic investment ▶ Makes more efficient use of land and infrastructure ▶ Guides development toward established areas, protecting outlying rural areas and environmentally sensitive resources 	<ul style="list-style-type: none"> ▶ Need to include incentives to encourage developers to go with the mixed-use option and to include low-and-moderate income units in developments ▶ Potential conflicts between uses ▶ Willingness of chain retail stores to have residential units above ▶ Complexity of design, review, and construction. 	<p>No large-scale mixed-use development occurred within Middletown since plan adoption, construction industry / housing market was slow, 0 units produced</p>	<p>39</p>
<p>Encourage Inclusion of Mixed Income Housing as part of the WEST MAIN / CODDINGTON REDEVELOPMENT CENTER</p>	<ul style="list-style-type: none"> ▶ Promotes a village-style mix of retail, restaurants, offices, civic uses, and housing ▶ Encourages economic investment ▶ Promotes efficient use of land and infrastructure ▶ Guides development toward established areas, protecting outlying rural areas and environmentally sensitive resources 	<ul style="list-style-type: none"> ▶ Need to include incentives to encourage developers to include low-and-moderate income units in redevelopment ▶ Potential conflicts between uses 	<p>New Strategy, Planning has been completed and housing is included, Town awaiting acquisition of Navy property</p>	<p>20</p>
<p>Explore a TRANSFER OF DEVELOPMENT RIGHTS Program that encourages affordable housing in designated "receiving" areas</p>	<ul style="list-style-type: none"> ▶ Directs growth away from lands that should be preserved to locations well suited to higher density development ▶ Reduces municipal infrastructure costs that would result from housing development on agricultural lands ▶ Allows a community to preserve land without using public funds ▶ Density bonuses or approval contingencies based on the inclusion of affordable housing ▶ Designed to curb sprawl 	<ul style="list-style-type: none"> ▶ Need infrastructure and land that can support higher densities ▶ Finding consensus regarding the identification of specific preservation areas as "sending areas" and specific development districts as "receiving areas" ▶ Complexity of program administration 	<p>New Strategy</p>	<p>-</p>

VII. Housing

<p>Allow for the creation/adaptation of ACCESSORY DWELLING UNITS for low-and-moderate income housing</p> <p><i>(currently Accessory Family Dwelling units are allowed by Special Use Permit only to family)</i></p>	<ul style="list-style-type: none"> ▶ Provides a means for homeowners, particularly seniors, to obtain extra income, security, companionship, and services ▶ Makes more efficient use of existing housing stock and infrastructure ▶ Provides a mix of housing types / rental housing ▶ Allows lower-income individuals to live in typically unattainable single-family neighborhoods ▶ Ordinance could encourage legalization of existing illegal units by waiving any applicable fines for homeowners who are willing to bring units up to code 	<ul style="list-style-type: none"> ▶ ADU's may be viewed as a potential threat to the stability and character of single-family neighborhoods 	<p>New Strategy</p>	<p>27</p>
<p>Continue to provide CDBG FUNDING for the development of affordable housing</p>	<ul style="list-style-type: none"> ▶ Proven past success 	<ul style="list-style-type: none"> ▶ Needs to be leveraged with other funding sources 	<p>Sunset Lawn, 10 units</p>	<p>20</p>
<p>REDEVELOPMENT of vacant or underutilized properties</p>	<ul style="list-style-type: none"> ▶ Potentially lower development cost ▶ More likely to be located within urban services boundary and convenient to transit and services 	<ul style="list-style-type: none"> ▶ Potential conflicts with established nearby uses 	<p>New Strategy, Freedom Apartments - 10 special needs units</p>	<p>17</p>
<p>Support CONVERSION OF MOBILE HOME PARKS to cooperatives</p>	<ul style="list-style-type: none"> ▶ Allows low income residents to own land 	<ul style="list-style-type: none"> ▶ Does not necessarily create additional affordable housing units but rather converts existing units to low-and-moderate income housing with the use of a public subsidy and long-term deed restriction 	<p>New Strategy</p>	<p>100</p>
<p>Establish a Town AFFORDABLE HOUSING TRUST FUND</p>	<ul style="list-style-type: none"> ▶ Provides a revenue source for funding the creation of affordable housing ▶ Enables leveraging with other funding sources 	<ul style="list-style-type: none"> ▶ Acquiring funding sources and determining what will receive funding 	<p>New Strategy</p>	<p>6</p>

VII. Housing

Assist with EXPANSION and/or conversion of EXISTING FACILITIES such as Oxbow, Landings, Lucy’s Hearth, Forest Farm	▶ Potentially less local opposition as sites already utilized for this purpose	▶ Does not diversity location of affordable housing	New Strategy	40
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**TOTAL
PROJECTED
UNITS**

302

PROJECTED Year when 302 units will be achieved: 160 of the 302 units needed are projected to be created over the next several years and are location/project specific – one time add on to low-mod chart (West Main /Coddington, Expansion of existing facilities, and mobile homes to cooperatives). Subtracting those out, we estimate that using the other identified strategies,142 units would be created over the next 20 years. That would be an estimated 7 units per year on average to be added continually to the low-mod housing inventory using the other strategies. This results in the Town reaching 302 units and the 10% goal by 2034. Any increase in the average number of units created per year could potentially reduce the time needed to reach 10%, subject to calculations based on future US Census housing figures. For example, increasing average production to 9 units per year would result in the town creating 302 units of affordable housing by 2030. Again, given future uncertainties in figures used to calculate the percentage of affordable housing, the town conservatively estimates achieving the 10% goal by 2034..

HOUSING – Goals, Policies, & Action Items			
GOAL H-I: Protect existing supply of affordable housing			
Policies	Action Items	Responsible Department	Timeframe
H-I.A. Monitor existing affordable housing stock	H-I.A.1. Maintain a detailed affordable housing inventory and work with owners and other partners in efforts to preserve expiring units	Planning Department; Affordable Housing Committee	Ongoing
H-I.B. Support creation of low and moderate income housing units from existing development	H-I-B.1. Investigate collaborative opportunities to convert mobile home parks into cooperatives	Planning Board	Ongoing
	H-I-B.2. Assist in expanding existing affordable housing developments including Lucy’s Heart and Oxbow	Town Council	Ongoing
	H-I.B.3. Support redevelopment of vacant or underutilized structures into affordable housing units	Planning Board, Town Council	Ongoing
GOAL H-II: Promote a balance of housing choices for all income levels and age groups			
Policies	Action Items	Responsible Department	Timeframe
H-II.A. Support development of special needs housing	H-II.A.1. Continue to support subsidized housing for special needs individuals through Community Development Block Grants and other available funding	Town Council	Ongoing
H-II.B. Support development of senior housing and opportunities for aging in place	H-II.B.1. Continue to provide CDBG funding to assist in creating housing for senior citizens	Town Council	Ongoing
	H-II.B.2. Continue to support Independent Living Facilities as defined in the Zoning Ordinance	Planning Board	Ongoing
	H-II.B.3. Allow for the adaption of accessory dwelling units to low-and-moderate income housing. The amendment to the Zoning Ordinance will allow for appropriate restrictions	Planning Board; Town Council	Medium-term (3-5 years)
	H-II.B.4. Continue to grant tax exemptions to seniors; allow tax deferments for elderly; and freeze taxes for low income seniors	Town Council; Tax Assessor	Ongoing

VII. Housing

H-II.C. Support development of affordable family housing	H-II.C.1. Provide for affordable housing for households up to 120% Mean Family Income (MFI) in Inclusionary Zoning Ordinance	Planning Board; Town Council	Short-term (1-2 years)
	H-II.C.2. Encourage a mix of unit sizes and number of bedrooms in low and moderate income housing developments	Planning Board	Ongoing
H-II.D. Increase the number of year-round rental properties	H-II-D.1. Incentivize the rehabilitation of unused or underutilized buildings and large homes into multi-family dwellings	Planning Board; Town Council	Long-term (6-10+ years)

GOAL H-III: Increase supply of workforce housing

Policies	Action Items	Responsible Department	Timeframe
H-III.A. Promote the development of workforce housing	H-III.A.1. Consider adopting an inclusionary zoning ordinance with density bonus	Planning Board; Town Council	Medium-term (3-5 years)
	H-III.A.2. Explore implementation of a municipal subsidy program with a multi-tiered incentives structure	Planning Board, Town Council	Medium-term (3-5 years)
	H-III.A.3. Prioritize affordable homeownership programs in CDBG applications	Town Council	Ongoing
	H-III.A.4. Permit forms of housing that are affordable without subsidies; such types of housing include multi-family housing, mobile homes and Accessory Family Dwelling Units	Planning Board; Zoning Board	Ongoing
	H-III.A.5. Encourage development of new rental housing by allowing multi-family and mixed-use development where appropriate in the Zoning Ordinance	Planning Board; Town Council	Long-term (6-10+ years)

GOAL H-IV: Reduce housing costs while promoting more sustainable development

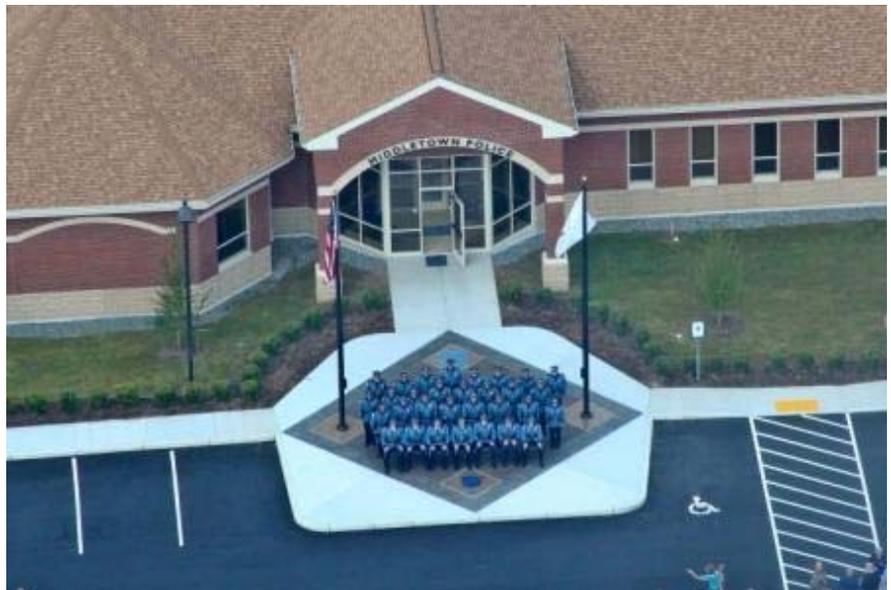
Policies	Action Items	Responsible Department	Timeframe
H-IV.A. Advance lower housing costs through the waiving of associated town fees for low-and-moderate income housing development	H-IV.A.1. Develop standards for waiving or reducing fees for affordable housing units	Town Council	Short-term (1-2 years)

H-IV.B. Encourage mixed-use and transit oriented developments	H-IV.B.1. Create incentives for developers of mixed-use developments to create low and moderate income housing units	Planning Board; Town Council	Medium-term (3-5 years)
	H-IV.B.2. Allow mixed use by right in appropriate areas including second story residential over commercial properties	Planning Board; Town Council	Short-term (1-2 years)
H-IV.C. Encourage infill development and conversion of existing structures or underdeveloped properties into affordable housing	H-IV.C.1. Identify areas suitable for infill development/redevelopment	Planning Department	Short-term (1-2 years)
	H-IV.C.2. Consider reducing lot sizes, setbacks and parking requirements to encourage infill development	Planning Board; Town Council	Ongoing
	H-IV.C.3. Identify both municipally and privately owned properties which could be considered suitable sites for the development of affordable residential units	Planning Department	Short-term (1-2 years)
H-IV.D. Advance the use of energy-efficient measures in building design and construction to decrease housing costs in the long-term	H-IV.D.1. Enforce energy efficient building codes	Building & Zoning	Ongoing
	H-IV.D.2. Promote energy efficiency programs	Planning Board; Building & Zoning; Town Council	Medium-term (3-5 years)
GOAL H-V: Appropriately site affordable housing			
Policies	Action Items	Responsible Department	Timeframe
H-V.A. Integrate affordable housing into the community	H-V.A.1. Ensure affordable units are integrated with market-rate units in new developments whenever feasible, to avoid the concentration of units in specific areas of town	Planning Board; Zoning Board	Ongoing
	H-V.A.2. Require inclusionary units be on-site whenever feasible	Planning Board	Medium-term (3-5 years)
H-V.B. Consider characteristics of surrounding area when reviewing plans for affordable housing	H-V.B.1. Encourage the siting of affordable housing near public transit and services	Planning Board	Ongoing
	H-V.B.2. Encourage developments for elderly and special needs housing to be easily accessible to municipal, commercial, and medical facilities as well as transit	Planning Board	Ongoing

VII. Housing

H-V.C. Explore a transfer of development rights (TDR) program	H-V.C.1. Research transfer of development rights (TDR) program	Planning Department	Medium-term (3-5 years)
	H-V.C.2. Explore options for implementation of a regional TDR Program through communication with neighboring communities	Planning Department	Long-term (6-10+ years)
GOAL H-VI: Meet the state’s 10% requirement for low-and-moderate income housing			
Policies	Action Items	Responsible Department	Timeframe
H-VI.A. Ensure coordination of affordable housing activities	H-VI.A.1. Establish an affordable housing committee to implement the affordable housing plan and review the plan's progress annually	Town Council	Short-term (1-2 years)
H-VI.B. Collaborate with local affordable housing developers to achieve mutual goals	H-VI.B.1. Continue use of Community Development Block Grants (CDBG) funding for programs that create low and moderate income units in Middletown supported by the community	Town Council	Ongoing
H-VI.C. Secure funding for affordable housing	H-VI.C.1. Monitor and pursue funding opportunities for development of affordable housing	Planning Department	Ongoing
	H-VI.C.2. Advocate for increase in project based rental subsidies tied to Middletown housing units	Planning Department	Ongoing
	H-VI.C.3. Explore establishing an affordable housing trust fund	Town Council	Medium-term (3-5 years)
	H-VI.C.3. Explore establishing a local housing authority	Town Council	Medium-term (3-5 years)
H-VI.D. Advocate for fair and effective affordable housing legislation at the state level	H-VI.D.1. In partnership with other municipalities, participate in review and update of current affordable housing legislation	Town Council; Planning Department	Short-term (1-2 years)

VIII. FACILITIES & SERVICES



2014

Middletown, Rhode Island Comprehensive Community Plan

MIDDLETOWN WILL STRIVE TO PROVIDE RESIDENTS WITH HIGH QUALITY AND RESPONSIVE GOVERNMENT SERVICES, A WIDE RANGE OF PUBLIC FACILITIES, AND THE NECESSARY PUBLIC UTILITIES TO SUPPORT A DESIRED QUALITY OF LIFE.

VIII. Facilities & Services

MIDDLETOWN, RHODE ISLAND COMPREHENSIVE COMMUNITY PLAN

Supporting Documents

- Capital Improvement Plan, Town of Middletown, FY2013-FY2017 (*and updates*).
- Emergency Operations Plan, Town of Middletown, 2004.
- Middletown's Educational Future: A Strategy for Change, Fielding/Nair International for Middletown Public Schools, 2007.
- Multi-Hazard Mitigation Strategy, CDR Maguire for Town of Middletown, 2014.
- Phase II Stormwater Management Plan, Louis Berger for Town of Middletown, 2009.
- Water Supply System Management Plan. Pare Corporation for the City of Newport Department of Utilities Water Division, September 30, 2013.
- West Main Road/Coddington Development Center Plan, VHB & RKG for Town of Middletown, 2011.

INTRODUCTION

One of town government's roles is to provide quality services and facilities that attract and keep residents and employers. The following Facilities and Services Element identifies and describes existing town facilities and their related services in Middletown. This element includes but is not limited to schools, public safety, library, solid waste management, and utilities. The recreation and open space system and facilities and the transportation system are covered separately in their own dedicated elements.

The purpose of the Facilities and Services Element is to lay the groundwork for future decisions related to these public facilities and services, to establish goals and policies regarding the provision of these services, and to integrate public services concerns into land use decision making. In the process of updating this element, planning staff sought to obtain information from various town departments and organizations and their concerns, comments, and updates have been incorporated.

A primary source for information on Middletown’s Facilities and Services is the town’s website: www.middletownri.com. The website offers descriptions, operations and contacts for town facilities and services, and information on town committees and boards.

Facilities & Services Vision Statement: Middletown will strive to provide residents with high quality and responsive government services, a wide range of public facilities, and the necessary public utilities to support a desired quality of life.

Form of Government

The Town of Middletown operates under a charter adopted by town citizens, which is amended from time to time by vote of the citizenry. The Charter provides the framework for the operation of town government. It calls for an elected Town Council and an appointed Town Administrator. The seven-member Town Council is elected at-large during even numbered years. Councilors serve a 2-year term. The Town Council president, who is selected by the membership of the Town Council to serve for two years, is the ceremonial head of town government and presides over Town Council meetings. The Town Administrator is the chief executive and manages the day-to-day operations of town government. All town department managers, with the exception of the superintendant of schools and Town Solicitor, report to the town administrator. All town boards and committees, with the exception of the School Committee, are appointed by the Town Council, as is the Town Solicitor. The School Committee has five members elected by town citizens to staggered four year terms.

Below is a listing of and links to departments and committees on the town’s website:

TOWN DEPARTMENTS: (AS OF 2014)		
<u>Building / Zoning</u>	<u>Planning</u>	<u>Substance Abuse</u>
<u>Engineering</u>	<u>Police</u>	<u>Tax Assessor</u>
<u>Finance</u>	<u>Public Works</u>	<u>Technology</u>
<u>Fire</u>	<u>Purchasing</u>	<u>Town Administrator</u>
<u>Human Resources</u>	<u>Refuse Collection</u>	<u>Town Clerk</u>
<u>Library</u>	<u>School Department</u>	<u>Voter Registration</u>
	<u>Senior Center</u>	

COUNCIL, BOARDS & COMMITTEES: (AS OF 2012)		
<u>Beach Commission</u>	<u>Open Space & Fields Committee</u>	<u>Substance Abuse Prevention Task Force</u>
<u>Board of Canvassers</u>	<u>Pension Trust Fund Investment Committee</u>	<u>Tax Assessment Review Board</u>
<u>Conservation Commission</u>	<u>Personnel Board</u>	<u>Town Council</u>
<u>Economic Development Advisory Comm.</u>	<u>Personnel Review Board</u>	<u>Tree Commission</u>
<u>Juvenile Hearing Board</u>	<u>Planning Board</u>	<u>Wind Turbine Committee</u>
<u>Library Board of Trustees</u>	<u>Roads / Utilities Advisory Committee</u>	<u>Zoning Board of Review</u>
<u>Mooring Assignment Committee</u>	<u>Senior Center Board of Directors</u>	<u>Committee for the Arts</u>

Map F-1 Town Properties & Facilities provides a map of the location of all town properties and facilities.

EDUCATIONAL FACILITIES

INVENTORY

The Middletown Public School System consists of three elementary schools including the Gaudet Learning Academy (located in the middle school), one middle school, one high school and an administration building. Table F-1 Middletown Educational Facilities, is a listing with location and contact information for all town educational facilities. Middletown Public Schools meet state and federal curriculum standards, meet federal requirements for special education as a participating member of the Regional Special Education Program, and comply with all state health and safety standards. An Educational Master Plan, “Middletown’s Educational Future: A Strategy for Change”, which includes recommendations for school facilities, was completed in 2007.

As of 2009, the system had approximately 50 elementary, 43 middle, 48 secondary, 39 special education and 26 special subject teachers. Seventeen teachers are employed with restricted dollars. Also employed by the school department are a Superintendent of Schools, an Assistant Superintendent of Academic & Technology Services, a Business Manager, and a Director of Facilities Management. There are four Principals, one Associate Principal, and one Assistant Principal. Additional staff is comprised of 19 clerical, 44 teaching assistants, 25 custodians and three technology support staff members. The FY2013 expenditure per pupil in Middletown was \$14,890.

