

City Planning Department



Memo

To: Cranston City Plan Commission
From: Joshua Berry, AICP - Senior Planner
Date: December 3, 2021
Re: “Trolley Barn Plaza” - Master Plan - Major Land Development

Owner/App: Trolley Barn Associates, LLC c/o First Hartford Realty Corp
Location: 777 Cranston Street, AP 7, Lot 1
Zone: Existing: M-2 (General Industry) – Proposed: C-5 with conditions
FLU: Existing: Special Redevelopment Area – Proposed: Highway Commercial/Services

This memo is intended to be comprehensive and supersede the previous staff memos. All of the information on the MLD application is contained within this memo.

I. Proposal

The applicant proposes a multi-use commercial project including a bank, gas station/mini-mart, fast food restaurant and a 35,000 ft² AutoZone with both retail and warehousing/distribution components. The bank, mini-mart and fast food restaurant all have drive-thru features.

This Major Land Development application is accompanied by a proposed change of zone (Ordinance #09-21-02) from the property’s existing zoning designation of M-2 (General Industry) to C-5 with conditions to allow a warehousing use (within/part of the AutoZone) and for additional signage. The proposal also includes an ordinance to amend the Comprehensive Plan Future Land Use Map designation of “Special Redevelopment Area” to “Highway Commercial/Services” and remove statements from the Land Use Element that recommend a mixed-use development at this site (Ordinance #09-21-01). For the project to move forward, it will require approval of all three components; the Major Land Development Master Plan, the Comprehensive Plan Amendment, and the zone change.

The Plan Commission is charged with making a decision on the Master Plan stage of this Major Land Development application as well as with forwarding a recommendation on the proposed zone change application and Comprehensive Plan amendment to the City Council. **The rezoning ordinance and Comprehensive Plan amendment are separate and distinct from this MLD application, although related, and a separate staff memo has been issued to address these ordinances specifically.**

The ordinances, staff memo and relevant application materials can be found on the City’s website here: <https://www.cranstonri.gov/city-plan-commission/12/7/21.aspx>.

ZONING MAP

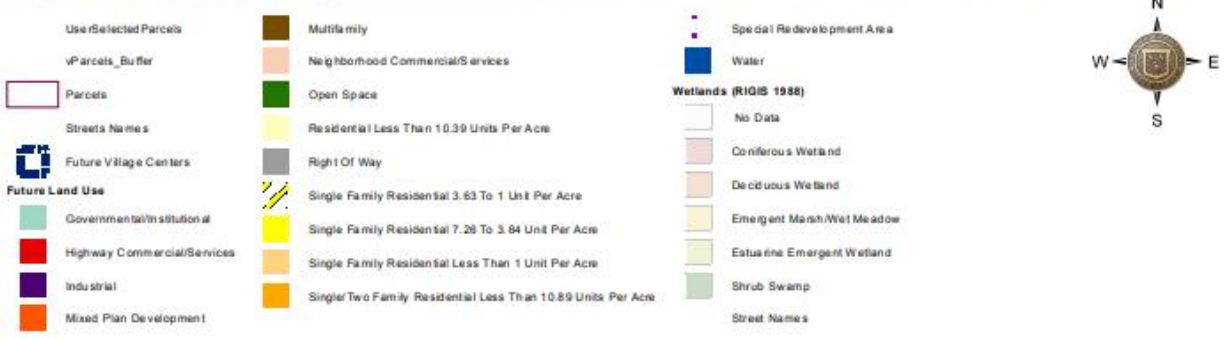
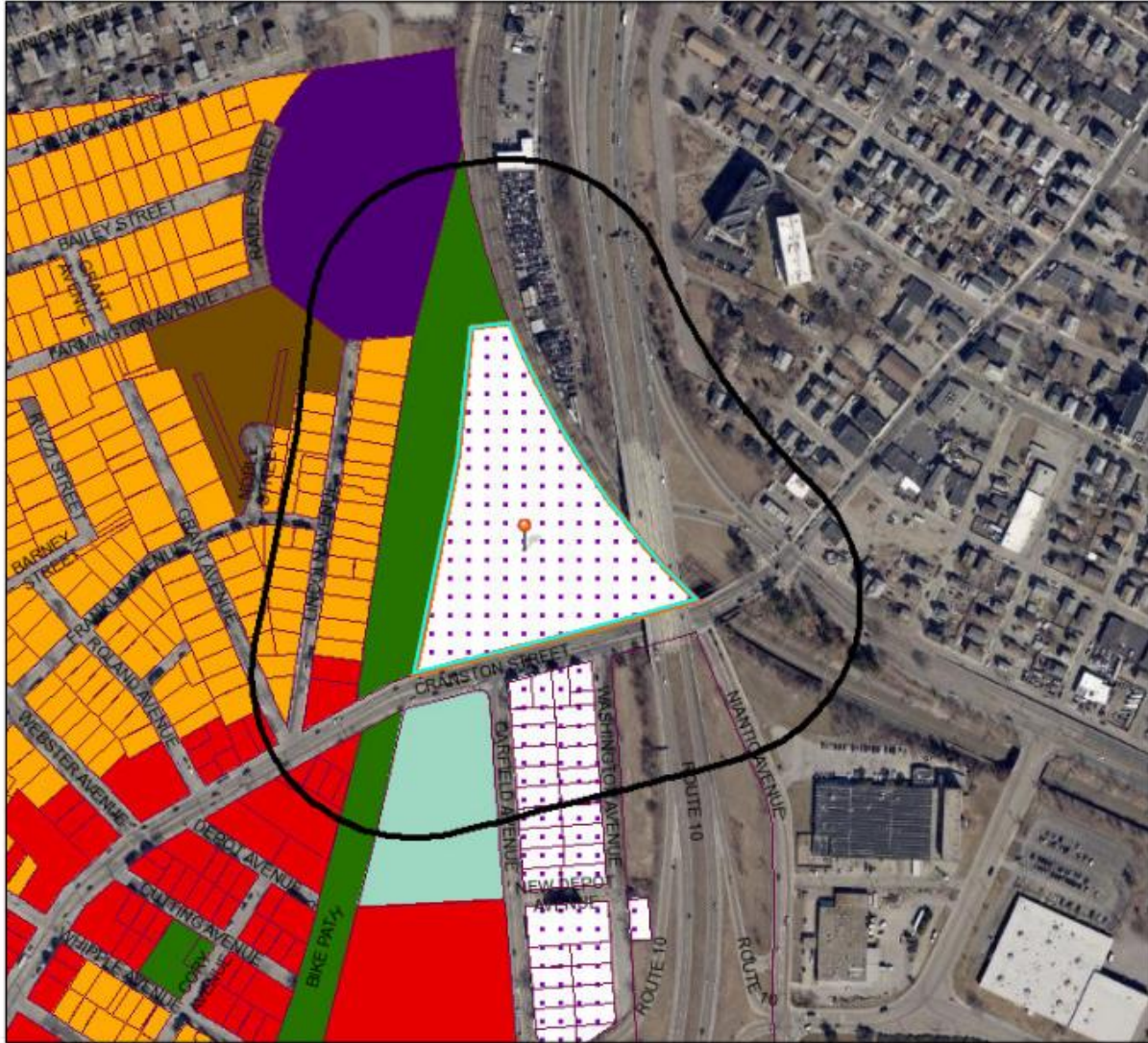


