

# MASTER PLAN NARRATIVE

*for:*

## 20 Goddard Drive Warehouse

20 Goddard Drive  
Cranston, Rhode Island 02920  
Assessor's Plat 13, Lot 39

*prepared for:*

20 Goddard LLC  
10 Greene Street  
Providence, Rhode Island 02903

*prepared by:*



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PN 7287-00

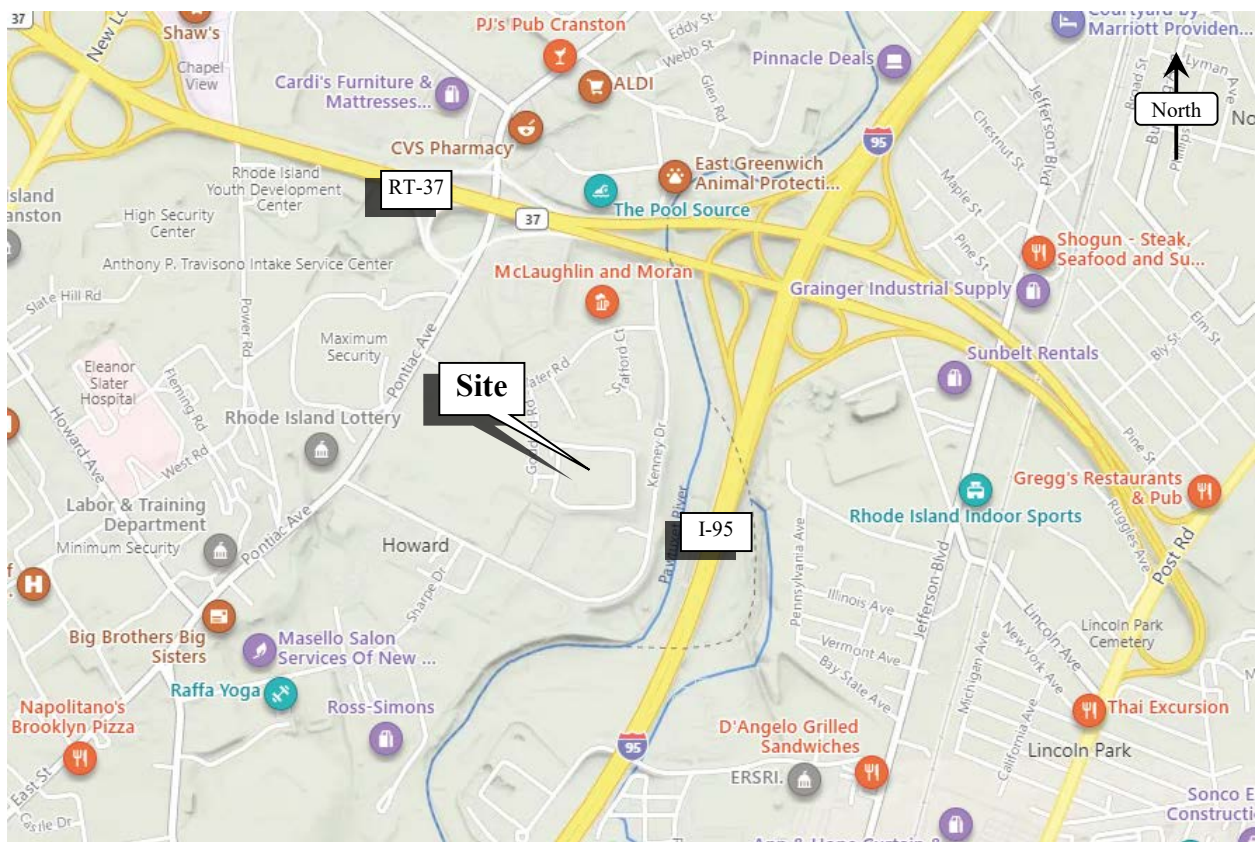
May 2022



## ***I. PROJECT SUMMARY***

Garofalo and Associates, Inc. has prepared this Project Narrative in support of a Master Plan stage submission to the City of Cranston for a proposed development at an existing industrial property along Goddard Drive. This narrative also provides methodology used to evaluate the proposed stormwater management system to comply with the current edition of the *RI Stormwater Design and Installations Standards Manual (RISDISM)*.