TABLE F-1 MIDDLETOWN EDUCATIONAL FACILITIES			
<i>School / Facility Name</i>	<i>Address</i>	<i>Telephone</i>	<i>Website</i>
Oliphant Administration Building	26 Oliphant Lane Middletown, RI 02842	(401) 849-2122	www.mpsri.net
Middletown High School (Grades 9-12)	130 Valley Road Middletown, RI 02842	(401) 846-7250	http://www.ri.net/middletown/mhs/index.html
J.H. Gaudet Middle School (Grades 5-8) and Gaudet Learning Academy (Grade 4)	1113 Aquidneck Avenue Middletown, RI 02842	(401) 846-6395	http://www.ri.net/middletown/gaudet/index.html
Aquidneck Elementary School (Grades K-3)	70 Reservoir Road Middletown, RI 02842	(401) 847-4921	http://www.ri.net/middletown/aquidneck/index.html
Forest Avenue Elementary (Grades K-3)	315 Forest Avenue Middletown, RI 02842	(401) 849-9434	http://www.ri.net/middletown/forest/index.html

DESCRIPTION OF FACILITIES

Middletown High School

Constructed in 1961, Middletown High School is located on a 22.45-acre site. It contains 43 regular and, approximately 8 smaller instructional spaces. The September 2011 enrollment was 744 pupils. Recent improvements include state of the art science laboratories, art rooms, and technology infrastructure upgrades.

Gaudet Middle School

The Gaudet Middle School was constructed in 1968 on a 33-acre site. It contains 45 classrooms plus 8 smaller instructional areas. In 2009, the fourth and fifth grades were moved into the lower level of Gaudet Middle School into a small learning community. The library was remodeled. Enrollment in September of 2011 was 711, plus 197 students in the Gaudet Learning Academy (4th Grade).

Aquidneck Elementary School

The Aquidneck School was constructed in 1954, added to in 1955 and again in 1994. Located on a 10.6-acre site, there are 24 classrooms plus a library, a gymnasium which is also used as an auditorium, an office, teachers' room, and a computer laboratory. The property is owned by the Assigns of John Clarke trust, which restricts the development of the site. As of September 2011, enrollment was 388 pupils in grades K through 3.

Forest Avenue School

The Forest Avenue School is located on a 10-acre site. As of September 2011, Forest Avenue School housed 366 pupils in grades K to 3. Constructed in 1957, with an addition in 1994, Forest Avenue houses 24 classrooms, a cafeteria, gym and a library. In 2008, a wing was remodeled into a small learning community.

Oliphant Administration Building

The Oliphant Administration building is located on a 6.4-acre site and houses the Regional Special Education offices and Middletown Public Schools administration offices and personnel.

Building Capacity and Enrollment

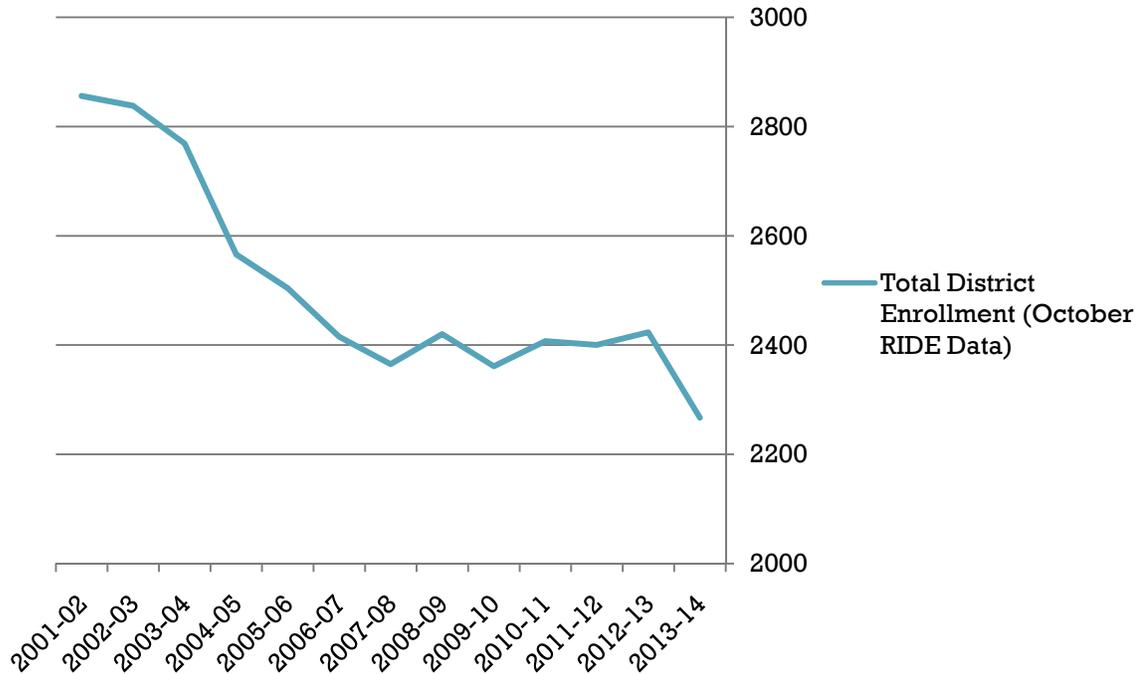
Table F-2 Current Enrollments and Estimated Pupil Capacities provides approximate maximum student capacities along with September 2014 enrollment figures. Estimated capacities were calculated in 2010 and assume present grade organization, present educational programs, and state mandated class sizes. In general, over the past decade, total district enrollment has decreased, as shown in Table F-3 and Figure F-1. Total district enrollment for Middletown for the 2000-2001 school year was 2,838. As of October 2013, a total of 2,267 students were enrolled in Middletown public schools. The town does not anticipate the need for the construction of new school facilities to address capacity needs within the next ten years.

TABLE F-2 CURRENT ENROLLMENTS AND ESTIMATED PUPIL CAPACITIES			
<i>School</i>	<i>Capacity</i>	<i>Grades (Approx)</i>	<i>September 2014</i>
Middletown High School	845	9 – 12	679
Gaudet Middle School	813	4 - 8	712 (plus 162 Learning Academy) = 874
Aquidneck School	310	K – 3	382
Forest Avenue School	350	K - 3	334
Totals	2,318	K-12	2,269

Source: Middletown Public Schools

Table F-3 Middletown Public School October Enrollment 2000-2014									
	John F. Kennedy	Aquidneck School	Forest Avenue School	Forest Avenue II	Middletown High School	Gaudet Middle School	Gaudet Learning Academy	Middletown Public Schools	Total District Enrollment
2013-14	N/A	368	331	N/A	685	676	178	29	2267
2012-13	N/A	398	371	N/A	737	711	173	33	2423
2011-12	N/A	384	360	N/A	715	709	199	33	2400
2010-11	N/A	405	361	N/A	688	743	180	30	2407
2009-10	N/A	405	352	N/A	669	747	169	19	2361
2008-09	359	318	299	N/A	643	746	N/A	55	2420
2007-08	334	309	274	N/A	674	749	N/A	25	2365
2006-07	344	337	276	N/A	682	755	N/A	21	2415
2005-06	352	347	294	N/A	719	756	N/A	36	2504
2004-05	343	375	320	N/A	714	776	N/A	38	2566
2003-04	371	371	316	53	817	841	N/A	N/A	2769
2002-03	404	391	403	N/A	790	850	N/A	N/A	2838
2001-02	380	325	333	N/A	835	834	N/A	149	2856

Source: RIDE

Figure F-1: Middletown Schools Total District Enrollment

Municipal Facilities

POLICE DEPARTMENT

Constructed in 2009, the Middletown Police Station is located at 123 Valley Road. The facility includes community meeting space. As of this writing, the Middletown Police Department employs 38 full-time officers, one animal control officer, two civilian clerks, one full-time maintenance person and a part-time civilian VIN inspector. As of 2011, the police department transitioned to a four-platoon, 12-hour shift structure. The four-platoon system puts seven officers on per shift (five patrol officers, one sergeant and a lieutenant). The Town Charter authorizes the Town Council to set staffing levels.

The department utilizes ComStat for the routine review of policing initiatives and acts on them through directions given at regular staff meetings and roll call.

In 2013, the total number of calls for service was 28,360. Total offenses for 2013 were 2,029 with 228 being felonies. The number of calls varies monthly, with a busy season from Memorial Day to Labor Day. There is also an increase from Thanksgiving to Christmas. The

department has mutual aid agreements with the two other island communities, Newport and Portsmouth, and Naval Station Newport.

The department maintains a fleet of 27 vehicles, including 14 marked cars, two motorcycles, a command center, one animal control vehicle and an all-terrain vehicle for summer use. In addition to the regular fleet, the chief and deputy chief are assigned a car and there are five detective cars and one seized vehicle which is used for undercover operations. The department also has a 20-foot boat that is used by the harbor master primarily from Memorial Day to Labor Day and five trailers for digital messaging boards

The Town's recently constructed police station was designed to meet the needs of the community well into the future. Given this and population projections showing a decline for Middletown, the Town does not anticipate the need for an expansion of police services within the next 20 years.

FIRE DEPARTMENT

The Middletown Fire Department is located at 239 Wyatt Road, adjacent to the town's Public Works Department. The station was built in 1955 and renovated in 1965 and 1989. As of this writing the Fire Department employs 32 full-time members including a Chief and Administrative Assistant. The Town Charter authorizes the Town Council to set staffing levels. All the firefighters are trained EMT's to the cardiac level. In 2010, the Fire Department received a total of 3,060 emergency calls (an increase of 1,003 calls from 2000). The department currently has three pumpers, one tower ladder truck, three rescues, one special hazards vehicle, one tanker, one brush truck, four command staff vehicles, and two utility trailers. The department has mutual aid agreements with other Rhode Island and Southeastern Massachusetts municipalities and the Naval Station Newport Fire Department. The Fire Department has identified a need for a new/renovated fire station to better support a multi-gender workforce, and increase the storage room available for department equipment. An additional station or substation might also be considered to reduce response times to certain areas of town. In 2012 the town conducted a fire station siting study to assist with evaluating options. The study found that the current location is best to serve the town under a single-station scenario. To address the large volume of calls and reduce response times to the west side of town, the study suggests that a substation in the area of the East Main Rd./Valley Rd. intersection could be considered. At the time of this writing, voters approved a bond in support of an improved fire station and the town is proceeding with the renovation of the current station and a portion of the former police station in order to meet the needs of the Fire Department and also provide additional office space for the Department of Public Works. Plans for the new fire station / DPW facility were submitted to the Town in July of 2013 and construction is currently underway with an anticipated completion date of 2015.

EMERGENCY MANAGEMENT

The Police Station on Valley Road serves as the location of the emergency operations center when activated. Under normal circumstances, the Fire Chief carries out emergency management functions from his or her office at the Fire Station. Communications with state and local agencies are maintained through various radio and internet systems with primary operations conducted through Rhode Island Emergency Management's WebEOC and 800 MHz radio system.

The Town Administrator serves as the Director of Public Safety and the Fire Chief functions as the Director for Emergency Management. The Deputy Director for Emergency Management, a police department Lieutenant, helps coordinate the day to day planning for emergency management. These individuals meet regularly to develop emergency management contingency plans.

Two emergency shelters have been designated and are listed with the American Red Cross. They are: Gaudet Middle School (primary shelter) and Middletown High School (backup shelter). The town has entered into a municipal support agreement with the Red Cross for disaster assistance at the shelters. The Town has an Emergency Operation Plan (EOP) that was produced in 2004. This plan is currently being reviewed in preparation of changes needed to reflect Rhode Island Emergency Management's new EOP format. The Town has a Multi-Hazard Mitigation Strategy produced in 2006 that was updated in 2014 through the assistance of a FEMA (Federal Emergency Management Agency) grant. The Town also has a tested and approved Medical Emergency Distribution System (MEDS) Response Plan.

Given that the Division of Planning has projected a population decline for Middletown over the next 20 years, the Town does not anticipate the need for additional emergency management services.

PUBLIC LIBRARY

The Middletown Public Library is located at 700 West Main Road. There are 6 full time staff members, 4 of which are professional librarians and 9 part-time staff members. A Board of Trustees, comprised of seven members appointed to staggered terms by the Town Council, oversees library operations.

The library collection contains 67,715 books, 3,271 serials, 4,397 non-print materials, as well as discount passes to area cultural institutions. There are 21 public computer stations with internet access. Public computer use in FY2011 was 20,803. Table F-4 Middletown Library Use Statistics provides a summary of annual library use.

TABLE F-4 MIDDLETOWN LIBRARY USE STATISTICS (FY13)	
Total Circulation	175,314
Interlibrary Loans	26,633
Registered Borrowers Served	12,285
Number of Visits	173,477
Reference Questions	9,701

Library programs include Adult and Young Adult Summer Reading Programs, Story Hours, Crafts, Special Performers, Puppet Shows, Filmstrips and Holiday Programs. A book store, operated by the Friends of the Library, was added in 2008 and is now open five days a week.

Government services provided by the Library include use as a polling location, bibliographic instruction to teachers and students throughout the Middletown School system, access to school reading lists year round, state agency information, and support for IRS and U.S. Census activities.

Throughout its 150-year history, the Library has been housed in several Middletown locations. In 1979, the U.S. Department of Education deeded the Navy Day Care Facility to the Town of Middletown. The Day Care Facility was transformed with grant money and town funding into the current public library. In 2003, a 3,000 square foot addition to the 10,000 square foot building, expanded safer parking and walkways, and better security, was completed. Even though the building has undergone repair and renovation, it is reported to be in poor condition structurally. In conjunction with the West Main/Coddington Development Center Master Plan effort, there has been discussion of the need to replace the building and also consider moving operations to another location.

SENIOR CITIZEN CENTER

The Middletown Senior Center is located at 650 Green End Avenue. It is staffed by two full time employees; an Executive Director and Facilities Maintenance/Assistant personnel. In addition to the two full-time employees, there is a nine member Advisory Board of Directors appointed by the Town Council.

The building that now houses the Senior Center was built in 1907. The Senior Center opened in 1989. Recent improvements include: window replacements (1999), handicapped ramp replacement (2002), new kitchen facility (2006), new furnaces (2008), a new roof (2009), and an enclosed awning over ramp area (2010). Deficiencies include no central air and need for additional space, as well as transportation services to offer transportation to members and isolated seniors in the community.

Middletown Senior Center programs, available to residents 55 years or older, include: meals, transportation, education, social services, exercise, health presentations and screenings, entertainment, gift shop, computer lab, and community soup to go. In 2013, MSC served 24,455 community and island residents, 6,485 congregate meals, volunteer hours of 20,547 with 125 scheduled programs/speakers. Seventeen fundraising events, twelve new classes added to program, along with nineteen weekly offered classes and scheduled ten trips, collaborated and arranged eleven community outreach programs.

The town will consider the future of the Senior Center facility during development of the Facilities Plan. A more handicap accessible building would be desirable.

PUBLIC WORKS FACILITY

The Middletown Public Works Facility is located at 19 Berkeley Avenue, adjacent to the Fire Station. The building was built in 1955 and renovated in 1966. A salt pile storage facility was recently added to the site. The Public Works Department responsibilities include repair and maintenance of roads and sewer systems, sanding and plowing 130 miles of roadways, and managing stormwater runoff. The Newport Water Department is responsible for maintaining water lines. New office space for the Public Works Department is being provided as part of the Fire Station Renovation project.

TOWN HALL

The Middletown Town Hall is located at 350 East Main Road. Built in 1885; and renovated in 1940 and 1989, the Town Hall supports a staff of approximately 25 and houses the Town Administrator's Office, the Town Clerk's Office, the Planning and Economic Development Department, the Building and Zoning Department, the Finance and Human Resources Department, Information Technology, the Tax Assessor's Office, and the Recreation Department. Land evidence records are also located in the Town Hall in a recently renovated land evidence records vault.

A new HVAC (Heating, Ventilation, and Air Conditioning) System was installed in 2011 with assistance from the Energy, Efficiency, and Conservation Block Grants administered through the State Energy Office. The building is currently adequate for the functions of municipal government. However, there is no room for expansion and parking is limited.

Former John F. Kennedy Elementary School

Constructed in 1963, with an annex added in 1964, the Kennedy School is located on a 2.75-acre site. The J.F. Kennedy School was closed in the summer of 2009. Grades K to 3 were moved into Aquidneck and Forest Avenue schools. The fourth grade was moved to the Learning Center at Gaudet. The building is presently being leased for various uses on a short-term basis. The building is located within the core study area of the West Main / Codrington Redevelopment Plan which envisions a newly constructed mixed use village development on the school site and abutting town and surplus Navy land. The development plan may continue to include municipal uses to be housed on the site. but the town does not anticipate the need for a school at this location in the future.

MUNICIPAL SERVICES

REFUSE & RECYCLING

Middletown generated 2,116 tons of solid waste and 4,196 tons of recycling in FY 2014. Middletown consistently exceeds the state's 35% recycling goal and 50% diversion rate with a recycling rate of 41% and a diversion rate of 54% in recent years. The high recycling rate is due to the Pay-As-You-Throw (PAYT) Curbside Refuse Collection Program. Since its inception in November 2007, Middletown PAYT program has achieved the highest or second highest recycling rate in the State. Residents can contract privately with a private disposal service for solid waste pick-up or use the pay-as-you-throw system operated by the Town.

The town does not anticipate the need for expansion of refuse and recycling in the next 20 years as population projections show a decline for Middletown.

SEWER

The Middletown sewer system is an extension of the City of Newport's sewer system. All sewage from the Middletown system flows in the Newport Wastewater Treatment Facility on Connell Highway in Newport. The Middletown system serves most of the west side of Middletown. Approximately 70% of the town is served by public sewer. Increasing capacity at the Newport Wastewater Treatment Facility is currently under investigation.

Map F-2 Middletown Sewer System, shows the coverage of the Middletown system. Areas not served by the system require Onsite Wastewater Treatment Systems (OWTS) (septic sewage systems). The town recently conducted extensive mapping and camera inspections of the sewer system and will utilize this data for maintenance purposes. The Town has made extensive progress in eliminating stormwater impacts on the sewer system, and dramatically reducing the amount of infiltration and in-flow (I & I) of stormwater that is sent to Newport wastewater treatment plant for treatment. These efforts have resulted in substantial reductions in sewer system overflows during storms.

STORMWATER MANAGEMENT

Middletown has focused significant resources on stormwater drainage and management. The town has implemented a stormwater management ordinance and requires extensive review of all development to ensure that stormwater management complies with the State's Stormwater Design and Installation Standards Manual and town regulations.

A Storm Water Management Plan (SWMP) was developed by the town in 2003 and is being implemented in accordance with state and federal regulations. The goal of the SWMP is to reduce the adverse impacts to water quality, aquatic habitat and human health by instituting

the use of controls on the unregulated sources of storm water discharges that have the greatest likelihood of causing continued environmental degradation. As discussed in the Natural and Ecological Resources element the town has and will continue to address its responsibilities regarding storm water management. As part of this effort the Town is investigating creation of a storm water utility enterprise fund to provide a necessary funding source.

PUBLIC WATER

The availability of public water closely mirrors the sewer system, with approximately 75% of the homes in Middletown being serviced by public water. The Middletown water system is part of the City of Newport Water Department. All water services are managed and approved by the City of Newport Water Department.

No major expansion of the system is planned. However, the town should investigate options for providing expanded service to areas of town not currently served in order to provide improved fire protection and to provide public water service to neighborhoods where ground water quality is identified as a concern.

The Newport Water Department draws its supply from nine surface reservoirs located throughout Aquidneck Island and in the neighboring towns of Tiverton and Little Compton. Raw water is treated at the two water treatment facilities – the Station No. 1 Water Treatment Plant (WTP) on Bliss Mine Road in Newport and the Lawton Valley WTP off of West Main Road in Portsmouth.

The NWD maintains a distribution system which services all of Newport, much of Middletown, and a small section of Portsmouth. With close to 200 miles of distribution piping, the system serves approximately 14,500 retail customers across Aquidneck Island, including ten connections with the Naval Station Newport, and sells water to the Portsmouth Water and Fire District on a wholesale basis. The service area population is estimated to be 40,000 people including approximately 75% of Middletown.