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City of Cranston

FUTURE LAND USE MAP



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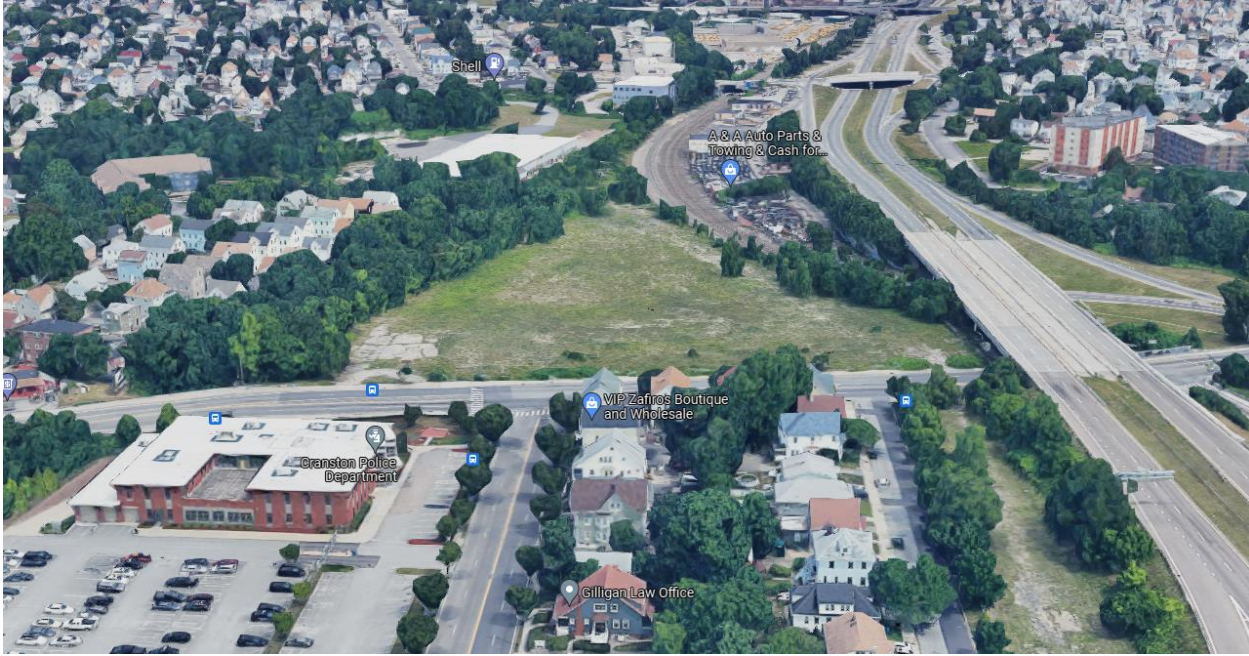


