

# CITY PLANNING DEPARTMENT



## Memorandum

**To:** City Plan Commission  
**From:** Jonas U. Bruggemann, MSCRP | Principal Planner  
**Date:** April 2, 2026  
**RE:** 538 & 0 Main Street, Vaughn Lane – Assessors Plat 30, Lots 4, 83, 84, 85 & 258  
**“Vaughn Lane”** – Residential Planned District: Master Plan  
**File #:** PLAN-26-9

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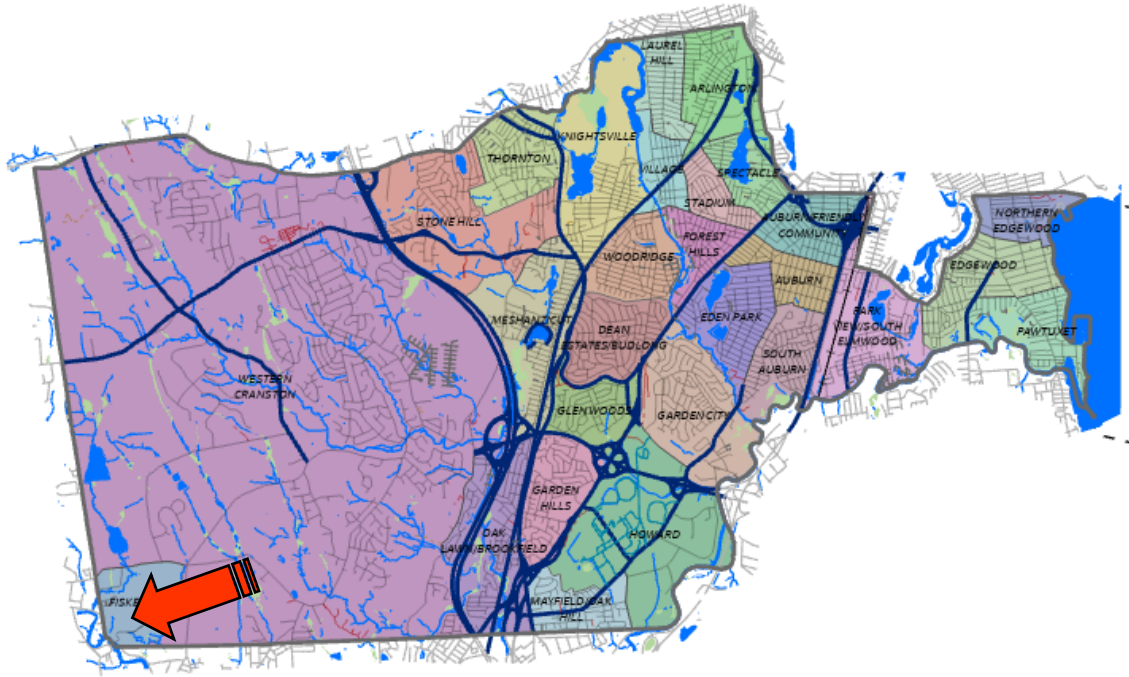
**Owner/Applicant:** 777 Main Street LLC  
**2<sup>nd</sup> Owners (Lot 4):** Richard and Tamrra Conway  
**Location:** 538 Main Street, 0 Main Street, 0 Vaughn Lane  
**Parcels:** Assessors Plat 5, Lot 1375  
**Zoning:** Lot 4: C-4 (Highway business)  
Lot 83: A-20 (single-family, 20,000SF minimum lot size)  
Lots 84, 85, 258: A-80 (single-family, 80,000SF minimum lot size)  
**FLUM Designation:** Lot 4: *“Highway Commercial/Services”*  
Lot 83: *“Single Family Residential 3.63 To 1 Unit Per Acre”*  
Lots 84, 85, 258: *“Single Family Residential Less Than 1 Unit Per Acre.”*  
**Neighborhood:** Fiskeville

*Certified Complete on:* March 16, 2026  
*Decision Due On:* June 17, 2026

### I. Proposal

The Proposal is to create 44 lots for single-family residential use including new roadways on 35.92+/- acres and preserve 55.98+/- acres through a conservation easement. The total land area of the property contains 91.90+/- acres. Primary access to the site will be from Main Street via a proposed new roadway through Lot 4 and secondary access through Vaughn Lane.

