

May 24, 2022

Mr. Jason Pezzullo, Director of Planning
City of Cranston
869 Park Avenue
Cranston, Rhode Island 02910

**RE: Site Development Narrative
777 Cranston Street
Assessor's Plat 7 Lot 1
Cranston, Rhode Island**

Dear Mr. Pezzullo:

DiPrete Engineering (DE) has prepared the following Narrative to accompany our submission for the above-referenced site. The subject site is located at 777 Cranston Street, accessed from the south via Cranston Street where the site has its frontage. The site abuts Rhode Island Route 10, the Amtrak Rail Line to the east, as well as an undeveloped parcel of State-owned land to the west.

Refer to **Figure 1** in the Appendix for the Aerial Photograph and USGS Map. The site boundary as well as Project Area are delineated in this figure.

The applicant is proposing a mixed-use development containing an AutoZone retail store with a warehouse component, a gas station with drive-through convenience store, a car wash, and a fast-food restaurant with a drive-through.

Zoning By-law Review

The applicant has obtained a Zone change on the site from the previous M2 Manufacturing Zone to a C5 Commercial Zone.

The C5 Zone setbacks for all non-residential uses consist of the following:

Minimum Lot Area =	10,000 s.f.
Minimum Frontage and Lot Width =	80'
Minimum Front Yard =	30'
Minimum Side Yard =	8'
Minimum Rear Yard =	20'
Maximum Structure Height =	35'

There are additional setback Requirements for Drive in Use and Gas Use which consist of the following:

<u>Use:</u>	<u>Drive In</u>	<u>Gas</u>
Minimum Lot Area =	40,000 s.f.	12,000 s.f.
Minimum Frontage and Lot Width =	200'	120'
Minimum Front Yard =	40'	40'*
Minimum Side Yard =	20'	10'
Minimum Rear Yard =	20'	10'

*Gas pump islands permitted in front setback min 15' from any property line.

Based on our attached Preliminary Plan set, incorporating the final property line survey, the aforementioned setbacks are met.

Design Constraints

The following information was obtained by review of the ArcGIS Environmental Resource Map by the Rhode Island Department of Environmental Management (RIDEM) or field observation, where noted.

Wetlands

There are no wetlands on Site.

Soils Research

DE found the following soils in the Project Area. The descriptions and properties were obtained from the RI Soils Handbook by Natural Resources Conservation Services (NRCS):

MU Merrimac-Urban land complex, 0 to 8 percent slopes

UD Udorthents-Urban land complex

Ur Urban land

Refer to **Figure 2** in the Appendix for the Soils Map of the project area.

Soil evaluations have been performed in the project area to confirm the soil properties including water table. The soil evaluation locations and seasonal high groundwater depths are shown on Sheet 4 of the plan set.

Conservation Areas

There is no designated State Conservation Land located on the subject parcel.

FEMA Flood Hazard Areas

There are no FEMA flood hazard areas (Zone A) located adjacent to the site. Therefore, the project area will not be subject to flooding during a 1% annual chance (100-year) storm event.

Refer to **Figure 3** in the Appendix for a portion of the Flood Insurance Rate Map (FIRM) number 44007C0312H in the vicinity of the project.

Natural Heritage Area

There are no Natural Heritage Area within the subject parcel.

Permitting Summary

The following permits/approvals have been received to date:

- Major Land Development Master Plan Approval – 12/08/2021
- Zone Change to C-5 (with conditions) - Approved 1/27/2022
- Comprehensive Plan Amendment - Approved 1/27/2022
- RIDEM Permit – WQC 22-038, RIPDES#102327, 4/14/2022
- RIDEM Remedial Approval Letter, File No. SR-07-0455 C

Master Plan Conditions of Approval

Below is a summary of the conditions of the Master Plan approval along with responses or explanations to satisfy each condition.

1. Prior to submittal of the Preliminary Plan application, the applicant shall obtain approval from the City Council for the zone change and Comprehensive Plan Amendment, Ordinances #9-21-01 and #9-21-02.

The applicant has obtained approval for the zone change from M2 to C5 and comprehensive plan amendment as noted above.

2. A Phase II Environmental Site Assessment Report shall be provided along with a remediation plan approved by RIDEM, as applicable, as part of the Preliminary Plan application to the Development Plan Review Committee and City Plan Commission.

A Phase II Environmental Site Assessment Report has been completed. A Remedial Action Work Plan (RAWP) has been reviewed and approved by RIDEM in the Remedial Approval Letter noted above.

3. Under the provisions of the City of Cranston Subdivision Regulations Section III (C)(9) *Professional Review Fees*, a professional landscape architect will be hired by the City and paid for by the applicant to conduct an independent review on any and all buffer plans proposed.