The 16.84-acre project parcel area is situated at 20 Goddard Drive, which is identified as the City of Cranston Tax Assessor’s Plat 13, Lot 39. Goddard Drive abuts the site to the west, Kenney Drive abuts the site to the east, and existing industrial properties abut the site to the north and south. Route 95 lies east of Kenney Drive, with the Pawtuxet River running between.



***Figure 1. Locus Map***

The proposed development primarily involves the construction of an industrial warehouse on the site of the (former) Department of Corrections Medium Security Facility. The warehouse will be located within the same general footprint of the existing correctional facility, with parking fields located to the north and



storage/loading areas to the south. The warehouse is estimated to have a 210,000 GSF footprint with loading and storage truck bays and 295 employee parking space; however, the final configuration is expected vary somewhat based on end user requirements. The proposed design will maintain site access from Goddard Drive. The project will include all associated pedestrian safety features, walkways, landscaping, lighting and other amenities.



## ***II. SITE CONDITIONS***

### **2.1 Site Characteristics**

The site is located along the southern portion of Goddard Drive within an industrial district of Cranston, RI. The site is developed by the former Donald Price Correctional Facility, and includes approximately 4.17-acres of impervious cover throughout the developed areas. Approximately 5.84-acres of undeveloped grassed and wooded areas are also present within northern, eastern and southern site areas. These wooded areas generally slope steeply down and away from the existing access roadway that encompasses the correctional facility and exercise yard.



