

Master Plan Project Narrative

For

Briarwood Estates

A 14-Lot Major Subdivision

Located at

**AP 18-3, Lots 1023 & 1026
Cranston, Rhode Island**

Prepared for:

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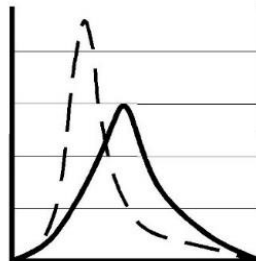


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1 INTRODUCTION

On behalf of Universal Realty, LLC., Joe Casali Engineering, Inc. (JCE) has prepared the following Master Plan Project Narrative to identify existing and proposed site conditions related to a proposed fourteen (14) lot, major subdivision project located off New London Avenue in Cranston, Rhode Island, specifically Cranston's Tax Assessor's Plat Map (AP) 18-3, Lots 1023 & 1026. The properties lie within the Residential A-8 Zoning District.

2 SITE LOCATION AND PHYSICAL DESCRIPTION

The proposed project encompasses two (2) parcels of land, specifically AP 18-3, Lots 1023, and 1026. According to a February 2022 Class I Comprehensive Boundary Survey performed by E. Greenwich Surveyors, LLC, the total area of all the subject parcels is 5.80 acres.

AP 18-3, Lot 1026 is approximately 2.86 acres. This parcel fronts New London Avenue and consists of a single-family residence (1365 New London Avenue) with a detached garage and in-ground pool. A 50-ft right-of-way is established providing access via a shared driveway to the subject parcel's detached garage, AP 18-3, Lot 2033 (#1335) and AP 18-3, Lot 2035 (#1365). The rear of Lot 1026 is currently vacant and heavily wooded.

AP 18-3, Lot 1023 is approximately 2.94 acres. This parcel is located southwest of Lot 1026 and consists of a single-family residence (1375 New London Avenue). The parcel does not have frontage on new London Avenue; however, it utilizes a 12-ft access easement on AP 18-3, Lot 810 for access. Outside of the single-family residence and associated lawn, the remaining portion of the lot is vacant woodland.

The project site is bound by New London Avenue to the east, Interstate Route 295 to the west, the terminal end of Briarwood Road and residential properties to the north, and residential properties to the south. Please refer to Figure 1 – Locus Map.



Figure 1 - Locus Map

NOT TO SCALE

2.1 Soil Classification

According to the *Web Soil Survey (WSS)* operated by the US Department of Agriculture Natural Resources Conservation Service (NRCS), produced by the National Cooperative Soil Survey, the soils on-site consist of Hinckley loamy sand, 0-3 % slopes and 8-15% slopes (HkA and HkC). These soils generally consist of sandy and gravelly glaciofluvial deposits derived from gneiss and/or granite and/or schist. HkC soils are excessively drained and have a very low runoff class. HkA soils are excessively drained and have a negligible runoff class. Groundwater tables are anticipated to be greater than 80-inches below the ground surface; these soils belong to Hydrologic Soil Group “A” – ideal for infiltration. Formal soil evaluations will be performed during future stages of project review.



Figure 2 - Soils Map

NOT TO SCALE

2.2 Natural Resource Inventory

According to the Rhode Island Department of Environmental Management (RIDEM) Environmental Resource Map, there are no wetlands within or adjacent to the subject parcels.

The site is located within the Pawtuxet River Watershed (RIDEM Inventory #010900040901). Stormwater runoff from the eastern portion of the site flows in a northeasterly direction and ultimately drains to the Meshanticut Brook (RI0006017R-02), a third order stream. Stormwater runoff from the western portion of the site flows in a northwesterly direction and ultimately drains to an unnamed tributary to the Meshanticut Brook (RI0006017R-02), a second order stream.

The project site is located within RIDEM’s Groundwater Classification Zone GA, which is defined as “groundwater resources, which like GAA, are known or presumed to be suitable for drinking water use without treatment.” The parcel is not located in a historic planning district, land conservation hazard area, natural heritage area, or a wellhead protection area.

2.3 Flood Zone Classification

The site is located on the Flood Insurance Rate Map for the City of Cranston, Rhode Island, Map Number 44007C0426H, effective date October 2, 2015. Based on this FEMA Flood Insurance Rate Map, the project site and all adjacent properties, are identified as lying within FEMA Flood Zone X - areas determined to be outside the 0.2% annual-chance flood elevation.