City of Cranston

NEIGHBORHOOD AERIAL
(400 ft. radius in black)



3-D AERIAL (facing north)



3-D AERIAL (facing east)



SITE RENDERING



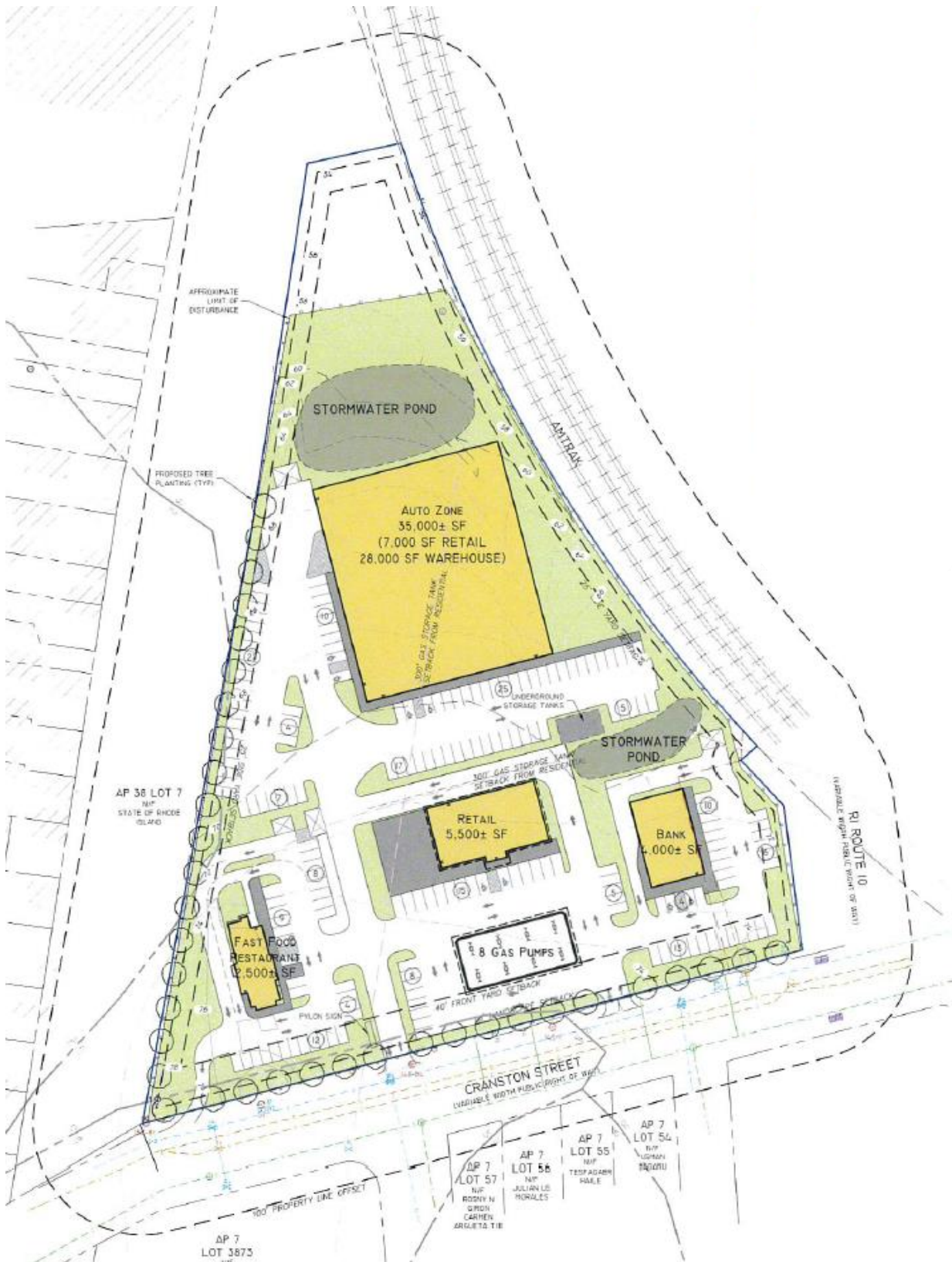
STREET VIEW (Cranston Street facing north)