*Figure 2. Aerial Image*

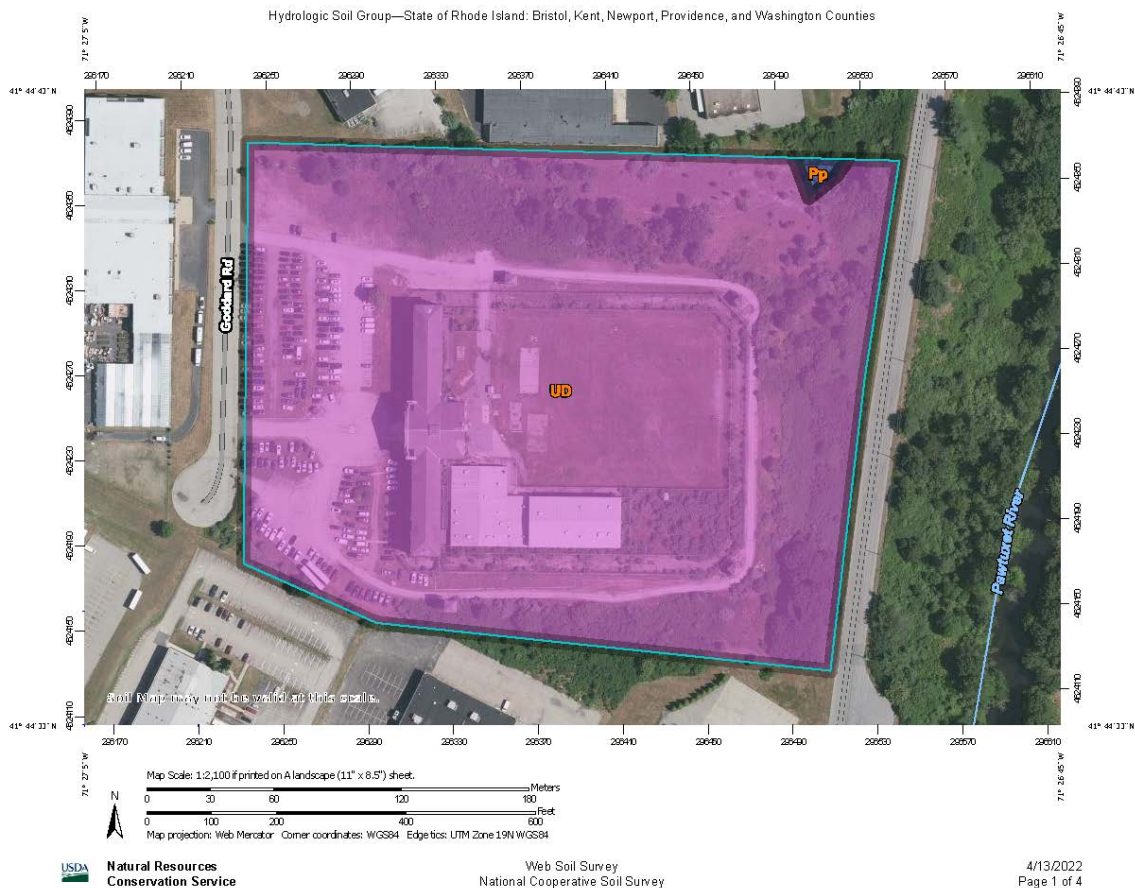




## 2.2 Soils

The *Soil Survey of Rhode Island* prepared by the US Department of Agriculture, Soil Conservation Service depicts the underlying soils of the site to be well-draining and favorable for development. The site is almost entirely comprised of Udorthents-Urban land complex, with a small area of Pootatuck fine sandy loam within the northeastern corner of the property. The Hydrologic Soil Group classifications for Udorthents-Urban land complex and Pootatuck fine sandy loam are ‘A’ and ‘B’, respectively.

Map Unit Symbol	Map Unit Name	Hydrologic Soil Group
UD	Udorthents-Urban land complex	A
Pp	Pootatuck fine sandy loam	B



**Figure 3. NRCS Soils Map**



### 2.3 FEMA

The project area is located within Zone "X" (areas outside the 0.2% annual floodplain) as shown on F.E.M.A. Flood Insurance Rate Map for the City of Cranston, Providence County, Rhode Island, Community Panel No. 44007C0427H having an effective date of October 2, 2015.