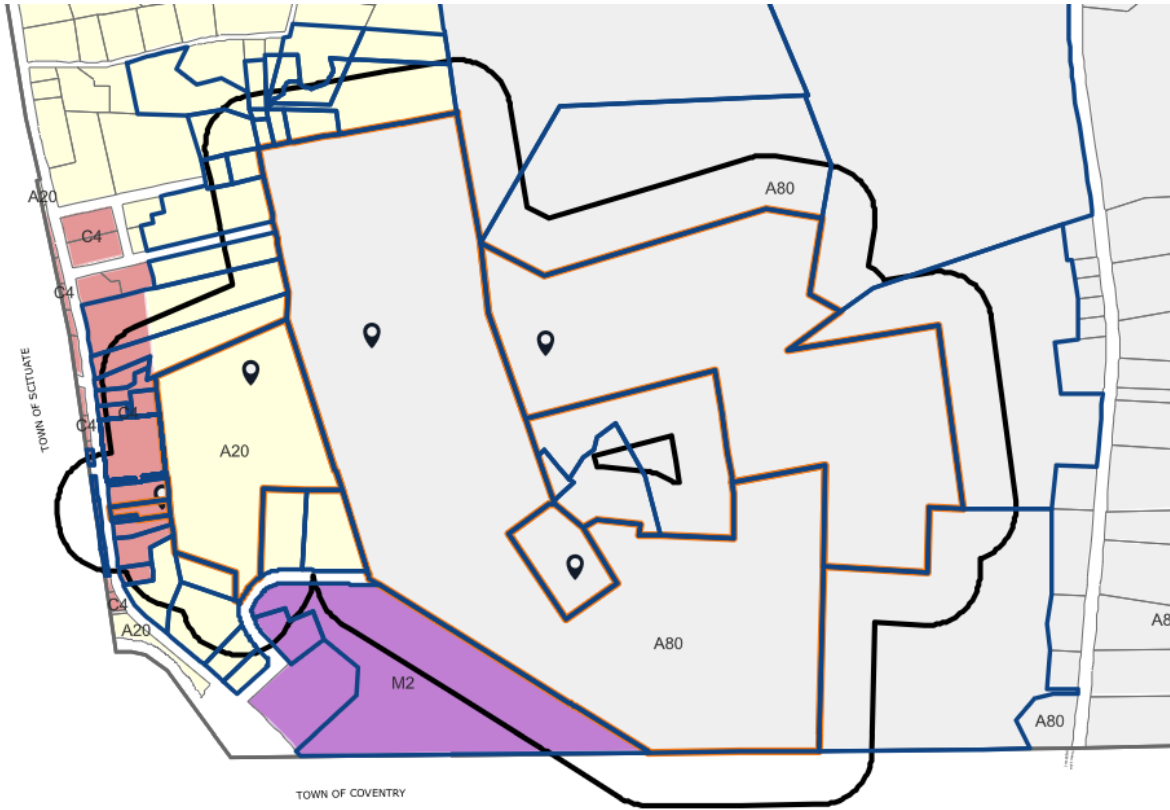
### LOCATION MAP



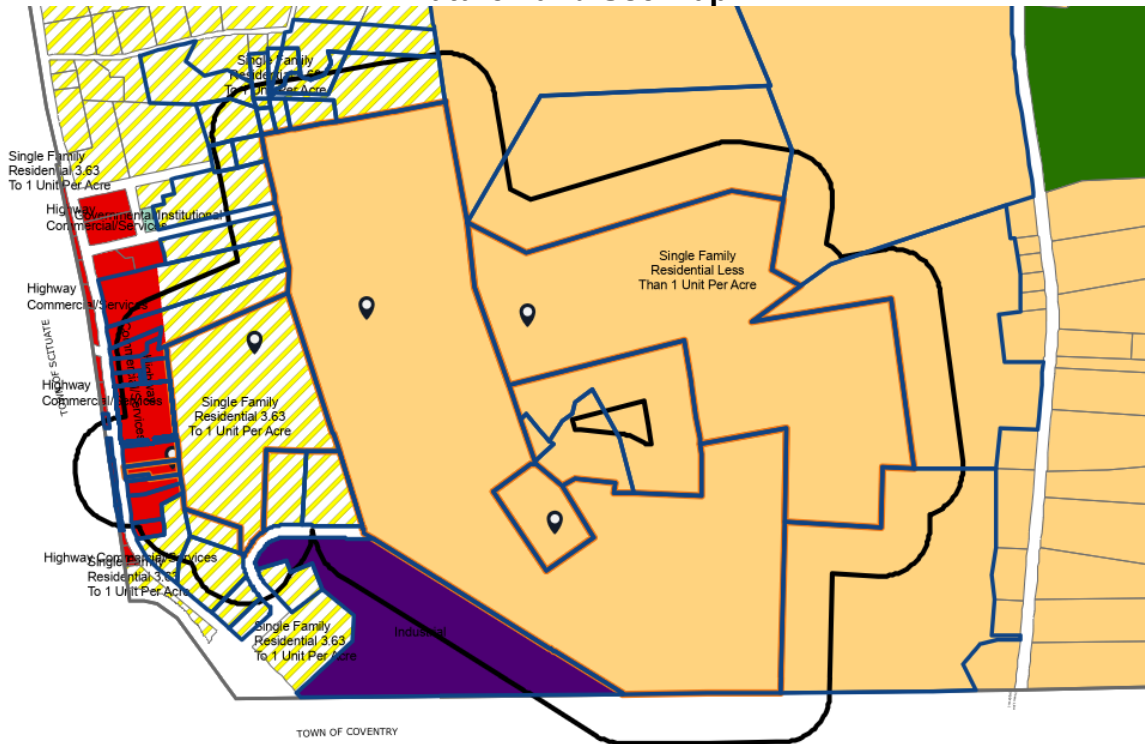
### Aerial View



### Zoning Map



### Future Land Use Map



## Street View



*Entrance to Vaughn Lane (Google Maps, September 2019)*



*View of Lot 4 (Google Maps, September 2025)*

## **II. Project Background**

The applicant for this project submitted a similar application in 2024 with Wini Street and Vaughn Lane as the two entrances to the subdivision. During the public hearing, the legitimacy of Wini Street as a properly adopted public street was called into question. The applicant conducted a title search which was inconclusive. Upon this result, the applicant requested to withdraw the application without prejudice which was granted by the City Plan Commission.

This application is similarly proposing a 44-lot subdivision using a cluster style development. However, the primary access is intended to be through Lot 4 with Vaughn Lane as a secondary access. The application is proposing to avoid improving Vaughn Lane, as doing this would trigger removal of structures shown to be in the public right-of-way.

## **III. Site Description**

Analysis using the Cranston Geographic Information System, the FEMA Flood Map Service Center, and applicant supplied materials indicates that:

