(The following is not a verbatim transcript of comments or discussion that occurred during the meeting, but rather a summarization intended for general informational purposes. All motions and votes are the official records).

ORDINANCE COMMITTEE

Regular meeting of the Ordinance Committee was held on Thursday, May 14, 2015, in the Council Chambers, City Hall, Cranston, Rhode Island.

CALL MEETING TO ORDER:

The meeting was called to order at 6:10 P.M. by the Chair.

Present: Council Majority Leader Archetto, Chair
Councilman Mario Aceto, Vice-Chair
Councilman Steven A. Stycos
Councilman Donald Botts, Jr.
Council President John E. Lanni, Jr.

Absent: Councilman Michael J Farina

Also Present: Councilman Christopher G. Paplauskas
Robert Coupe, Director of Administration/Acting Personnel Director
Evan Kirshenbaum, Assistant City Solicitor
Maria Medeiros Wall, City Clerk
Rosalba Zanni, Assistant City Clerk/Clerk of Committee
Heather Finger, Stenographer

MINUTES OF THE LAST MEETING:

On motion by Councilman Aceto, seconded by Council President Lanni, it was voted to dispense with the reading of the last meeting and they stand approved as recorded. Motion passed unanimously.

CORRESPONDENCE/COMMUNICATIONS

OLD BUSINESS:

PUBLIC HEARINGS/NEW BUSINESS:

4-15-02 Ordinance in amendment of Title 10, Ch. 32 of the Code of the City of Cranston, 2005, entitled "Motor Vehicles and Traffic" (Stop, Park Ave. westbound at Gansett Ave.). Sponsored by Councilman Archetto.
[click to view] *Withdrawn for further study by Sponsor

Chair stated that he spoke to the Traffic Engineer and he has an issue with the way this Ordinance is drafted and asked for a continuance.

On motion by Council President Lanni, seconded by Councilman Aceto, it was voted to continue this Ordinance. Motion passed unanimously.

4-15-05 Amending the Comprehensive Plan of 2010 (Cumberland Farms –Intersection Park and Warwick Ave). Petition filed by Park Associates, LLC, Phala Long, Cumberland Farms. No action this evening. Matter will be heard 6/11/2015. [click to view]

4-15-06 Ordinance in amendement of Chapter 17 of the Code of the City of Cranston, 2005 entitled "Zoning" (Warwick and Park Intersection). Petition filed by Park Associates, LLC, Phala Long, Cumberland Farms. No action this evening, matter will be heard on 6/11/2015. [click to view]

Chair stated that the above two Ordinances were advertised for the June 11th meeting and no discussion or action will be taken this evening. They are continued to June 11th.

The meeting adjourned at 6:15 P.M.

Respectfully submitted,

Rosalba Zanni
Assistant City Clerk/Clerk of Committees

6/11/2015 Presented to Finance Committee by Atty John Bolton M. Wall

Traffic Impact Study
for the
Cumberland Farms Development

145 Warwick Avenue (Route 1A/117)
Cranston, Rhode Island

Prepared for

First Hartford Realty, Inc.

Prepared by

McMahon Associates

May 2015

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INTRODUCTION

McMahon Associates has reviewed the existing traffic operations and potential traffic impacts associated with the proposed Cumberland Farms development located at the intersection of Warwick Avenue (Route 1A/117) at Park Avenue (Route 12) in Cranston, Rhode Island. The purpose of this study is to evaluate existing and projected traffic operational and safety conditions in the vicinity of the site and identify mitigating measures to offset potential project-related traffic impacts on the surrounding roadways, if necessary. This study has determined that with the proposed project in place, safe and efficient access will be provided to the project site.

Our assessment is based on a review of current traffic volumes and crash data collected for this study, and the anticipated traffic generating characteristics of the proposed development. This study examines existing and projected traffic operations (both with and without the proposed development) at key intersections in the vicinity of the project site. The study area was chosen based on a review of the surrounding roadway network and anticipated traffic generating characteristics of the proposed development. This study provides a detailed analysis of traffic operations during the weekday morning and weekday afternoon peak hours, when the combination of adjacent roadway volumes and potential traffic increases associated with the project would be greatest.

Based on the analysis presented in this study, the projected traffic increases associated with both the background traffic growth and the project-related traffic generated by the development are expected to be accommodated on the area roadways. This report documents the findings of the analysis.

Project Description

As shown in Figure 1, the project site is located on the northwestern corner of the intersection of Warwick Avenue at Park Avenue in Cranston. The project site presently consists of two commercial properties, two residential homes and a parking lot. The existing site is bound by Warwick Avenue to the east, Park Avenue to the south, and residential properties to the north and west.

The project calls for the construction of a new 4,956 square-foot Cumberland Farms convenience store and gas station with six gasoline pumps (twelve total fueling positions). Access to the development will be provided by three proposed site driveways, one on Warwick Avenue and two on Park Avenue. The eastern driveway on Park Avenue is restricted to right-in/right-out only access, while the western driveway on Park Avenue and the driveway on Warwick Avenue allows full access entering and exiting the proposed site.

As part of this project, a total of 19 parking spaces are proposed for the convenience store plus twelve spaces at the fueling pumps. The proposed development will provide adequate access, egress and internal site circulation for customer and delivery vehicles.

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Figure 1
Site Location Map
Cumberland Farms
Cranston, RI

Study Methodology

This study evaluates existing and projected traffic operations at the study area intersections for the weekday morning and weekday afternoon peak hour traffic conditions when the combination of adjacent roadway volumes and potential traffic increases associated with the project would be greatest.

The study was conducted in three steps. The first step involved an inventory of existing traffic conditions in the vicinity of the site. As part of this inventory, traffic counts were collected at key intersections during the weekday morning and weekday afternoon peak periods. Crash data was obtained from the City of Cranston Police Department and signal timing plans for the study area intersection were obtained from the Rhode Island Department of Transportation (RIDOT) to evaluate existing traffic operations and safety conditions within the study area.

The second step of the study builds upon data collected in the first phase and establishes the basis for evaluating the transportation impacts associated with future conditions. In this step, Existing 2014 traffic volumes were projected to 2019 No Build (without project) conditions and 2019 Build (with project) conditions. In this phase, the projected traffic demands of other future developments that could influence traffic volumes at the study area intersections were assessed.

The final step identifies measures, if necessary, to improve existing and future traffic operations and safety, minimize potential traffic impacts, and provide safe and efficient access to the project site.

Study Area Intersections

The area identified for detailed analysis in this study was determined based on a review of the anticipated traffic generating characteristics of the proposed project and a review of the surrounding roadway network serving the project site. The study area intersections include:

- Warwick Avenue at Park Avenue
- Park Avenue at Cliffdale Avenue
- The three (3) proposed site driveways

EXISTING CONDITIONS

Effective evaluation of potential traffic impacts associated with the proposed development requires a thorough understanding of the existing traffic conditions on the roadways and intersections serving the project site. The assessment of existing conditions consists of an inventory of the roadway and intersection geometries and traffic control devices, collection of peak-period traffic volumes, and a review of recent crash history. A discussion of this information is presented below.

Roadway Network

The project site benefits from excellent access via the local and regional roadway systems. A brief description of the principal roadways serving the project site is presented below.

Warwick Avenue
Warwick Avenue (Route 1A/117) generally runs in a north-south direction through the City of Cranston. Warwick Avenue is classified as an urban principal arterial under RIDOT jurisdiction and is primarily a four-lane, two-way roadway abutted by commercial and residential land uses in the vicinity of the site. At the project site, Warwick Avenue is approximately 49 feet wide with two northbound travel lanes each measuring 12 feet in width, two southbound travel lanes 11 feet in width with shoulders ranging from one to two feet on either side. There are five to six foot wide sidewalks on either side of Warwick Avenue. Warwick Avenue is signalized at its intersection with Park Avenue, and has a posted speed limit of 35 miles per hour (mph) within the vicinity of the site.

Park Avenue
Park Avenue (Route 12) generally runs in the east-west direction primarily providing access to residential and commercial areas. Park Avenue is classified as an urban principal arterial under City jurisdiction and primarily provides one lane of travel in each direction. At the project site, Park Avenue is approximately 36 feet wide with 11 foot travel lanes in both directions and provides at least seven foot wide shoulders and six foot wide sidewalks on both sides of the roadway, in the vicinity of the project site. The posted speed limit along Park Avenue is 25 mph.

Cliffdale Avenue
Cliffdale Avenue is local road under town jurisdiction and intersects Park Avenue at two access points. Cliffdale Avenue is a 29 foot wide, two-way roadway with seven foot sidewalks on either side of the roadway with no posted speed limit and provides access to residential properties.

Signalized Intersections

The intersection of Warwick Avenue at Park Avenue is a signalized intersection with four approaches. The northbound and southbound Warwick Avenue approaches each consist of a shared through and right-turn lane and a shared through and left-turn lane. The eastbound and westbound approach on Park Avenue both consist of a shared left turn and through lane and a stop controlled channelized right-turn lane. The traffic signal provides four phases for vehicular traffic including, a lead protected phase for the northbound approach on Warwick Avenue followed by a shared southbound and northbound phase for on Warwick Avenue with permissive left turns in conjunction with a concurrent pedestrian phase on the westbound and eastbound approaches, then a protected phase for eastbound approach on Park Avenue, followed by a shared phase for the eastbound and westbound approaches on Park Avenue with permissive left turns and a concurrent pedestrian phase on the northbound and southbound approaches.

Existing Traffic Volumes

Traffic volumes were collected manually at key locations within the study area during the weekday morning and weekday afternoon peak periods on Wednesday, October 8, 2014.

Existing Peak Hour Traffic Volumes

Manual turning movement counts were conducted at the study area intersections. The traffic counts were conducted during the weekday morning peak period from 7:00 AM to 9:00 AM and the weekday afternoon peak period from 4:00 PM to 6:00 PM. The traffic counts are summarized in 15 minute intervals and are provided in Appendix A of this report.

Seasonal Variation

According to RIDOT's 2013 Monthly Seasonal Factors, traffic volumes for an urban roadway collected during the month of October are higher than traffic volumes for the average month. Therefore, to provide a conservative analysis, the existing peak hour traffic volumes were not seasonally adjusted down to reflect an average month. The peak hourly traffic flows are depicted in Figures 2 and 3 for the weekday morning and weekday afternoon, respectively.

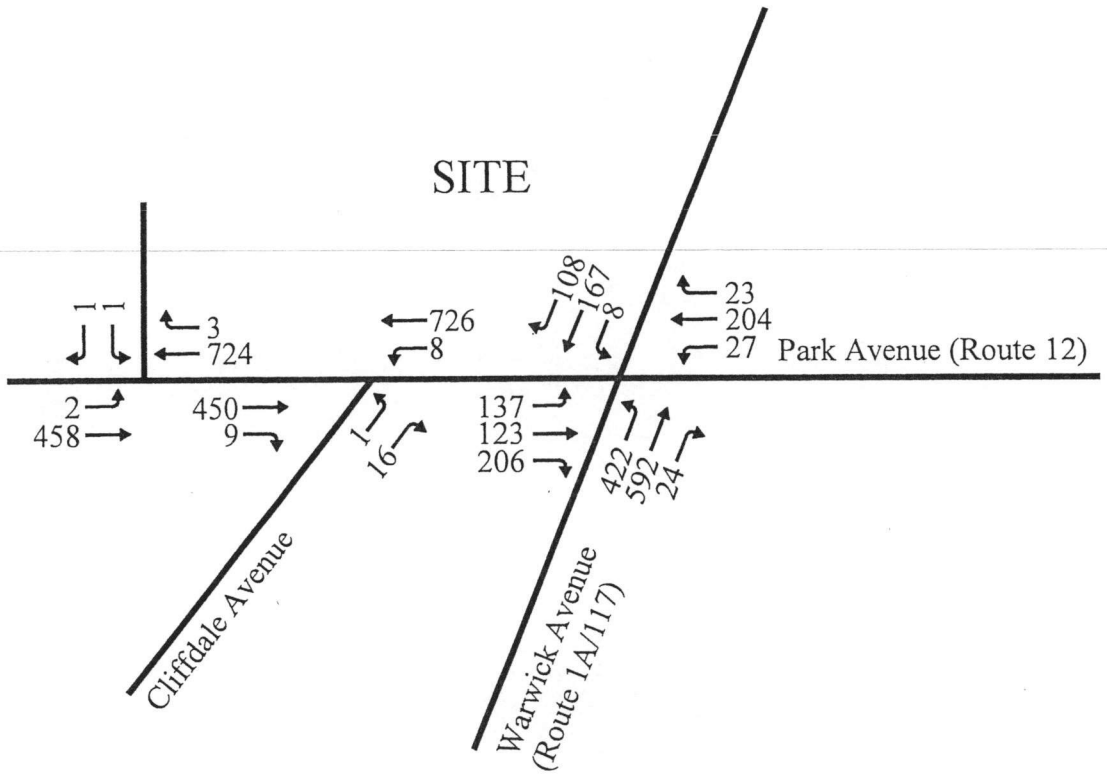

Figure 2
2014 Existing Weekday Morning
Peak Hour Traffic Volumes
Cumberland Farms
Cranston, RI