LANDSCAPE PLAN



SITE PLAN



II. Documents which are part of the Major Land Development application

1. Master Plan application;
2. Application filing fees;
3. Subdivision plan set entitled "777 Cranston Street," prepared by Dana Nisbet, PE and Robert Babcock, PLS of DiPrete Engineering with date of July 16, 2021;
4. Landscape Plan by BETA Group, Inc. dated August, 2021;
5. Traffic Impact Study by BETA Group, Inc. dated July, 2021;
6. Master Plan checklist;
7. AutoZone Use Description by Richard Groff, AutoZone Real Estate Development Manager;
8. 100' radius map, list of abutters; and affidavit confirming notice was sent signed by Nicholas J. Goodier, Esq., dated 10/5/21;
9. Letter regarding sewer availability signed by Edward Tally, Environmental Program Manager of the City of Cranston;
10. Correspondence regarding water availability from Providence Water;
11. Certificate of Municipal Leans;
12. Phase I Environmental Site Assessment Report by Earth Science, LLC dated 8/11/21;
13. Photo Study;
14. Response to City's traffic peer review memo dated 9/3/21 by traffic consultant BETA Group, Inc. dated 10/4/21;
15. Revised Traffic Impact Study by BETA Group, Inc. dated July, 2021 REVISED November, 2021;
16. Revised response to City's traffic peer review memo dated 9/3/21 by traffic consultant BETA Group, Inc. dated 10/4/21, REVISED 11/8/21;
17. Real Estate Analysis signed by Thomas O. Sweeney, SIOR of Sweeney Real Estate & Appraisal dated 11/4/21;
18. Planning consultant report by Joseph D. Lombardo, AICP of JDL Enterprises, dated November, 2021;
19. Site Rendering received on 11/24/21;
20. Revised Landscape Plan by BETA Group, Inc. dated November, 2021.

III. Surrounding land use and context

Analysis using Geographic Information System (GIS) and other resources indicates that:

1. The subject parcel is located in Eastern Cranston in the northernmost point of the city near the border of the City of Providence, with frontage on Cranston Street. The property abuts the Amtrak railroad and Route 10;
2. The surrounding area contains a variety of land uses including a range of residential uses, commercial uses, a government/institutional uses (police station), and industrial uses;

3. There is a narrow piece of property directly abutting the subject parcel to the west that is a previous railroad right-of-way that is currently an undeveloped gully owned by the State of Rhode Island. There is significant interest from both the City of Cranston and Providence to explore the potential for it to be utilized at a future time to connect the bike path to the trails in Providence;
4. There are no wetlands or other significant natural features within the 400-foot radius of the subject property;
5. The project is free of any regulated floodplains or historic/cultural districts;
6. The 2018 Natural Heritage Map does not show any known rare species located on or near the site;
7. The site has minimal topography and slopes gently downward towards the north, away from the street frontage.

IV. Staff / Agency Comments

Pursuant to RIGL 45-23-41 A3, these plans were distributed for comment to the Public Works Department, Engineering Division, Bureau of Traffic Safety, Building and Inspections Department, Conservation Commission and the Fire Department. Staff has also notified the City of Providence, Statewide Planning and has made numerous attempts at notifying Amtrak of the proposal.

Additionally, pursuant to the City of Cranston Subdivision Regulations Section III (C)(9) *Professional Review Fees*, the City required the applicant to pay for the City to hire a professional traffic consultant to review the traffic impacts presented by the project. The city hired Fuss & O'Neill, Inc. for this function.

Statewide Planning verbally confirmed that they would like to see the bike path connections, but as a policy do not comment on land development projects. They review Comprehensive Plan amendments, but not until after they are approved by the City.

The City of Providence Planning Department provided a comment letter dated 10/19/21 which is available [here](#). The comments include a request the scope of the traffic study to be increased as to include Cranston Street intersections with Huntington Avenue and Potters Avenue and the desire to connect the bike path in Providence to the bike path in Cranston through the subject property. The letter included an exhibit with 4 bike path options that is available on page 14 of this memo.

The Bureau of Traffic Safety conveyed the following comments on 9/28/21:

1. *Scope of study may not be adequate...consider impact from Webster Ave. to Huntington Ave.*
2. *Potential traffic mitigation & improvements...signal upgrades & coordination; turn lanes; etc.*
3. *Significant trip generation for convenience market/gas station land use may be excessive for this site.*

4. *Geometry of the proposed right-in/right-out east of main signalized entrance does not appear adequate to deter prohibited left turn movements in and out of site. Consider right-in only design similar to right-out only at west end of site.*
5. *On-site truck circulation associated with Auto Zone is unclear.*

Fuss & O'Neill provided comments in a letter dated 9/3/21 which can be found [here](#). The comments ranged from comments including but not limited to the proposed parking and land uses, bike and pedestrian considerations, method of analysis, and other topics.

BETA responded to the comments Cranston Bureau of Traffic Safety and traffic peer reviewer comments in correspondence dated 10/4/21 and then revised on 11/8/21. They also held meetings with the Providence Planning Department to address their comments.

Staff held a meeting to discuss the traffic impacts on 11/23/21 with BETA Group, Inc. the applicant's attorney, the Bureau of Traffic Safety, the City of Providence Planning Department, and the City's traffic peer reviewer, Fuss & O'Neill.

During the meeting, **Providence verbally confirmed that their comments had been satisfactorily addressed.**

Fuss & O'Neill also conveyed their overall satisfaction with the traffic analysis at this stage, and followed up by providing a final statement on the traffic impacts proposed by the Master Plan. The letter states that the excess parking should be justified by the site engineer, but that they **"concur that the proposed development will have no significant impact to traffic operations in the study area upon implementation of appropriate off-site mitigation. The traffic analysis provided in the traffic impact study provides a conservative traffic condition that assumes no reduction for vehicle pass-by trips or internal capture."** The letter also recommends that more refined traffic estimates be used to design off-site improvements at later phases.