Collectively, the nine surface water reservoirs have a total capacity of approximately 4.3 billion gallons, with 3.9 billion usable gallons. The Lawton Valley Water Treatment Plant is being replaced with a new treatment plant, which will be the only advanced treatment plant in the northeast, and the Station No. 1 Water Treatment Plant is currently undergoing extensive upgrades. This work is being performed to comply with the requirements of a 2008 Consent Agreement between the City of Newport and the RI Department of Health (RIDOH) that states that the NWD will eliminate the release of TTHMs into the water system by the end of 2014.

The residential average annual water use is estimated to be 47 gallons per capita per day for fiscal year 2012. Anticipated future demand for water can be met based upon estimates of 7.50 -7.96 MGD average daily demand and 13.30 -14.10 MGD maximum daily demand for

the year 2033 and a treatment capacity of 16 MGD. Newport Water Department does maintain land holdings for potential future development, should this someday be a consideration.

Drought is a specific emergency that can impact the system over an extended period of time. The Newport Water Department monitors drought conditions in its supply reservoirs and has historically imposed water use restrictions as a way of reducing demand in response to drought conditions. Middletown should also play a role in preparing for and mitigating all stages of drought. In addition to information-sharing and public education during times of drought, Middletown will ensure procedures are in place to respond to drought conditions through the establishment of a municipal drought management strategy. Please refer to Middletown’s Hazard Mitigation Plan (Appendix – page 46) for additional discussion on drought.

FUTURE CONSIDERATIONS

WEST MAIN / CODDINGTON DEVELOPMENT CENTER



In 2011, the Town completed a study for the West Main / Coddington Redevelopment Area. The Core Study Area includes four publicly-owned parcels located on the west side of West Main Road totaling approximately 14 acres including the former J.F.K. Elementary School, the Middletown Public Library, the West Main Recreation Complex, and the vacant Navy Lodge property. The recommended redevelopment scenario is a mixed-use center development. The northern section of the redevelopment area was identified for potential locations for public facilities including possibly a new library.

FACILITIES & SERVICES - Goals, Policies, & Action Items			
GOAL F-I: Provide high quality and efficient municipal services and facilities that meet the needs of residents			
Policies	Action Items	Responsible Department	Timeframe
F-I.A. Deliver town services in a cost effective manner	F-I.A.1. Maintain and implement Strategic Plans for providing Town services	Town Council; Town Administrator; Library; School Department	Ongoing
	F-I.A.2. Continue to implement best management practices for efficiently providing and funding public services	Town Administrator	Ongoing
	F-I.A.3. Continue to implement E-Town Hall to make public information, permitting, and other functions available electronically on the Town's website	Information Technology	Ongoing
F-I.B. Reduce energy costs for the town	F-I.B.1. Conduct energy audits and inventory power usage by all town facilities and vehicles, and implement energy saving measures	Town Administrator; School Department	Short-term (1-2 years)
F-I.C. Make optimum use of existing public facilities and town owned land and sustain prior investments in infrastructure	F-I.C.1. Maintain town roads, sewers, and other public infrastructure in a high state of repair	Public Works	Ongoing
	F-I.C.2. Consider preparing a long-term maintenance plan for town-owned properties	Town Administrator	Medium-term (3-5 years)
	F-I.C.3. Develop a town facilities use, management and maintenance plan	Town Administrator	Short-term (1-2 years)
	F-I.C.4. Site municipal facilities in areas appropriate to their function and use	Town Administrator	Ongoing

F-I.D. Meet the future water needs of the community	F-I.D.1. Work with the Newport Water Department to establish a municipal drought management response strategy to coordinate with the RI Water Resources Board during times of drought	Public Works	Short-term (1-2 years)
	F-I.D.2. Consider extending waterlines to currently unserved areas for fire protection and public water supply	Public Works	Long-term (6-10+ years)
GOAL F-II: Support consolidation and sharing of public services and facilities that result in an increase in cost-effectiveness without negatively impacting the quality of service provided			
Policies	Action Items	Responsible Department	Timeframe
F-II.A. Enhance and expand intergovernmental cooperation and consolidation	F-II.A.1. Investigate opportunities to share equipment, facilities, infrastructure, and services to maximize the benefit to taxpayers	Town Administrator; Town Council; School Department	Ongoing
GOAL F-III: Deliver high quality public education and school building facilities in order to promote excellence in public education and fully meet the community’s responsibility to provide for the next generation			
Policies	Action Items	Responsible Department	Timeframe
F-III.A. Ensure that school programs meet the educational needs of students and facilities have adequate capacity to accommodate enrollment demands	F-III.A.1. Adopt an Education Facilities Plan	School Department; Town Council	Long-term (6-10+ years)
	F-III.A.2. Maintain and upgrade school facilities	School Department	Ongoing
	F-III.A.3. Provide school facilities that support year round community utilization by all residents for recreation, meeting space, and other uses.	School Department; Town Council	Ongoing
	F-III.A.4. Develop a Technology Plan to adapt to changes in communications, facilities and equipment.	School Department	Short-term (1-2 years)

GOAL F-IV: Provide programs, services, and materials for all ages that encourage a love of reading, life-long learning, and cultural enrichment			
Policies	Action Items	Responsible Department	Timeframe
F-IV.A. Continually improve access to library services and facilities	F-IV.A.1. Continue to gather materials that enhance and enrich library collections	Public Library; School Department	Ongoing
	F-IV.A.2. Explore opportunities to increase the number of library users, materials circulated, and program participation	Public Library	Ongoing
	F-IV.A.3. Periodically evaluate demand for library services, including resource needs, and modify programs as needed	Public Library	Ongoing
	F-IV.A.4. Investigate replacement of the library facilities	Public Library; Town Council	Long-term (6-10+ years)
GOAL F-V: Provide high-quality law enforcement, fire protection, and emergency dispatch services in a cost-efficient, coordinated, and cooperative manner that meets the needs of the town's residents, workers, and visitors			
Policies	Action Items	Responsible Department	Timeframe
F-V.A. Maintain public safety facilities, resources, and personnel to the highest degree of readiness	F-V.A.1. Utilize data and program performance measures to monitor outcomes from public safety efforts	Police Department; Fire Department	Ongoing
	F-V.A.2. Work with the Newport Water Department to expand the public water system to provide fire protection coverage	Town Council	Long-term (6-10+ years)
F-V.B. Plan for appropriate disaster mitigation preparedness, response, and recovery	F-V.B.1. Implement activities identified in the Town's Adopted Local Hazard Mitigation Plan (See Appendix)	Fire Department; Police Department; Planning Department	Ongoing

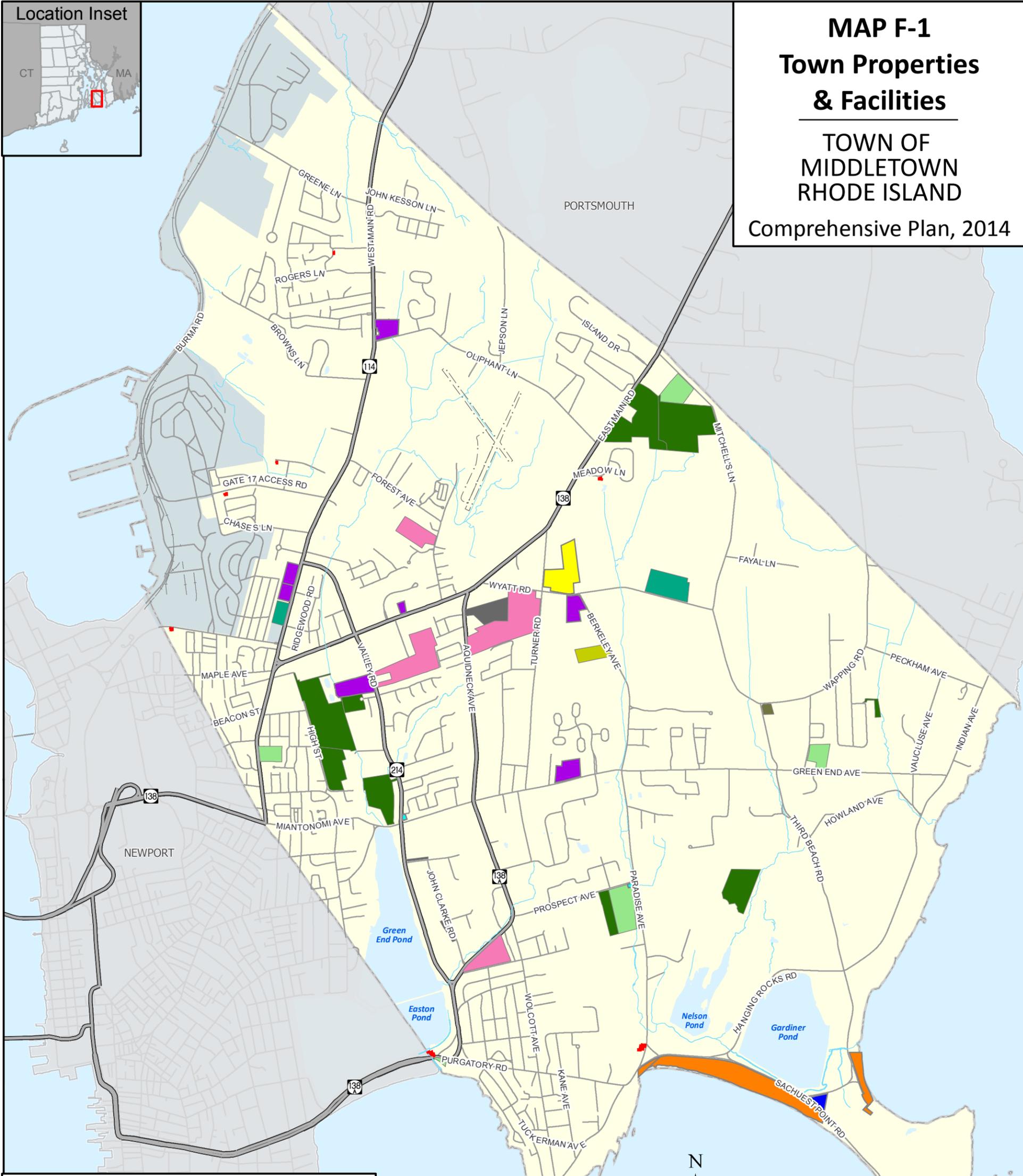
GOAL F-VI: Provide solid waste and recycling management in an economical and environmentally sound manner			
Policies	Action Items	Responsible Department	Timeframe
F-VI.A. Continue to exceed the state’s minimum recycling rate of 35% and minimum diversion rate of 50%	F-VI.A.1. Promote public awareness through community education programs that reduce solid waste, increase recycling, and ensure the proper disposal of household hazardous waste	Public Works	Ongoing
	F-VI.A.2. Explore options to locate and manage a town composting facility	Public Works	Long-term (6-10+ years)



MAP F-1 Town Properties & Facilities

TOWN OF MIDDLETOWN RHODE ISLAND

Comprehensive Plan, 2014

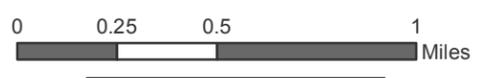


Map Legend

Town Properties by Current Use

- AGRICULTURE
- BEACH
- CAMPGROUND
- CEMETERY
- CONSERVATION
- HISTORIC
- MUNICIPAL
- NEIGHBORHOOD PARK
- PLAYGROUND
- PUMP STATION
- RECREATION
- SCHOOL
- UNPROGRAMMED

- Rail
- Airport Runway
- Streams
- U.S. Navy Property



The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.



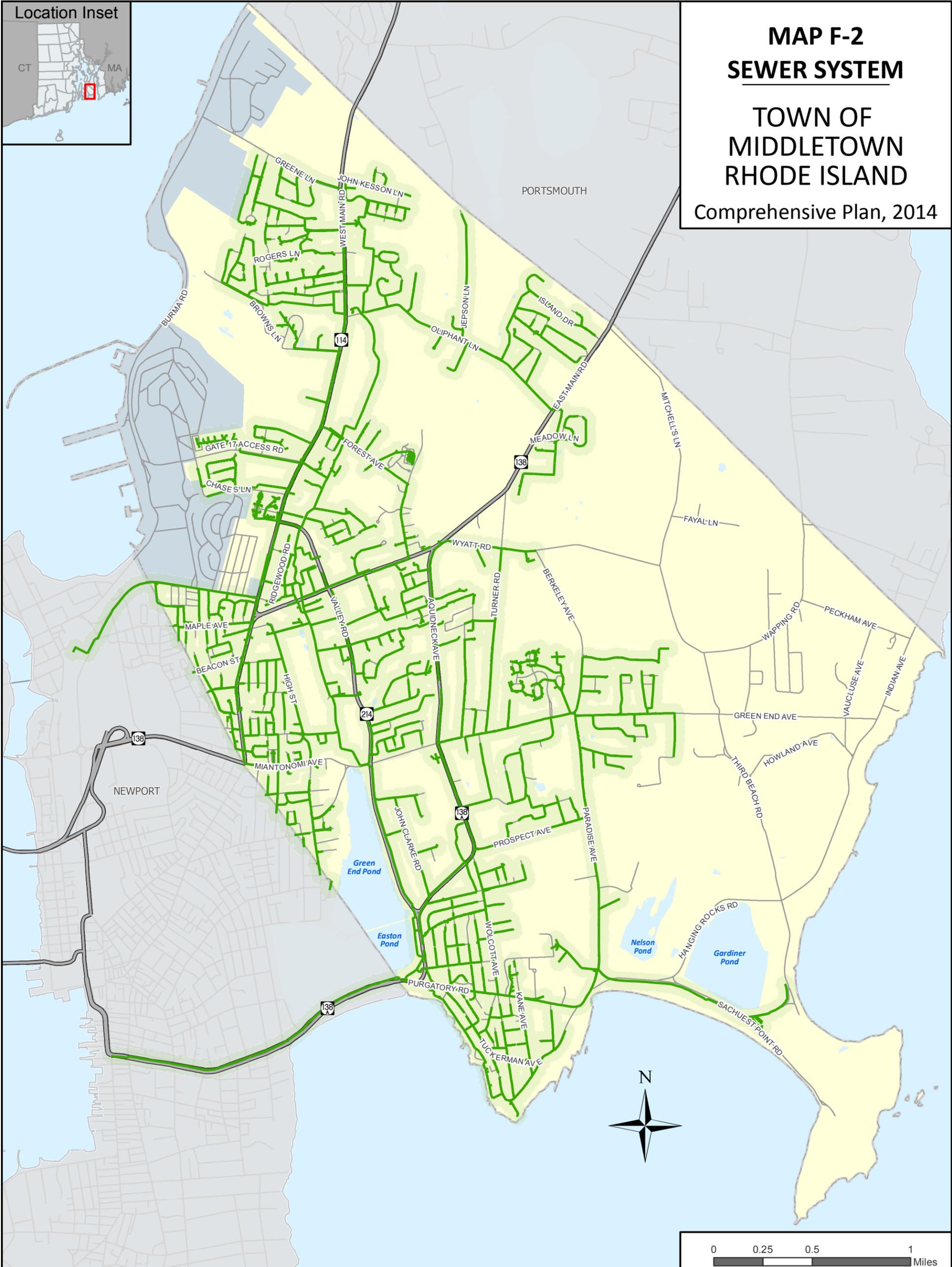
RIGIS
Town of Middletown, A.R.,
February 18, 2015



MAP F-2 SEWER SYSTEM

TOWN OF MIDDLETOWN RHODE ISLAND

Comprehensive Plan, 2014



Map Legend

Middletown Sewer System

- Sewer lines
- 250 foot buffer around sewer lines

US Navy Property

- Separate Sewer System



The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.



RIGIS

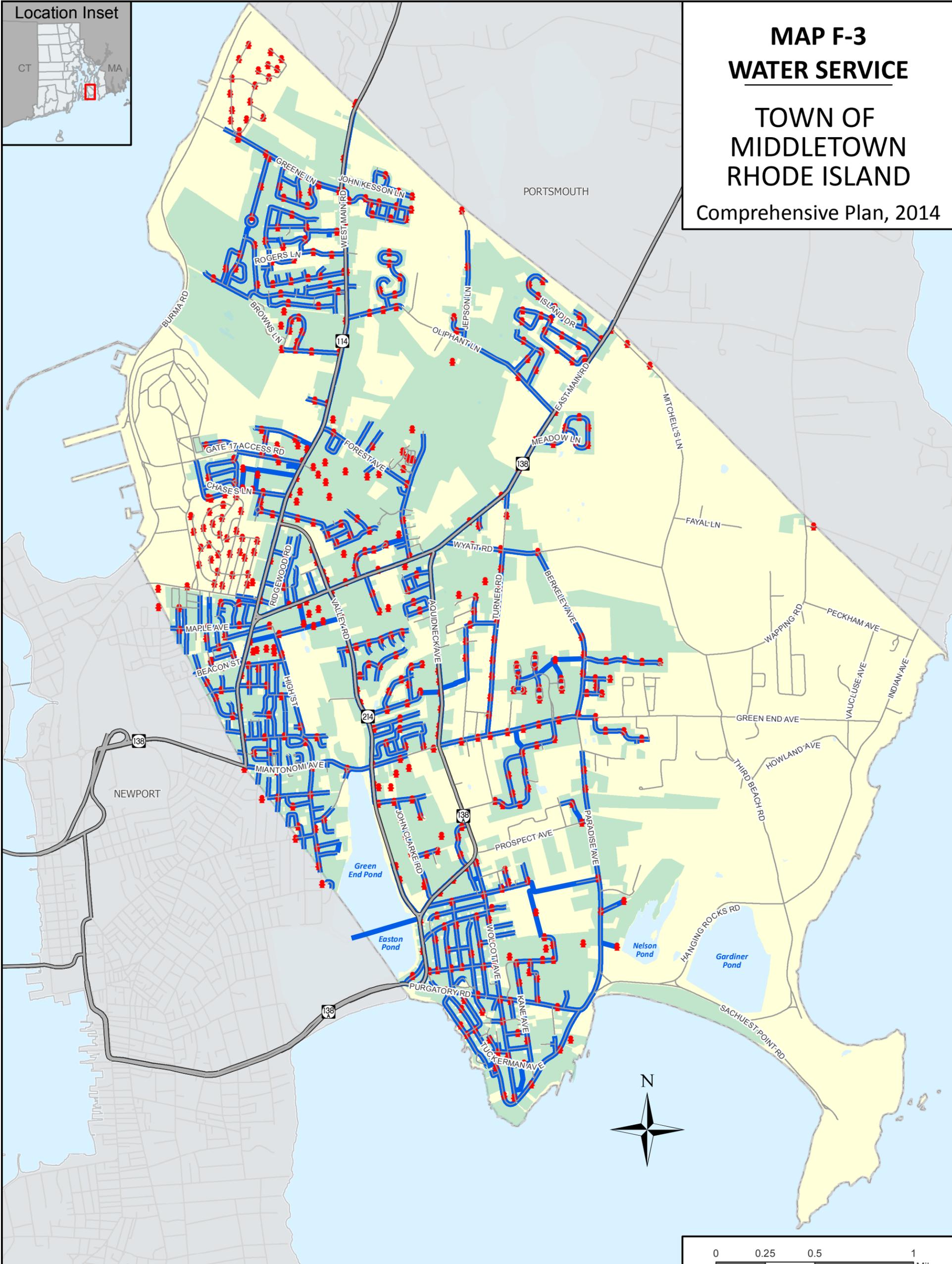
Town of Middletown, A.R.,
May 5, 2014



MAP F-3 WATER SERVICE

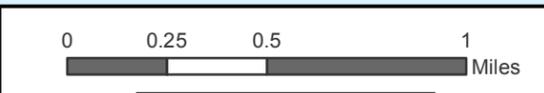
TOWN OF MIDDLETOWN RHODE ISLAND

Comprehensive Plan, 2014



Map Legend

- Waterlines
- Properties Receiving a Water Bill
- Fire Hydrants



The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.