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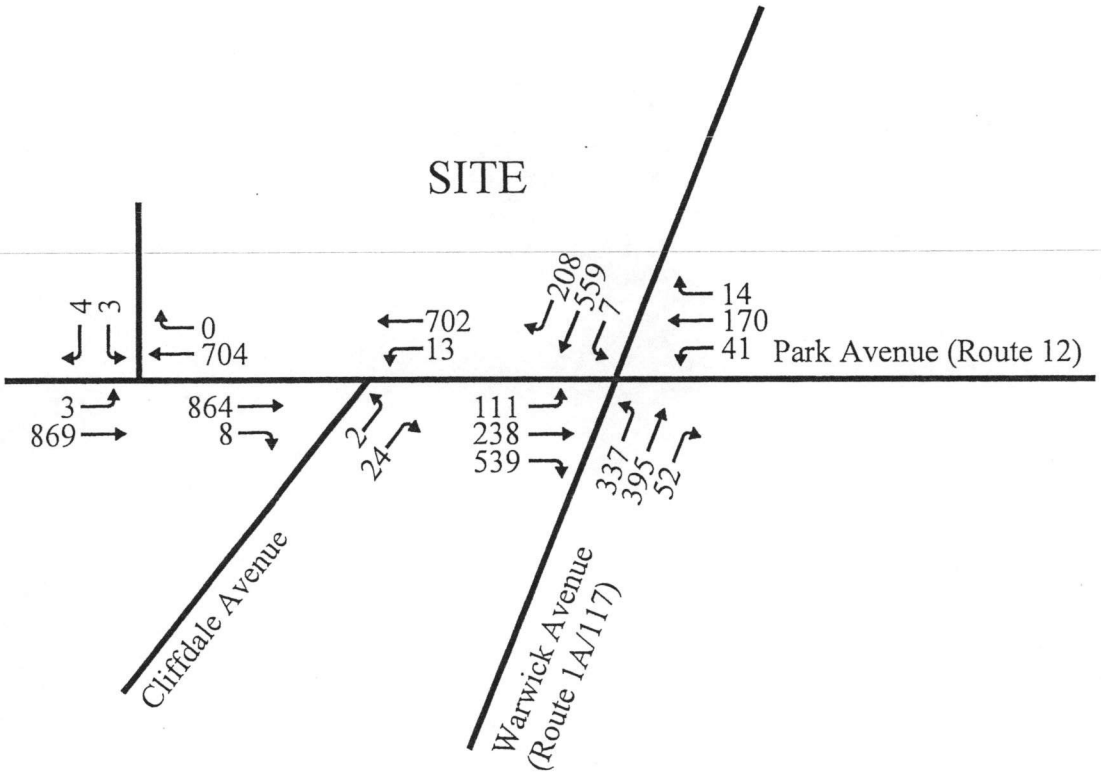

Figure 3
2014 Existing Weekday Afternoon
Peak Hour Traffic Volumes
Cumberland Farms
Cranston, RI

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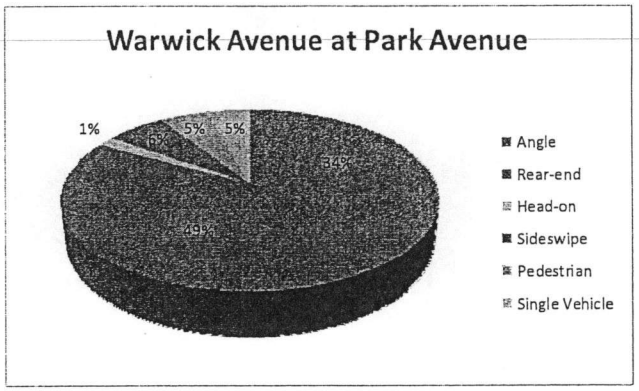
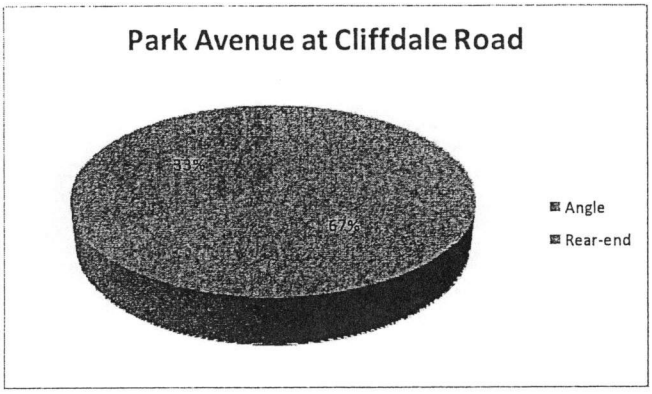
Crash Summary

Crash data for the study area intersections was obtained from the City of Cranston Police Department for the most recent three-year period available. This data includes complete yearly crash summaries for 2011, 2012, and 2013. A summary of the crash data is presented in Appendix B and in the graphs below.

The signalized intersection of Warwick Avenue at Park Avenue had a total of 65 crashes reported over the three year period (2011-2013), resulting in a crash rate of 2.01 crashes per million entering vehicles. The majority of crashes at Warwick Avenue at Park Avenue were rear-end collisions resulting in mostly property damage, which is typical for a signalized intersection. There were also 22 angle collisions accounting for approximately a third of the crashes at this intersection. The majority of these angle collisions were caused by permissive left turns. There were also three crashes involving a pedestrian with one crash resulting in a personal injury.



The unsignalized intersection of Park Avenue at Cliffdale Avenue had a total of three crashes reported over the same three year period, resulting in a crash rate of 0.15 crashes per million entering vehicles. Two of the crashes at Park Avenue at Cliffdale Avenue were angle collisions. This intersection is a two-way stop controlled intersection with Cliffdale Avenue and the existing site drive under stop control.



FUTURE CONDITIONS

To determine future traffic demands on the study area roadways, the 2014 Existing traffic volumes were projected to the future-year 2019, when the proposed development is expected to be fully built and occupied. Independent of the proposed project, traffic volumes on the roadways in 2019 are assumed to include all existing traffic, as well as new traffic resulting from general growth in the study area and from other planned development projects. The potential background traffic growth unrelated to the proposed project was considered in the development of the 2019 No Build (without project) peak hour traffic volume networks. The anticipated traffic increases associated with the proposed development were then added to the 2019 No Build volumes to reflect the 2019 Build (with project) traffic conditions. A more detailed description of the development of the 2019 No Build and 2019 Build traffic volume networks follows.

Future Roadway Improvements

Planned roadway improvement projects can affect area travel patterns and future traffic operations. To develop a clearer understanding of future area roadway operations, we verified that there are not any planned roadway improvements in the vicinity of the study area according to the information provided by the City of Cranston Planning Department.

Background Traffic Growth

Traffic growth is primarily a function of changes in motor vehicle use and expected land development in the region. To predict a rate at which traffic on the roadways in the vicinity of the site can be expected to grow during the five-year forecast period (2014 to 2019), both historic traffic growth and planned area redevelopments were examined.

Historic Traffic Growth

A background growth rate of one percent per year was identified in order to forecast increases in traffic volumes on the study area roadways and intersections for our future analyses and this growth rate was confirmed with the City of Cranston Planning Department. This rate captures growth associated with general changes in population and accounts for other small developments in the vicinity of the study area and is consistent with similar traffic studies completed in this area in recent years.

Site-Specific Growth

Based on conversations with the City of Cranston Planning Department, there are no permitted developments in the study area that are expected to generate additional traffic through the study area.

2019 No Build Traffic Volumes

The 2014 Existing peak hour traffic volumes were grown by one percent per year over the five-year study horizon (2014 to 2019) to establish the 2019 base future traffic volumes. The 2019 No Build weekday morning and weekday afternoon peak hour traffic volume networks are illustrated in Figures 4 and 5, respectively, and are documented in the traffic projection model presented in Appendix C of this report.

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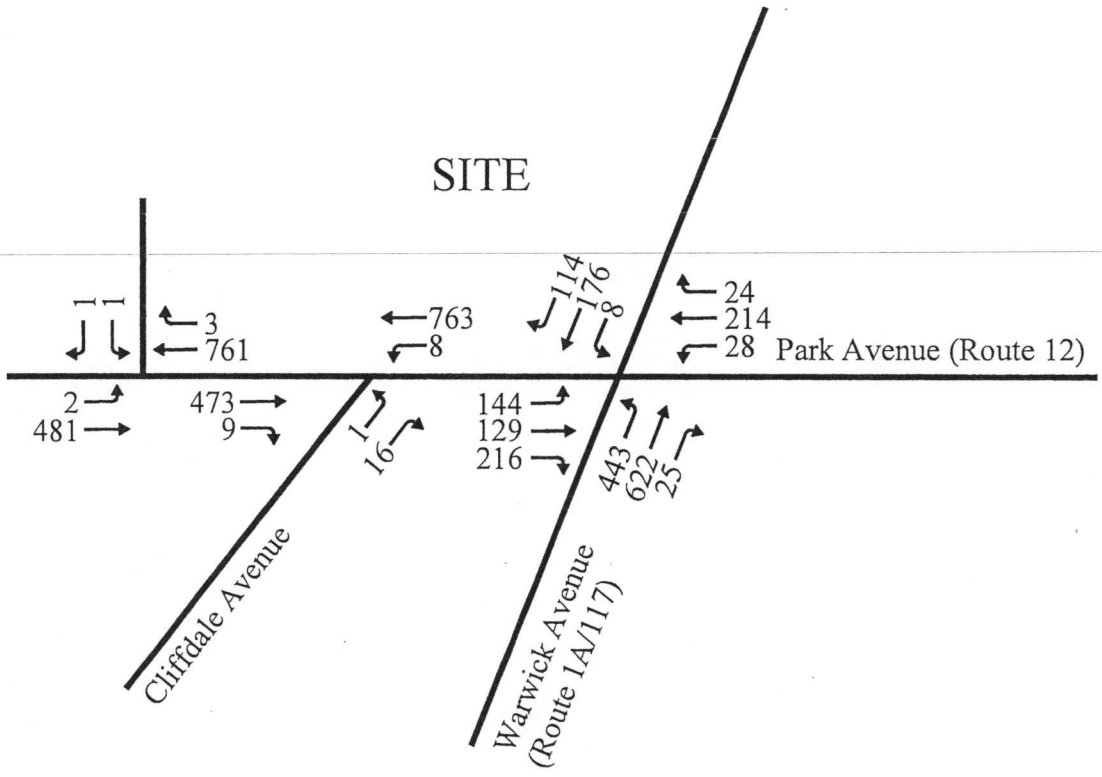

Figure 4
2019 No Build Weekday Morning
Peak Hour Traffic Volumes
Cumberland Farms
Cranston, RI