#### National Flood Hazard Layer FIRMette

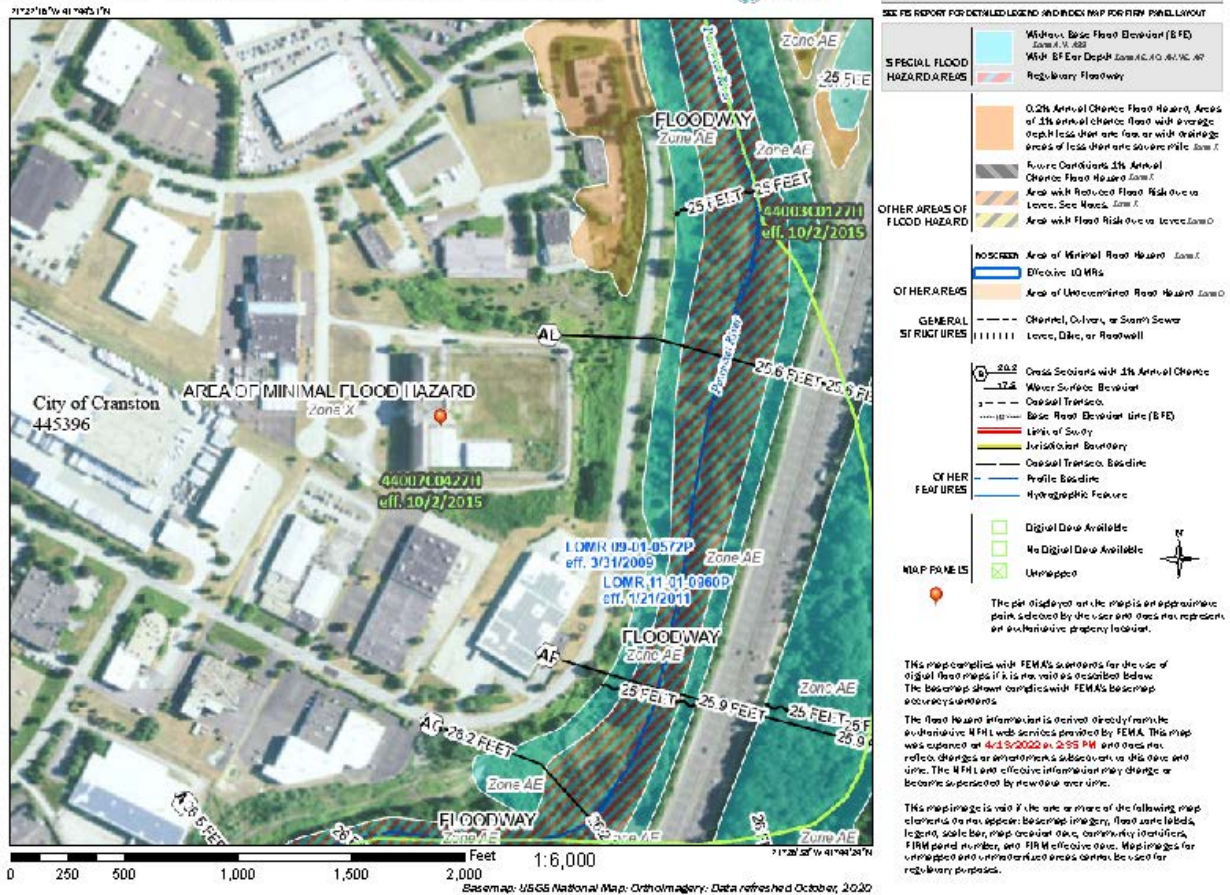


Figure 4. FEMA Flood Map

### 2.4 Natural Resource Inventory

The project site is not documented by the Rhode Island Natural Heritage Survey or the Rhode Island Department of Environmental Management (RIDEM) Geographic Information System (GIS) Mapping as being within a natural heritage area.

### 2.5 Wetlands

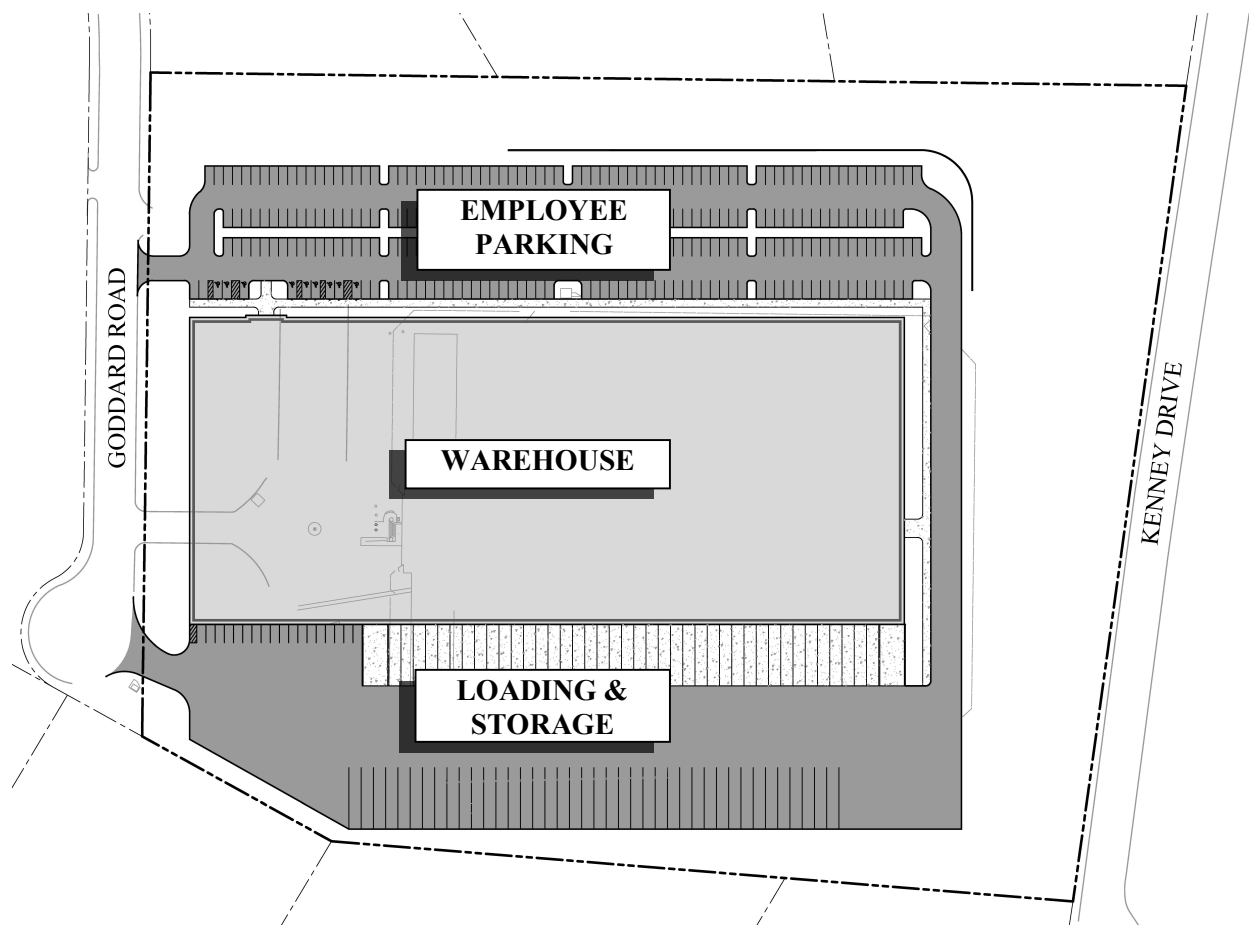
The project lies outside of any regulated wetland resource areas.