The Bureau of Traffic Safety sent the following correspondence on 11/29/21, **"While this office concurs with the majority of the provided traffic study and subsequent peer study review, concern remains relative to the potential volume of trips generated by the proposed convenience market/gas station land use."**

V. Interests of Others

None to report at this time.

There was a site walk held on 10/28/21. A quorum of the City Council was present but no of the Plan Commission. The site walk had only two members of the public in attendance who conveyed that their main concern was bike path connectivity, but were not opposed to the project.

VI. Planning Analysis

The Major Land Development (MLD) Master Plan application is **NOT** a by-right proposal. The proposed uses are not permitted under M-2 zoning and the proposed zoning is not consistent with the Future Land Use Map (FLUM) and statements in the Land Use Element. The rezoning and Comprehensive Plan amendment ordinances, in conjunction with the Master Plan proposal, put

the question before the city: **should the city amend its zoning map and Comprehensive Plan to permit the proposed land uses at this site?**

The Plan Commission must answer this question threefold: 1.) By making the required findings under state law for the Master Plan **MLD proposal**; 2.) By making the required findings as codified in Section 17.120.030 *Amendments – Review by Planning Commission* as part of its recommendation to the City Council for the zone change proposal; and 3.) By making the required findings as codified in Section 17.120.030 *Amendments – Review by Planning Commission* as part of its recommendation to the City Council for the Comprehensive Plan amendment. This memo is intended to focus on review of the Major Land Development Master Plan, although it must be considered in concert with the separate staff memo issued for Ordinances #9-21-01 & #9-21-02.

Due to the complexity of the proposal, staff has organized its observations and analysis by category.

Land Uses & Zoning:

1. The proposal includes a rezone request from M-2 to C-5 with conditions. The proposal complies with all C-5 zoning requirements or is asking for conditions to be incorporated into the ordinance where there are inconsistencies (warehouse use and signage);
2. The warehousing use could be built by-right under the existing M-2 zoning, but not the retail/commercial components of the application, which necessitate the zone change and Comprehensive Plan amendment;
3. The applicant designed the site as to locate the gas storage tanks 300' away from the properties in order to comply with the City's ordinance, (please be aware that the setback does not apply to the fuel *pumps* which are proposed just over 100' from the residences).
4. There are four (4) three-family homes directly across the street from the location of the proposed gas pumps. *Staff finds the gas station is not the ideal land use across the street from residential uses on Cranston Street.* If the proposal were to receive Master Plan and ordinance approvals, staff would like the applicant to explore the possibility of redesigning a portion of the site during the preliminary plan phase as to relocate the pumps so that they are behind the convenient store interior to the site. It should be noted that the residents of these homes have not yet vocalized any opposition to or opinions on the project, and the residential uses are nonconforming uses under M-2 (industrial) zoning;
5. There is no apparent synergy between any of the four proposed uses. They all act completely independently, sharing no features except the access point;
6. The convenient store for the gas station, the bank and the fast food restaurant all have drive-thru features. Although the applicant has confirmed their willingness to grant an easement for the connection of the bike path and will construct sidewalks, the development is largely auto-oriented due to the proposed uses.

Traffic Impacts:

1. Please see the [planning webpage](#) for the traffic related documents including the traffic study (initial and revised) provided by BETA Group, LLC, as well as all comments by the City of Cranston, Providence, and peer reviewer and responses thereto;

2. The revised Traffic Impact Study by BETA Group, LLC states that, “*The results of the operational analysis determined that **the estimated increase in traffic during the peak periods resulting from the proposed commercial project will have a minor impact on overall traffic operations along Cranston Street in the project area, particularly during the weekday morning, afternoon, and Saturday peak hours when the site would service its greatest daily volumes***” (page 26).

However, the study ultimately concludes, “*the commercial development project was determined to have adequate and safe access to a public street, and **will not have an adverse impact on public safety and welfare in the study area***” (page 26);