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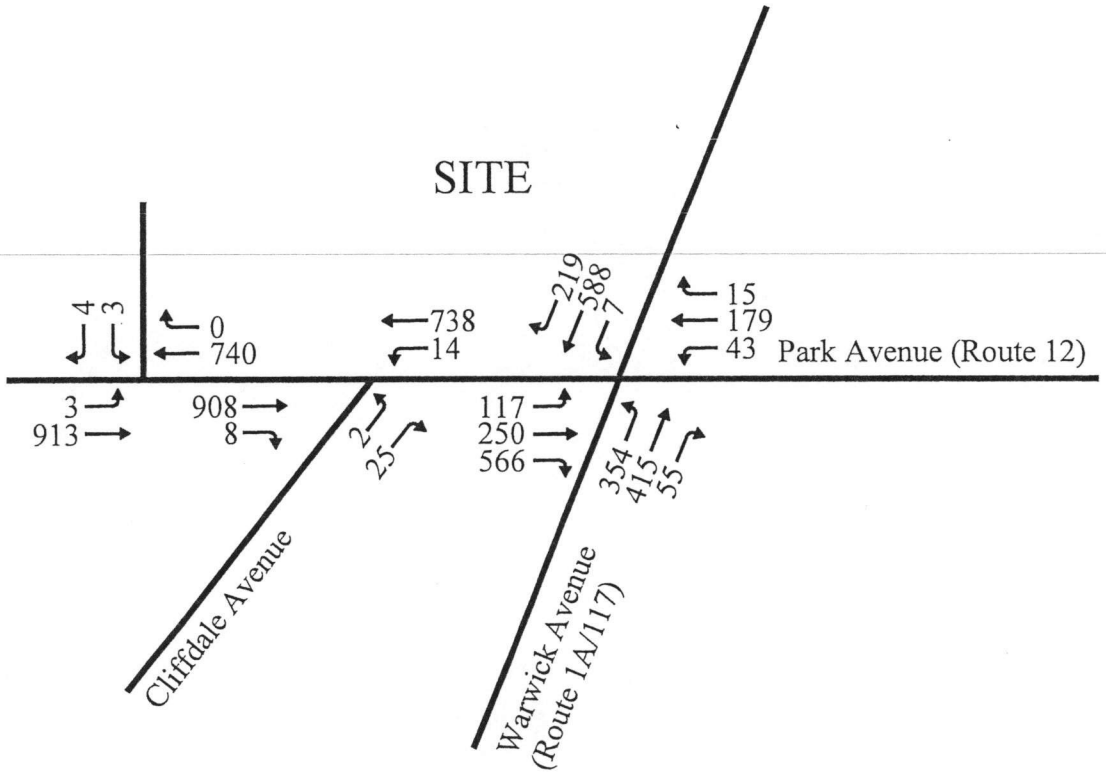

Figure 5
2019 No Build Weekday Afternoon
Peak Hour Traffic Volumes
Cumberland Farms
Cranston, RI

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Site-Generated Traffic

The Institute of Transportation Engineers (ITE) is a national research organization of transportation professionals. Their publication, Trip Generation, 9th Edition provides traffic generation information for various land uses compiled from studies conducted by members nationwide. Vehicle trip estimates for the proposed Cumberland Farms were developed based on data presented in this publication for Land Use Code 853 (Convenience Market with Gasoline Pumps). This reference establishes vehicle trip rates based on actual traffic counts conducted at similar existing facilities.

Land Use Code 853 (Convenience Market with Gasoline Pumps) was used to forecast the trips expected to be generated by the proposed development during the weekday morning and weekday afternoon peak hours. Additionally, the existing site trips were removed since the site will be redeveloped. Table 1 presents the projected future trip generation volumes of the proposed Cumberland Farms.

Table 1
Vehicular Trip Generation

		Weekday AM Peak Hour			Weekday PM Peak Hour		
Description	Size	In	Out	Total	In	Out	Total
Proposed Cumberland Farms Site[1]	4,956 s.f.	102	101	203	126	126	252
Removed Existing Trips[2]		-5	-2	-7	-3	-7	-10
Total Additional Trips		**97**	**99**	**196**	**123**	**119**	**242**

(1) ITE Land Use Code 853 (Convenience Market w/Gas Pumps) based on 4,956sq - ft

(2) Removal of existing trips based on traffic count conducted on 11/5/2014

Not all (driveway) trips to convenience markets with gasoline pumps are "new" trips. In fact, a significant portion of the total trips attracted to such retail uses are "pass-by" trips, which are vehicle trips that are already traveling in the study area that will reroute to the proposed site, then continue to their original destination According to ITE, for the land use category "Convenience Market with Gasoline Pumps," approximately 63 percent of the total weekday morning trips and 66 percent of the weekday afternoon trips attracted to this type of retail use are attributed to pass-by trips. In addition, data collected by Cumberland Farms at their existing sites indicates significantly higher pass-by rates (76% to 81%) than those identified by ITE are experienced at a number of their facilities. Higher pass-by rates would further reduce the impact of a facility of this nature on the adjacent streets. However, in order to provide a conservative assessment of this project, the standard ITE rates were used. The vehicle trips expected to be generated by the proposed development are separated into pass-by vehicle trips and new vehicles trips, as shown in Table 2.

Table 2
Summary of New and Pass-By Trips

	Weekday AM Peak Hour			Weekday PM Peak Hour		
Description	In	Out	Total	In	Out	Total
Total Additional Trips	97	99	196	123	119	242
- Pass-By Trips[1]	61	62	123	81	79	160
Cumberland Farms "New" Trips	36	37	73	42	40	82

(1) Based on ITE Land Use Code 853, 63% of the weekday morning and 66% of the weekday afternoon peak hour trips are attributed to "pass-by" trips.

Since pass-by traffic is already on the adjacent roadways, this portion of the total development traffic is reflected in the existing, base-traffic volumes, and does not represent additional traffic on the roadway network. Therefore, the total proposed development traffic volume is reduced by the pass-by volume to estimate the "new" traffic generated by the proposed development, i.e., that traffic which will be added to the study area roadways and intersections.

As shown in Table 2, the peak hour trip generation of the proposed Cumberland Farms is estimated to result in an increase of approximately 73 "new" vehicle trips (36 entering and 37 exiting) during the weekday morning peak hour and approximately 82 "new" vehicles trips (42 entering and 40 exiting) during the weekday afternoon peak hour.

Project Trip Distribution and Assignment

The traffic expected to be generated by the proposed development was distributed onto the study area roadways and intersections based on the existing travel patterns in the area. New trips to the site were assigned to the site driveways based on the most convenient means of access and proposed driveway restrictions. To provide a conservative analysis the site driveways along Park Avenue were consolidated for analysis purposes. The trip distribution figures are an estimate based on a combination of the morning and afternoon trip distributions. The resulting arrival and departure patterns are presented in Figure 6.

2019 Future Build Peak Hour Traffic Volumes

To establish the 2019 Build peak hour traffic volumes, the project-related traffic was assigned to the surrounding roadway network based on the project distribution patterns presented above. These project trips were then added to the 2019 No Build peak hour traffic volumes to reflect the 2019 Build peak hour traffic volumes. The resulting 2019 Build weekday morning and weekday afternoon peak hour traffic volumes are presented in Figures 7 and 8, respectively.

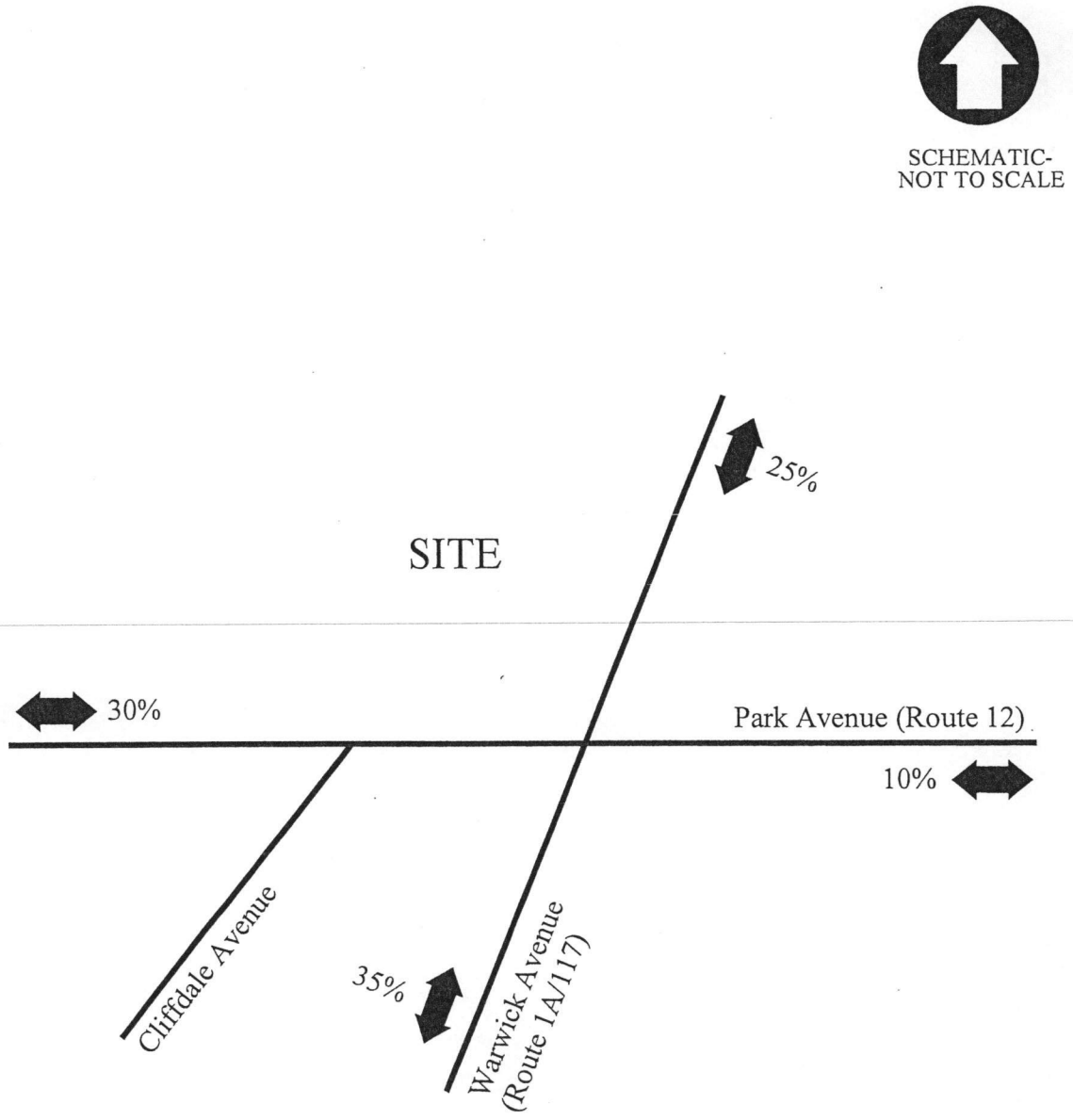

Figure 6
Trip Distribution
Cumberland Farms
Cranston, RI

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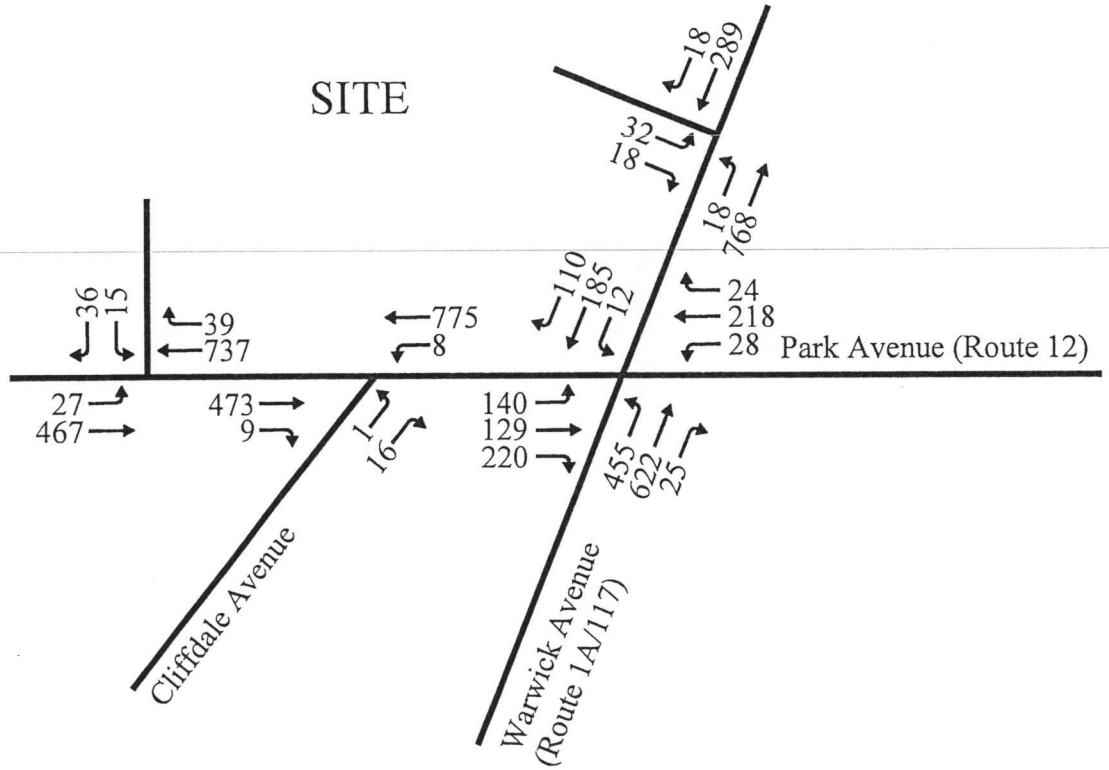