No exception taken to this condition.

4. The applicant shall explore the feasibility of incorporating solar energy systems on the roofs of the proposed buildings and parking areas. The applicant shall address this issue in the narrative for the Preliminary Plan submittal.

The applicant is in the process of finalizing lease arrangements with parties that will be developing the proposed buildings. Incorporating solar energy systems on the roofs of the proposed buildings has been, and will continue to be, encouraged by the applicant. The determination to do so will be made by the tenants. Once the site is developed and operational, the applicant will study the feasibility of incorporating solar energy systems in the parking areas.

5. The applicant shall explore the feasibility of incorporating electronic vehicle charging stations on site. The applicant shall incorporate their findings into the narrative as part of the Preliminary Plan submittal during the preliminary plan phase.

The applicant is in the process of finalizing the lease arrangement with the gas station and convenience store user. The company has electric vehicle charging stations at other locations in the general area and the applicant is encouraging such stations be introduced at the site.

6. The applicant shall coordinate with the Cranston Planning Department and Providence Department of Planning and Development to connect the bike path, which may include the applicant granting an easement (roughly 15' wide) in a location similar to Route/Option #2 as identified in the letter addressed to Jason Pezzullo from Bonnie Nickerson of the Providence Department of Planning and Development, dated 10/19/21.

The submitted Preliminary Plans depict an area for a potential bike path. The location shown is similar to Option #2 of the above referenced letter. The location of the bike path was driven by site grading and drainage constraints.

7. The applicant shall resolve any potential conflict between the temporary easement in the southeast corner of the subject property and the anticipated easement for the future bike path connection.

The applicant has confirmed that, as of February 27, 2006, the temporary easement has expired. The pertinent documentation is recorded in the City's Land Evidence Records, in Book 1328, Page 313 and in Book 2535, Page 195.

If you have any questions regarding this development or throughout the design process, please do not hesitate to contact us.

Sincerely,
DiPrete Engineering Associates, Inc.

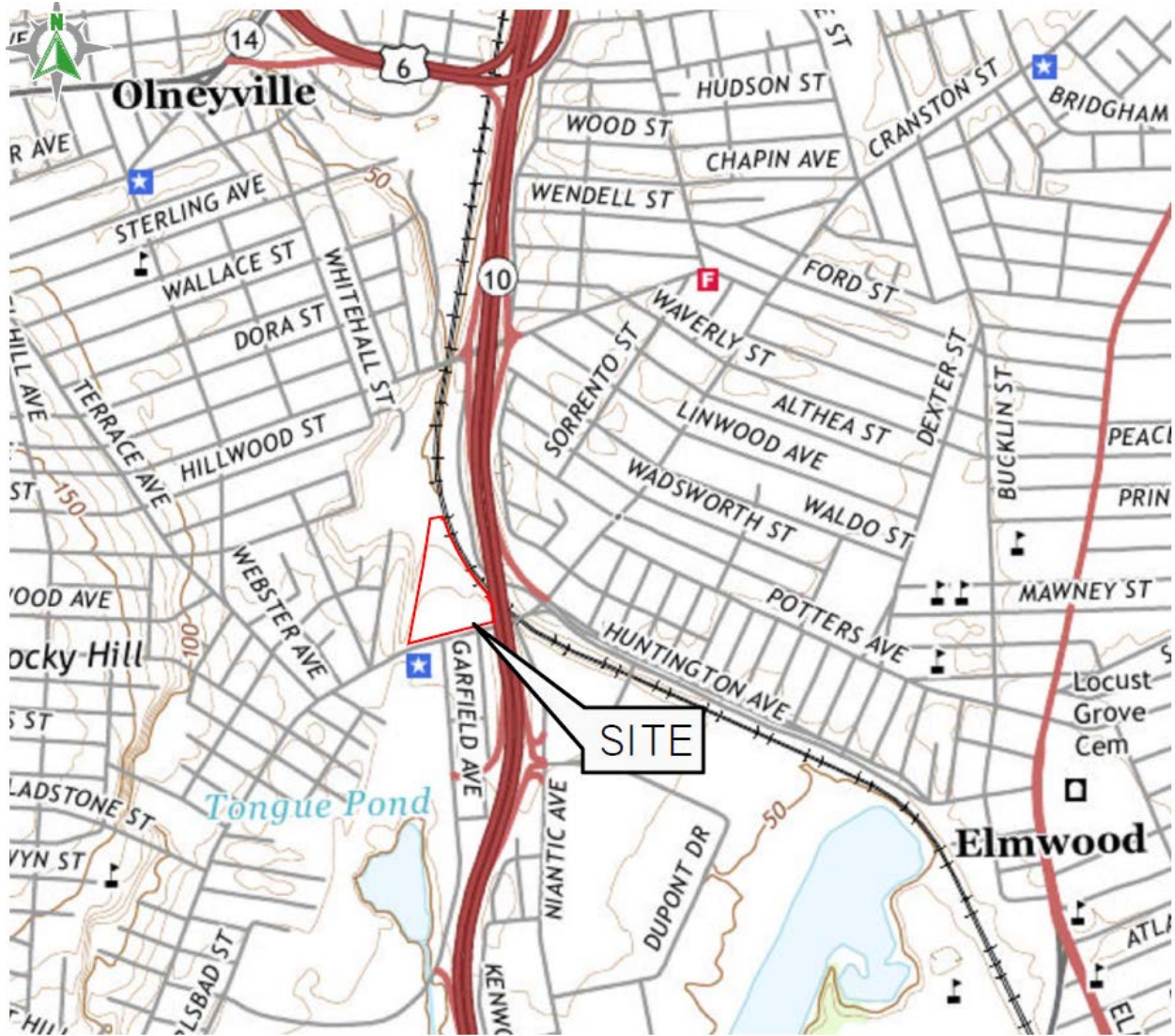
Dana Nisbet, PE
Senior Project Engineer
dnisbet@diprete-eng.com