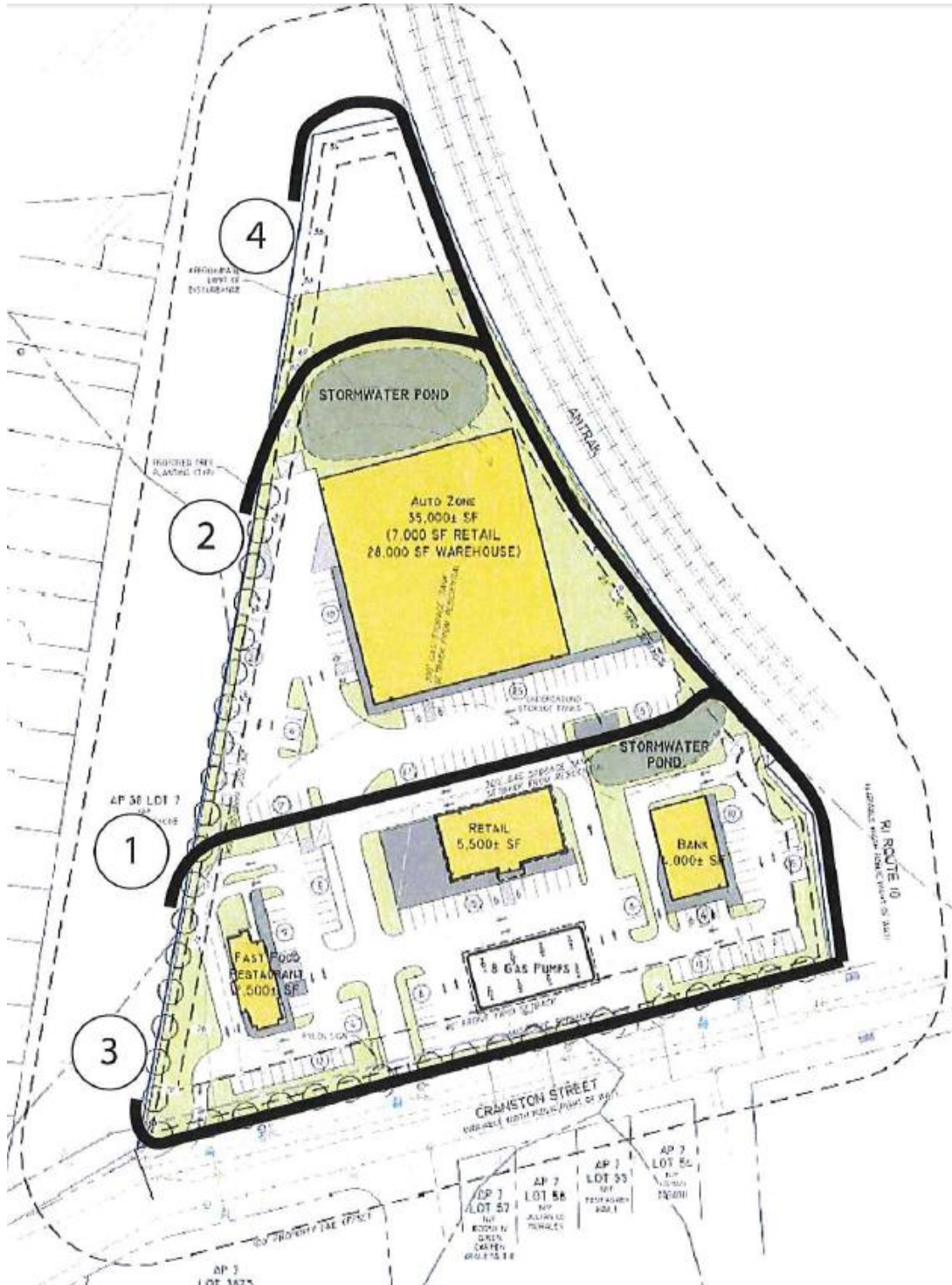
3. Staff has asked the peer reviewer to determine whether the relationship between the proposed development and the Achievement First Illuminar Mayoral Academy located at 85 Garfield Avenue is adequately accounted for in the traffic study. Staff obtained the following information from the school:
 - 980 total people occupy the building (100 are staff, 880 are students);
 - 10 buses service the school;
 - No students bike to school;
 - 20 students walk to school;
 - 335 students (roughly) are dropped off/picked up.

Upon receiving this information, the peer reviewer found no further concern.

4. The City's Traffic and Safety Bureau initially had provided 5 concerns that are found on page 10 of this memo. The applicant responded to the comments in writing and in person during a meeting on 11/23/21. The City's Traffic and Safety Bureau issued the following final statement on 11/29/21, “*While this office concurs with the majority of the provided traffic study and subsequent peer study review, concern remains relative to the potential volume of trips generated by the proposed convenience market/gas station land use;*”
5. As discussed in greater detail in Section IV of this memo, the City's peer reviewer Fuss & O'Neill submitted a response to the initial Traffic Impact Study, and then upon review of the revised study and after the traffic meeting on 11/23/21, Fuss & O'Neill issued a letter stating “**We concur that the proposed development will have no significant impact to traffic operations in the study area upon implementation of appropriate off-site mitigation. The traffic analysis provided in the traffic impact study provides a conservative traffic condition that assumes no reduction for vehicle pass-by trips or internal capture;**”
6. As recommended by the final statement from Fuss & O'Neill and as is common practice by the Planning Department & City Plan Commission, more information will be required by the applicant during the Preliminary Plan phase of the project that may impact traffic mitigation requirements for the project;
7. Providence expressed concern regarding the scope of the traffic study to include the intersection of Cranston Street and Potters Avenue as indicated in their comment letter on 10/19/21. In correspondence to staff on 11/18/21, the Providence Planning Department confirmed that they had spoken to BETA Group, Inc. and had resolved their concern without requiring it be incorporated into the study area;
8. Providence Planning Department also conveyed that option #2 (see next page) was now considered the best of the 4 options. **The Applicant has verbally agreed to granting an**

easement for the future bike path connection equal or similar to option #2, to be determined at a later phase of this project. Staff recommends, should the Plan Commission grant Master Plan approval, that this agreement be incorporated into a condition of approval with a degree of flexibility built-in.