Figure 7
2019 Build Weekday Morning
Peak Hour Traffic Volumes
Cumberland Farms
Cranston, RI

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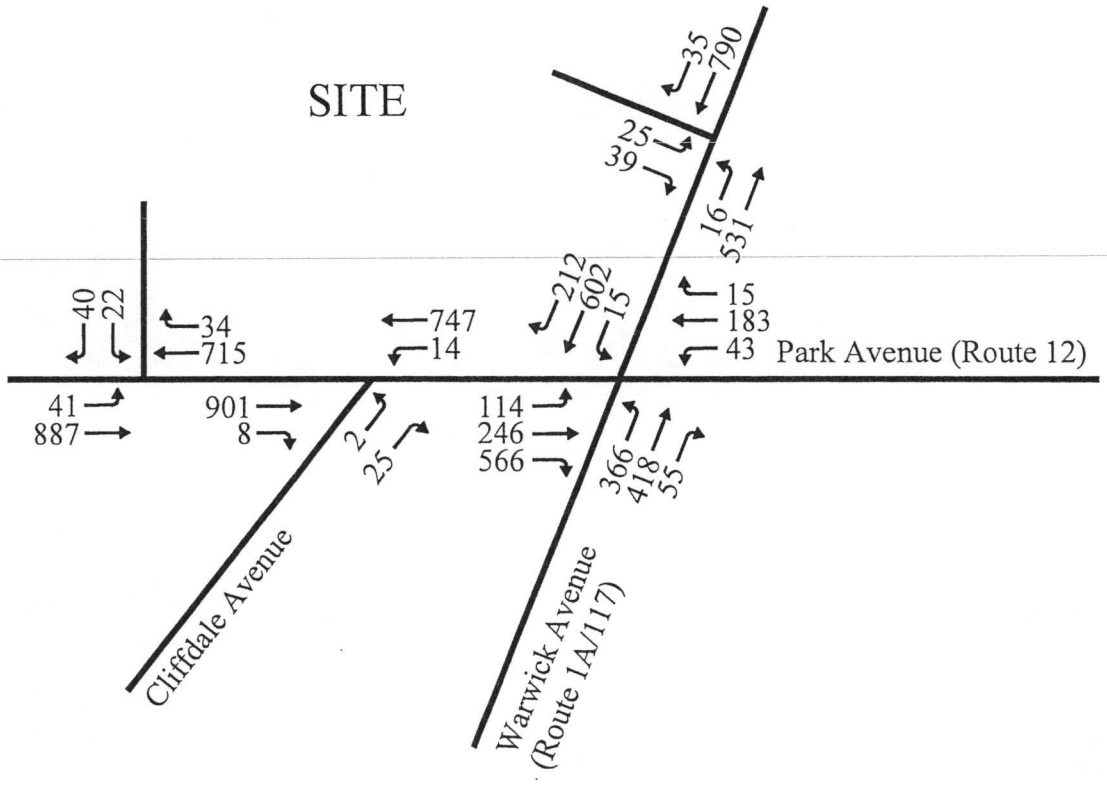

Figure 8
2019 Build Weekday Afternoon
Peak Hour Traffic Volumes
Cumberland Farms
Cranston, RI

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TRAFFIC OPERATIONS ANALYSIS

In previous sections of this report, the quantity of traffic on the study area roadways was described. The following section describes the quality of traffic flow at the study area intersections for the given travel demands. As a basis for this assessment, intersection capacity analyses were conducted using Synchro capacity analysis software for the study area intersections under the 2014 Existing, 2019 No Build and 2019 Build peak hour traffic conditions. This analysis is based on procedures contained in the 2010 Highway Capacity Manual (HCM) which are summarized in Appendix D. A discussion of the evaluation criteria and a summary of the results of the capacity analyses are presented below.

Level-of-Service Criteria

Operating levels of service (LOS) are reported on a scale of A to F with A representing the best conditions (with little or no delay) and F representing the worst operating conditions (long delays).

Capacity Analysis Results

Intersection capacity analyses were conducted for the study area intersections to evaluate the 2014 Existing, 2019 No Build and 2019 Build peak hour traffic conditions. Based on our analysis, the peak hour of the adjacent street traffic occurs between 7:30 AM and 8:30 AM for the weekday morning and 4:30 PM and 5:30 PM for the weekday afternoon peak periods.

The capacity analysis results for the 2014 Existing, 2019 No Build and 2019 Build conditions are presented in Appendix E, Appendix F, and Appendix G, respectively. The results of the signalized and unsignalized intersection capacity analyses are presented in Table 3 below.

Table 3
Peak Hour Intersection Capacity Analysis Results

			Existing 2014						No Build 2019						Build 2019					
			Morning			Afternoon			Morning			Afternoon			Morning			Afternoon		
Intersection	Movement		LOS[1]	Delay[2]	V/C[3]	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C
Warwick Avenue (Route 1A/117) at	EB	LT	E	61.6	0.91	E	67.8	0.96	E	60.5	0.90	F	105.9	1.09	E	62.5	0.91	F	103.0	1.08
Park Avenue (Route 12)		R	A	4.4	0.30	A	4.4	0.55	A	4.2	0.30	A	5.5	0.58	A	4.2	0.3	A	5.6	0.58
	WB	LT	D	49.2	0.71	D	52.3	0.77	D	45.5	0.66	E	57.6	0.82	D	46.8	0.68	E	59.0	0.84
		R	A	0.3	0.06	A	0.1	0.04	A	0.2	0.05	A	0.1	0.04	A	0.2	0.05	A	0.1	0.04
	NB	LTR	C	17.3	0.76	B	15.5	0.65	C	20.7	0.82	B	15.8	0.67	C	21.0	0.83	B	16.0	0.68
	SB	LTR	D	33.7	0.51	E	76.0	1.04	D	35.3	0.54	F	97.2	1.10	D	35.8	0.57	F	112.9	1.14
	Overall		C	27.2	0.91	D	41.3	1.04	C	28.7	0.90	D	53.1	1.10	C	29.2	0.91	E	57.7	1.14
Park Avenue (Route 12) at	EB	TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	0	A	0.0	0.00
Cliffdale Avenue	WB	LT	A	0.1	0.01	B	0.2	0.02	A	0.1	0.01	B	0.2	0.02	A	0.1	0.01	B	0.2	0.02
	NB	LR	B	12.4	0.04	C	19.0	0.11	B	12.8	0.04	C	20.3	0.12	B	12.8	0.04	C	20.1	0.12
Park Avenue (Route 12) at	EB	LT	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00	A	0.5	0.04	A	0.4	0.05
Western Site Drive	WB	TR	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	SB	LR	C	19.3	0.01	D	26.2	0.05	C	20.5	0.01	D	29.2	0.05	C	21.7	0.21	E	43.7	0.43
Warwick Avenue (Route 1A/117) at	EB	LR	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	C	15.6	0.14	C	22.4	0.25
Site Drive	NB	LT	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A	0.3	0.02	A	0.5	0.03
	SB	TR	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A	0.0	0	A	0.0	0.00

1 Level-of-Service
2 Average vehicle delay in seconds
3 Volume to capacity ratio
n/a Not Applicable

Table 3 reports the level-of-service results for the signalized and unsignalized intersections within the study area during the weekday morning and weekday afternoon peak hours (which can also be found in Appendix H). The specific capacity analysis results of the study area intersections are discussed below.

Warwick Avenue at Park Avenue

The capacity analysis indicates that the signalized intersection of Warwick Avenue at Park Avenue currently operates at an overall level-of service LOS C during the weekday morning peak hour and LOS D during the weekday afternoon peak hour with all movements operating at LOS E or better.

Under the 2019 No Build conditions, the intersection is expected to continue to operate at overall LOS C and LOS D overall for the weekday morning and weekday afternoon peak hours, respectively. The eastbound approach and southbound approaches both decrease from LOS E to LOS F during the weekday afternoon peak hour. The westbound approach also decreases from LOS D to LOS E during both the weekday morning and weekday afternoon peak hours.

Under 2019 Build conditions with the proposed site traffic added, the capacity analysis indicates that the intersection of Warwick Avenue at Park Avenue will continue to operate at an overall LOS C during the weekday morning peak hour and decrease from LOS D to LOS E during the weekday afternoon peak hour. There is no decrease in LOS for any individual movement, but due to the minor increases in delay, the intersection degrades overall by five additional seconds.

Park Avenue at Cliffdale Avenue

To provide a conservative analysis the site driveways along Park Avenue were consolidated for analysis purposes. The northbound stop controlled approach from Cliffdale Avenue operates at LOS B during the weekday morning peak hour and LOS C during the weekday afternoon peak hour. Under the 2019 No Build and Build conditions, the stop controlled approach from Cliffdale Avenue experiences no change in level-of-service. All movements on Park Avenue are expected to operate at LOS A.

Park Avenue at Site Driveway

As stated above, the site driveways along Park Avenue were consolidated for the capacity analysis to provide a conservative analysis. The capacity analysis indicates that the existing site driveway on Park Avenue currently operates at LOS C during the weekday morning peak hour and LOS D during the weekday afternoon peak hour. There is no change in level-of-service during the 2019 No Build conditions at this intersection.

Under the 2019 Build conditions, the critical stop controlled movement from the proposed site driveway is expected to continue to operate at LOS C during the weekday morning peak hour and decrease to LOS E during the weekday afternoon peak hour, but under capacity during both peak hours. All movements along Park Avenue are expected to operate at LOS A during both peak hours. It is important to note that this provides a conservative analysis

Site Circulation

Access to the site will be provided by a total of three site driveways, two site driveways along Park Avenue and one proposed site driveway on Warwick Avenue. The site driveway on Warwick Avenue is proposed to be full access and 30 feet in width. The site driveway will be located approximately 175 feet north of Park Avenue. The eastern site driveway on Park Avenue is proposed to be 30 feet wide located approximately 100 feet west of Warwick Avenue and restricted to right-in/right-out only access. The western site driveway on Park Avenue is proposed to be 24 feet in width provide full access to the site and located approximately 145 feet west of the eastern driveway. There are six gasoline pumps (12 fueling stations) to the east of the proposed convenience store that will be parallel to Park Avenue. Adequate access and egress is provided to the proposed convenience store and gas pumps.

Sight Distance

A field review of the available sight distances was conducted for three proposed site driveways. In the vicinity of the site, Park Avenue has a posted speed limit of 25 miles per hour. Warwick Avenue has a posted speed limit of 30 mph within the vicinity of the site.

The American Association of State Highway and Transportation Officials' (AASHTO) publication, *A Policy on Geometric Design, 2011 Edition*, defines minimum and desirable sight distances at intersections. The minimum sight distance is based on the required stopping sight distance (SSD) for vehicles traveling along the main road and the desirable sight distance allows vehicles to enter the main street traffic flow without requiring the mainline traffic to slow to less than 70% of their speed and is referred to as intersection sight distance (ISD). According to AASHTO, "If the available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major road, then drivers have sufficient time to anticipate and avoid collisions." The following table summarizes the sight distance standards for the various speeds.

Table 4
Sight Distance Requirements

Driveway	Movement	Posted Speed (mph)	SSD[1] Required (ft)	ISD[2] Required (ft)	Sight Distance Measured (ft)	Meets Requirements
Warwick Avenue at Site Driveway	Left (North)	30	200	335	500+	Yes
	Right (South)	30	200	290	500+	Yes
Park Avenue at E. Site Driveway	Left (East)	25	155	280	500+	Yes
	Right (West)	25	155	240	500+	Yes
Park Avenue at W. Site Driveway	Left (East)	25	155	280	500+	Yes
	Right (West)	25	155	240	500+	Yes

1 - AASHTO Stopping sight distance (see AASHTO Exhibit 3-1).
2 - AASHTO Intersection sight distance based on Case B1, looking left from stop or B2, looking right from stop.

The sight distance looking north (left) and south (right) along Warwick Avenue from the site driveway is greater than 500 feet and exceeds the SSD and ISD requirements for vehicle speeds in excess of the posted speed limit of 30 mph.

The sight distance looking west (right) from the proposed site driveways on Park Avenue are both greater than 500 feet. Looking east (left), the intersection with Warwick Avenue is located approximately 100 feet from the eastern site driveway and 245 feet from the western site driveway, but there is over 500 feet of sight distance through the intersection. The available sight distance at the site driveways on Park Avenue exceeds the SSD and ISD requirements for vehicle speeds in excess of the posted speed limit of 25 mph.