RIGIS

Town of Middletown, A.R.,
May 5, 2014

IX. LAND USE



1/1/2014

Middletown, Rhode Island Comprehensive Community Plan

THE TOWN OF MIDDLETOWN WILL ENSURE THAT THE COMMUNITY REMAINS A DESIRABLE PLACE TO LIVE BY PROMOTING SOUND GROWTH AND QUALITY DEVELOPMENT WHICH PRESERVES AND PROTECTS THE NATURAL ENVIRONMENT, RURAL LANDSCAPES, SCENIC BEACHES, AND ESTABLISHED NEIGHBORHOODS. WE WILL RETAIN OUR SCENIC LANDSCAPES WHILE MEETING RESIDENTS' NEEDS FOR A STRONG LOCAL ECONOMY. MIDDLETOWN'S BALANCE OF LAND USE WILL PROMOTE LOCAL AND REGIONAL SUSTAINABILITY.

IX. LAND USE

MIDDLETOWN, RHODE ISLAND COMMUNITY PLAN

COMPREHENSIVE

Supporting Documents

- Community Guidance to Maintain Working Farms and Forests, Rhode Island Department of Environmental Management, 2012.
- Middletown Build-Out Analysis, Aquidneck Island Planning Commission, 2011.
- Recreation, Conservation, and Open Space Master Plan, Town of Middletown (VHB), 2010.
- Rhode Island Airport Land Use Compatibility Guidebook, Rhode Island Airport Corporation, April 2013.
- The Rhode Island State Airport Systems Plan, 2010-2021, State Guide Plan Element 640, Report Number 114, State Planning Council, September 15, 2011.
- State Guide Plan Element 121, Land Use 2025: Rhode Island's Land Use Policies and Plan, Statewide Planning, 2006.
- West Main Road/Coddington Development Center Master Plan, Town of Middletown (VHB & RKG), 2011.
- West Side Master Plan, Aquidneck Island Planning Commission, 2005.

INTRODUCTION

The purpose of the Land Use element is to establish a plan for the future uses of our land and to propose land use control measures and regulations to protect these lands and the town's residents. Language in this element will serve as a guide for thoughtful decisions on the best way to use our land, a precious and limited resource. This element presents a description of Middletown's current and future land use, based on the interrelationship of development trends, natural constraints, the transportation network and public services and facilities. Recommended future land use is based on the goals and policies of this Comprehensive Plan and is illustrated through the Future Land Use Plan.

IX. LAND USE

The Future Land Use Plan serves as the town's land use blueprint for the future. This update of the Comprehensive Plan includes a significant amount of changes to the Future Land Use Plan. These changes are explained later in the element. Changes to the town's zoning ordinance will be initiated with the adoption of this Comprehensive Plan in an effort to accomplish the goals and policies identified in the Comprehensive Plan.

Recent land use planning accomplishments by the town include the West Main / Coddington Development Center Master Plan that was produced in 2011. The Development Center Master Plan will serve as a guiding document for the transformation of the area just north of Two-Mile Corner into a vibrant, attractive, mixed use area, capitalizing on its relatively dense development pattern, available land under public ownership, good transportation access, and available utilities. Plans for this area are discussed further in a following section of this element.

Land Use Vision Statement: The Town of Middletown will ensure that the community remains a desirable place to live by promoting sound growth and quality development which preserves and protects the natural environment, rural landscapes, scenic beaches, and established neighborhoods. We will retain our scenic landscapes while meeting residents' needs for a strong local economy. Middletown's balance of land use will promote local and regional sustainability.

Land Use 2025

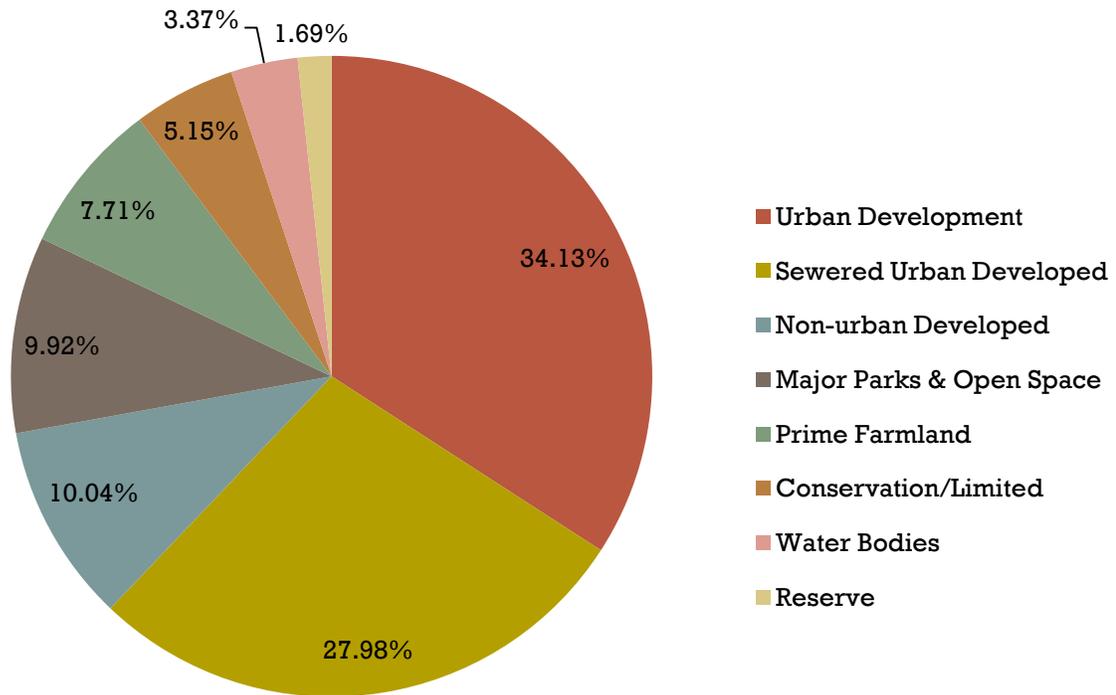
The following data presented was developed in 2010 by the Rhode Island Geographic Information System (RIGIS) for the Rhode Island Statewide Planning Program as part of an update to the "Land Use 2025: Rhode Island State Land Use Policies and Plan." The data identifies areas with future use potential, under three categories of development intensity and two categories of conservation. Table L-1 *Land Use 2025 Data for Middletown*, Figure L-1 *Land Use 2025 Middletown Land Use Categories by Percentage*, and Map L-1: *Land Use 2025*, quantify, display and illustrate current land use for Middletown using categories from Land Use 2025.

Table L-1: Land Use 2025 Data for Middletown	
<i>Category</i>	<i>Percentage</i>
Urban Development	34.13%
Sewered Urban Developed	27.98%

IX. LAND USE

Non-Urban Developed	10.04%
Major Parks & Open Space	9.92%
Prime Farmland	7.71%
Conservation/Limited	5.15%
Water Bodies	3.37%
Reserve	1.69%
Grand Total	100.00%

**Figure L-1: Land Use 2025
Middletown Land Use Categories by Percentage**



State Designated Growth Centers

Land Use 2025 defines growth centers as having “a core of commercial and community services, residential development, and natural and built landmarks and boundaries that provide a sense of place,” making them dynamic and efficient centers for development. A goal of the state is to prioritize

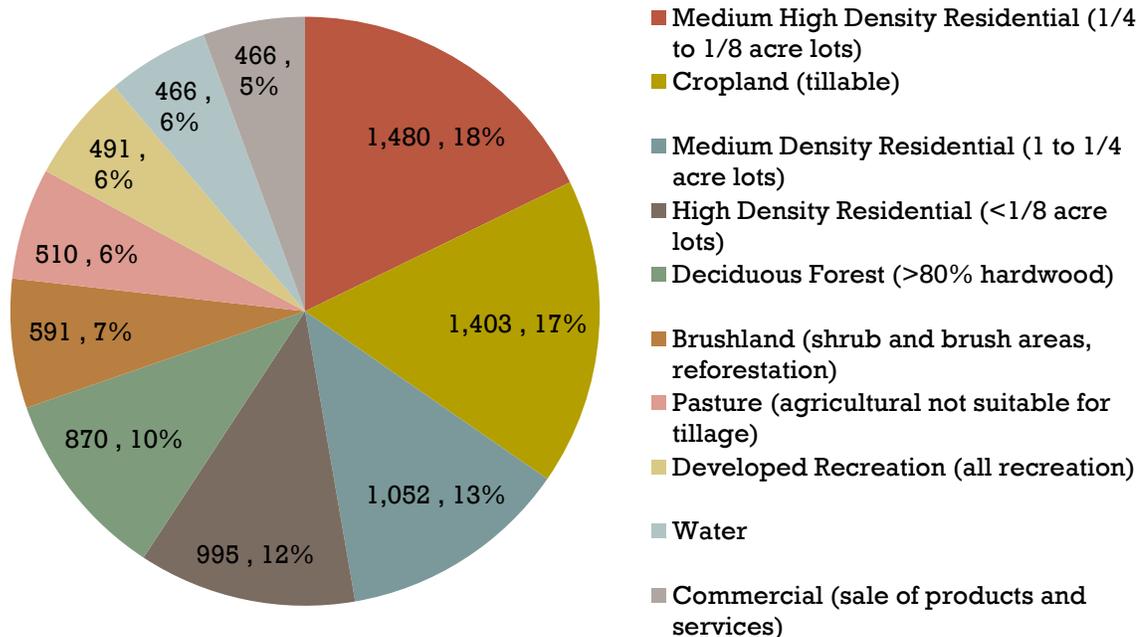
IX. LAND USE

investments to support growth within the urban services boundary and state approved growth centers. *Land Use 2025* identifies a potential growth center in Middletown in the general vicinity of Two-Mile Corner (intersection of West Main and East Main Roads). The town will explore the potential benefits and process involved in establishing Two-Mile Corner as a state recognized growth center. Planned growth in the Two-Mile Corner area including implementation of the West Main / Coddington Development Center Master Plan (described in further detail in a following section of this element) is a priority for the Town. Prior to initiating a request to the State to establish an approved growth center, the town must first develop a long-term vision for Two-Mile Corner; identify action steps to direct development and investment to the area, and establish specific boundaries for the growth center.

LAND USE 2011

The State of Rhode Island’s Land Use / Land Cover data produced from Spring 2011 orthophotography is detailed in Appendix L-A. The minimum mapping unit for this dataset is half acre. Medium and Medium High Density Residential together account for almost a quarter of Middletown’s land use. Cropland is the second largest category with 13%. Figure L-2 Land Use 2011: Top 10 for Middletown below displays the top ten land use/ land covers in Middletown as a percentage of the top ten. See Map L-2: *Current Land Use* for a geographic representation of the town’s current land use.

Figure L-2: Land Use 2011: Top 10 for Middletown



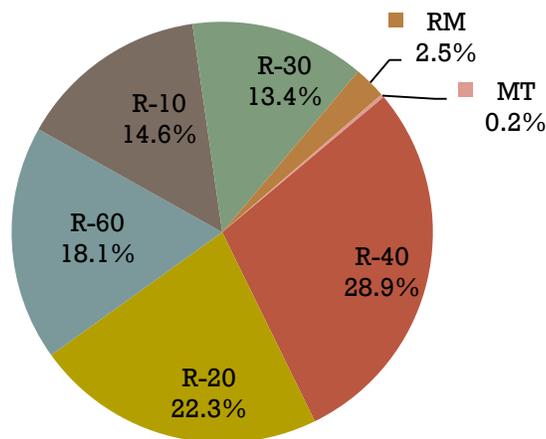
Middletown Zoning Regulations

Approximately 60% of Middletown is zoned residential with the highest density district being R-10 (10,000 sf lots) and the lowest density district being R-60 (60,000 sf lots). The largest percentage of residentially zoned land is zoned R-40 (40,000 sf lots). Middletown has a high percentage of land zoned Open Space with over 17%. Commercial zoning, including general business, limited industrial, limited business, office business, and office park, has a total of over 12% of land in Middletown. Table L-2 Middletown Land By Zoning District presents the total acres and percentage of land within each of the town's zoning districts. Figure L-3 Residential Zoning Districts as Percentage of Land Zoned Residential illustrates the amount of each residential zoning district as a percentage of the total land area designated residential.

IX. LAND USE

Table L-2: Middletown Land By Zoning District			
	<i>Zoning District</i>	<i>Total Acres</i>	<i>Percentage</i>
Residential		5,074.1	60.2%
R-40	Residential 40,000 sf lots	1,464.5	17.4%
R-20	Residential 20,000 sf lots	1,133.2	13.4%
R-60	Residential 60,000 sf lots	916.0	10.9%
R-10	Residential 10,000 sf lots	741.0	8.8%
R-30	Residential 30,000 sf lots	681.4	8.1%
RM	Residential Multifamily	125.7	1.5%
MT	Mobile Trailer	12.3	0.1%
Other		2,332.0	27.6%
OS	Open Space	1,453.1	17.2%
P	Public	878.9	10.4%
Commercial		1,028.6	12.2%
GB	General Business	341.5	4.0%
LI	Limited Industrial	304.2	3.6%
LB	Limited Business	156.5	1.9%
OB	Office Business	132.2	1.6%
OP	Office Park	94.2	1.1%
Grand Total		8,434.7	100.0%

Figure L-3: Residential Zoning Districts as Percentage of Land Zoned Residential



Watershed Protection Districts

In order to protect the quality and supply of water, the town has in place established Watershed Protection Districts, which regulate the use and development of land adjoining watercourses and primary recharge areas. The regulations include two subdistricts designated Zone 1, generally areas within 200 feet from the centerline of a watercourse, and Zone 2, the watershed area which is contributory to surface water runoff to the waterbodies contained in Zone 1. The Watershed Protection Districts, designated on the town's Zoning Map (See Map L-3) are superimposed over the underlying zoning districts adding an additional layer of regulations for water protection purposes to these properties.

A SUMMARY OF LAND USES IN MIDDLETOWN

CONSERVATION, RECREATION AND OPEN SPACE USES

Land and water in this land use category provide valuable natural functions in addition to satisfying human recreational and psychological needs. Middletown completed a Recreation, Conservation, and Open Space Master Plan in 2010. As detailed in the plan's Open Space Inventory, Middletown has 2,322 acres of land that can be classified as open space or recreational land. This includes agricultural land, ballfields, parks, land set aside for conservation and water resource protection, private recreation or conservation properties, and undeveloped land. A significant amount of open space has been conserved in town since the last Comprehensive Plan update and that success is illustrated in the Future Land Use Plan. The town has been successful with open space acquisition over the past decade with the purchase of Boulevard Nurseries, Tibbetts Farm, and Kempenaar Valley. The Open Space Inventory included in the Recreation, Conservation and Open Space Master Plan details the significant amount, over 150 acres, of conservation land that is currently in town ownership. The Aquidneck Land Trust has also played a valuable role in the preservation of open space lands in Middletown with the conservation of 30 properties in Middletown as of 2013.

RESIDENTIAL LAND USE

The predominate land use in Middletown is residential with over half, approximately 57 percent, of these units being single-family detached housing. Generally, the west side of Middletown has a higher density of housing units than Middletown's more rural eastern side of town. Higher density housing is also present in neighborhoods located near the beaches.

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High Density

An average density of four dwelling units per acre or more will be found in most high density residential areas. Such high density areas are presently zoned R-10 (10,000 sf lots), RM (Residential Multi-family) or MT (Mobile Trailer) in Middletown. High density residential includes areas devoted to multi-family housing, duplexes or single family housing on lots generally one third of an acre or less and mobile home parks. The town no longer allows multi-family by right, and as a result, any application would require a special use permit. The majority of high density residential development can be found in Middletown's west side.

The purpose of high density residential areas is to provide central, built-up areas of town that are convenient to shopping areas and make more efficient use of land. Benefits associated with high density residential development include less cost per capita for the installation of infrastructure, including roads and utilities, less cost per capita for the delivery of government and emergency services, and the social benefits of living in a neighborhood environment.

Medium Density

Medium density areas are zoned R-20 (20,000 sf lots) and R-30 (30,000 sf lots), and are in some cases located in areas which are environmentally sensitive or lack either public water or public sewers. Since many of the medium density areas are located within reservoir watersheds, the potential problem of soil erosion and pollution of waterways must be addressed. Areas located directly adjacent to waterways or reservoirs are generally planned for medium and low density development depending on the availability of public water and sewers. These areas also fall into the Watershed Protection Zones and must conform to special protection restrictions regarding any construction within the zone.

Low Density

Low density residential development is zoned R-40 (40,000 sf lots) and R-60 (60,000 sf lots). Uses considered appropriate for low-density residential areas are agriculture, conservation-style residential development, estates, essential public uses and facilities, and open space and recreation. Much of this land is located in the watersheds of Gardiner and Nelson Ponds. Soils in these areas, often, are limited in their ability to support high-density development. However, portions of these low-density areas do have access to public water and/or sewer services and may be able to support higher density development.

Lands zoned R-40 and R-60 contain much of the remaining open space in town. Therefore, these areas are likely to be where future residential development will occur. Successful conservation efforts have ensured that a substantial amount of open space in these areas will remain undeveloped. However, land conservation efforts should continue and the town should ensure that any residential

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development that does occur is environmentally sound and context sensitive, utilizing conservation subdivision design techniques.

PROTECTION OF COMMUNITY CHARACTER

It is the town's goal to maintain strong and unique neighborhoods with long-term viability and appeal. In order to achieve this goal, the town should protect residential neighborhoods from impacts of commercial development and promote high quality and appropriate design and construction of all land development projects and subdivisions.

An issue that has resurfaced over time is that of residential infill and its impacts on the character of established neighborhoods. New residential construction often designed to maximize square footage and/or achieve water views, has resulted in structures out of scale with the existing traditional neighborhood character. Most local regulations focus on land use, density, and height and unfortunately often do not address important issues of scale and the relationship of the building to the lot upon which it sits, to the rest of the street, and to the neighborhood. Middletown has a residential height limit of 35 feet and some question whether additional regulations should be in place to control the bulk in addition to merely the height of new construction. The town has tried to address the issue in the past with proposed zoning ordinance amendments that would utilize roof pitch as part of the equation in determining the maximum height; however it did not receive enough support to pass at that time. The town should again explore options to address this issue including residential bulk limit zoning regulations.

The town would also like to ensure that new subdivisions are of quality design and do not detract from existing development or the town's overall landscape. The regulations in place for Conservation-style subdivisions, mandatory for all major subdivisions (defined as 6 or more lots) puts the town in a good position to make advances towards this goal. Conservation Development is a site planning technique which bases the layout of building lots and structures on the natural characteristics of the land and reduces lot sizes so that the remaining land can be used for recreation, common open space and/or the preservation of environmentally, historically, and culturally sensitive features and/or structures. Conservation-style subdivisions if designed properly can achieve the goal of buffering new development from existing streets, neighborhoods, farmland, and parks and conservation lands. The town should ensure significant screening of new development is achieved through either the preservation of existing trees or the planting of quality species, preferable native. The town should also require that street trees are planted in new subdivision that will add to the appeal of the neighborhood and make for an attractive and established neighborhood once they reach maturity.

Residential Buildout Analysis

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The Aquidneck Island Planning Commission completed a residential build-out analysis for the Town of Middletown in 2010. The goal of the analysis was to determine the maximum number of residential lots that could be developed under existing zoning. The results concluded that the town has a total of 1,241 additional residential lots that could be developed with an estimated additional population of 3,018. Table L-3 Possible New Lots by Zoning District displays how many lots can be created in each of the town's residential zoning districts.

TABLE L-3: POSSIBLE NEW LOTS BY ZONING DISTRICT		
<i>Zoning District</i>	<i>Lots</i>	<i>Acres</i>
R-10	55	13.26
R-10A	11	2.87
R-20	171	90.36
R-20A	71	40.12
R-30	131	115.73
R-30A	112	94.77
R-40	487	555.2
R-60	199	352.04
R-60A	4	6.91

COMMERCIAL LAND USES

Land designated for commercial uses in the plan forms the hub of Middletown's business district and provides important commercial services to Aquidneck Island and the region. There is approximately 1.3 million square feet (sf) of retail uses in Middletown, including 891,300 sf of direct (shoppers) retail; 124,700 sf of restaurant; 107,700 sf of mixed use retail; and around 200,000 sf of miscellaneous retail uses. Middletown has approximately 1.1 million sf of office space according to assessment records. The majority of office properties (55%) have less than 10,000 sf and there has been little new construction in the last decade with no new construction since 2005, based on assessment data.