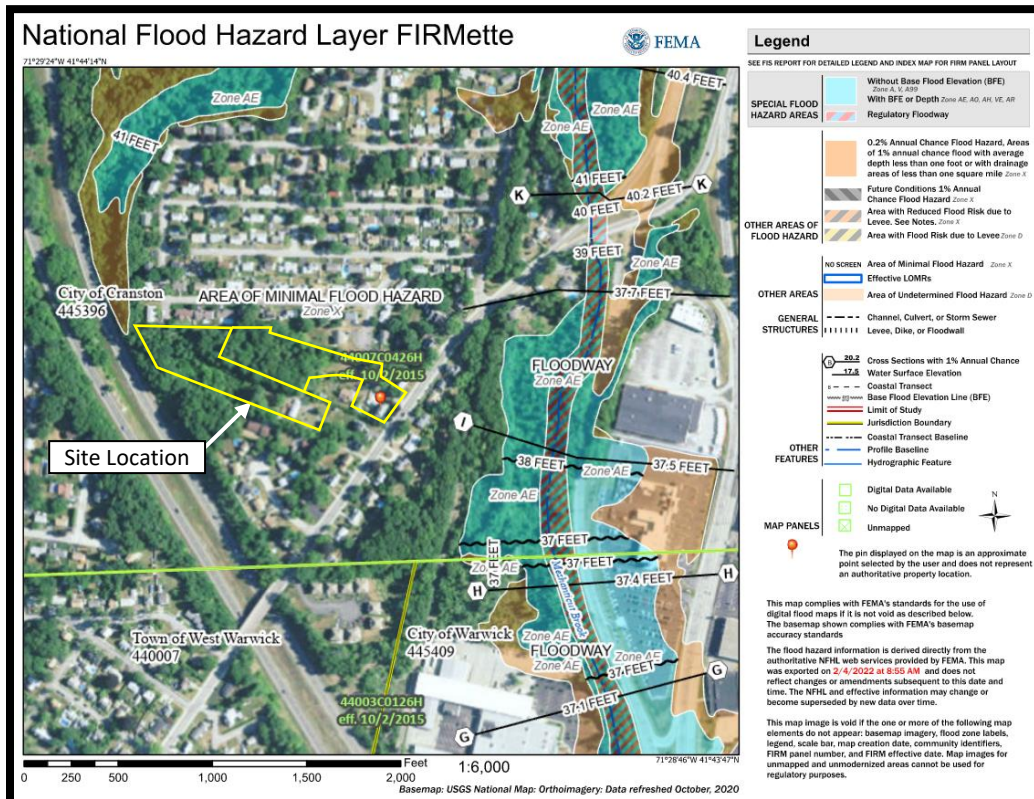


Figure 3 - Flood Map

NOT TO SCALE

2.4 Zoning

According to the City of Cranston Zoning Maps, the site is currently zoned as Residential A-8. This district is intended for single-family dwellings on lots with a minimum area of 8,000 square feet. The surrounding properties are also zoned A-8 apart from the properties to the north of the site being zoned Residential A-6. The following are the dimensional requirements for the current zoning classification for the A-8 District:

Requirement	A-8 Zone
Minimum Lot Area	8,000 sq. ft.
Minimum Lot Width and Frontage	80 feet
Minimum Front Yard	25 feet
Minimum Rear Yard	20 feet
Minimum Side Yard	10 feet
Maximum Lot Coverage	30%
Maximum Building Height	35 feet

2.5 Easements

Based on the February 2022 Class I Comprehensive Boundary Survey performed by E. Greenwich Surveyors, LLC, there is a right-of-way, so-called “Pelli Drive” within AP 18-3, Lot 1026 that provides access to AP 18-3, Lot 2033 (#1335) and AP 18-3, Lot 2035 (#1365) from New London Avenue. There is an existing 25-ft wide sewer easement within AP 18-3, Lot 1026. The easement generally follows the centerline of an existing right-of-way, conveying sewer from New London Avenue through the subject parcel to Gaunt Drive.

AP 18-3, Lot 1023 (1375 New London Avenue) utilizes a 12-ft access easement on AP 18-3, Lot 810 for access to New London Avenue.

2.6 Utilities

Water: The existing residences within the project site are serviced by public water and fall under the jurisdiction of Kent County Water Authority. A 6” water stub exists at the terminus of Briarwood Road. A 12” water main exists along the western edge of New

London Avenue. There also an existing hydrant on New London Avenue in front of the dwelling located at 1335 New London Avenue (AP 18-3, Lot 2033).

Sewer: The existing residences within the project site are serviced by public sewer. There is an existing 8-inch main located within New London Avenue which crosses through the subject parcels via a 25-ft sewer easement and continues to Gaunt Avenue.

Gas: Gas services are provided to the existing dwellings. Gas services are provided by National Grid.

Electric/Communications: Electric and communication services are provided to the existing dwellings via overhead lines from New London Avenue to an existing utility pole located within the so-called Pelli Drive.

3 PROPOSED DEVELOPMENT OF LAND

3.1 General

The proposed development includes the subdivision of AP 18-3, Lots 1023 and 1026 into fourteen (14) residential lots of which twelve (12) lots will be new construction and two (2) lots will contain the existing residential homes.