1. The subject parcel is in the Fiskeville neighborhood of Cranston. Lot 4 fronts Main Street. Lot 83 has frontage on Vaughn Lane. Lot 258 has frontage on the paper street Wini Street while the other lots have frontage on Vaughn Lane and Wini Street, or have no frontage. A private dirt access road cuts through Lot 258 and connects Vaughn Lane with two properties listed as 78 and 79 Vaughn Lane.
2. The surrounding neighborhood is a mix of A-20, A-80, C-4, and M-2. Uses surrounding the subject property include residential (single-, two-, and multifamily), open space (forested with streams and wetlands), two and multi-family residential, neighborhood commercial, light industrial, and government uses. The property abuts the Arkwright Mill Complex which is zoned for industrial uses. The abutting building is currently vacant and approved to be converted to self-storage. The building on the south side of Main Street is being actively used for manufacturing. An historic cemetery is also present on the abutting mill property.
3. The subject property borders the Town of Coventry and is less than 1,000 feet from the border with the Town of Scituate.
4. The subject property is on an intermittent southward slope with elevations as high as 250' along the northwestern side of the property and decreasing to around 130' towards the south and southwestern side. Steep slopes are most prominent on the eastern areas of the site, east of 99 Vaughn Lane.
5. There is a stretch of flagged wetlands along the southern and eastern portions of the site with an isolated wetland flagged in the western portion of the site. The wetland and river edge were delineated by DiPrete Engineering on January 17, 2023.
6. The subject property is outside of any identified historic / cultural districts under jurisdiction of the Local Historic District Commission, State Historical Preservation Commission, State, or National Registers of Historic Places.
7. The subject site is located in FEMA Flood Zone X (unshaded) on FEMA Flood Map Panels 44007C0406H and 44003C0106H. Zone X are areas where there is minimal flooding.

## **IV. Requested Waivers**

Subsection X.B.3 of the Subdivision and Land Development Regulations requires that local roads provide a minimum 50-foot width of a right-of-way. Lot 4 is only 47.6ft wide at the intersection of Main Street, and therefore requires relief for the 2.4ft of right-of-way needed to conform to regulations.

Subsection X.B.18 of the Subdivision and Land Development Regulations permits an applicant to request a waiver from the requirement to install sidewalks on both sides of all new streets in exchange

for applying low-impact development standards throughout the subdivision. This includes 20-foot roadways throughout the subdivision with berms instead of curbing.

Due to the request to construct berms instead of concrete curbing, the applicant also needs to request a waiver for Subsection X.B.16.a which requires installation of concrete curbing along the gutter line of all streets.

## **V. Public Comment**

None to Report.

## **VI. Municipal Review**

Pursuant to RIGL §45-23-37, these plans and submitted documents were distributed for comment to the following agencies. In addition to individual reviews, the Technical Review Committee (TRC) held a public informational meeting on April 1, 2026 to review the Master Plan for comment, as per RIGL § 45-23-39. Comments are as follows:

### 1. Department of Public Works

#### a. Engineering Division:

i. Frank Corrao, P.E., Public Works Director, and Mark Brum, P.E., City Engineer, had the following comments:

1. If low-impact design standards are proposed, the applicant shall provide paved roadway widths of at least 24 feet due to the density of the subdivision. Drainage swales and lack of curbs are acceptable provided that the applicant can demonstrate that the stormwater can be adequately managed using these methods.
2. DPW is neutral on the matter of streetlights. The preliminary plans shall specify if the applicant is proposing streetlights.
3. The 47.6 foot width of the proposed public right-of-way through part of Lot 4 is acceptable.

b. Traffic Safety Division: Steven Mulcahy: no comment.

c. Sewer Division: Sewer Service is not provided through Veolia Water.

i. A Letter of Sewer Availability was provided stating that the sewer service capacity at the West Warwick Wastewater Treatment Facility is available for the proposed project. A complete design application is required for a determination.

d. Kent County Water Supply Board: Received a letter of water availability from KCWA stating that water service capacity will be made available to the proposed project contingent on the ability of the system to meet demand created by the proposed project. A complete design application is required for a determination.

### 2. Department of Building Inspection & Zoning Enforcement

a. Stanley Pikul, Building Official, no comment.

3. Fire Department: Armand Niquette, Fire Marshal: no comments provided.

## **VII. Planning Analysis**

Consistency with the Zoning Ordinance and Subdivision & Land Development Regulations

Staff find that the Application is generally consistent with the Zoning Ordinance and Subdivision Regulations.