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PROTECTION OF COMMUNITY CHARACTER

Controlling sprawl of commercial and retail development and preventing it from encroaching on residential land uses is an important goal to the town. Additional commercial development should be discouraged in areas outside existing established business corridors. Any new commercial growth should continue to be in-fill development. Tear down and rebuild is an acceptable alternative within these districts as this will allow economic development in town to meet current market needs as well as move the town towards achieving the goals of commercial design standards.

AGRICULTURAL USES

Agriculture is a growing sector of the local economy. According to the US Census of Agriculture, the number of farms in Rhode Island increased 42 percent, from 858 in 2002 to 1,219 in 2007. This percentage increase is the highest in New England and ten times the national average. Between 2002 and 2007, the number of farms offering “agritourism” activities in the state increased seven-fold, and sales generated through agritourism increased from \$23,000 to \$689,000. Agritourism is an important and growing part of the region’s tourism sector and Middletown will ensure that local policies support this growing sector. A growing trend to buy local, particular produce, may be increasing the demand for local farm products. Continued agricultural operations will assist the town in preserving its ability to produce food locally, making us more resilient.

In addition to agriculture's important role in the local economy, Middletown recognizes that vast expanses of farmland provide residents with scenic open space and vistas which contributes to their overall health and welfare and community character. As of 2012 there were 128 parcels in Middletown that were included in the Farm, Forest, and Open Space program. Rhode Island law (44-27) allows property enrolled in the Farm, Forest and Open Space Program to be assessed at its current use, not its value for development. The purpose of the law is not to reduce property taxes, but to conserve Rhode Island’s productive agricultural and forest land by reducing the chance it will have to be sold for development.

Agricultural Business Overlay District

Some forms of economic incentive may be required to achieve the town’s goal of continued agricultural land use. Most agricultural property in Middletown is zoned residential which places restrictions on the type and scale of business endeavors that agricultural landowners can pursue. In an effort to provide economic incentives for landowners to preserve their land as agricultural and allow for appropriate, agriculture related businesses on farms, the town would like to craft an agricultural business overlay district. This concept is best described in the RIDEM “Community Guidance to Maintain Working Farms and Forests” released in 2012. The town envisions the overlay district to be applied town wide on active agricultural properties. In order to accomplish this, the town will need to determine and define the type, location and intensity of business uses that are

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acceptable on farms currently zoned for residential use and how best to mitigate any potential negative impacts. The town should establish performance standards to control any potential impacts of those uses including such items as setbacks, parking, signage, lighting, etc. and should place an emphasis on the protection of scenic character.

INDUSTRIAL LAND USES

Industrial development is an important component of the town's economic development, and should be considered for sites suitable for more intensive uses. It is essential that any potential conflicts between industrial development and other uses, such as residential development, be minimized through mitigation measures including buffering, use restrictions, and performance standards. Performance standards for industrial uses should be implemented in the Zoning Ordinance in order to minimize negative impacts of industrial use on abutting property. Standards should include limits or prohibitions on such impacts as smoke, particulate matter, odor, toxic matter, noise, vibration, fire hazards, heat, glare, and waste discharges.

Middletown has a relatively small area of land currently zoned or planned for industrial use and the potential for new industrial development in town is limited. The town has approximately 300 acres of land zoned for light industrial (LI) use in two separate areas of town: the area which includes and surrounds the airport; and an area fronting on West Main Road, known as the former RIPTA property or Omni. The bulk of the LI zoned area in town is contained within the Colonel Robert F. Wood Airpark.

Colonel Robert F. Wood Airpark (Newport State Airport)

Middletown is host to Colonel Robert F. Wood Airpark, also known as Newport Airport, which is owned and operated by the Rhode Island Airport Corporation (RIAC). The airport area includes nine separate parcels that are zoned partially or entirely for light industrial use. This amounts to approximately 275 acres of land zoned LI, of which 222.8 acres are part of the airport property. The remainder includes the Forest Park mobile home park, Middletown Tradesman's Center, and land owned by the Crystal Springs spring water company. With the exception of the Crystal Springs property, which is subject to a conservation easement held by the Aquidneck Land Trust, all LI zoned parcels are developed to some extent. There is little vacant land available for new light industrial development in this area of town.

In Rhode Island, municipalities are legally obligated to establish and enforce appropriate airport land use compatibility planning. To assist municipalities, RIAC prepared in 2013 a Guidebook to assist local officials with the tools to plan for and enforce land uses that are compatible with their local airports. Middletown has reviewed the "Rhode Island Airport Land Use Compatibility Guidebook," and intends to utilize it as a planning tool to assist in:

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- ▣ Protection of the navigable airspace around Newport State Airport and the Federal Aviation Regulations (FAR) that support it
- ▣ Establishment and maintenance of a safe operating environment around the Newport State Airport
- ▣ Supporting Newport State Airport as a transportation facility

In conjunction with the recommendations of RIAC's Aviation Systems Plan, the Town should designate an Airport Hazard Area Overlay District. The purpose of the district is to regulate the types of land uses and the height of buildings and trees in the district to avoid creating airport hazards. The zoning ordinance should be amended so that it is consistent with applicable state and federal requirements pertaining to airport hazards.

The Omni Property

The Omni property, formerly used by RIPTA (RI Public Transit Authority) as a garage and yard, totals 24.6 acres and is located in the northern part of town abutting the east side of West Main Road (Plat 111, lots 8, 9, 9A). The property is mostly vacant now, and is the only sizable developable area zoned for Light Industrial use in the town. The Future Land Use Plan (Map L-4) designates this area for industrial development. All appropriate measures, in terms of zoning and other restrictions, should be taken to ensure that any industrial development does not adversely impact abutting residential uses.

If recent conversations continue regarding the appropriate future use of this property, conducting a cost benefit analysis could be beneficial in determining whether the land use and zoning proposed is advisable. Existing market conditions should not be the main factor in determining the land use or zoning for a property. Town staff and boards could work to investigate tax incentives and other funding opportunities in order to encourage the type of industrial development the town would like to see happen on the site if industrial land use is determined to be the most appropriate use for the property. As of April 2014, the owner has an approved plan to develop self storage on a portion of the property.

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Aquidneck Corporate Park

The Aquidneck Corporate Park, was previously designated for industrial development on the Future Land Use Plan, however the park is zoned Office Park (OP), which is a blending of the LI (Limited Industrial) and Office Business (OB) zoning districts. This corporate park and zoning district were created by the Town to promote the development of high-tech and defense related industry at that location. Most lots within the park are currently developed to some extent.

Naval Station Newport

Although the Town may have a limited amount of privately held industrial land, land currently zoned public and held by the U.S. Navy should be considered in some respects industrial land use. This land and the naval activities occurring on base are industrial in nature and serve as an enormous economic driver to the local economy providing thousands of quality jobs. If additional NAVSTA Newport land is determined to be surplus in the future, portions could be utilized for private industrial development opportunities, as indicated in the Aquidneck Island Planning Commission (AIPC) West Side Master Plan.

PUBLIC / INSTITUTIONAL USES

This category includes land holdings of local, state and federal governments or their agencies, plus quasi-public institutions. The purpose of this category is to recognize the extent of public land holdings and how they relate to overall planning for the community. Middletown's single largest user of public (institutional) land is the United States Navy. No major expansion of public land holdings are expected, but reuse of Navy land could have a significant impact on Middletown.

In 2005, the Aquidneck Island Planning Commission published the West Side Master Plan which provides for the utilization of U.S. Navy property for the maximum benefit of the three island communities in the event Navy land is surplus. The plan stresses the appropriate reuse of these lands as sites for recreation (including shoreline access), economic development including military-related research and development, or other uses that will provide jobs and tax benefits, while preserving natural resources on these sites must be considered.

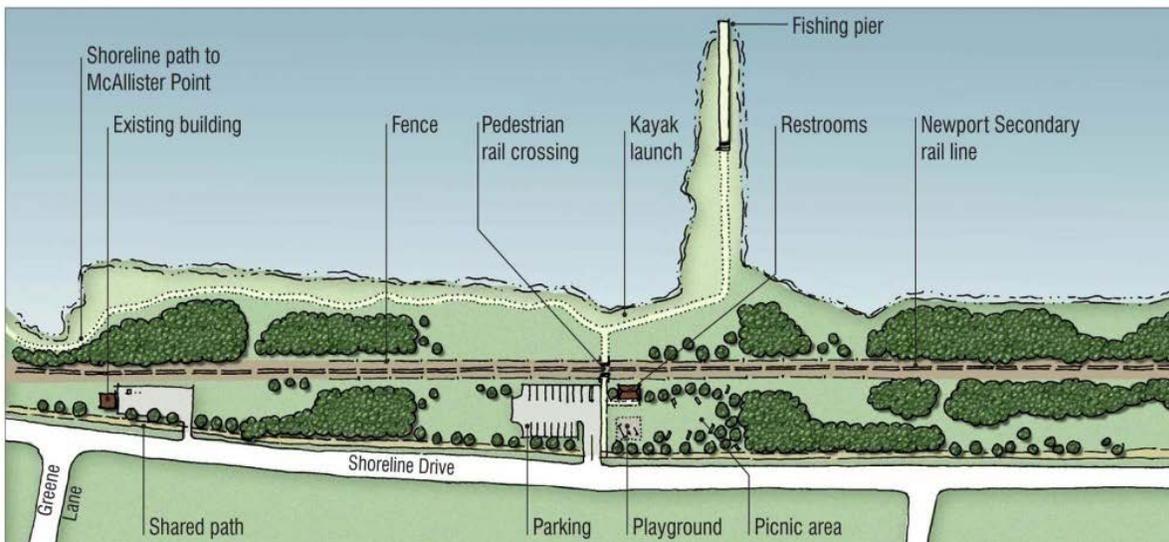
The Navy declared approximately 225 acres of property at Naval Station Newport as surplus on February 9, 2010. Parcels include the former Navy Hospital in Newport; the former Navy Lodge parcel and Midway Pier in Middletown; tank farms 1 & 2 in Portsmouth; and portions of Defense Highway (Burma Rd.) in Middletown and Portsmouth. Under the guidance of the Aquidneck Island Planning Commission, AIRPA (Aquidneck Island Reuse Planning Authority) was established in 2010. The three communities individually worked to develop reuse plans for the parcels within their jurisdictions. AIRPA then compiled the single, unified reuse plan that was submitted to the U.S. Department of Housing and Urban Development (HUD) and the Navy for approval. The Navy is currently in the process of preparing an Environmental Impact Statement (EIS) to evaluate the disposal and reuse of these surplus properties at NAVSTA Newport.

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The two properties in Middletown that have been declared surplus by the US Navy are the following:

Midway Pier/Greene Lane Park

As envisioned in the Aquidneck Island Planning Commission's (AIPC) West Side Master Plan, the town is excited about the possibility of a new fishing pier and park at the location of the former Midway Pier, near the intersection of Greene Lane and Burma Road. This proposal would provide Middletown with its only direct public access to Narragansett Bay. With the Town Council's endorsement, the town has submitted a public benefit convenience request to AIRPA. If approved, approximately 25 acres of land along Burma Road and the coastline would be transferred to the Town for recreational use at no cost.



Greene Lane Park

Former Navy Lodge Parcel

The West Main / Coddington Development Center Master Plan serves as a guide for the reuse of this approximately three acre parcel as well as 12 acres of abutting town-owned land at the intersection of West Main Road and Coddington Highway. The plan is based on market opportunities and site-specific constraints. The outcome of this work, which included opportunities for abutter/stakeholder and public input, resulted in a preferred mixed-use reuse scenario for the Navy Lodge parcel. The Town Council voted to recommend an economic development conveyance as the preferred disposition mechanism for inclusion in the AIRPA reuse plan. The well-planned redevelopment of the Navy parcel and abutting town land will reshape this highly visible and valuable commercial area of Middletown, and promote investment in the redevelopment and enhancement of other properties

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in the surrounding area. The following section describes the preferred development concept in more detail.

SPECIAL AREAS & POLICIES

West Main / Coddington Development Center Master Plan

The town completed the West Main/Coddington Development Center Master Plan in 2011 which envisions a mixed-use center in the vicinity of the intersection of Coddington Highway and West Main Road. The area currently includes a significant amount of adjoining publicly-owned property including a Recreational Complex, the Town Library, the recently closed J.F.K. Elementary School, and a three acre parcel of Navy land which was declared surplus. The Navy parcel, site of the former Navy Lodge, will be disposed of through the Base Realignment and Closure (BRAC) process. Currently, disjointed residential and commercial uses, unattractive streetscapes, inadequate pedestrian facilities, and congested intersections make for an uninviting pedestrian environment.



West Main / Coddington Development Center

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The town would like to see the area transformed into a walkable and attractive destination to include a mix of commercial, residential, and municipal uses that is well integrated with the surrounding neighborhoods. Overlay zoning should be drafted and adopted to ensure the town’s vision for this special area is implemented when private development takes place. Specific urban design and transportation goals that were aspects of the preferred scenario (illustration included on Land Use Element Cover Page) include:

- Multi-story buildings with ground floor retail
- Create a municipal zone with a town common
- Orient buildings towards West Main Road
- Lining the “internal street” with buildings
- Create pedestrian amenities through varied setback and building form
- Place parking at the rear of buildings
- Pedestrian connections to existing residential areas
- Improve traffic flow and safety with a new full access drive with pedestrian crossings
- Reduce curb cuts, consolidate entry/exit points, and restrict turning movements
- Enhanced landscaping along Coddington Highway
- Plan for improvements to key intersections

Trends and Impacts of Big Box Retail Development

Communities have changed dramatically over the past two decades due in part to the proliferation of supersized general merchandise stores often referred to as “big-box” stores. Although there is no agreed upon defining square footage for what qualifies as a “big-box” store, they are generally large in size, industrial style buildings, and part of a chain. These large commercial enterprises have changed the landscape of the west side of Middletown.

Communities and consumers are increasingly becoming aware of the impacts of these supersized stores. Increased traffic due to “big-box” development can contribute to environmental and noise pollution and can potentially lower the value of nearby homes. Communities often experience a reduction in the number of small-scale, locally-owned retailers that are in direct competition with big-box retailers. The high visibility location of “big-box” stores coupled with their lack of design and

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architectural quality, creates a visual that can be detrimental to a community's sense of place and public image.

With its significant amount of large-scale retail stores and shopping centers, Middletown in recent history has become known as the "shopping center of Aquidneck Island". Several "big-box" retailers have entered the market here in Middletown despite its island location which limits a trade area radius and customer drawing capacity. The tourism influence for retail, coupled with a "captive" consumer base is believed to compensate for the limited trade area constraint (RKG Associates, West Main /Coddington Development Master Plan, 2011). Since the town already has an adequate supply of commercial land to support current and projected needs, future expansion of commercial uses should be restricted to infill of existing commercial areas.

The growing trend of internet-based retailers and shopping is leading to a decline in the demand for brick-and-mortar retail. Knowing this growing trend and our limited trade area constraint, the town is concerned that "big-box" stores will eventually close and the community will be left with a significant amount of vacant commercial space. The town has already witnessed the closing of several large stores and therefore would prefer redevelopment and reinvestment in the existing commercial infrastructure rather than construction of more "big box" stores on green space further encroaching on existing residential neighborhoods.

The town's objective is to encourage strategies that will better regulate "big-box" development. The town's zoning ordinance should be utilized as a means to restrict and place special conditions on "big-box" development including design considerations and size limitations. Commercial development in town should be designed and sized in a manner which is aesthetically and operationally harmonious with the surrounding development. It should not have a significant adverse impact on the safety and efficiency of operation of our transportation network.

Therefore, in an effort to restrict large single-use retail development, the town should continue to impose a maximum building footprint of 35,000 square feet. Regulations should continue to discourage development of large single-use retail buildings with an expanse of parking located in front.

Over time, with strong regulations in place and adhered to, redevelopment opportunities will transform our commercial corridors to more village-style pedestrian friendly mixed-use areas as outdated styles of large single story "big-box" commercial enterprises close their doors. Mixed-use centers provide greater opportunity for architectural quality, site design amenities, public gathering spaces, and are often more competitive than single-use shopping centers.

Promoting Mixed-Use Development

As promoted in the West Side Master Plan, the “strip commercial” qualities of many of the areas along the West Main Road corridor could be gradually transformed through the promotion of mixed-use. The town would like to encourage mixed-use development similar to traditional New England villages by grouping complementary land use activities. In an effort to implement this vision, this plan endorses a new and expanded “commercial / mixed-use” designation on the town’s Future Land Use Plan to be applied to all properties in our established commercial / general business areas. This would allow property owners the *option* to develop mixed-use within the general business zone. A new mixed-use zoning ordinance should be implemented that minimizes the impact of potentially incompatible uses and ensures special consideration is paid to how and where residential units are integrated.

An objective of the Town is to combine uses in ways that create commercial areas with better character, minimize traffic, reduce infrastructure costs, and preserve remaining undeveloped land. These multiple goals can be accomplished with mixed-use development that combines commercial with other land uses such as office and residential in appropriate locations. Mixed-use development generally requires increased density, which allows for more compact development. Local performance standards should be used to properly mix these uses without creating internal conflicts and to promote a high quality of design. This can be accomplished through minor changes and additions to the town’s already established regulations including development plan review and commercial design standards.

Mixed-use neighborhoods have many benefits to a community and its residents including creating a sense of place, creating areas that are active throughout the day, increasing housing options, and reducing auto dependence. Mixed-use developments, if designed properly, can produce a pedestrian-oriented center that encourages physical activity and social interaction with storefront-style shopping streets. Aquidneck Avenue was also identified as having the potential to transition to a mixed-use neighborhood.

East Main Road Gateway – Rural Village Concept

The East Main Road corridor north of Turner Road provides the opportunity for a pleasing gateway to Middletown with its scenic open vistas. The goal of the Town to protect the corridor from large scale commercial and residential development has been significantly accomplished with conservation easements on Boulevard Nurseries and Newport Vineyards properties. Currently, commercial activities along the east side of East Main Road in this area are operating on properties zoned R-30. A new zoning district for this area that recognizes existing development but is sensitive to the predominately agricultural nature of the surrounding area should be considered. This district should encourage agri-tourism based businesses and New England village style architecture that enhances the natural vistas and creates a unique sense of place. The Future Land Use Plan designates this area of town as “Rural Village” to promote the enhancement of this area into a small scale mixed-use village with an agricultural and agri-tourism underpinning. High intensity commercial enterprises shall not be permitted and the town should take special precaution when crafting the zoning for this area to ensure it retains and enhances the rural village quality hoped to be achieved.

THE FUTURE LAND USE PLAN

During the Comprehensive Plan update process, the Comprehensive Plan Update Committee (CPUC) proposed a significant number of changes to the Future Land Use Plan (MapL-4 Future Land Use). Many of these changes were an effort to bring more consistency between the Future Land Use Plan and current zoning, existing land uses and established patterns and density of development. The following section highlights notable changes that were made to the Future Land Use Plan during this Comprehensive Plan Update.

In an effort to promote mixed-use development in town the “Mixed Use” designation has been expanded to include all properties previously designated as “General Business/Commercial”. The CPUC found that mixed-use developments in Middletown are appropriate along major commercial corridors where infill or redevelopment opportunities exist. A combination of uses could be mutually supporting by promoting easy access among services, stores, and other amenities especially by pedestrians. Additionally, mixed-use developments with neighborhood scale retail could serve as an improved transition between the town’s residential neighborhoods to commercial areas. The updated Future Land Use Plan designation is referred to as “General Business/Mixed Use”.

In order to highlight all the successful conservation work that has occurred in the town over the past decade, the CPUC decided to reflect this in the Future Land Use Plan by incorporating multiple categories of open space and include parcels that have been protected through conservation

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easements. It should be noted that although major portions of these properties may be conserved this does not necessarily preclude the property owner from developing a portion of their property. Each easement is crafted differently and future uses may vary. Recent lands acquired and owned by the Town for open space have also been added to the map in the new land use designation of “publicly-owned and/or zoned open space lands.”

The CPUC also wanted to reflect the amount of agricultural land use in town without negatively impacting the viability of the farming community or inaccurately representing the possibility that some of these lands could be developed. The underlying zoning of these properties is residential and by designating these lands in the Future Land Use Plan as “active agricultural use – zoned residential” the town does not intend to take away any of the land owners’ development rights or access to collateral, only to suggest that it is the town’s desire and plan that the land remain in active agriculture use. Therefore, there will be no changes in zoning to these properties.