BIKE PATH EXHIBIT FROM PROVIDENCE PLANNING DEPARTMENT



Off-Street Parking:

1. The site is significantly over-parked. There are 184 spaces proposed and 105 spaces are required, therefore the plan is over-parked by 79 spaces or 75%. See the following parking table:

	AutoZone	Restaurant	Bank	Gas Station	TOTAL
Required	55	21	4	25	105
Proposed	90	33	33	28	184

2. The applicant was asked to provide justification for the amount of parking spaces. The Site Engineer provided the following statement:

The City's parking code has been reviewed relative to the proposed uses alongside the anticipated operational needs of each use. The parking depicted is proposed to exceed the minimum City code requirements based on operational needs. The Project also meets the lot coverage requirement, is proposing enhanced landscaping and the adaptive re-use of a previously developed site, as noted in the historic aerials. In 1972 the subject property was almost 100% impervious. It should be noted that proposed parking is adjacent to the required drive aisles that are necessary for site circulation and does not integrate new standalone parking areas.

Staff's response to this information is as follows, which was corresponded to the applicant on 12/1/21:

- Information detailing the operational needs for AutoZone should be provided;
- Information detailing the operational needs to the other uses should be provided when available;
- The calculation of pervious area should be provided (even though it appears that the site is in compliance);
- The project is *NOT* adaptive reuse; it is new construction (please note that it is not required to be adaptive reuse);
- Staff does not believe that the percentage of impervious in 1972 is relevant. What is relevant are the current and proposed conditions; and
- **These parking concerns do NOT need to be fully resolved at the Master Plan Phase. The Master Plan is conceptual, and the parking configuration can and will be reviewed in greater detail during the Preliminary Plan phase, as applicable.**

The Site Engineer responded on 12/2/21 that there are roughly 2.38 acres of pervious area proposed, constituting 38% of the subject site.

3. A different mix of uses could offset trip generation peak hours and allow for shared parking arrangements. This comment has been echoed by the traffic peer reviewer and Bureau of Traffic Safety;

Environmental Impacts:

1. The site is free of significant vegetation and structures;

2. No significant grading is anticipated;
3. The applicant has provided a Phase I Environmental Site Assessment Report. The report makes the following conclusion:

This assessment has revealed no evidence of Environmental Issues; however, RECs, CRECs, and HRECs were identified in connection with the subject property. Based on the conclusions of this assessment, Earth Science recommends the following: Earth Science recommends that a Phase II ESA be performed in order to assess the current conditions of the known contamination in the subsurface of the subject property, and to assess potential ongoing impacts to the subsurface of the subject property as a result of the known contaminant release at the west/southwest adjacent gas station facility.

Based on the above conclusion, should the Commission approve the master plan, **staff recommends that a Phase II Environmental Site Assessment Report be made a condition of the approval and a remediation plan approved by RIDEM should be required as part of the Preliminary Plan application** to the Development Plan Review Committee and Plan Commission and Plan Commission.

Landscaping & Buffering:

1. The applicant has provided a conceptual landscape plan and also a slightly revised plan in November (the only revision was the location of a street tree along Cranston Street). The plan shows street trees, landscaping for the parking areas, and a buffer to the residential uses to the west of the subject property. Details of the landscape/buffering plan shall be worked out during the Preliminary Plan phase of development. **Staff recommends that the Plan Commission invoke City of Cranston Subdivision Regulations Section III (C)(9) Professional Review Fees and require the applicant pay for a Professional Landscape Architect to peer review the Preliminary Plan Landscape Plan;**
2. There is an existing natural buffer between the subject property and the residential neighborhood to the west of the project site owned by the State's that was a former rail right-of-way (roughly 140' wide). There is no current/active proposal for this land but, based on conversations with Statewide Planning and the City of Providence, if an easement through the subject property is granted as recommended, it is likely that a portion of this area will be used as a connection of the bike path that currently terminates behind the police station.

Economic Impacts:

1. The AutoZone is projected to have 20 full-time employees with full benefits and also an additional 20 part-time employees;
2. Tax revenue estimates for AutoZone were requested but have not yet been provided;
3. The other three uses would bring jobs and tax revenue to the City, but the applicant does not want to estimate these values until tenants are secured.

Historic Significance:

1. The site is not in the Historic Overlay District, nor is there any historic structures on site – yet there the property has historic significance evidenced by the fact that it is commonly referred to as the “Trolley Barn site.” As recommended by Chairman Smith during the pre-application meeting in September, the applicant has incorporated historical/Trolley Barn themed elements into the freestanding sign. Please see the staff report on Ordinances #9-21-01 & #9-21-02 for the sign details and analysis.

Energy/Sustainability:

1. The city has recently amended its policies regarding solar energy and in doing so has articulated that it strongly supports rooftop and carport solar energy systems. **Staff recommends that the applicant strongly consider rooftop solar, especially on the AutoZone building, and/or solar carports for the parking area.** This does not need to be addressed at the Master Plan Phase and but should be revisited during the Preliminary Plan phase, as applicable;
2. **Staff recommends that the applicant strongly consider installing Electronic Vehicle (EV) charging stations.** This does not need to be addressed at the Master Plan Phase and but should be revisited during the Preliminary Plan phase, as applicable.