- The Zoning Map designates the subject property as split between “A-20” and “A-80” residential.
  - The proposed use (residential planned district) is permitted in all residential zoning districts.
  - Lot sizes and frontages conform with the standards of the Residential Planned District standards in 17.104.020 of the Zoning Ordinance.
    - The required 25% open space area (21.38 acres) is exceeded by more than double at 55.98 acres. Other open space requirements are also exceeded.
- Waivers:
  - As per RIGL § 45-23-62, “*The only grounds for waivers and/or modifications are where the literal enforcement of one or more provisions of the regulations is impracticable and will exact undue hardship because of peculiar conditions pertaining to the land in question or where waiver and/or modification is in the best interest of good planning practice and/or design as evidenced by consistency with the municipality’s comprehensive plan and zoning ordinance.*”
  - Low-impact design standards in this ex-urban dead-end subdivision is acceptable as it reduces the maintenance cost interred by the city and the amount of impervious surface in the area, provided that the applicant can provide evidence as part of the Preliminary Plan submission that the low-impact development can appropriately manage stormwater.
  - The waiver for the right-of-way width through 3 feet of right-of-way through a part of Lot 4 is explicitly due to unique conditions of the lots and Staff predict that the less than three feet reduction of right-of-way will allow for the 24’ roadway and swales and have no meaningful impact on the project or existing conditions in the area.
  - The Department of Public Works has provided feedback on these waivers and has stated that they are willing to support these waivers provided that at least 24 feet of pavement is provided for all proposed public streets and that the applicant can adequately manage stormwater runoff on site.

#### Consistency with the Surrounding Area

Development in Fiskeville largely predates the current zoning regulations and therefore has a quite diverse development pattern more in line with historic villages. The area features single-family lots with well over an acre, two-families with less than 7,000 square feet, and multifamily developments upwards of twelve units on varying lot sizes. Uses, frontages, and lot sizes of parcels in the area largely do not in conform with the Zoning Code. Provided that the proposal consists largely of low-density single-family residential development in a primarily residential area with development of varying density, the Proposal can be considered generally consistent with the area when accounting for use and density.

#### Consistency with the Comprehensive Plan

- The Comprehensive Plan’s Future Land Use Map (FLUM) designates Lot 4 as “*Highway Commercial/Services*”, Lot 83 as “*Single Family Residential 3.63 To 1 Unit Per Acre*” and Lots 84, 85, and 258 as “*Single Family Residential Less Than 1 Unit Per Acre.*”
  - The proposed uses are exclusively single-family residential and open space.
  - Lot 4 is only proposed as an access roadway and open space for the rest of the site. These uses do not contradict the “*Highway Commercial/Services*” designation.
  - The proposed density of the entire development is 0.62 units per acre when only accounting for land suitable for development.
    - For the A-20 portion it is 1.125 units per acre.
    - For the A-80 portion it is 0.52 units per acre.
  - Therefore, Staff finds that the Application is consistent with the FLUM designations.

- Provided that this development is a use by-right needing only very minimal relief through the requested waivers, proposing to use RPD standards and low-impact development provides the greatest balance between protection of natural resources and further development of housing that our rules and regulations allow and incentivize. This is line with multiple goals and policies listed below.
- The Comprehensive Plan outlines goals, policies, and action items pertaining to this Proposal which Staff find support the approval of this Application, specifically:
  - Goal NR-1: Protect and enhance Cranston’s natural environment and resources.
  - Goal NR-2: Establish a balance between natural resource protection and growth-related needs.
  - Policy NR-4: Preserve and protect critical fish and wildlife habitat areas and areas containing rare and endangered species.
  - Goal H-1: Ensure that future residential development in western Cranston is consistent with the capacity of the area’s natural resources and infrastructure, and preserves community character.
  - Goal H-4: Promote housing opportunity for a wide range of household types and income levels.
  - Goal H-5: Conserve resources in new subdivisions.
  - Policy H-1: Maintain zoning densities that reflect planned municipal service levels and natural resource constraints.
  - Policy H-6: Maintain a varied housing stock, with units of different age, size and type that are affordable to a wide range of incomes
  - Goal SF-2: Expand municipal sewerage to areas where service is essential for existing and planned development, while at the same time protecting the system from excessive demands.
  - Policy SF-19: Use sewer and water line connections in western Cranston to promote open space and agricultural preservation
  - Policy LU-1: Promote residential land use patterns that concentrate and compact development and maintain significant percentage of open space.
  - Policy LU-2: Preserve, in significant tracts, 20 per cent of the remaining open space in western Cranston, or 500 acres (exclusive of wetlands), through restrictions associated with clustering of future development or through purchase.
  - Policy LU-4: Preserve and enhance the quality of existing valuable resources including wetlands, surface water, ground water, wildlife habitats and migration corridors, historic sites, scenic views and unique cultural resources
  - Policy LU-12: Protect and stabilize existing residential neighborhoods by increasing open space, improving roadway conditions, and making the zoning conform to existing uses.
  - Policy LU-18: Preserve the existing density of established neighborhoods.