A northern section of the east side of East Main Road has been designated as “Rural Village” in order to more accurately describe and promote the existing uses of the land. The conserved vineyards and agricultural land surround a small village style mixed-use area with an agritourism focus. A limited amount of small scale commercial operations related to and/or supporting nearby agricultural use may be permitted. However, any attempt to permit larger scale higher intensity commercial shall not be permitted along the northern section of East Main Road. Zoning regulations and a zoning map amendment need to be adopted to implement this new zoning district.

The Future Land Use Plan designates the Aquidneck Corporate Park as “Industrial”; however, the land is currently zoned for office and commercial use. The town therefore proposed a change to the Future Land Use Plan to establish a “Corporate Park” designation to more accurately represent the current and future use of this economic asset.

“Institutional” use designation was expanded to include portions of the St. George’s campus that did not previously reflect the current and future use of that land, as well as, the southern portion of the Navy base within Middletown that had previously been designated “Industrial”.

In support of the concept to expand the Polo Center south on Aquidneck Avenue and extend Johnny Cake Hill Road, the town is proposing extending the Limited & Office Business designation to several lots currently designated and zoned Medium Density Residential. Zoning would have to be amended for these lots to ensure consistency between the Comprehensive Plan and Zoning Ordinance and to allow the possibility for future commercial development to occur.

In addition to the Rural Village District and Polo Center Expansion, both described above, a small number of additional zoning map amendments would be necessary to achieve consistency between the Future Land Use Map and the Zoning Map. The southern portion of Paradise Avenue and the condominium development off of Brown’s Lane would require zoning map amendments to achieve

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consistency with the Future Land Use Map, refer to Map L-5 Potential Zoning Map Changes. Prior to implementing any changes to zoning designations on individual parcels necessary to conform the Zoning Map to the Future Land Use Map, an analysis to determine the current zoning status relative to any past zoning board decisions or restrictions on the parcel should be undertaken.

LAND USE - Goals, Policies, & Action Items

GOAL L-I: To achieve a balanced and harmonious development pattern in Middletown that promotes economic growth and reinvestment while preserving neighborhood integrity, environmental and aesthetic quality, and overall livability

Policies	Action Items	Responsible Department	Timeframe
L-I.A. Promote a land use and development framework based upon smart growth principles	L-I.A.1. Review and update the zoning ordinance, and subdivision regulations to ensure smart growth principles are encouraged	Planning Board; Town Council	Short-term (1-2 years)
	L-I.A.2. Adopt mixed-use zoning ordinance which allows for mixed use in all commercial areas. <ul style="list-style-type: none"> ▪ Identify site specific properties where mixed-use zoning should be encouraged ▪ Create incentives for property owners/developers to build mixed use properties 	Planning Board; Town Council	Short-term (1-2 years)
	L-I.A.3. Explore residential bulk limit zoning regulations as a means to limit the scale of new construction and protect the character of existing residential neighborhoods	Planning Board; Town Council	Short-term (1-2 years)
	L-I.A.4. Explore establishing Two-Mile Corner area as a State recognized growth center	Planning Board; Town Council	Medium-term (3-5 years)
	L-I.A.5. Research how form-based zoning could complement our existing Commercial Design Standards	Planning Department	Medium-term (3-5 years)

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	L-1.A.6 Take appropriate steps to ensure that the Zoning Ordinance and Zoning Map are consistent with the Future Land Use Plan, as identified on Map L-4, Future Land Use and Map L-5, Potential Zone Changes.	Planning Board; Town Council	Short-term (1-2 years)
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L-I.B. Identify and maintain a list of potential open space properties for conservation	L-I.B.1. Contact property owners to encourage conservation options	Town Administrator; Open Space & Recreation Committee	Ongoing
L-I.C. Create walkable neighborhoods and a connected transportation network for all modes and people of all ages	L-1.C.1. Require street connectivity to existing street network when possible and when new subdivisions and roads are proposed	Planning Board	Ongoing
	L-1.C.2. Require safe pedestrian accessibility to commercial developments	Planning Board	Ongoing
	L-1.C.3. Require sidewalks, within new residential developments, and where desirable offer incentives to developers to create walking and/or bicycle paths	Planning Board	Ongoing
	L-1.C.4. Inventory priority streets for the installation of new sidewalks to include in Capital Improvement Program (CIP)	Police Department; Engineering	Short-term (1-2 years)
	L-1.C.5. When there is enough space, provide a landscaping strip along sidewalks to buffer pedestrians from traffic and as a place to accommodate snow	Planning Board; Engineering	Ongoing
L-I.D. Ensure land uses that surround the Colonel Robert F. Wood Airpark are compatible with airport operations	L-I.D.1. Develop and adopt an Airport Hazard Area Overlay District	Planning Board; Town Council	Short-term (1-2 years)
	L-I.D.2. Communicate significant proposed development nearby airport to Rhode Island Airport Corporation (RIAC)	Planning Department; Zoning	Ongoing

IX. LAND USE

L-I.E. Participate in regional planning efforts with appropriate partners and neighboring communities	L-1.E.1. Participate in regional planning efforts with appropriate partners and neighboring communities	Planning Board; Planning Department; Town Council	Ongoing
GOAL L-II: Appropriately site commercial and industrial uses			
Policies	Action Items	Responsible Department	Timeframe
L-II.A. Discourage additional commercial sprawl/large-scale strip retail development	L-II.A.1. Require that significant future retail development be contained within areas or on parcels already devoted to this type of use	Planning Board; Town Council	Ongoing
L-II.B. Encourage the redevelopment of vacant and underutilized commercial properties	L-II.B.1. Consider adopting incentives to attract desirable development and redevelopment to areas of town with existing infrastructure, including a potential Growth Center at Two-Mile Corner	Planning Board; Town Council	Medium-term (3-5 years)

L-II.C.1. Provide opportunities for light industrial development	L-II.C.1. Maintain industrial zoning in areas that have historically been used for industrial purposes	Planning Board; Town Council	Ongoing
	L-II.C.2. Ensure light industrial development is compatible with adjacent land uses and the environment through use of design and performance standards	Planning Board; Zoning Board	Ongoing
GOAL L-III: Preserve and maintain the agricultural landscape and heritage of Middletown			
Policies	Action Items	Responsible Department	Timeframe
L-III.A. Conserve agricultural land, important soils and the economic viability of the local agricultural industry	L-III.A.1. Acquire development rights with land trusts and private/public land preservation organizations to agricultural parcels	Town Council; Open Space & Fields Committee	Ongoing

L-III.B. Allow flexibility in regulations to support the needs of agricultural businesses	L-III.B.1. Craft a new overlay district and zoning amendments that would allow agricultural land owners to utilize a portion of their land for agriculturally-related business endeavors including events and the production of value-added products to support the continued agricultural use of the land and provide agri-tourism opportunities for residents and visitors	Planning Board; Town Council	Short-term (1-2 years)
	L-III.B.2. Establish a Rural Village District along East Main Road that allows for appropriate, small scale, agriculturally -related businesses	Planning Board; Town Council	Short-term (1-2 years)
GOAL L-IV: Protect natural resources including environmentally sensitive lands, flora and fauna, and water quality			
Policies	Action Items	Responsible Department	Timeframe
L-IV.A. Work to conserve lands and natural resources which have conservation values that benefit the community	L-IV.A.1. Identify and prioritize environmentally sensitive areas	Planning Department	Medium-term (3-5 years)
	L-IV.A.2. Purchase and protect environmentally sensitive land, where feasible and available	Town Administrator; Town Council; Open Space & Fields Committee	Ongoing
	L-IV.A.3. Review current zoning of environmentally sensitive lands to ensure appropriate designations	Planning Department; Planning Board; Town Council	Medium-term (3-5 years)

L-IV.B. Preserve and/or establish natural resource connections such as greenways, blueways, and wildlife corridors	L-IV.B.1. Preserve land as greenways and blueways, utilizing land trusts, conservation foundations, and government agencies as potential partners	Town Council	Ongoing
L-IV.C. Protect water quality on a local and regional basis for private and public water supplies	L-IV.C.1. Require the use of integrated best management practices particularly in watershed sensitive areas	Planning Department; Zoning Board; Public Works	Ongoing
GOAL L-V: Maintain and preserve beaches and other shoreline features as significant natural resources			
Policies	Action Items	Responsible Department	Timeframe
L-V.A. Preserve the character of Second and Third Beaches while supporting appropriate recreational uses and ensuring public safety	L-V.A.1. Implement improvements to beach facilities and activities as necessary	Town Council; Public Works	Ongoing
L-V.B. Acquire shoreline property valuable for public use, as it becomes available	L-V.B.1. Adopt the recommendations in the West Side Master Plan, including preserving shoreline property such as the Navy land along Narragansett Bay.	Planning Department; Planning Board; Town Administrator; Town Council	Short-term (1-2 years) and Ongoing

GOAL L-VI: Take advantage of opportunities for appropriate redevelopment of the West Side which benefit the Town and U.S. Navy			
Policies	Action Items	Responsible Department	Timeframe
L-VI.A. Support the continued military use of those land areas that are needed for Naval Station Newport and other related evolving national priorities	L-VI.A.1. Engage local and regional partners in discussions about compatible and appropriate uses around military land	Town Council; Planning Board	Ongoing
	L-VI.A.2. Allow and encourage future military-related research and development and other military-compatible uses in appropriate locations that are proximate to existing facilities	Town Council; Planning Board	Ongoing
L-VI.B. Ensure that the reuse of excess Navy land is consistent with the economic, civic and environmental goals of the town	L-VI.B.1. Implement planned redevelopment of excess Navy land	Town Council; Planning Department	Short (1-2 years), Medium (3-5 years), and Long-term (6-10+ years)
GOAL L-VII: Protect and enhance the natural scenic beauty and heritage of Middletown as a coastal New England community			
Policies	Action Items	Responsible Department	Timeframe
L-VII.A. Ensure development will have a minimal impact on scenic resources which provide quality of life for residents and visitors	L-VII.A.1. Develop an inventory of scenic resources in Middletown	Planning Department	Medium-term (3-5 years)
	L-VII.A.2. Consider scenic resources when reviewing the type, location, and intensity of land uses	Planning Board	Ongoing

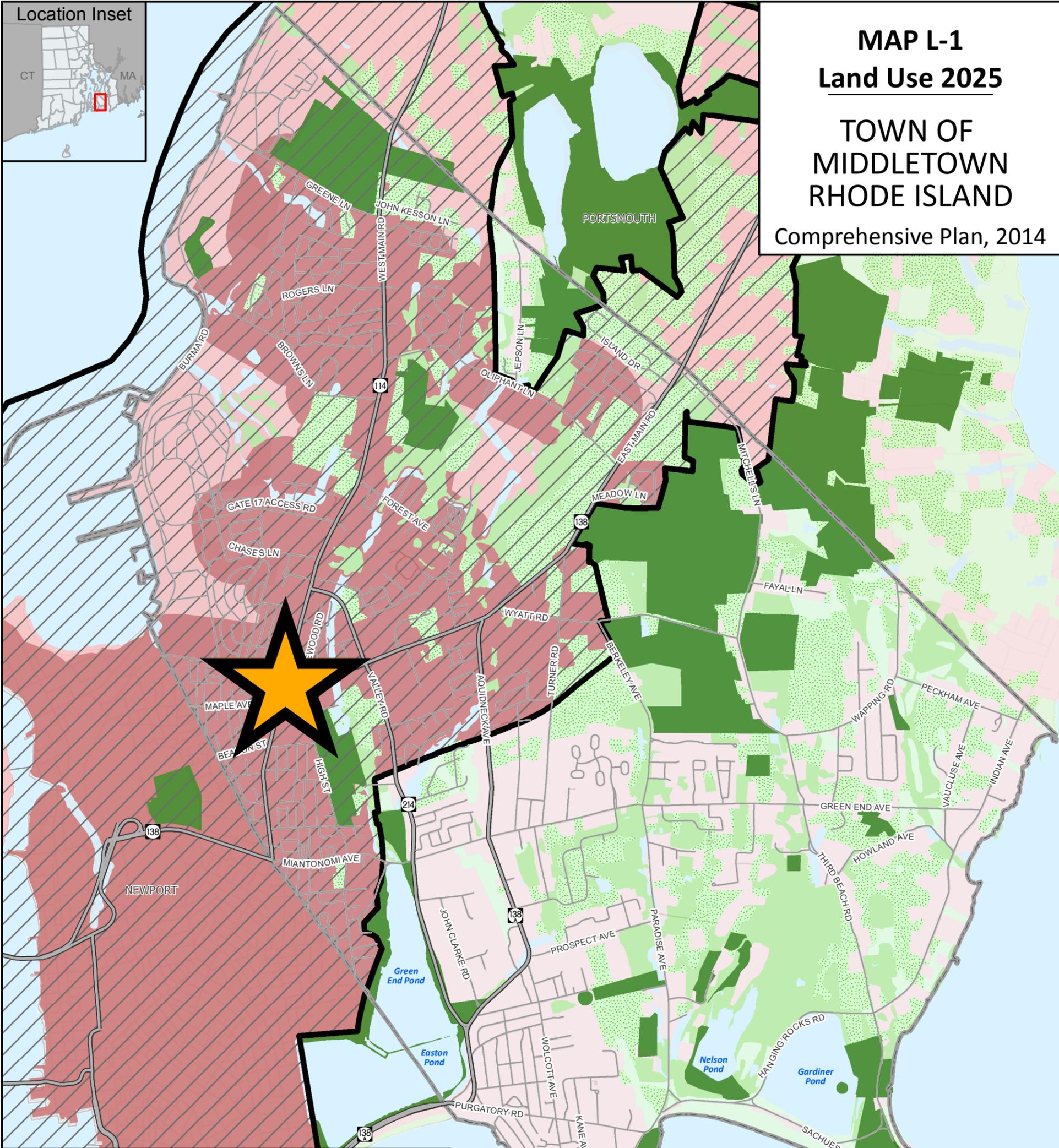
	L-VII.A.3. Implement projects and programs that enhance views at publicly accessible viewpoints	Town Administrator; Planning Department; Open Space & Fields Committee; Tree Commission	Ongoing
	L-VII.A.4. Identify roadways for potential scenic roads designation	Planning Department; Town Council	Medium-term (3-5 years)
	L-VII.A.5. Encourage the planting of new, resilient street trees that contribute to the town's tree canopy and the preservation of existing trees in new developments.	Planning Department; Zoning; Tree Commission	Ongoing
L-VII.B. Enhance the aesthetics of our built environment	L-VII.C.1. Uphold the town's commercial design standards that require the use of traditional colonial architecture and quality natural building materials that are historically accurate	Planning Board; Planning Department; Building & Zoning	Ongoing
	L-VII.C.2. Maintain historic structures owned by the town	Town Administrator; Public Works	Ongoing
	L-VII.C.3. Minimize the visual impact of utility lines through measures such as undergrounding and tree plantings	Planning Board; Planning Department; Town Administrator; Town Council; Engineering	Ongoing

APPENDIX L-A: LAND USE 2011 TABLE

Land Use	Total Acres	Percentage
Medium High Density Residential (1/4 to 1/8 acre lots)	1,480	14.07%
Cropland (tillable)	1,403	13.34%
Medium Density Residential (1 to 1/4 acre lots)	1,052	10.00%
High Density Residential (<1/8 acre lots)	995	9.46%
Deciduous Forest (>80% hardwood)	870	8.27%
Brushland (shrub and brush areas, reforestation)	591	5.62%
Pasture (agricultural not suitable for tillage)	510	4.84%
Developed Recreation (all recreation)	491	4.67%
Water	466	4.43%
Commercial (sale of products and services)	466	4.43%
Wetland	458	4.36%
Institutional (schools, hospitals, churches, etc.)	444	4.22%
Medium Low Density Residential (1 to 2 acre lots)	204	1.94%
Mixed Forest	147	1.40%
Airports (and associated facilities)	132	1.26%
Idle Agriculture (abandoned fields and orchards)	120	1.15%
Orchards, Groves, Nurseries	100	0.95%
Low Density Residential (>2 acre lots)	98	0.93%
Commercial/Industrial Mixed	95	0.90%
Other Transportation (terminals, docks, etc.)	64	0.61%
Cemeteries	53	0.50%
Railroads (and associated facilities)	41	0.39%
Sandy Areas (not beaches)	40	0.38%
Beaches	40	0.38%
Transitional Areas (urban open)	39	0.37%
Industrial (manufacturing, design, assembly, etc.)	36	0.34%
Vacant Land	31	0.30%
Rock Outcrops	23	0.22%
Mines, Quarries and Gravel Pits	10	0.09%
Waste Disposal (landfills, junkyards, etc.)	6	0.06%
Power Lines (100' or more width)	5	0.04%
Water and Sewage Treatment	3	0.03%
Softwood Forest (>80% softwood)	3	0.03%
Roads (divided highways >200' plus related facilities)	2	0.02%
Grand Total	10,518	100.00%
<i>Source: RIGIS, March 2014</i>		



MAP L-1
Land Use 2025
TOWN OF
MIDDLETOWN
RHODE ISLAND
 Comprehensive Plan, 2014



Map Legend

- Urban Services Boundary
- Sewered Urban Developed
- Urban Development
- Non-urban Developed
- Reserve
- Narragansett Indian Lands
- Conservation/Limited
- Prime Farmland
- Major Parks & Open Space
- Water Bodies
- Potential Growth Center



The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.



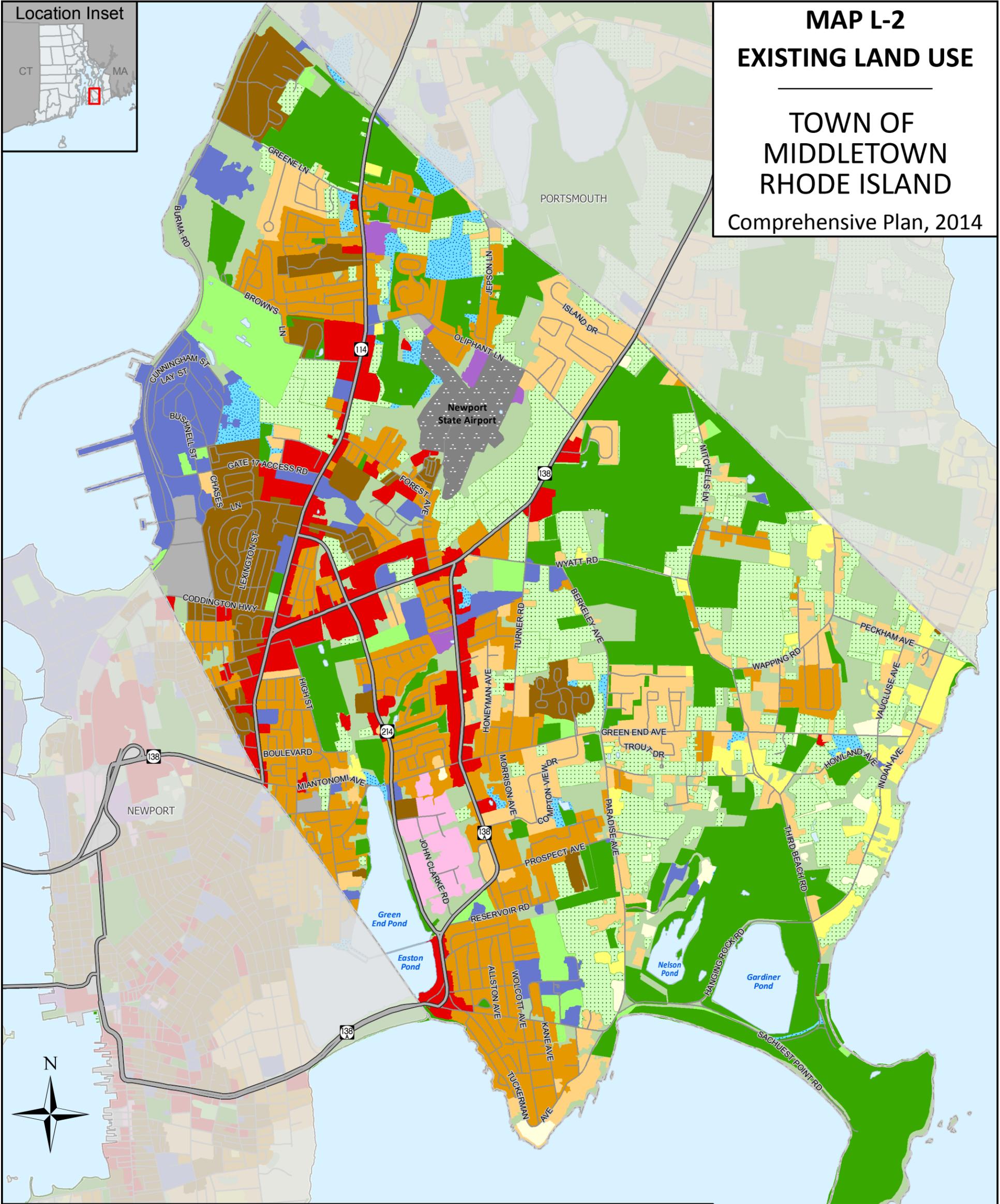
RIGIS

Town of Middletown, A.R.,
 April 22, 2014



MAP L-2
EXISTING LAND USE

TOWN OF
MIDDLETOWN
RHODE ISLAND
 Comprehensive Plan, 2014



Map Legend	
Existing Land Use (2004)	
	Low Density Residential
	Medium Low Density Residential
	Medium Density Residential
	Medium High Density Residential
	High Density Residential
	Commercial
	Industrial
	Mixed Use
	Institutional
	Transportation & Utilities
	Airports
	Conservation/Open Space*
	Developed Recreation
	Agricultural
	Undeveloped/Unprotected
	Water
	Wetland
Features	
	Highways
	Roads
Boundaries	
	Middletown
	RI Municipal
	Other States

* Includes 2011 State and Local Conservation Lands



This map is not the product of a Professional Land Survey. It was created by Rhode Island Division of Planning for general reference, informational, planning or guidance use, and is not a legally authoritative source as to location of natural or manmade features. Proper interpretation of this map may require the assistance of appropriate professional services. Rhode Island Division of Planning makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currentness of this map.