## ***II. PROPOSED DEVELOPMENT***

### **3.1 Project Summary**

The proposed development improvements primarily involve the construction of an industrial warehouse. Access will continue to be provided through entrances along the eastern side of Goddard Drive. The central site access will be removed, and the northern and southern site entrances will each be reconstructed in close proximity to their existing locations. An employee parking field will be located along the northern side of the warehouse to be accessed from the northern site entrance. The extent of parking initially constructed may be phased depending on final tenant needs. Warehouse truck loading and storage facilities along with an additional row of parking spaces will be located along the southern side of the building, with access provided from the southern entrance. Circulation between the northern parking field and southern loading/storage area will be provided along the eastern face of the warehouse.



*Figure 5. Development Schematic*



The development will provide landscaping improvements, and will include associated pedestrian features, walkways, lighting and other amenities. Easements are not anticipated to be required for the project, nor do any easements presently exist at the property.

Steep topography is present within certain areas of the property, with slopes reaching as high as thirty-percent within undeveloped northern and eastern site areas. However, the warehouse, loading/storage areas, and roughly half of the northern parking field is proposed within the existing developed areas that are generally mild in grade. The remaining portion of the northern parking field falls within one of the undeveloped and steeply-sloped wooded areas in the northeastern site area. A retaining wall is proposed to accommodate this portion of the northern parking field.

### **3.2 Utilities**

The proposed warehouse will connect to the existing water, gas and gravity sewer systems available within Goddard Drive.

### **3.3 Traffic**

No adverse impacts from the proposed traffic and parking conditions are anticipated. The project provides safe circulation and onsite parking in accordance with City ordinances and provides safe access to the site for the general public, employee and emergency vehicles. A traffic impact analysis is included under separate cover to provide a complete discussion of existing and proposed traffic conditions.





### **III. STORMWATER MANAGEMENT & EROSION CONTROL**

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Permanent stormwater management measures are proposed to fully mitigate the impacts to stormwater runoff from the proposed project, and will comply with the City of Cranston Stormwater Ordinances and the Stormwater Management Standard and Performance Criteria of the RI Stormwater Design and Installation Standards Manual (RISDISM) using various low-impact development (LID) techniques and best management practices (BMP's).

Specifically, stormwater runoff from the proposed development will be collected by a closed drainage system and conveyed to a series of surface treatment and runoff control facilities located within the eastern portion of the site. This system will be sized to provide and exceed the required water quality treatment, recharge and runoff control volumes for the 2-, 5-, 10-, 25- and 100-year storm events. Further, the proposed BMP(s) will be designed and sized to fully address the documented lead and bacterial impairments of the Pawtuxet River (in compliance with RIDEM guidance document '[Water Quality Goals and Pollutant Loading Analysis Guidance for Discharges to Impaired Waters](#)').

This project is classified as a 'Construction Activity' as described in the General Permit for the Rhode Island Discharge Elimination System (RIPDES). A Soil Erosion and Sediment Control (SESC) Plan will therefore be developed for the project meeting RIPDES requirements and City Ordinances for Discharge Associated with Construction Activity. The purpose of this SESC Plan is to define the appropriate practices and specific soil erosion and sedimentation controls that must be employed during construction. The project will not be considered complete until all disturbed areas have been satisfactorily stabilized, any soil erosion that has occurred has been repaired, and all temporary control measures have been removed from the site.