Hours of Operation:

1. The applicant has stated that AutoZone’s typical model is to open between 7-8 A.M. and close between 9-10 P.M.;
2. The hours of operation for the other three uses are not known at this time as tenants have not been secured.

Easement:

1. The survey indicates that there is an existing easement in the southeast corner of the subject property. The applicant provided the following statement on the status of the easement:

Survey records indicate that this easement was a temporary construction easement established in 2000. It will be extinguished, if not already, before construction commences and has no impact on the Project as proposed in the submitted Master Plan.

Conclusion:

1. Staff is generally positive about the economic and fiscal impacts of this proposal;
2. The traffic impacts are acceptable according to the peer reviewer, the City’s Bureau of Traffic Safety, and the City of Providence Planning Department;
3. There are questions and concerns regarding off-street parking, but these do NOT raise

to the level of denying the project and this issue will be revisited in greater detail during the Preliminary Plan phase, as applicable;

4. The applicant's willingness to grant an easement for the bike path connection, with more details to come at the Preliminary Plan phase, as applicable, is a significant benefit offered by the proposal;
5. A fully-vetted landscape buffer to protect the residential uses to the west of the subject site will be a critical part of the Preliminary Plan phase. Assuming a satisfactory landscape plan, **the proposed land uses are generally compatible with the surrounding neighborhood** with the exception of the gas station directly across the street from residential uses on Cranston Street. Staff does not believe that this level of incompatibility raises to the level that the project should be denied, but does make a negative finding that this is not the ideal use of land that has been designated as a Special Redevelopment Area by the FLUM. For a full discussion of this issue, please see the staff memo issued on Ordinances #9-21-01 and #9-21-02. Staff ultimately encourages the Plan Commission not to recommend denial of the project on the grounds that "better" uses could be conceived, particularly considering the fact that this site has been vacant for a significant amount of time without attracting developers interested in mixed-use or housing (or anything else for that matter) at this site. Staff believes that impacts to the residences directly across the street can be addressed at the Preliminary Plan Phase, including but not limited to possibly relocating the pumps so that they are behind the convenient store, interior to the site.

VII. Findings of Fact

An orderly, thorough and expeditious technical review of this Master Plan has been conducted. Property owners within a 100' radius have been notified via first class mail, a display ad was published in the Cranston Herald and the meeting agenda has been properly posted.

Staff has reviewed this Master Plan application for conformance with required standards set forth in RIGL Section 45-23-60, as well as the City of Cranston's Subdivision and 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 community plan and/or has satisfactorily addressed the issues where there may be inconsistencies."

1. The Major Land Development proposal is accompanied by a proposed amendment to the Comprehensive Plan, Ordinance #9-21-01. Should the City Council approve the Ordinance, the proposed development will then be consistent with the Comprehensive Plan, as amended. With consideration of the conditions of approval incorporated for the approval, the proposal is consistent with the goals and policies of the Comprehensive Plan that are not impacted by the amendment.

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."

2. The Major Land Development proposal is accompanied by a proposed zone change from M-2 to C-5 with conditions for the warehouse use and signage, Ordinance #9-21-

02. Should the City Council approve the Ordinance, the proposed development will then be consistent with the zoning ordinance, as amended. The proposal is consistent with the content of the zoning ordinance that is not impacted by the amendment.

*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)*

3. This finding pertains specifically to the final plan. At this phase (Master Plan), the applicant has provided an Environmental Phase 1 Assessment. For the Preliminary Plan phase, the applicant shall be required to provide a Phase II Environmental Assessment and a Remediation Plan that must be approved by RIDEM.
4. There are no wetlands on the project site.
5. There is no significant grading proposed by the project.
6. The Rhode Island November 2018 Natural Heritage map shows that there are no known rare species located on the site.

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.”

7. The proposed Major Land Development does not propose any new lots or subdivision.

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.”

8. The subject property has adequate and permanent physical access to a public right-of-way through conforming lot frontage on Cranston Street. The proposed access points have been reviewed by the city’s traffic peer reviewer, and will be reviewed in further detail at the Preliminary Plan phase.

VIII. Recommendation

Staff finds this proposal consistent with the standards for required Findings of Fact set forth in RIGL Section 45-23-60, the Comprehensive Plan as it proposed to be amended by Ordinance #9-21-01, as well as with the City of Cranston's Subdivision and Land Development Regulations. Therefore, staff recommend that the City Plan Commission adopt the Findings of Fact documented above and **approve** the Master Plan submittal, subject to the following conditions:

IX. Conditions of Approval

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.
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.
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.
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.
5. The applicant shall explore the feasibility of incorporating electronic vehicle charging stations on site. The applicant shall provide a site plan (either as the primary site plan or as an alternate site plan) showing this configuration as part of the Preliminary Plan submittal.
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.
7. The applicant shall consider redesigning the site as to relocate the fuel pumps so that they are behind the convenient store interior to the site. The applicant shall incorporate their findings into the narrative as part of the Preliminary Plan submittal during the preliminary plan phase.
8. 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.