Christina Delage Baza 02/21/13



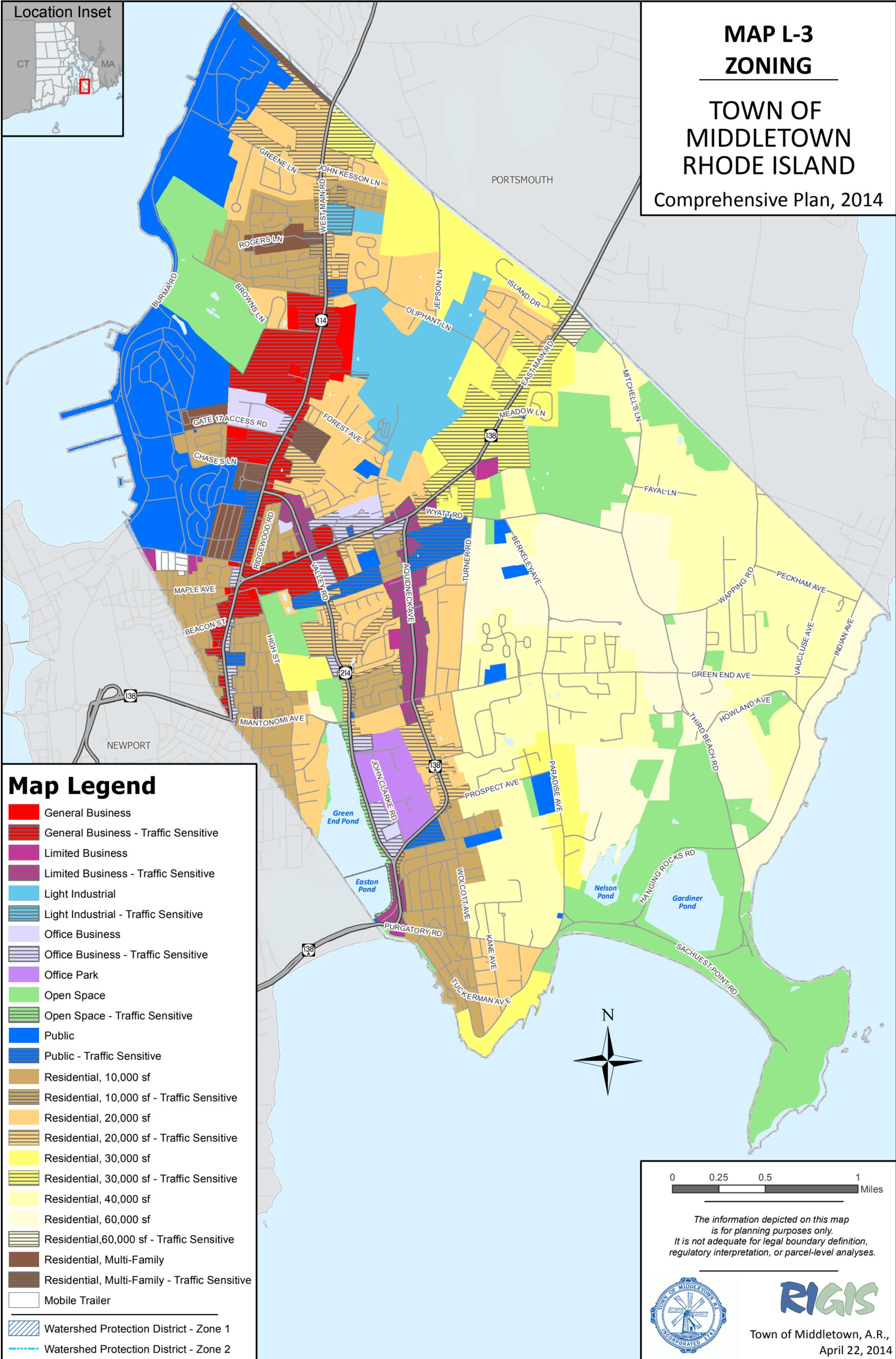
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MAP L-3 ZONING

TOWN OF MIDDLETOWN RHODE ISLAND

Comprehensive Plan, 2014



Map Legend

- General Business
- General Business - Traffic Sensitive
- Limited Business
- Limited Business - Traffic Sensitive
- Light Industrial
- Light Industrial - Traffic Sensitive
- Office Business
- Office Business - Traffic Sensitive
- Office Park
- Open Space
- Open Space - Traffic Sensitive
- Public
- Public - Traffic Sensitive
- Residential, 10,000 sf
- Residential, 10,000 sf - Traffic Sensitive
- Residential, 20,000 sf
- Residential, 20,000 sf - Traffic Sensitive
- Residential, 30,000 sf
- Residential, 30,000 sf - Traffic Sensitive
- Residential, 40,000 sf
- Residential, 60,000 sf
- Residential, 60,000 sf - Traffic Sensitive
- Residential, Multi-Family
- Residential, Multi-Family - Traffic Sensitive
- Mobile Trailer
- Watershed Protection District - Zone 1
- Watershed Protection District - Zone 2



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RIGIS

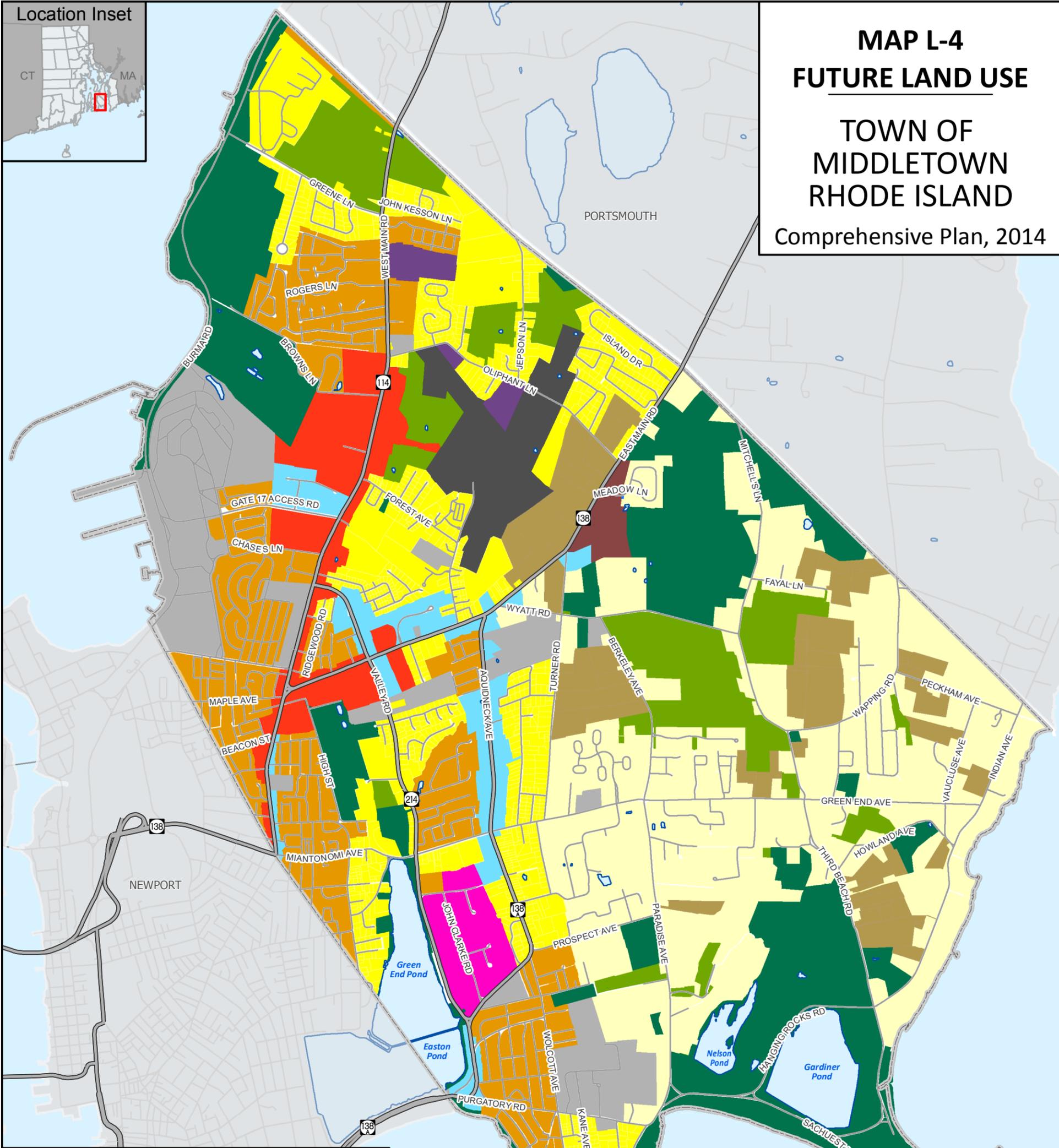
Town of Middletown, A.R.,
April 22, 2014



**MAP L-4
FUTURE LAND USE**

**TOWN OF
MIDDLETOWN
RHODE ISLAND**

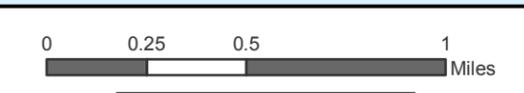
Comprehensive Plan, 2014



Map Legend

Future Land Use Designations

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Rural Village
- Limited & Office Business
- General Business / Mixed Use
- Corporate Park
- Industrial
- Institutional
- Airport
- Active Agricultural Use - Zoned Residential
- Protected Agricultural and Open Space Lands
- Publicly-Owned and/or Zoned Open Space



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RIGIS

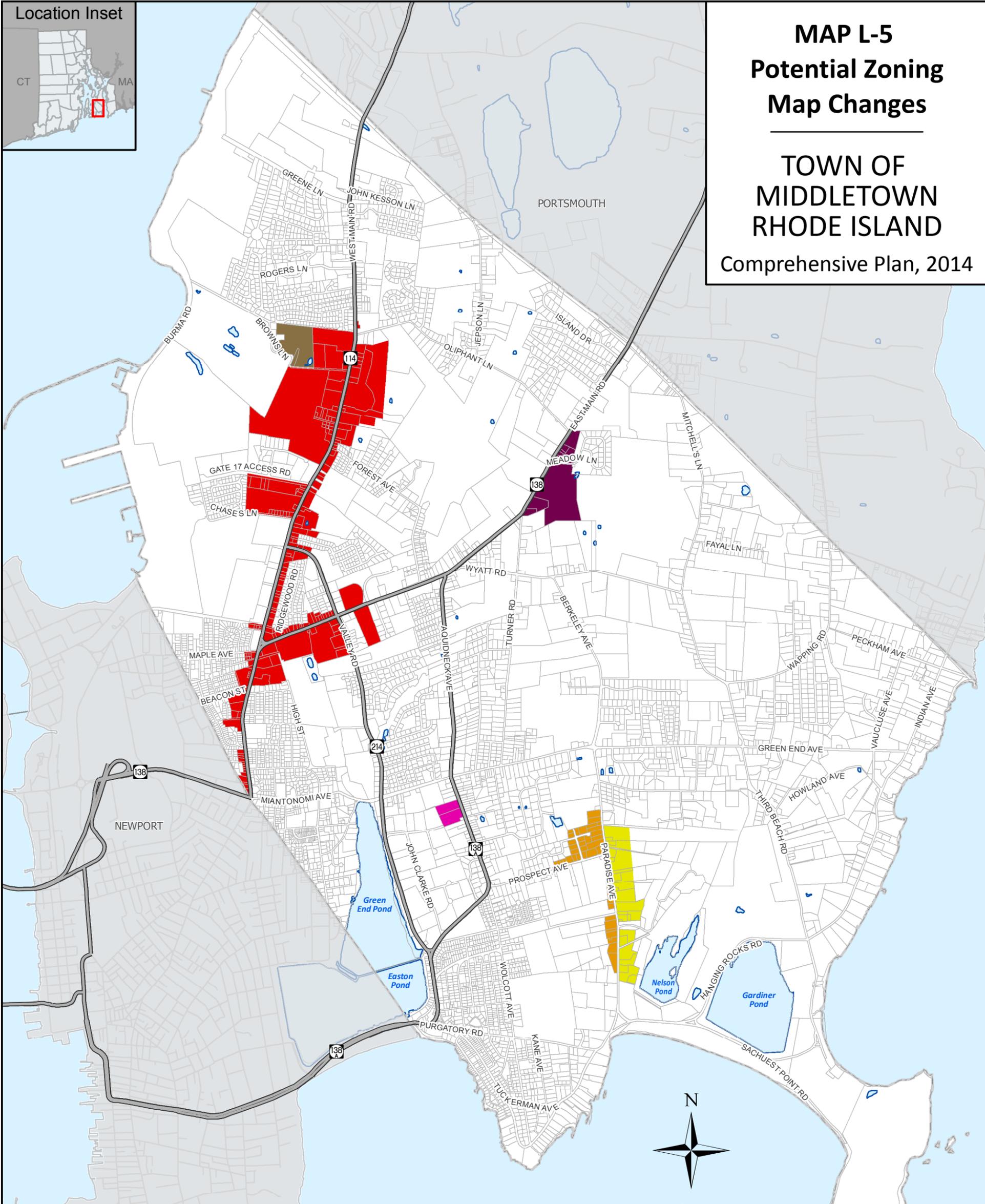
Town of Middletown, A.R.,
March 9, 2015



MAP L-5 Potential Zoning Map Changes

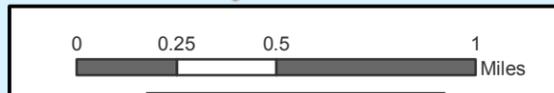
TOWN OF MIDDLETOWN RHODE ISLAND

Comprehensive Plan, 2014



Map Legend
Zoning Map Changes for Zoning and Future Land Use Map Consistency

	General Business to General Business / Mixed Use
	R-30A (Residential 30,000sf Traffic Sensitive) to Rural Village District
	R-20A (Residential 20,000sf Traffic Sensitive) to Limited Business
	R-30 (Residential 30,000sf) to R-40 (Residential 40,000sf)
	R-30 (Residential 30,000sf) to R-60 (Residential 60,000sf)
	R-20 (Residential 20,000sf) to Residential Multi-Family



The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.



RIGIS
Town of Middletown, A.R.,
February 6, 2015

Glossary

access management (principles, controls, plan)	A set of techniques that State and local governments can use to control access to highways, major arterials, and other roadways. The benefits of access management include improved movement of traffic, reduced crashes, and fewer vehicle conflicts.
accessory dwelling unit	A self contained second living unit that is typically built into or attached to an owner occupied single family dwelling. An accessory dwelling unit has its own kitchen, bathroom, and private entrance and is subordinate in size to the primary housing unit.
affordable housing	Housing that has a sales price or rental amount that is within the means of a household that is moderate income or less. In the case of dwelling units for sale, housing that is affordable means housing in which principal, interest, taxes, which may be adjusted by state and local programs for property tax relief, and insurance constitute no more than thirty percent (30%) of the gross household income for a household with less than one hundred and twenty percent (120%) of area median income, adjusted for family size. In the case of dwelling units for rent, housing that is affordable means housing for which the rent, heat, and utilities other than telephone constitute no more than thirty percent (30%) of the gross annual household income for a household with eighty percent (80%) or less of area median income, adjusted for family size.
affordable housing trust fund	Separate funds established by states or localities to provide a stable source of revenue reserved solely for affordable homes.
agritourism	Any agriculturally based operation or activity conducted for the enjoyment or education of visitors and that generates supplemental income for the farm or ranch owner. Agritourism can include farm stands, u-pick, tours, classes, festivals and fairs, Christmas tree farms, pumpkin patches, winery weddings, guest ranches, and more.
American Community Survey	An ongoing statistical survey by the U.S. Census Bureau, sent to approximately 250,000 addresses monthly (or 3 million per year). It regularly gathers information previously contained only in the long form of the decennial census. It is the largest survey other than the decennial census that the Census Bureau administers.
Americans with Disabilities Act (ADA)	Is a civil rights law that sets conditions for prohibition of discrimination based on disability.
Best Management Practices (BMPs)	Often used to describe both structural or engineered control devices and systems to treat polluted stormwater, as well as operational or procedural practices (e.g. minimizing use of chemical fertilizers and pesticides).

big box retail	The term "big-box" is derived from the store's physical appearance; large-scale buildings, plainly designed, often resembling a large box and serving as a single-use retailer.
blue trail or blueway	A route along a river or across other bodies of water, such as a lake or salt water, for people using small beachable boats like kayaks, canoes, day sailors or rowboats.
BRAC - Base Closure and Realignment (Process/Act)	A process by a federal government commission to increase U.S. Department of Defense efficiency by planning end of the Cold War realignment and closure of military installations. More than 350 installations have been closed in five BRAC rounds: 1989, 1991, 1993, 1995, and 2005.
broadband	Telecommunication in which a wide band of frequencies is available to transmit information resulting in users being able to access the Internet and Internet-related services at significantly higher speeds than those available through "dial-up" services.
bulk limit zoning	Bulk regulations are the combination of controls (lot size, floor area ratio, lot coverage, open space, yards, height and setback) that determine the maximum size and placement of a building on a lot.
Capital Improvement Program (CIP)	A short-range plan which identifies capital projects and equipment purchases, provides a planning schedule and identifies options for financing the plan.
carbon sequestration	The process of capture and long-term storage of atmospheric carbon dioxide (CO ₂) or other forms of carbon to either mitigate or defer global warming and avoid climate change. It has been proposed as a way to slow the atmospheric and marine accumulation of greenhouse gases, which are released by burning fossil fuels.
carex kobomugi	Commonly known as Japanese sedge, is an invasive perennial plant found in coastal areas of the Northeast.
CHAS data	The U.S. Department of Housing and Urban Development (HUD) periodically receives "custom tabulations" of data from the U.S. Census Bureau that are largely not available through standard Census products. These data, known as the "CHAS" data (Comprehensive Housing Affordability Strategy), demonstrate the extent of housing problems and housing needs, particularly for low income households.
class 1 rating (re: rail track)	The Federal Railroad Administration categorizes all track in six classes, segregated by maximum speed limits. Class 1: 10 mph for freight, 15 mph for passenger. Much yard, branch line, short line, and industrial spur trackage falls into category.