CONCLUSION

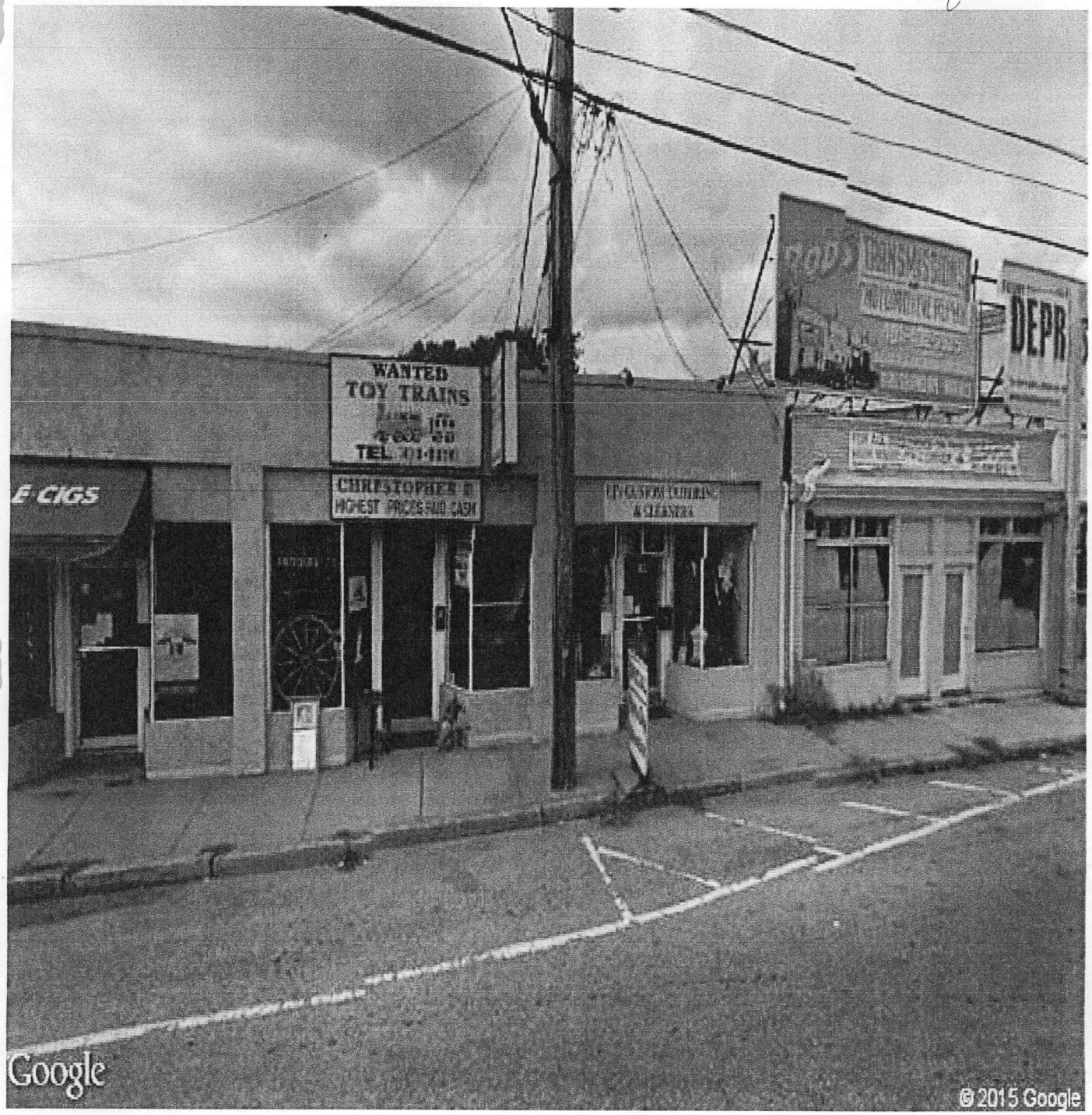
The proposed Cumberland Farms development project consists of a 4,956 square-foot convenience store and gas station with six gasoline pumps (twelve total fueling positions) located at the northwest corner of the signalized intersection of Warwick Avenue at Park Avenue. Access to the development will be provided by three site driveways, one full access driveway on Warwick Avenue, one right-in/right-out only driveway on Park Avenue and one full access driveway on Park Avenue. As part of this project, a total of 19 parking spaces are proposed for the convenience store plus twelve spaces at the fueling pumps.

The Cumberland Farms development is expected to result in approximately 73 "new" vehicle trips (36 entering and 37 exiting) during the weekday morning peak hour and approximately 82 "new" vehicles trips (42 entering and 40 exiting) during the weekday afternoon peak hour.

The signalized intersection of Warwick Avenue at Park Avenue is shown to currently operate at an overall LOS C during the weekday morning peak hour and LOS D during the weekday afternoon peak hours, under the 2014 Existing and 2019 No Build conditions. With the additional traffic expected to be generated by the proposed site, this intersection is expected to continue to operate at an overall LOS C during the weekday morning and decrease to LOS E during the weekday afternoon peak hour with five additional seconds of delay compared to 2019 No Build conditions. Under 2019 Build conditions, all site driveways are expected to operate at LOS C or better during both peak hours except for the site driveway on Park Avenue during the weekday afternoon peak hour which is expected to operate at LOS E but under capacity which is typical for an urban setting. The delays at this site driveway will only be experienced by site patrons and all operations on Park Avenue will continue to operate at LOS A. In addition, our capacity analysis consolidated the two site driveways along Park Avenue to provide a conservative analysis, whereas in reality there will be two driveways located on Park Avenue allowing for more efficient operations.

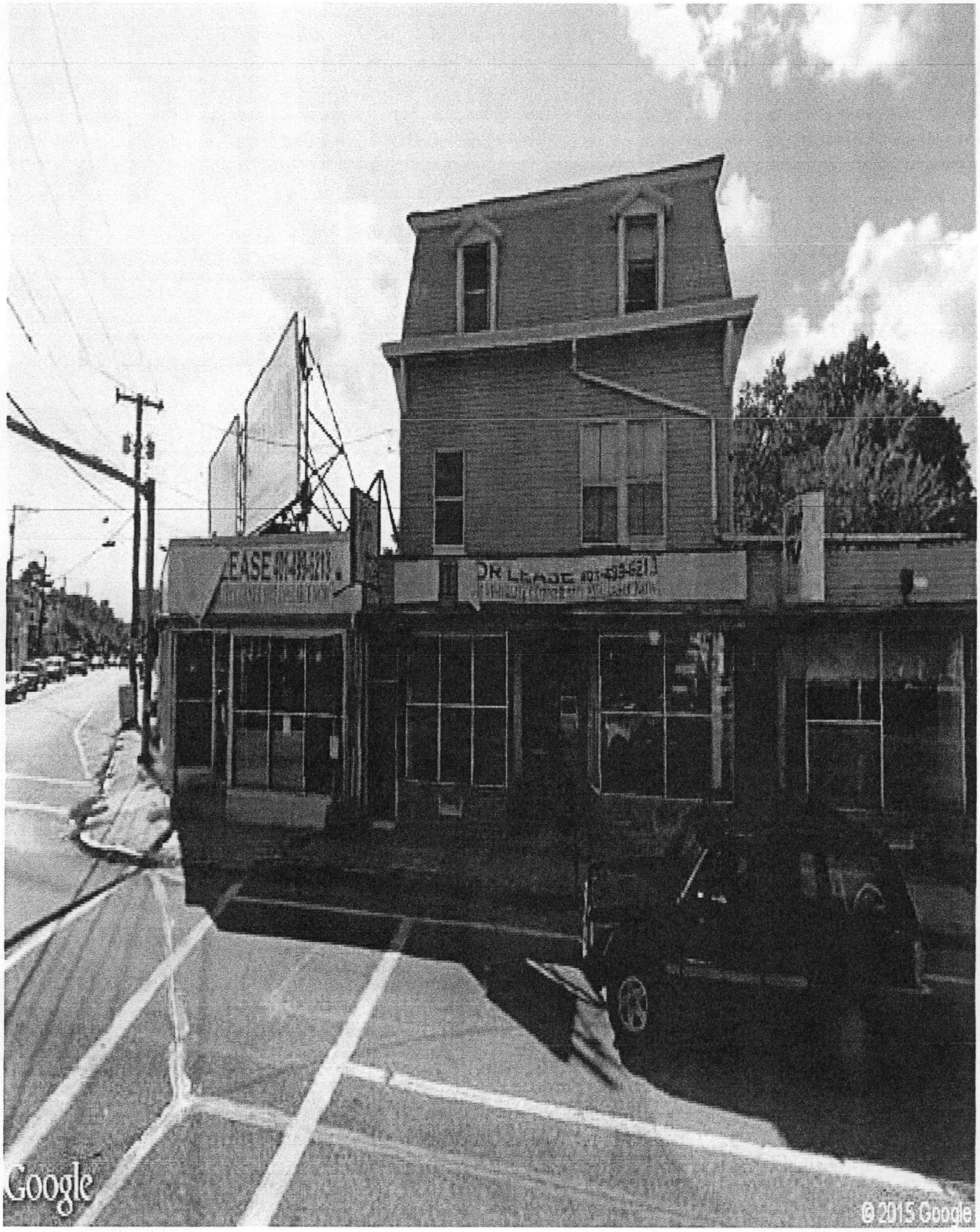
With the predominantly pass-by nature of the proposed Cumberland Farms convenience store and gasoline station, the project will not result in a significant impact on the overall traffic operations of the study area roadways. Based on the analysis results presented in this report, the proposed development of Cumberland Farms is expected to have a minimal impact on the operations of the study area roadways.

Submitted by Steve Boyle,
Conasta Chamber of Commerce
6/11/2015 M. Wall
1 of 2



Finance Committee

2 of 2



Zoning Ordinance
6/11/2015 M. Wall

Ladies and Gentlemen:

My name is Michael Schlesinger and I live at 96 Ocean Avenue in Cranston. I am an attorney, but am appearing in front of you as a private citizen.

You have in your hands the Site Feasibility Analysis prepared by my neighbor, John Stevens. Mr. Steven's report is wide ranging and covers a number of points; however, I think the major emphasis of his report is two major aspects: traffic and aesthetics. On page 9, Mr. Stevens details that per RIDOT that the average daily traffic flow on Park Avenue is 13,700 cars and on Warwick Avenue, 24,300. THAT IS A LOT OF CARS!! Cumberland Farms own traffic experts project that their proposed gas station would add 70 -80 new vehicle trips per hour on and off it property at peak times. Over a 12 hour period, this means utilizing the 70 car rate, that daily, at least 840 cars would be on the road and the 80 car standard would result in 960 cars. Page 9 of John's report details that in the past 6 years at the intersection of Park and Warwick Avenues, almost 60% of all accidents occurred during the day with half of the accidents being rear enders and 18% resulted in injury with 42% resulting in damage of over $1,000. If you have any doubts that the corner of Warwick and Park Avenues is unsafe, I suggest you read the letter to Mayor Fung from the State Traffic Commission dated August 6, 2012 (copy attached) wherein Mr. Pristawa states that on Warwick Avenue between Park and Norwood Avenues the data they collected for the 4 years ending in 2012 indicates that this area "experiences a high frequency or pattern of crashes."

We have 4 schools which are located only a couple of blocks from the proposed gas station - St. Paul's which is up the street; the Rhodes School. Chester Barrows and Park View Junior High. Stand on the intersection of Warwick and Park Avenue during school hours and you will see children being forced to scurry across the street with a crossing guard standing on the little island at the intersection having to deal with children coming from 2 corners. I think she deserves combat pay. Obviously with these kind of statistics about accidents, we have parents very concerned about their children. We also have senior citizens like myself and if you want proof of how many people are opposed to this gas station, take a look at the people behind me as well as read the petition presented to you which bears over 200 signatures. I will let you cull the list to see the important people who signed the petition and are opposed to this proposed gas station.

If I have not convinced you about the increase in traffic which this proposed gas station will cause and the increased potential for accidents, then lets deal with aesthetics, economics and practicality. I am in the process of buying a new car and when I do, it most likely will be a fuel efficient one getting 35 miles to the gallon. I am not alone in buying a fuel efficient car; our President wants us to do the same so our country can become oil independent. So, the end result is that we do not need more gas stations; only less due to fuel efficiency. Now, with that said, let us look at the number of gas stations we have in the immediate area of approximately one square mile surrounding this proposed gas station - there are 5 independently owned gas stations with one less than 1000 feet from the proposed gas station and the other one on Park Avenue within eye sight of the proposed gas station; at the corner of Post Road and Warwick Avenue there are

2 gas stations and in Pawtuxet Village there are 2 more gas stations. How many gas stations does this little square mile area need? Certainly, not another one owned by a big national chain that has over 600 gas stations throughout the country. Why do we need this corporate giant destroying the character of the neighborhood with its monumental gas station. At the Southwest corner of the intersection of Warwick Avenue and Post Road, there is presently a vacant gas station - let them take that one over rather than tear down existing structures, displacing merchants, who have roots in the community and cause people who have lived here for years on Henry Street to move because they do not want to deal with a newly erected monstrous gas station behind them. In law, we have a legal term for what this corporate giant named Cumberland Farms is doing - it is called "commercial block busting!!"