Historic Features

- None of the lots are located in any local, state, or national historic districts.
- A letter from the Rhode Island Historical Preservation and Heritage Commission (RIHPHC) states that there is a condemned home dating back to 1780 on Lot 85. The structure is not registered.
- Per the "Rhode Island Stone Wall Mapping Project" (RISWMP), there may be historic stone walls within the project area. The provided surveys do not identify stone walls in the middle of the property, but aerial images show that stone walls are present on the property.

- Staff recommend a condition requiring the applicant to map the stone walls in the project area and mark areas where stone walls are to be moved or replenished. The applicant should also maintain the stone walls to the greatest extent possible and only move stone walls were necessary for roadways or utilities. Stone walls requiring to be moved should be relocated adjacently to its existing location or used to replenish existing stone walls. Stones from stone walls should not be removed from the site or used for any other purposes besides adjacent relocation or replenishment of stone walls.

#### Traffic Impacts and Access

- Vehicular access to the site will be achieved via the creation of a new public city street through Lot 4, with secondary access through Vaughn Lane. Both streets end at Main Street/State Road 115, a major collector road straddling the Cranston and Coventry line and connecting southbound to Coventry and West Warwick.
  - Main Street is owned and maintained by RIDOT between Jackson Flat Road and the Cranston-Coventry boundary. This means that a new curb cut along Main Street will require a Physical Alteration Permit from RIDOT.
  - The new street is proposed to have a nearly 48 ft right-of-way at the intersection with Main Street. This right-of-way will widen to 50ft nearly 100 feet into Lot 4. All other new streets are proposed to have 50ft rights-of-way with 24 feet of pavement to accommodate low-impact development standards which will reduce impervious surfaces as much as possible. The recommended LID standards for roadways that we suggest are the suburban design standards in the Rhode Island Low Impact Development Site Planning and Design Guidance Manual (March 2011).
  - Vaughn Lane has a 50ft right-of-way which terminates at the subject property. The paved area is of variable width, but largely less than 20ft, well below City standards. The applicant is proposing to avoid improvement to Vaughn Lane as improvement would trigger the need to remove some privately-owned structures in the public right-of-way for liability reasons. Upgrading Vaughn Lane to City standards would usually be standard practice, but DPW and Planning Staff believe that keeping Vaughn Lane in its current condition is acceptable in this unique case.

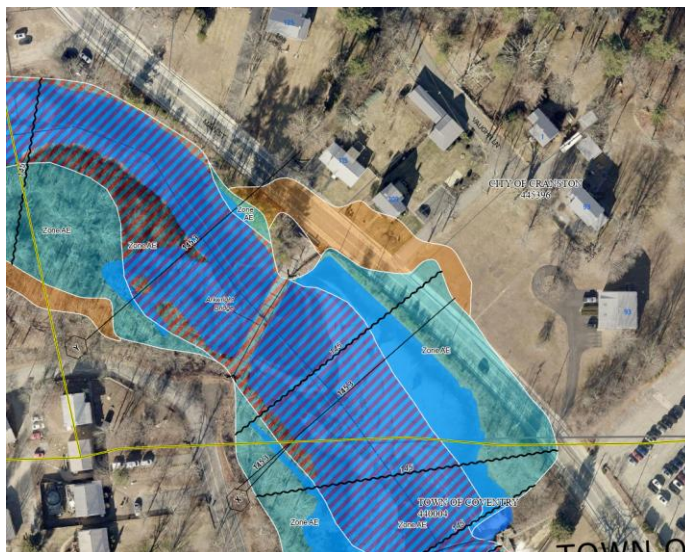


*Vaughn Lane and Main Street (March 2025, RIDOT)*



Lot 4 and Main Street (March 2025, RIDOT)