The existing Lot 1026 containing the existing single-family dwelling (#1365), detached garage and in-ground pool will be subdivided to have a new area of approximately 18,058 sq. ft. (0.41 acres). The remaining portion of the lot is approximately 100,345 sq. ft. (2.30 acres). Lot 1023 containing the existing single-family dwelling (#1375) will be subdivided and have a new area of approximately 53,279 sq. ft. (1.22 acres). The remaining portion of the lot is approximately 80,694 sq. ft. (1.85 acres).

The undeveloped portions of Lots 1023 and 1026 have a total area of approximately 181,039 sq. ft. (4.15 acres) and will be utilized as part of the proposed twelve (12) new lot

residential subdivision, entitled “Briarwood Estates”. A single-family home will be constructed with associated utilities and driveways on each new lot.

The proposed project has been designed in general accordance with the current City of Cranston’s Land Development and Subdivision Regulations. All proposed residential lots have been designed to conform to the dimensional requirements of the A-8 Zone. The *so-called* Pelli Drive (private) 50-ft right-of-way will be improved and extended through the project, eventually connecting into the Briarwood Road dead-end. The new public roadway has been designed with a 24-foot-wide paved width, 40-foot right-of-way and will be approximately 1,070 linear feet long. The roadway will be designed and constructed in accordance with City Standards.

A 32-foot-wide right-of-way has been incorporated between Lots 11 and 12 to provide access to the abutting parcel, AP 18-3, Lot 2006 from the new extended subdivision road. Other improvements associated with the proposed subdivision include new utility services, stormwater mitigations and landscaping improvements.

3.2 Utilities

Water: Water service is available to the project area. A water main runs along New London Avenue and within Briarwood Road. The proposed development will require an extension of the existing water main to provide domestic water and fire protection to the proposed subdivision. It is anticipated that a new water main will be looped from New London Avenue to Briarwood Road. Fire hydrants will be located per the City Fire Marshal’s requirements. The water main extension and service design will require review and approval by the Kent County Water Authority.

Sewer: Sewer service is available within the project area. An 8-inch main runs through the eastern portion of the site within a 25-foot-wide sewer easement. The proposed residential lots will be serviced by municipal sewers. The sewer main is owned and maintained by Veolia Water. The sewer and service design will require review and approval by the City and Veolia Water

Electric/Communications/Gas: Electric services, communication services, and gas services are proposed to be extended to the proposed subdivision via existing services within New London Avenue.

3.3 Drainage

The proposed subdivision is subject to the *Rhode Island Stormwater Design and Installation Standards Manual* (RISDISM), implemented in December 2011, amended March 2015, by both the Rhode Island Department of Environmental Management (RIDEM) and the Rhode Island Coastal Resources Management Council (CRMC). The proposed stormwater management system design will adhere to all State (RIDEM) and local (City of Cranston) standards and provide attenuation of peak stormwater runoff rates for the 1-, 2-, 10-, 25- and 100-year storm events while improving the quality of stormwater leaving the site.

4 PERMIT REQUIREMENTS

4.1 City of Cranston Permit Requirements

4.1.1 Planning Board of Review

According to the City of Cranston's Land Development Regulations, the proposed development is considered a Major Subdivision. The permitting schedule is as follows, and consists of abutter notification, public meetings and Planning Board Approval:

1. Master Plan
2. Preliminary Plan
3. Final Plan

The project will require two (2) waivers from the Planning Board of Review. A waiver is requested to reduce the right-of-way access to the abutting Lot AP 18-3, Lot 2006 from the required 40 feet width to 32 feet; relief requested for 8 feet. A second waiver is requested to not install sidewalks at minimum on one side of the proposed new public street to match existing conditions of Briarwood Road.

4.1.2 Veolia Water

The proposed sewer main extension and sewer services will require review and approval from Veolia Water and the City of Cranston Department of Public Works.

4.1.3 Kent County Water Authority

The proposed water main extension and water services will require review and approval from Kent County Water Authority.

4.1.4 Building Permit / Fire Department

A Building Permit will be required from the City of Cranston Building Official for construction of the proposed single-family dwellings.

4.2 State of Rhode Island Permit Requirements

4.2.1 Rhode Island Department of Environmental Management (RIDEM)

Depending upon the design of the stormwater management system, the proposed project will require a Groundwater Discharge Permit and/or Rhode Island Pollutant Discharge Elimination System (RIPDES) Construction General Permit from the Rhode Island Department of Environmental Management (RIDEM).

4.2.2 Rhode Island Department of Transportation (RIDOT)

The proposed project will require a Physical Alteration Permit (PAP) from the Rhode Island Department of Transportation (RIDOT) for the proposed curb cut for the new roadway connection to New London Avenue (Route 33), a State Highway.