Lets look at the aesthetics a little bit closer. We have a number of old homes surrounding this gas station as John Stevens reported on Page 9 in his report. You cannot rebuild houses built in 1875 & 1900. I moved into this neighborhood about 3 years ago buying a house built in 1904; the house next to me was built in 1887 and around the corner, 1775 with houses across Broad Street erected in the 1700s. We have history in this neighborhood and judging by Zillows, my choice in buying a house in this neighborhood was a wise one - my house's purchase price has increased 20% in less than 3 years. Edgewood has character; it is a place where people want to live and has a solid tax base. Ask Jordan Fratus who returned to Edgewood to raise his children. Ask Jane Raposo who lives in the same house in which she was raised on Bow Street. Ask anyone in the audience behind me why they live in this neighborhood. Please do not allow this gas station which is significantly out of scale and context with the residential character of this neighborhood. If you do, I promise you that real estate values will decrease and Cranston's tax base will drop significantly all because of a gigantic shiny gas station open early in the morning and late at night with music blaring; gasoline pumps talking to you, and exhaust fumes spewing plus hideous signs posted so that you will know the price of gas daily,

I think everyone agrees that the current corner where Cumberland Farms wants to erect a gas station is an eyesore. But is a gas station with shiny florescent bulbs and a footprint twice the size of Cranston Fire Station One any better?? I would love Cranston to condemn the ugly buildings and install a park - it would be a wonderful companion site to the firehouse where they have the tree plantings.

Further, Peter S. Lapolla in his Planning Department Memorandum dated 5/29/15 stated that "if the applicant can provide planning justifications which would support the change [such as the change in land use classification will result in a better site design or *an increase in safety for site access*] (emphasis added) that the Commission may consider changing the land use classification as requested." I am all ears to find out how a gas station which per Cumberland Farms own traffic expert will increase traffic flow by 70 -80 new vehicle trips per hour will "increase the safety for site access."

I also am all ears to learn how a gas station can generate enough tax revenue to replace the revenue which will be lost by displacing the buildings and merchants on the present site; but that

is a question which must be answered by a different governing body.

Thank you for letting me speak.

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS
STATE TRAFFIC COMMISSION
Two Capitol Hill
Providence, R. I. 02903

August 6, 2012

The Honorable Allan W. Fung
Mayor of Cranston
Cranston City Hall
869 Park Avenue
Cranston, RI 02910

Dear Mayor Fung,

The State Traffic Commission (STC) considered your request to evaluate the pedestrian and traffic safety on Warwick Avenue between Park Avenue and Norwood Avenue in Cranston at their monthly meeting on July 11, 2012.

An engineering study was conducted to determine appropriate safety countermeasures. In particular, the feasibility of reducing the four lane cross section to three lanes, with one in each direction and a center turn lane, otherwise known as a 'road diet'. A field review, review of accident data, collection of vehicle volumes, and collection of vehicle speeds were conducted as a part of this study.

Typically road diets reducing a four lane cross section to a three (3) lane cross section can be implemented in locations with observed traffic of up to 20,000 vehicles per day (vpd) without significant impacts to capacity. Based on the vehicle volumes that were collected, Warwick Avenue within the study limits experiences an average daily traffic of 13,300 vpd. Volumes on Warwick Avenue were extrapolated over the next ten (10) years using a growth factor of one (1) percent per year to determine if daily vehicle volumes would exceed the recommended threshold of 20,000 vpd. Based on this calculation, Warwick Avenue will experience 14,700 vpd in the year 2022, which is still less than the threshold value of 20,000 vpd. Morning and afternoon peak volumes were also analyzed using today's volumes and projected volumes in 2022. Typically, road diets will not significantly impact traffic when peak volumes are less than 750 vehicles per hour per direction (vphpd). All peak volumes observed were also determined to be less than the 750 vphpd threshold.

According to the vehicle speeds collected, the average speed on Warwick Avenue is thirty-four (34) mph in both the northbound and southbound directions. The 85th percentile speed is forty (40) and thirty-nine (39) mph in the northbound and southbound directions, respectively. The posted speed limit in this area is thirty (30) mph.

Accident data was reviewed for the last four (4) years to determine if this location experiences a high frequency or pattern of crashes. Based on this review, fifty-eight (58) crashes occurred along this stretch of road from 2008-2011, 24% of which resulted in injuries. Of those, twenty-

eight (28) crashes were rear-ends, fifteen (15) were angles, and eight (8) were sideswipes. During this four year period, one crash also resulted in a pedestrian fatality. Past experiences and studies have shown that the implementation of a road diet can reduce the potential for angle and rear end crashes by separating left turning traffic from through traffic and reducing the number of lanes entering and exiting traffic must cross, thereby reducing the number of conflicts. Road diets have also been shown to have appositive effect on pedestrian safety since pedestrians will only need to cross two (2) lanes of flowing traffic instead of four.

It is for these reasons that the STC approved the installation of a road diet on Warwick Avenue between Park Avenue and Norwood Avenue. The reduction to one travel lane in each direction will allow for three twelve (12) foot wide lanes, one for each direction of travel and one center two-way left turn lane, and either five (5) foot wide shoulders on both sides of the road or a seven (7) foot wide parking lane on one side with a three (3) foot shoulder on the other, depending on the City's preference. Re-striping of the roadway will be completed through an active RIDOT striping contract and signing will be installed through the RIDOT Maintenance Division when work is scheduled in the area.

Very truly yours,
STATE TRAFFIC COMMISSION

Steven W. Pristawa, P.E.
Secretary

SWP/MM
cc: Steven Stycos, Councilman (Ward 1)
Stephen Mulcahy, Cranston Bureau of Traffic Safety
Marco Palombo Jr., Chief (Cranston Police Department)
Director Lewis, Frezza, file

Planning Department
MEMORANDUM

TO: City Plan Commission
FROM: Peter S. Lapolla
DATE: May 29, 2015
RE: Staff Report Ordinance 04-15-05 to Amend the Future Land Use Plan of the 2010 Comprehensive Plan

PROPOSAL**

As submitted, the Ordinance 04-15-05, seeks to amend the Future Land Use Plan of the 2010 Cranston Comprehensive Plan as follows:

> 'Element 2 of the 2010 Comprehensive Plan entitled "Land Use Plan" is hereby amended at the subsection entitled "Land Use Plan Map", by deleting therefrom the designation "Single/Two Family Residential Less Than 10.89 Units per Acre." on plan entitled "City of Cranston Future Land Use", for the real properties located at 135 Warwick Avenue, Lot 1343 and 161 Park Avenue, Lot 3669, Cranston, on Tax Assessor's Plat 2-5, designated Single/Two Family Residential Less Than 10.89 Units per Acre." And adding thereto:
>
> The designation "Neighborhood Commercial/Services" to said properties.'

Accompanying this ordinance is Ordinance 4-15-06 which proposes to rezone the lots in question to C3. This ordinance would change the land use classification the properties so that a C3 zoning classification would be consistent with the Future Land Use Plan of the 2010 Comprehensive Plan.

SITE ANALYSIS

Assessors Plat 2 Lot 3669 is located at 161 Park Avenue. The lot has an area of 5969 SF with frontage and access from Park Avenue. The City's GIS indicates that the use on site is a single family residence. The site is zoned B1 Single and Two Family Dwellings and has a land use classification of Single/Two Family Residential Less than 10.89 Units per Acre on the Future Land Use Plan of the 2010 Cranston Comprehensive Plan. In a B1 zoning district a single family residence is a use by right. The site does not comply with the dimensional density standards for a B1 Zone. A zoning classification of B1 is consistent with a land use classification of Single/Two Family Residential Less than 10.89 Units per Acre.

Assessors Plat 2 Lot 1343 is located at 135 Warrick Avenue. The lot has an area of 8583 SF with frontage and access from Warwick Avenue. The City's GIS indicates that the use on site is a two family residence. The site is zoned C2 Neighborhood Business and has a land use classification of Single/Two Family Residential Less than 10.89 Units Per Acre on the Future Land Use Plan of the 2010 Cranston Comprehensive Plan. In a C2 zoning district a single family residence is a use by right. The site does not comply with the dimensional density standards for a C2 Zone. A zoning classification of C2 is not consistent with a use classification of Single/Two Family Residential Less than 10.89 Units per Acre.

COMPREHENSIVE PLAN HISTORY

In 2010, the City Plan Commission and the City Council adopted the 2010 Comprehensive Plan including the Future Land Use Plan as one of its Plans Elements. The Future Land Use Plan, as adopted, assigned a land use classification to every parcel of land within the City. These land use classifications were initally assigned by staff of the Planning Department and then confirmed by the vote of the City Plan Commission and the City Council.

- The Future Land Use Plan designated a land use classifiction of Single/Two Family Residential Less than 10.89 Units per Acre for Assessors Plat 2 Lot 3669 [161 Park Avenue]. Said classification was made to reflect both the existing zoning [B1] and the existing single family use.
- The Future Land Use Plan designated a land use classifiction of Neighborhood Commercial Services for Assessors Plat 2 Lot 1343 [135 Warrick Avenue]. Said classification was made to reflect the existing zoning [C2] and to reflect the ongoing commercialization of that section of Warwick Avenue.

As required by §45-22.9-9 RIGL, the locally adopted comprehensive plan was forwarded to the Rhode Department of Administration Statewide Planning Program for consistency review and acceptance by the State Planning Council. As part of its review, Statewide Planning recommended a number of changes to the language of the Comprehensive Plan that required the plan be resubmitted for amendment to the City Plan Commission and City Council. [Note that the requested changes did not require any changes to the Future Land Use Plan.] Said amendment was considered and enacted in June, 2012. During the City Council deliberations on the amendment, a councilman questioned the land use classification for a number of properties on Warwick Avenue and Broad Street [including Assessors Plat 2 Lot 1343]. It was the councilman's position that, for the properties questioned; the land use classifications should reflect the current uses rather than zoning or expected uses. In October, 2012 the City Council enacted an amendment to the Future Land Use Plan of the Comprehensive Plan to address the councilman's concerns.

- The land use classifiction for Assessors Plat 2 Lot 3669 [161 Park Avenue] remained unchanged. The land use classification is Single/Two Family Residential Less than 10.89 Units per Acre.
- The land use classification for Assessor Plat 2 Lot 1343 was changed from Neighborhood Commercial Services to Single/Two Family Residential Less than 10.89 Units per Acre.

RECOMMENDATION

Absent sound planning reasons [which have not been made] to warrant a change to the Future Land Use Map, staff would suggest that planning process used to develop the land use classifications and the classifications ultimately adopted are correct and the Future Land Use Plan should not be amended. However, it is staff's understanding that applicant plans to present its case at the public hearing. If at the hearing, the applicant can provide planning justifications which would support the change [such as the change in land use classification will result in a better site design or an increase in safety for site access] that the Commission may consider changing the land use classification as requested.

** Please note that the requested change to the Future Land Use Plan is not attached to a specific development proposal. While the applicant has represented that it intends to construct a Cumberland Farms Minimart if the land use classification is changed, the Department is not in receipt of any application for a land use permit to construct a Cumberland Farms.

Stop this Cumberland Farms Gas Station!

Petition summary and background	Please help our neighborhood and prevent crime rate increase,traffic increase, property value decline, Closed businesses all over the area! Say no to this gas station!
Action petitioned for	We, the undersigned, are concerned citizens who urge our leaders to act now to stop this Cumberland Farms!