- The subject site features a utility easement from Providence Water that runs along Wini Street and continues across the subject property. The proposal features several crossings over the easement. The applicant shall receive appropriate approvals from Providence Water prior to submission of the Final Plan to construct roadways and install utilities on those easements.
- Improvements to the intersection of the proposed street and Main Street must be coordinated with RIDOT. A RIDOT Physical Alteration permit will be required at Final Plan to connect the new street to Main Street.
- The intersection of Vaughn Lane and Main Street is in the 1% and 0.2% Annual Chance Flood Hazard Areas (also known as 100-year and 500-year flood zones).
  - Staff contacted RIDOT and requested information on flooding at this intersection. RIDOT has no reports regarding flooding at this intersection. However, local residents have sent videos and have given comment during the proceedings of an application from 2025 that flash flooding does occur on Main Street.



- Provided that Vaughn Lane could temporarily be flooded during heavy precipitation events, this supports the proposal to make the access from Lot 4 the primary entrance to the subdivision and leave Vaughn Lane as a secondary access point.

- The preliminary plan review will require a traffic and truck turning radius plan to be reviewed by the Department of Public Works and the Fire Department to determine that the proposed roadways provide adequate access and circulation for private vehicles and emergency services.

#### Drainage and Environmental Impact

No significant environmental impacts are anticipated provided existing information on the site. The Proposal will be subject to all state and local regulations pertaining to environmental impacts and wetlands. All state and local permits will be required to be submitted as part of the Final Plan.

- RIDEM's Natural Heritage Map shows that there are known rare species located on the site. The applicant is required to work with RIDEM to avoid impacts to rare species locations.
- The development is required to manage all runoff on site and thereby has the potential to decrease issues with runoff downhill of the development. Currently, there are two main drainage areas proposed for all street runoff. Detailed drainage plans will be presented at the Preliminary Plan stage of review.
- Roof runoff will be managed per RIDEM regulations. As infrastructure requirements for roof runoff depend on the sizes of roofs which are unknown at this time, drainage swale designs will be submitted and reviewed as part of the building permit stage for each individual home. Staff recommend that low-impact design standards such as green stormwater infrastructure are used to manage roof runoff.
- Proposed lots and roadways will be within or closely abutting wetland buffers. The applicant must provide appropriate wetland permits with RIDEM at the Final Plan stage of review.
- The Proposal seeks to extend public water and sewer to the proposed development. This would mitigate any issues regarding septic systems near wetlands. Layout and design of water and sewer infrastructure will need to be submitted at Preliminary Plan.

#### **VIII. Findings of Fact**

An orderly, thorough, and expeditious technical review of this Master Plan has been conducted. Property owners within a 200' radius have been notified via first class mail and the meeting agenda has been properly posted.

Staff has reviewed this Master Plan application for conformance and consistency with the required Findings of Fact in accordance with RIGL § 45-23-60 as well as the Subdivision & Land Development Regulations and finds as follows:

*RIGL § 45-23-60. Procedure – Required findings. (a)(1) states, “The proposed development is consistent with the comprehensive plan and/or has satisfactorily addressed the issues where there may be inconsistencies.”*

- The Proposal is consistent with the Comprehensive Plan's Future Land Use Map (FLUM) designation of “Highway Commercial/Services”, “Single Family Residential 3.63 To 1 Unit Per Acre” and “Single Family Residential Less Than 1 Unit Per Acre.”
- The Proposal is generally consistent with the goals and policies of the Comprehensive Plan.