Appendix

Figure 1:

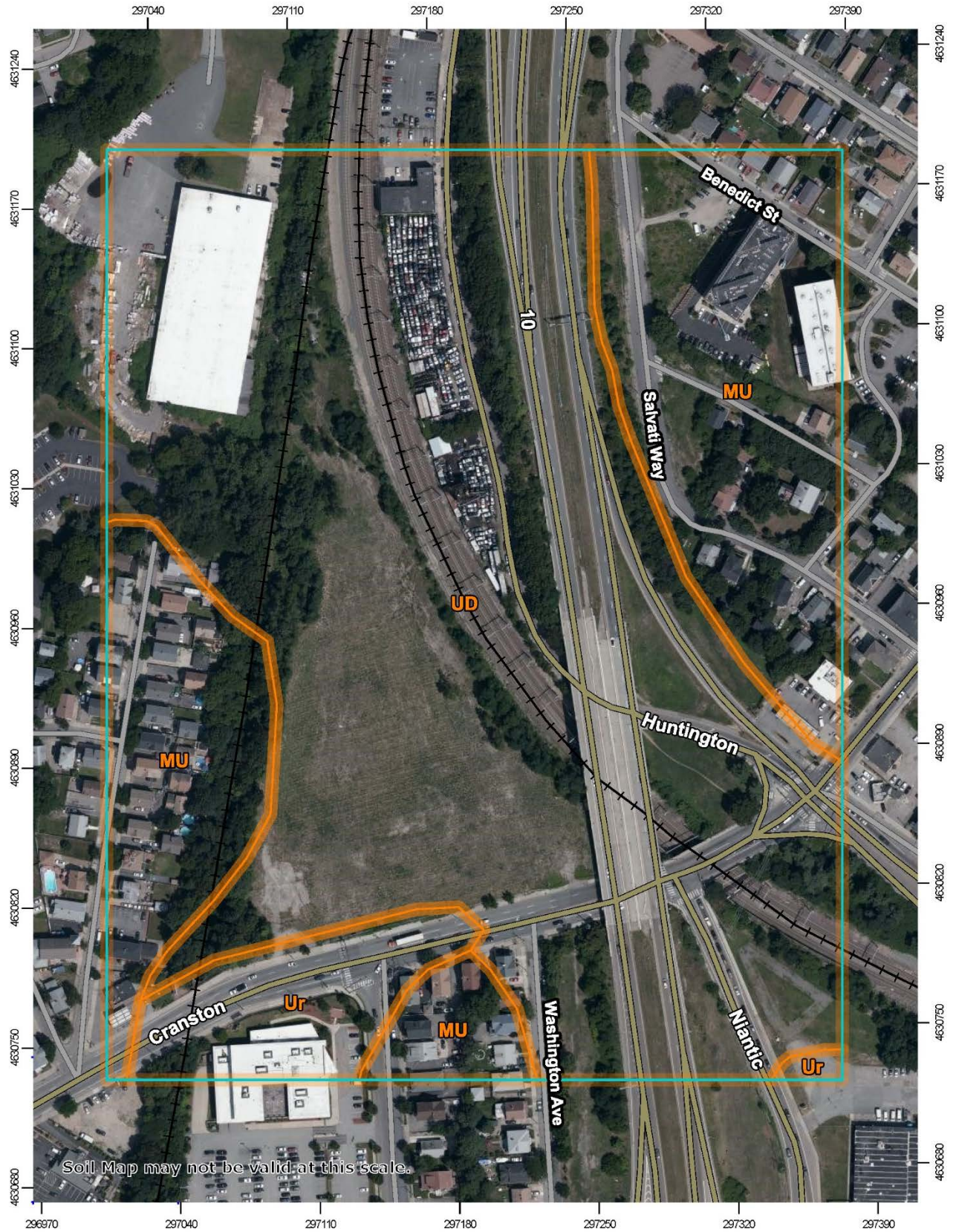


Aerial Photograph