Printed Name	Signature	Address/Phone number or email	Comment	Date
[illegible]	[illegible]	63 Marion Ave	Safety issue for kids	2/26
John Rock	John Rock	63 MARION AVE	DO NOT AGREE	2/26
Katie Wetherby	[illegible]	51 Glen Ave	safety for kids	2/26
Justin Wetherby	[illegible]	" "	" "	2/26
Nicole Ashley-Gilbert	[illegible]	76 Park Ave	Safety issue for kids	2/26
MELANIE MILLER	[illegible]	1997 BROAD ST	TOO MUCH TRAFFIC	02/26
Nancy Barnett	[illegible]	110 Shaw Ave	too busy	3-5-15
Keri Hefferman	[illegible]	116 Shaw Ave	Safety	3-5-15
Marie LYNCH	[illegible]	57 Marion Ave	Bad intersection	3/7/15
Anne Dineen	[illegible]	57 marion ave	No need for another pharmacy	3-7-15
Don Foster	[illegible]	Bluff Ave	Safety	3/10/15
Karen Davidson	[illegible]	56 Marion Ave	no need for it	3/11/15
Susan Saxon	[illegible]	144 Wheeler Ave	safety	3/12/15
Liz Rennick	[illegible]	Sefton	Poor idea, no need	3/15/15
John Resseger	[illegible]	50 Mayflower Rd	Dangerous	3-25-2015
Norton, Elizabeth	[illegible]	1880 Broad St	safety Busy Road	4-27-15
Lori Ladefian	KIM LADEFIAN	127 WARWICK AVE	DECLINE PROPERTY VALUE	4-27-15
Raymond Mountain	Raymond Mountain Jr	32 Henry St		4-27-15
Mary Mountain	Mary Mountain	32 Henry St	Dangerous extremely	4/27/15
[illegible]	[illegible]	51 Moorland Ave Cranston	Very dangerous!	4/29/15
Hope D. Pilkington	Hope D. Pilkington	12 Selkirk Rd Cranston	Very dangerous traffic	4/27/15

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Printed Name	Signature	Address/Phone number or email	Comment	Date
JOHN C. LAVALLEE	John C. Lavallee	81 PARK AVE. 941-9855	GOODBYE EDGEWOOD	2/22/15
ELIZABETH LAVALLEE	Elizabeth Lavallee	81 PARK AVE 941-9855	WANT TO BUY OUR HOUSE?	2/22/15
Wendy Aronoff	Wendy Aronoff	9 River St. 941-22	76 So Sad!	2/22/15
Kelly Kelly	Kelly Kelly	10 River St		2/22/15
Anne Dineen	Anne Dineen	57 Marion Ave 9524542	Terrible idea	2/25/15
Marie Lynch	Marie Lynch	57 Marion Ave 954-2342	BAD!	2/25/15
William McKeon	William McKeon	35 Norwood Ave	concerned about traffic	2/26/15
Barbara Rubine	Barbara Rubine	1438 Narragansett Blvd	Scale wrong, Traffic	4/27/15
MISS SCHOSSMOSS		96 OCEAN AVE CRANSTON	TRAFFIC PROBLEM	5/20/15
Sheila Resseger	Sheila Resseger	50 Malvern Ave. 02905	traffic nightmare, fumes, noise	6-2-15
Efrosyni Iosiphidis	Efrosyni Iosiphidis	21 Marcy St., Cranston	traffic, safety	6-11-15
Nicholas Papadopoulos		21 Marcy St Cranston	traffic, safety	6-11-15
Garabed Tashian		53 Derbyshire dr. cranston	this will kill small Business	6-11-15
Hope D. Pilkington	Hope D. Pilkington	12 Lucknow Rd	Fire Safety	
Barbara Rubine	Barbara Rubine	1438 Narragansett Blvd	scale too big, loss of historic bldg	6-11-15
Tim FORD	Tim Ford	116 Bowen St. 781-0065	This will be end of Edgewood	6/11/15
Doug Ford	Doug Ford	116 Bowen St. 781-0065	Too Much Gasoline NOW	6/11/15
Dorothy J. Johnson	Dorothy J. Johnson	167 Park Ave 941-5241	doesn't belong in neighborhood	6/11/15

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Printed Name	Signature	Address/Phone number or email	Comment	Date

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Printed Name	Signature	Address/Phone number or email	Comment	Date

208 Signatures opposing this proposal !!

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Printed Name	Signature	Address/Phone number or email	Comment	Date
Pat April	Patricia J. April	130 Park Ave.	detrimental to our Neighborh	12/11/14
Bruce Capel	Bruce Capel	130 Park Ave	detrimental to our neighborhood	12/11/14
Fabiola Burns	Fabiola Burns	120 Park Ave	detrimental to our Neighborh	12/11/14
Rosemarie Coren	Rosemarie Coren	8 Harding Ave	Bring down property val.	12/15/14
Jackie	Jackie Gerard	14 Harding Ave	Safty issue for our Children	12/15/14
Donn Guttin	Donn Gut	22 Harding Ave	detrimental to neighborhood	12/15/2014
Michael Walsh	Michael Walsh	3 HENRY ST.	DO NOT Build	12/31/15
Tara Valletta		7 Henry St 2nd Floor	NOT OKAY AT ALL	1/1/2015
Kim LADLEY-IN	Kim Wadleman	127 WARWICK AVE	DETRIMENTAL TO NEIGHBORHOOD BRING DOWN PROPERTY VALUE	1-1-2015
William A. Wawrzyki		16 Henry Street	Do not build	1-1-2015
Russell Watts	Russell Watts	22 Henry St.	Destroy our backyard	1-1-15
Rebecca Watts	Rebecca Watts	30 Frances Ave	light/sound polution	1-1-15
Mary Mountain	Mary Mountain	32 Henry St	Detrimental to our neighb	1-1-15
RAYMOND D. MOUNTAIN JR	Raymond D Mountain	32 Henry Street	Detrimental to our neighborhood	1-1-15
Joseph Laliberte		45 Henry st.	Not a good idea	1-1-15
Rebecca Laliberte	Rebecca Laliberte	45 Henry ST	Over population	1/1/15
Diane E. Lewis	Diane E. Lewis	183 Park Ave	Safety Hazard- Too Busy	1-14-15
Liz Dunlop	Elizabeth Dunlop	78 Bartlett Ave	Detrimental to our Neighborhood	1-14-15
81.3350 Maral Tashian	Maral Tashian	87-95 warwick Ave	Not okay, bad Idea	1-14-15
Denise Marcinko	Denise Marcinko	9 IVY Ave.	DON'T WANT IT AT ALL	1-14-15
Lisa Gibb		45 Rhodes Ave.	No! No! No!	1-14-15
JONATHAN STEVENS		29 WINDSOR RD		4-27-15

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Printed Name	Signature	Address/Phone number or email	Comment	Date
James Skene	James A. Skene	345 Park609 Skene1856@Gmail	NOT HERE!!!	12-11-14
Jenny Sivo	J Sivo	100 Wheeler Ave Crans	BAD IDEA!	12-11-14
Agop Sayegh		266 Park AVE Cranston	I dont agree	12-11-14
Antonio Motta		14 BYRON BLV WARWICK	I DONT AGREE	12-11-14
Steven DeFusco	Steven DeFusco	83 Cliffdale Ave crans	I Don't Agree	12-11-14
Marie Habershaw	Marie C. Habershaw	34 PILGRIM DR. Crans 02905	NO WAY / NON-CONCUR	12-11-14
Marc Parisseault	Marc A Parisseault	90 Milton Road Warwick	Bad Idea !!	12-11-14
Bill Andrews	Bill Andrews	120 MAYFLOWER DRIVE	HORRIBLE LOCATION / TO MUCH TRAFFIC	12/11/14
STAN TENCZA	Stanley Tenczar	38 CLIFFDALE	NOT NEEDED IN THIS AREA	12/11/14
MARK FAZIO	Mark Fazio	15 Mayflower Drive	NOT HAPPENING	12-11-14
Julie Bedrosian	Julie Bedrosian	38 Cliffdale Ave	DONT DO IT!!!	12-11-14
MATTHEW CANTARA	Matthew Cantara	161 LYNDON RD	NO, PLEASE	12-11-14
LISA ARAUJO	Lisa Araujo	16 sylvan Ave Cran	NO...	12/11/14
Neshea Bradley	Neshea Bradley	55 Cliffdale Ave	DON'T DO IT	12/11/14
Anthony Lucchetti	Anthony Lucchetti	21 HARDING AVE	Dont Do it	12/11/14
Laurie Lavey	Laurie Lavey	11 MILTON AVE	Bad Location	12/11/14
Karin Nolan	Karin Nolan	204 Park Ave	Bad Location	12/11/14
JIM CLUNAN	Jim Clunan	86 PARKVIEW BLVD	KEEP THE LITTLE BUSSINESS	12/11/14
DONALD Lepore	Donald Lepore	70 Warwick Ave Cran	Crime in Neighborhood	12/12/14
Chris Adams	Christopher Adams	31 Lyndon Rd	we dont want it	12/12/14
JIM MCGETRICK	James McGetrick	20 DENVER AV	CONTACT ME - NOT HERE	12/12/14
Tim Mor		3 Bald Ave	I Don't Agree	12/12/14

Stop this Cumberland Farms Gas Station!

Petition summary and background	Please help our neighborhood and prevent crime rate increase,traffic increase, property value decline, Closed businesses all over the area! Say no to this gas station!
Action petitioned for	We, the undersigned, are concerned citizens who urge our leaders to act now to stop this Cumberland Farms!

Printed Name	Signature	Address/Phone number or email	Comment	Date
LINDA MARTIN	Linda Martin	144 Lyndon Rd CLARKSTON RI		12-12-14
RAUL Martin	Raul Martin	34 Robert Circle		12-12-14
GLORIA MARTIN	Gloria Martin	38 ROBERT CIRCLE		12-12-14
JAMES MORRIS		31 HARDING AV		12 12 14
Becha Ra Hacha	Beehan Hachel	602 RESERVOIR AVE		12-12 14
[illegible]	EDWARD TAYLOR	40 AKMONT CT		12-12-14
Edward BARLOW		238 Hixton Rd		12/12/14
CHARLES R QUINN		101 CLIFFDALE AVE.		12/12/14
MARITA DEERY		184 PARK AVE		
Kathleen GORMAN	Kathleen Gorman	99 PARK View Blvd.		12-12-14
JACK CAMPBELL	Jack Campbell	16 INGLESIDE AVE		12-12-14
JOHN P. GALLAGHER	John P. Gallagher	30 Harding Ave	Too much traffic	12/12/14
THOMAS BLESSINGTON	Thomas Blessington	144 LYNDON Rd CRNS.	TRAFFIC CONCERNS	12/12/14
Bronson Cousineau	Bronson Cousineau	45 Cliffdale Avenue	traffic	
Doreen Grace	Doreen A. Grace	155 PARK AVE	Will Lose Business	12-12-14
~~Michael Enos~~				
MIKE ENOS	Michael Enos	29 PILGRIM DR.		12-12-14
Jeff Green	[illegible]	30 Pilgrim Dr		12-12-14
Jeff Bizzle	[illegible]	15 Astle St.		12-12-14
Michael Dombrowski	[illegible]	1 Hall St, Clarkston RI	TOO CROWDED	12/12/14
D Monteiro	D. Monteiro	Nagl Blvd Clarkston	Traffic	
D McInnis	C. McInnis	236 Park Blvd	TRAFFIC	12/12/14

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Printed Name	Signature	Address/Phone number or email	Comment	Date
Cheryl Lyden		59 Park Ave	Kids Crossing st 2 Dangerous	12/12/14
Ken Denton		22 SYLVAN Ave		
Kyra COELHO		22 SYLVAN Ave	Event	
LouAnn Brady		55 Cliffdale	N.D Gas In Cumb	12/12
Robert Pacheco		220 Park Ave	dont need it.	12,12,14
Keith Kaplan	Keith Kaplan	150 Norwood Ave	to much traffic	12/12/14
Colby Trammell		111 Lakeside Ave	we dont need it	12/12-14
Michael McGrath		24 Peace Ave Cranston		12/12 14
Kelleyn James	Kelleyn James	21 Harding Ave		12/12/14
Jacek Haddada		65 Fernerest	local business!!	12/12/14
Michael Perry		21 Roseland Ave		
Gail Connelly		71 Robert Cir	no need	12/12/14
Anmar Achahi		34 Ash Ave Cranst	Busy Cross Road	12/12/14
Riad Achahi		34 Ash Ave Cranst	dangerous For Kids	12/12
Rose achahi		34 Ash Ave	cumb. 6orm 1 mile away	12/12/14
Lynn J Cousineau		45 Cliffdale Ave	too busy an intersection	12/13/14
Anthony Ford		223 WARWICK AVE	To much Traffic	12/13/14
Marge Ford		223 WARWICK AVE	We Dont WANT it	12/13/14
Annie Brown		38 Robert Circle	local business	12/13/14
Deb Estrella				12/13/14
Bobby Greer		20 LYNDON RD	Too Busy	12/13/14