*RIGL § 45-23-60. Procedure – Required findings. (a)(2) states, “The proposed development is in compliance with the standards and provisions of the municipality's zoning ordinance.”*

- The Proposal is consistent with the Zoning Ordinance.
  - The proposed use (Residential Planned District) is a use by-right in the Zoning Ordinance.
  - The proposal conforms to all other standards of the Zoning Ordinance.

*RIGL § 45-23-60. Procedure – Required findings. (a)(3) states, “There will be no significant negative environmental impacts from the proposed development as shown on the **final** plan, with all required conditions for approval.” (emphasis added)*

- While this finding is pertaining to the Final Plan submission, no significant environmental impacts are anticipated.
- The Proposal will be subject to all state and local regulations pertaining to environmental impacts, wetlands, and erosion control.
- RIDEM's Natural Heritage Map shows that there are known rare species located on the site. The applicant is required to seek proper state permits prior to final approval.

*RIGL § 45-23-60. Procedure – Required findings. (a)(4) states, “The subdivision, as proposed, will not result in the creation of individual lots with any physical constraints to development that building on those lots according to pertinent regulations and building standards would be impracticable. (See definition of Buildable lot). Lots with physical constraints to development may be created only if identified as permanent open space or permanently reserved for a public purpose on the approved, recorded plans.”*

- The Proposal will not result in the creation of individual lots with such physical constraints to development that building on those lots according to pertinent regulations and building standards would be impracticable.
- The design and location of building lots, utilities, drainage, and other improvements will conform to local regulations for mitigation of flooding and soil erosion.

*RIGL § 45-23-60. Procedure – Required findings. (a)(5) states, “All proposed land developments and all subdivision lots have adequate and permanent physical access to a public street. Lot frontage on a public street without physical access shall not be considered in compliance with this requirement.”*

- The Proposal will have adequate and permanent physical access to public city streets.

## **XI. Recommendation**

Staff finds this Proposal generally consistent with the Comprehensive Plan, the Zoning Ordinance, and the standards for required Findings of Fact set forth in RIGL § 45-23-60.

Staff therefore recommends that the City Plan Commission adopt the Findings of Fact documented above and **APPROVE** the Master Plan submittal subject to the conditions denoted below.

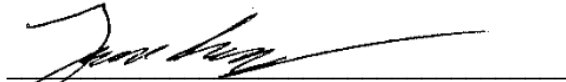
## **IX. Recommended Conditions of Approval**

The Preliminary Plan submittal shall be subject to the following:

1. The requested waiver from Section X.B.3 to permit a 47.6 foot right-of-way where a 50 foot right-of-way is required as depicted on Sheet 5 of the Master Plan Submission shall be granted.
2. The requested waiver from Sections X.B.16 and X.B.18 shall be granted provided that the applicant can show in their Preliminary Plan that stormwater can be adequately managed through low-impact design standards and that the paved width of all proposed roadways in the subdivisions are at least 24 feet wide.
3. Vaughn Lane shall not need to be improved to public city standards as part of this development.
4. Plans to at least Class 4 land surveying standards shall be provided which show sewer and water utility main extensions from existing service area connection to the subject lots. The utility plan for the subject lots must be to Class 1 standards.
5. A landscape plan shall be provided.
6. Locations for snow storage shall be provided on the preliminary site plan.

7. An itemized bond estimate shall be provided for review and approval by the Department of Public Works.
8. Hydrant locations shall be provided on site plans and receive written approval by the Fire Marshal or designee.
9. The applicant shall map the stonewalls in the limit of disturbance area and mark areas where stone walls are to be moved on the site plans.
10. If streetlights are proposed, the number and location of streetlights shall be specified on the plans and all lights shall be dark skies compliant. If none are proposed, the plans shall state that no streetlights are proposed.

Respectfully Submitted,



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Jonas U. Bruggemann, MSCRP  
Senior Planner / Administrative Officer