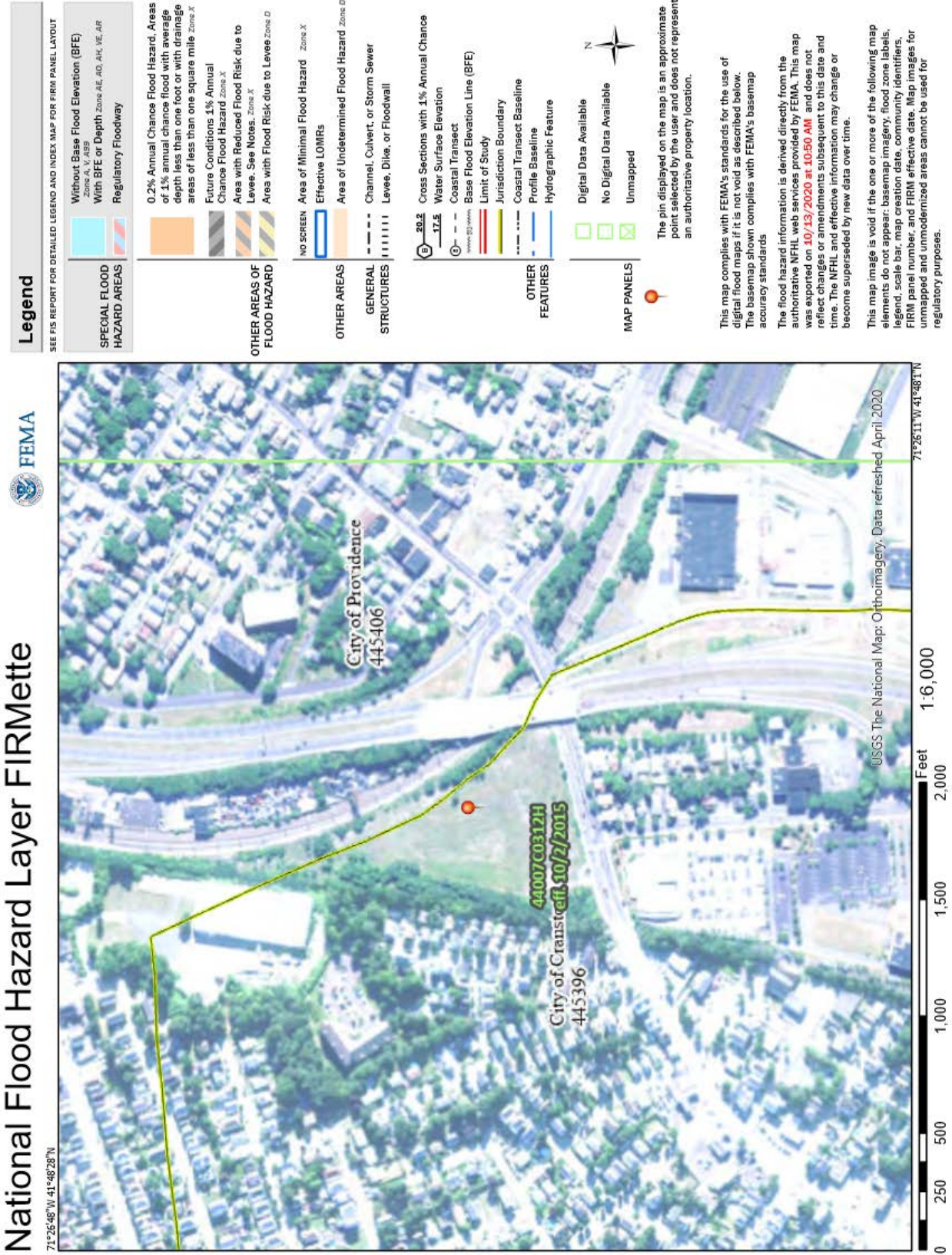
USGS Map

Figure 2:



Soils Map

Figure 3:



FEMA Map