climate change	A long-term change in the earth's climate, especially a change due to an increase in the average atmospheric temperature.
Coastal Barrier Improvement Act	A federal act enacted in 1982 to minimize the loss of human life by discouraging development in high risk areas vulnerable to storm surges and hurricane winds; reduce wasteful expenditure of federal resources; and protect the natural resources associated with undeveloped coastal barriers. The Act designates various undeveloped coastal barriers, which were illustrated by a set of maps to be included in the John H. Chafee Coastal Barrier Resources System (CBRS).
collector streets	A low-to-moderate-capacity road which serves to move traffic from local streets to arterial roads. Unlike arterials, collector roads are designed to provide access to residential properties.
commercial design standards	A set of design concepts intended to help define a distinctive character when development / redevelopment occurs. They typically address building design and use characteristics that encourage pedestrian access, as well as the following: building height; location and design of parking; location and transparency of front building facade; location and design of pedestrian entrances and other openings; utilities; and signage.
Community Development Block Grants (CDBG)	Program of the U.S. Department of Housing and Urban Development which funds local community development activities such as affordable housing, anti-poverty programs, and infrastructure development.
community supported agriculture (CSA)	An association of individuals who have pledged to support one or more local farms, with growers and consumers sharing the risks and benefits of food production. CSA members pay at the onset of the growing season for a share of the anticipated harvest; once harvesting begins, they receive weekly shares of vegetables, fruit, dairy, meat, etc.
Complete Streets	Is a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete Streets allow for safe travel by those walking, bicycling, driving automobiles, riding public transportation, or delivering goods.

comprehensive permit	A state-law regulated, single application for special exception to build low and moderate income housing in lieu of separate application to applicable boards (developer goes only to the Planning Board for review and relief instead of also going to the Zoning Board). "Comp permits," as they are called, require a minimum 25 percent affordable housing.
COMPSTAT	A strategic control system designed for the collection and feedback of information on crime and related quality of life issues. The CompStat process is to collect, analyze, and map crime data and other essential police performance measures on a regular basis, and hold police managers accountable for their performance as measured by these data.
conservation easement	A binding contractual agreement between typically a land trust or government entity and a landowner under which the landowner, permanently or during a time period specified in the agreement, agrees to conserve or restore habitat, open space, scenic, or other ecological resource values on the land covered by the easement.
conservation subdivision	A site planning technique which bases the layout of building lots on the natural characteristics of the land and reduces lot sizes so that the remaining land can be used for recreation, common open space , and/or preservation of environmentally, historically and culturally sensitive features and/structures.
Consolidated Housing Plan	A State planning document required by the U.S. Department of Housing and Urban Development (HUD) to identify housing and community development needs and to determine how federal funds will be used to meet those needs.
cooperatives (re: mobile home parks)	A type of housing tenure in which a legal entity, usually a membership-based corporation, grants membership by way of a share purchase in the cooperative. Each shareholder in the legal entity is granted the right to occupy one housing unit. A primary advantage of the housing cooperative is the pooling of the members' resources so that their buying power is leveraged, thus lowering the cost per member in all the services and products associated with homeownership.
density bonus	A zoning tool that permits developers to build more housing units, taller buildings, or more floor space than normally allowed, in exchange for provision of a defined public benefit, such as a specified number or percentage of affordable units included in the development.
easement (i.e. utility, conservation, track)	A nonpossessory interest in another's land that entitles the holder only to the right to use such land in the specified manner (for example, a right-of-way to access adjoining property or utilities).

enterprise zone	A specific geographical area, often in low-income areas, that has been designated by a governmental authority. Businesses within the enterprise zone are entitled to receive various types of financial aid. These include tax benefits, special financing and other incentives designed to encourage businesses to establish and maintain a presence within the specified zone.
Environmental Impact Statement (EIS)	A document required by the National Environmental Policy Act (NEPA) for certain actions "significantly affecting the quality of the human environment". An EIS is a tool for decision making. It describes the positive and negative environmental effects of a proposed action, and it usually also lists one or more alternative actions that may be chosen instead of the action described in the EIS. Several state governments require that a document similar to an EIS be submitted to the state for certain actions.
e-town hall	Mission of the town to provide as much municipal information and services through town website/internet providing users with 24 hours access and a greater level of convenience.
Eutrophic ponds	Have high biological productivity (plants/algae) due to excessive amounts of nutrients, especially phosphorus or nitrogen. Human activities (i.e. fertilizer) can lead to a high concentration of nutrients. Elevated nutrient levels can adversely impact fish, other aquatic organisms and water quality.
Fair Market Rents	The U.S Department of Housing and Urban Development (HUD) annually produces location-based gross rent estimates for over 500 cities and 2,000 counties to be primarily used for several federal housing assistance programs including the Housing Choice Voucher Program.
Farm, Forest & Open Space Program	Rhode Island law (44-27) allows property enrolled in the Farm, Forest and Open Space Program to be assessed at its current use, not its value for development. The purpose of the law is not to reduce property taxes, but to conserve Rhode Island's productive agricultural and forest land by reducing the chance it will have to be sold for development.
FIRM (Flood Insurance Rate Map)	Official map of a community on which the Federal Emergency Management Agency (FEMA) has delineated the Special Flood Hazard Areas (SFHAs), the Base Flood Elevations (BFEs) and the risk premium zones applicable to the community.
form based zoning	Emphasize regulation of building "form" (versus just use) to assure a building's general shape, massing, height and orientation positively contribute to the existing or desired neighborhood context.

frontage road with cross easements	A local service road, typically running parallel to a highway, providing access to roadside businesses. Easements provide legal rights for multiple properties to use frontage road for access. This solution minimizes curb cuts and safety issues associated with direct access to highway.
gateway	An area that serves as an entrance or a means of access, such as the roadway that leads between one community to another.
Geographic Information System	Is a computer system designed to capture, store, manipulate, analyze, manage, and present all types of spatial or geographical data.
greenhouse gas	Are gases that trap heat in the atmosphere. The primary sources of greenhouse gas emission include electricity production (fossil fuel burning), transportation (fossil fuel burning), industry (fossil fuel burning and certain chemical reaction), commercial and residential (fossil fuel burning, use of certain products that contain greenhouse gas, and the handling of waste), and agriculture (livestock, agricultural soils and rice production).
greenways / green corridors	A tract of land that is reserved for conservation or recreational use.
growth center	Areas that already have a core of residential and commercial development or are well suited to planned, future development; they are places that have the infrastructure (e.g. sewer, water, transit) to accommodate future growth while protecting its natural and cultural resources.
Housing Choice Voucher System	A major federal program for assisting very low-income families, the elderly, and the disabled afford housing in the private market. The participant is free to choose any housing that meets the requirements of the program and is not limited to units located in subsidized housing projects. Housing choice vouchers are administered locally by public housing agencies (PHAs). The PHAs receive federal funds from the U.S. Department of Housing and Urban Development (HUD) to administer the voucher program.
inclusionary zoning ordinance	Local regulations which require a given share of new construction to be affordable by people with low to moderate incomes.
industry cluster	A geographic concentration of interconnected businesses, suppliers, and associated institutions in a particular field. Clusters are considered to increase the productivity with which companies can compete, nationally and globally.
infill development	Construction on any undeveloped or underdeveloped land that is within an urbanized / developed area.

Infiltration & In-flow (I&I)	A term used to describe the ways that groundwater and stormwater enter into dedicated wastewater or sanitary sewer systems.
Intelligent Transportation System (ITS)	The application of advanced information and communications technology to surface transportation in order to achieve enhanced safety and mobility while reducing the environmental impact of transportation.
invasive species	An organism (plant, animal, fungus, or bacterium) that is not native and has negative effects on our economy, our environment, or our health. Not all introduced species are invasive.
Low -and - Moderate Income Housing Act	State law requiring that 10% of each municipalities' housing stock be "affordable". "Affordable" units are required to have a government subsidy and deed restriction to assure they will remain affordable for a minimum of 30 years. The Act requires that communities that are not exempt, produce an "affordable housing plan" and file an annual progress report with the Housing Resources Commission.
Low Income Tax Credit (LITC)	Is a dollar-for-dollar tax credit in the United States for affordable housing investments. It was created under the Tax Reform Act of 1986 that gives incentives for the utilization of private equity in the development of affordable housing aimed at low-income Americans.
Low-and-Moderate Income Housing	"Means any housing whether built or operated by any public agency or any nonprofit organization or by any limited equity housing cooperative or any private developer, that is subsidized by the federal, state, or municipal government under any program to assist the construction or rehabilitation of housing affordable to low or moderate income households, as defined in the applicable federal or state statute, or local ordinance and that will remain affordable through a land lease and/or deed restriction for ninety-nine (99) years or such other period that is either agreed to by the applicant and town or prescribed by the federal, state, or municipal subsidy program but that is not less than thirty (30) years from initial occupancy." R.I.G.L. 45-53-3(5)
mixed-use zoning	Mixed use zoning sets standards for the blending of residential, commercial, cultural, institutional, and where appropriate, industrial uses. Mixed use zoning is generally closely linked to increased density, which allows for more compact efficient development while reducing energy consumption and transportation costs. The mixed use buildings that result can help strengthen or establish neighborhood character and encourage walking and bicycling.

National Register of Historic Places	The official list of the Nation's historic places worthy of preservation. Authorized by the National Historic Preservation Act of 1966, the National Park Service's National Register of Historic Places is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources.
nonpoint source pollution	Pollution from diffuse sources, not one specific location, that occurs when rainfall, snowmelt, or irrigation runs over land or through the ground, picks up pollutants, and deposits them in waterbodies or introduces them into groundwater.
Ocean SAMP	The Ocean Special Area Management Plan (Ocean SAMP) is the regulatory, planning and adaptive management tool that the RI Coastal Resources Management Council (CRMC) is applying to uphold its regulatory responsibilities.
overlay zoning / district	A regulatory tool that creates a special zoning district, placed over an existing base zone(s), which identifies special provisions in addition to those in the underlying base zone.
Pavement Management Program	A local program involving the annual inspection, data collection, mapping and analysis of the condition of street pavement in town.
Pay As You Throw	Is a usage-pricing model for disposing of solid waste. Users are charged a rate based on how much waste they present for collection to the municipality or local authority.
performance standards (re: industrial zoning)	Standards designed to encourage a high standard of development and operation of use by industry to minimize disturbance to adjacent/nearby properties. Regulations often include measurable controls such as noise, smoke, fumes, etc.
Phase II Stormwater Management Program Plan	Required by Rhode Island Pollutant Discharge and Elimination System (RIPDES), local SWMPPs address the following minimum measures required by the regulations: Public Education and Outreach on Storm Water Impacts; Public Participation and Involvement; Illicit Discharge Detection and Elimination; Construction Site Storm Water Runoff Control; Post-Construction Storm Water Management; Pollution Prevention and Good Housekeeping for Municipal Operations.
phragmites australis	Also known as common reed, is a wetland plant species found in every state. It can grow up to 6 meters high in dense stands and is long-lived. The species is invasive particularly in the eastern states along the Atlantic Coast and increasingly across much of the Midwest and in parts of the Pacific Northwest.

physical alteration permitting (PAP)	RIDOT administers the PAP process to support the rules and regulations concerning permission for use of state highway rights-of-way regarding alterations to curbs, sidewalks, highway access, storm water disposal, construction, traffic signals, and signage.
prime farmlands (re: RI Soil Survey)	Land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops, and is also available for these uses (the land could be cropland, pastureland, range-land, forest land, or other land, but not urban built-up land or water).
purchase development rights	Provide a way to financially compensate willing landowners for not developing their land. When buying development rights, the community obtains a legal easement, sometimes referred to as a conservation easement, that (usually) permanently restricts development on the land. The landowner, however, still owns the land and can use or sell it for purposes specified in the easement, such as farming.
renewable energy	Energy from a source that is not depleted when used or that is naturally replenished, such as wind, solar, geothermal, and tidal.
Rhode Island Natural Heritage Program	Is a comprehensive statewide inventory of Rhode Island's rarest and most vulnerable natural features. The Program was established in 1978 as a cooperative venture of The Nature Conservancy (a national, non-profit land conservation organization) and the Department of Environmental Management. The NHP maintains an extensive and dynamic database of maps, computer files, and other materials documenting the locations of rare species and other significant natural features, management and stewardship needs, and threats to critical areas.
Rhode Island Pollution Discharge and Elimination System (RIPDES)	Is the Rhode Island system for issuing, modifying, revoking and reissuing, terminating, monitoring and enforcing point source discharge permits and imposing and enforcing pretreatment requirements pursuant to Title 46, Chapter 12 of the General Laws of Rhode and the Clean Water Act.
rights of way and commons to the shore	Are clear legally defined public pathways to the shore, as designated by the RI Coastal Resources Management Council (CRMC).
Road Safety Assessments/Audit / RSAT	The formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users.

Safe Routes to School	A national and international movement to create safe, convenient, and fun opportunities for children to bicycle and walk to and from schools. The goal of Safe Routes to School is to get more children bicycling and walking to schools safely on an everyday basis.
sea level rise	Refers to the increasing current (height of the sea with respect to a land benchmark, averaged over a period of time) and future sea level associated with global warming.
Smart Growth	Describes efforts to manage and direct growth in a way that minimizes damage to the environment, reduces sprawl, and builds livable towns and cities.
solar access	Is the ability of one property to continue to receive sunlight across property lines without obstruction from another's property (buildings, foliage or other impediment).
Special Flood Hazard Areas	The land area covered by the floodwaters of the base flood (100 Year Flood) is the Special Flood Hazard Area (SFHA) on NFIP maps. The SFHA is the area where the National Flood Insurance Program's (NFIP's) floodplain management regulations must be enforced and the area where the mandatory purchase of flood insurance applies.
special use permit	Allows a specific exception to the zoning regulations from a list of acceptable exceptions for a particular parcel of land in a district of a particular zoning character. The local zoning authority reviews and grants special use permits.
sprawl (commercial, urban, etc.)	The uncontrolled, auto-oriented, and low-density spreading or expansion of a city or its suburbs. It often involves the construction of residential and commercial buildings in rural areas or otherwise undeveloped land at the outskirts of a city.
stormwater	Water that originates during precipitation events and does not soak into the ground, flowing either directly into surface waters or channeled into storm sewers, which eventually discharge to surface waters.
stormwater utility	Mechanism to fund stormwater management at the local level; fees are collected from residents and businesses and used for water resource improvement projects and for implementing BMPs. Sometimes the fees are used to keep up with the costs of replacing and repairing aging stormwater infrastructure. Typically programs assess a fee based on the amount of impervious area on a site.
Total Maximum Daily Load (TMDL)	The amount of a pollutant that may be discharged into a waterbody and still maintain water quality standards. The TMDL is the sum of the individual waste load allocations for point sources and the load allocations for nonpoint sources and natural background taking into account a margin of safety

Transfer of Development Rights (TDR)	A program that encourages the voluntary transfer of growth from places where a community would like to see less development (called sending areas) to places where a community would like to see more development (called receiving areas). The sending areas can be environmentally-sensitive properties, open space, agricultural land, wildlife habitat, historic landmarks or any other places that are important to a community. The receiving areas should be places that the general public has agreed are appropriate for extra development because they are close to jobs, shopping, schools, transportation and other urban services.
transit oriented development	A mixed-use residential and commercial area designed to maximize access to public transport, and often incorporates features to encourage transit ridership. A TOD neighborhood typically has a center with a transit station or stop (train station, metro station, tram stop, or bus stop), surrounded by relatively high-density development with progressively lower-density development spreading outward from the center.
Transportation Demand Management (TDM)	The application of strategies and policies to reduce travel demand (specifically that of single-occupancy private vehicles), or to redistribute this demand in space or in time.
Transportation Improvement Program (TIP)	A list of transportation projects the State of Rhode Island intends to implement using United States Department of Transportation funds.
Transportation Management Associations (TMAs)	Non-profit, public/private partnerships that have been established to form partnerships with businesses and local government to provide commuter information and services.
TTHMs	The trihalomethanes are chloroform, bromodichloromethane, dibromochloromethane, and bromoform. EPA has published the Stage 1 Disinfectants and Disinfection Byproducts Rule to regulate total trihalomethanes (TTHM) at a maximum allowable annual average level of 80 parts per billion.
Type 1 Waters	The Coastal Resources Management Council (CRMC) Water Type Classification identifies Type 1 waters as "Conservation" and include water areas that are within the boundaries of designated wildlife refuge areas, water areas that have retained undisturbed natural habitat or maintain scenic values of unique or unusual significance, and water areas that are particularly unsuitable for structures due to their exposure to severe wave action, flooding and erosion.

U.S. Census	A decennial population census mandated by the United States Constitution and carried out by the U.S. Census Bureau. It is the number one source of current population data and the latest Economic Indicators.
urban services boundary	Represents the general extent of the areas within which public services (i.e. sewer/water) supporting urban development presently exist.
wastewater management district	A local program which ensures that Onsite Wastewater Treatment Systems (OWTS) are properly installed, operated, regularly inspected and routinely maintained to prevent malfunctioning systems for the purposes of protecting public health and surface and groundwater supplies.
watershed	A watershed is an area of land that feeds all the water running under it and draining off of it into a body of water.
Watershed Protection Districts	Established local zoning overlay district in Middletown to protect, preserve and maintain the quality and quantity of surface and groundwater.
wayfinding	Attractive and consistent signage program used to orient and guide unfamiliar motorists and bicyclists, enhancing the visitors' experience and promoting local economic development.
workforce housing	Workforce housing can refer to any form of housing, including ownership of single or multi-family homes, as well as occupation of rental units. Workforce housing is generally understood to mean affordable housing for households with earned income that is insufficient to secure quality housing in reasonable proximity to the workplace.

Acronyms

ACS	American Community Survey
ADA	Americans with Disabilities Act
ADU	Accessory Dwelling Unit
AIBP	Aquidneck Island Broadband Project
AIPC	Aquidneck Island Planning Commission
AIRPA	Aquidneck Island Reuse Planning Authority
ATVs	All Terrain Vehicles
BMPs	Best Management Practices
BRAC	Base Realignment and Closures Act
CCRI	Community College of Rhode Island
CDBG	Community Development Block Grant
CommerceRI	Commerce Corporation (Rhode Island); formerly known as RIEDC
CPUC	Comprehensive Plan Update Committee (Middletown)
CRMC	Coastal Resources Management Council (Rhode Island)
DPW	Public Works Department (Middletown)
FEMA	Federal Emergency Management Agency (United States)
FHA	Federal Housing Administration (United States)
FIRM	Flood Insurance Rate Maps
GIS	Geographic Information System
HUD	Department of Housing and Urban Development (United States)
LMI	Low-and-Moderate Income Housing
MEDAC	Middletown Economic Development Advisory Committee
MFI	Median Family Income
MGD	million gallons per day (re: public water usage)
NAVSTA	Naval Station
NRPA	National Recreation and Park Association
NUWC	Naval Undersea Warfare Center (United States)
NWD	Newport Water Department
OWTS	Onsite Wastewater Treatment System
PAYT	Pay as You Throw Curbside Refuse Program
RCOS	Recreation, Conservation and Open Space
RIAC	Rhode Island Airport Corporation
RIDEM	Rhode Island Department of Environmental Management
RIDOT	Rhode Island Department of Transportation
RIPDES	Rhode Island Pollution Discharge Elimination System
RIPTA	Rhode Island Public Transit Authority
ROW	Right of Way
RSAT	Road Safety Audit Team
SBA	Small Business Administration (United States)
sf	square feet
STEM	Science, Technology, Engineering and Math
SWMPP	Storm Water Management Program Plan
TDM	Transportation Demand Management
TDR	Transfer of Development Rights
TIP	Transportation Improvement Program
TMA	Transportation Management Association
TMDL	Total Maximum Daily Load
TTHMs	total trihalomethanes
US EPA	United States Environmental Protection Agency

VHT	Vehicle Hours Travelled
VMT	Vehicle Miles Travelled
WebEOC	Web based Emergency Operations Center
WRB	Water Resources Board (Rhode Island)

Insert Section XI. Middletown Hazard Mitigation Plan