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Printed Name	Signature	Address/Phone number or email	Comment	Date
Michael Danielson	Michael Danielson	160 warwick Ave	Too much crime	12-13-14
MIKE PERRY	Michael A Perry	29 ROSELAND AVE	Not for This AREA	12-13-14
Jason Ford		21 Harding Ave	No good for the Area	12-13-14
ROBERT DONNELLY	RT Donnelly	77 ROBERT CIR		12-13-14
RICHARD Barker	R Barker	1811 WARWICK AV	TO BIG FOR NEIGHBORHOOD	12/13/14
Bob Flodman	Bob FLODMAN	78 Roger Williams Cir	AREA TOO CROWDED	12/13/14
BILL WATKINS	William Watkins	47 DENNER AVE	MOVE IT TO BLACKSTONE BLVD	12/13/14
Kendra Lorenz	K L	84 Roger williams	TO much traffic	12.13.14
Gregory DiStefano	Greg DiStefano	65 Waite Ave, Cranston	Too much traffic	12.13.14
Joe Malfagnetti	Joe Malfagnetti	65 Waite Avenue	Too much traffic	12.13.14
JOHN & CULLEN		1890 BROAD ST	TOO MUCH TRAFFIC	12/14/14
Douglas PINA	Douglas PINA	545 Park Ave	TO MUCH Traffic for School	12/14/14
Scott Jaworski		123 Lyndon Rd	TRAFFIC + CRIME	12/14/14
Laura Harris	Laura Harris	19 Calvin Ave Cranston 02905	Bad Corner	12/14/14
BETH ANDERSON	Elizabeth Anderson	10 LYNDON RD CRANSTON	CALL ME to Help 575-3445	12/14/14
IVAN LUTCHMAN	Ivan Lutchman	21 HARDING AVE CRANSTON R.I	25 YRS PLUS THATS FAMILY	12/14/14
Leon Gouleserian		545 POST RD WARWICK RI	No Good For this area	12/14/14
Chris VILLA	Chris Villa	57 LYNDON RD CRANSTON RI	NOT GOOD FOR THIS	12/14/14
PAT AVINO	Pat Avino	160 WARWICK AVE	NOT Good	12/14/14
Mike Manasse	Mike Manasse	31 Maker Ave Cranston	Horrible for Area	12.14.14
Amanda French	Amanda French	805 Elmwood Ave	Bad intersection	12/14/14
Charlotte Differdale	Charlotte Differdale	78 Park Ave, Cranston, RI 02905	Already a dangerous intersection children cross here	12.14.14

Stop this Cumberland Farms Gas Station!

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Printed Name	Signature	Address/Phone number or email	Comment	Date
Noiem Sayegh		23 millst #23, indlive.com	Lose my Job	12-14-14
Richard Vincenzi	Richard Vincenzi	94 River st	not needed	12-15-14
ROBERT CARDIN		459 DORT. AC AVE	Do NOT NEED IT	12-16-14
Ken murphy		64 ALBERT AVE	VERY DANGEROUS INTERSECTION, 12/15/14 10/15 SINTERSEC	
Deirdre Turner		35 Bow ST	Traffic IS Already Bad at th	
FRANKFORD		40 Western Promenade	Traffic is Bad 66	12-16-2014
MICHAEL TAYLOR		123 LYNDON ROAD	TRAFFIC WILL BE WORSE	12-16-14
Denise Wentzell		51 Fourth Ave		12-16-14
PIERO TESCHI		10 Denver Ave		12-16-14
Renée Metro		29 Malvern Ave	Not needed!	12/16/14
Claudia Fletcher		153 Lyndon Road	NO need for it	12/16/14
Scott Creighton		54 pleasant st	TRAFFIC	12/17/14
Anthony LIMA		40 Western Prom.	Not needed	12/17/14
Laura Greene		19 Woburn st	Too much traffic	12-17-14
Jasmine Wager		22 Sylvan ave	Not predictable	12/17/14
Clinton Strahl		22 Sylvan ave	Eyesores	12/17/14
keri Lima		40 Western Promenade	TRAFFIC No Big Business	12/17/14
Dustin Burgess		37 taft st	Traffic	12/17/14
Kelsey Furtado		40 Western Promenade East	crime	
Courtney Correia		176 park ave	To much	12/18/14
Carol Mary		Big Park ave		12/17/14
Michael Hoff		5 Heywood Lane Scarborough	To Big Hurts Small Business	12/18/14

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*As don't let this happen!

Printed Name	Signature	Address/Phone number or email	Comment	Date
Augusto Acebedo	[illegible]	12 Ash Ave cranston	Too much gas	12/18/14
[illegible]	[illegible]	[illegible] Hathaway Ave	Traffic issues	12/18/14
[illegible]	[illegible]	48 [illegible] ST. Warwick RI	Traffic	12-18-14
[illegible]	[illegible]	45 Ingleside	NO! NO! NO! NO!	12-18-14
Cory Mahaney	[illegible]	91 Mason Ave	TRAFFIC	12-18-14
Joey Gigliodoro	[illegible]	17 Roseland Ave	Will HURT SMALL Businesses	12/18/14
Ryan Bergeron	[illegible]	140 Waite Ave Cranston	Traffic	12/18/14
Beatrice Ramos	Beatrice Ramos	72 Waite Ave, Cranston	Will hurt small Bus. / Traffic	12-18-2014
Noreen Locher	[illegible] Locher	127 Lyndon Rd	Traffic & packing	12-19-14
Gayle Fazio	[illegible]	15 Mayflower Dr	NO FOR Big Business	12-19-14
Colleen Fitzgerald	[illegible]	14 Harding Ave	Traffic	12-12-14
Sydney Fitzgerald	Sydney Fitzgerald	2 Joy St	Will Kill Small business's	12-12-14
Maryann Fitzgerald	Maryann Fitzgerald	14 Harding Ave	that have been here for years	12-12-14
Deb Neylon	Deborah A Neylon	15 AVON ROAD	Will hurt house value	12/20/2014
EDWARD CORRAN	[illegible]	69 Western Promenade	Will hurt house value	12/20/2014
Basim Anabtawi	[illegible]	255 Orchard St.	kill small business	12/20/2014
CHARLES BALL	[illegible]	24 Cliffside Ave	No Good for us	12/20/14
Method	[illegible]	83 Lyndon Rd	Destroy our Neighborhood	12/20/14
Shon Campbell	[illegible]	[illegible] Boulevard	Small Business	12/20/14
John A. Souza	[illegible]	15 Bowen St	Not For this Area	12/20/14
L. Solaro	[illegible]	76 COMMUNITY DR.	[illegible]	12-20-14
LuAnne Rossi	LuAnne Rossi	15 AVON ROAD	Too Busy	12-20-2014

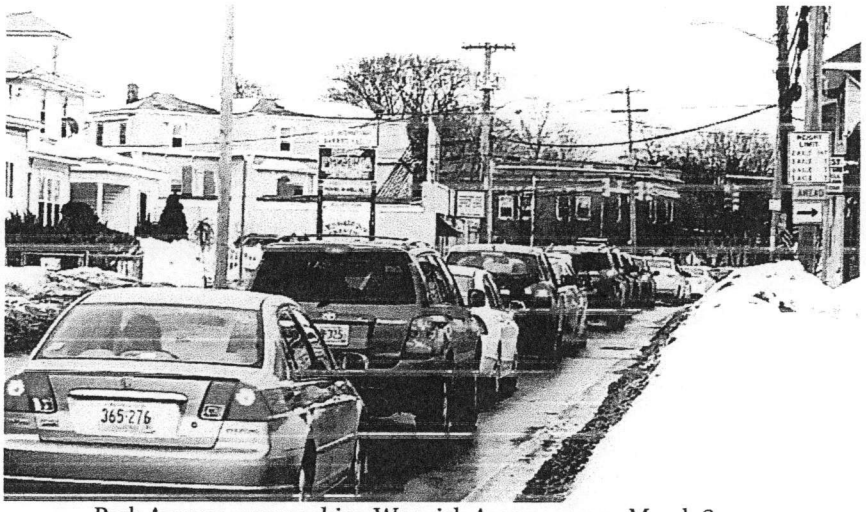
Submitted 6/11/2015
Zoning Board of Review
M Dell

Site Feasibility Analysis

Cumberland Farms Gas Station & Convenience Store

Northwest Corner, Intersection of Park and Warwick Avenues

Cranston, Rhode Island



Park Avenue, approaching Warwick Avenue, 4 pm, March 8, 2015

Jonathan Stevens, MCP

On behalf of:

The Edgewood Waterfront Preservation Association

March 29, 2015

OPINION

1. The Cumberland Farm store design is aesthetically pleasing, in a highway-scale context.

2. However, the anticipated development is too large for this intersection, drastically altering the streetscape character, and sets a precedent for out of scale development.

3. If inclined to approve, the City Council should specify a development of much smaller scale, with façade and landscaping maintaining the historic massing and setbacks of the existing structures on Park and Warwick Ave, and the developer be required to install traffic calming and pedestrian safety enhancements at the intersection.

ASSUMPTION

It is assumed the petitioner plans to clear the site of all structures and build a neo-colonial store in the innermost corner of the one acre parcel, with pumps and large awning in the center of the remaining asphalt parking area, closest to the intersection.

PERMIT PROCESS AND REQUIREMENTS

1. The Planning Board would have to favor, and City Council would have to approve a zone change. If approved, the development must meet zoning and development standards.

2. City Council is under no obligation to grant a zone change. If it chooses to do so, it is free to place any number of conditions that would be permanently attached to any development of the site.

3. Unless there were significant safety issues, it is anticipated that RIDOT would approve any new curb cuts on Park and Warwick Avenues, which are state roads.

TRAFFIC SAFETY CONSIDERATIONS

1. The intersection is frequently congested, especially on Park Ave. at drive time.

2. According to Cranston Police Department, on average, there is one accident every two weeks in and around the intersection. There are more accidents on Park Ave. than Warwick Ave. 18% of accidents cause injury.

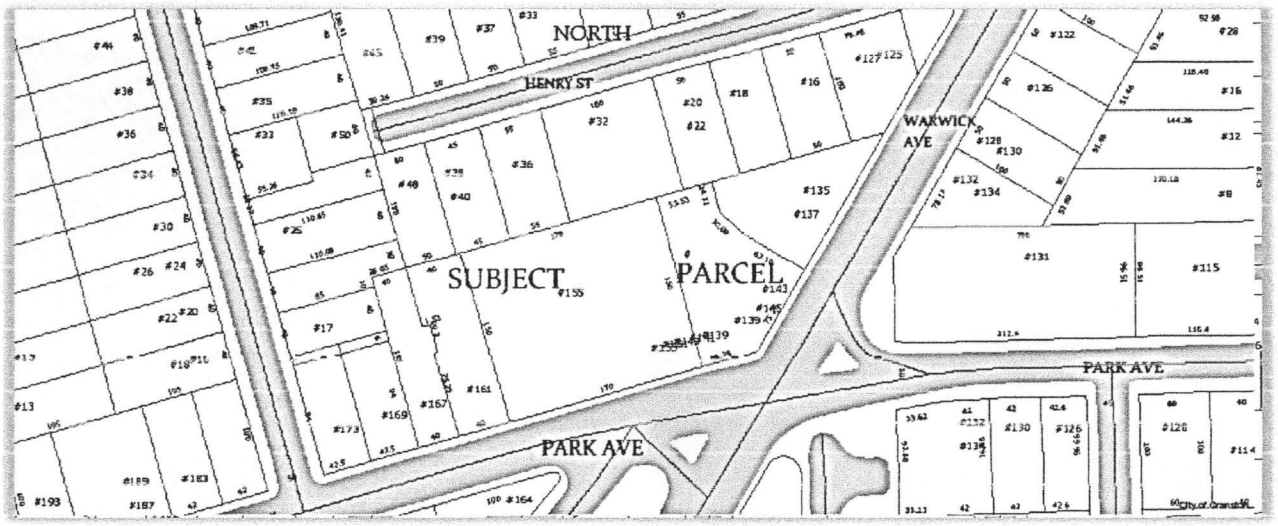
3. Intersection challenges pedestrians, including many Park View Middle School students.

AESTHETIC INTEGRITY CONSIDERATIONS

1. Edgewood is notable for the integrity of its historic streetscapes. Characteristic of this urban fabric are streetscapes established in the period 1880-1930 which have largely survived intact. Arterial roads such as Park Ave and Warwick Ave have houses and storefronts not set back from the road, but fronted right on the sidewalk.

2. This development has the potential to cause a significant adverse impact on the aesthetic integrity of the streetscape. The development would be out of scale for this neighborhood. A dense massing of historic structures abutting the roads would be gone, replaced with a one-acre asphalt lot with a two- story store in the rear and gas canopy structure as the site's most prominent architectural feature. Digital gas price signage would also be installed.

SUBJECT PARCEL



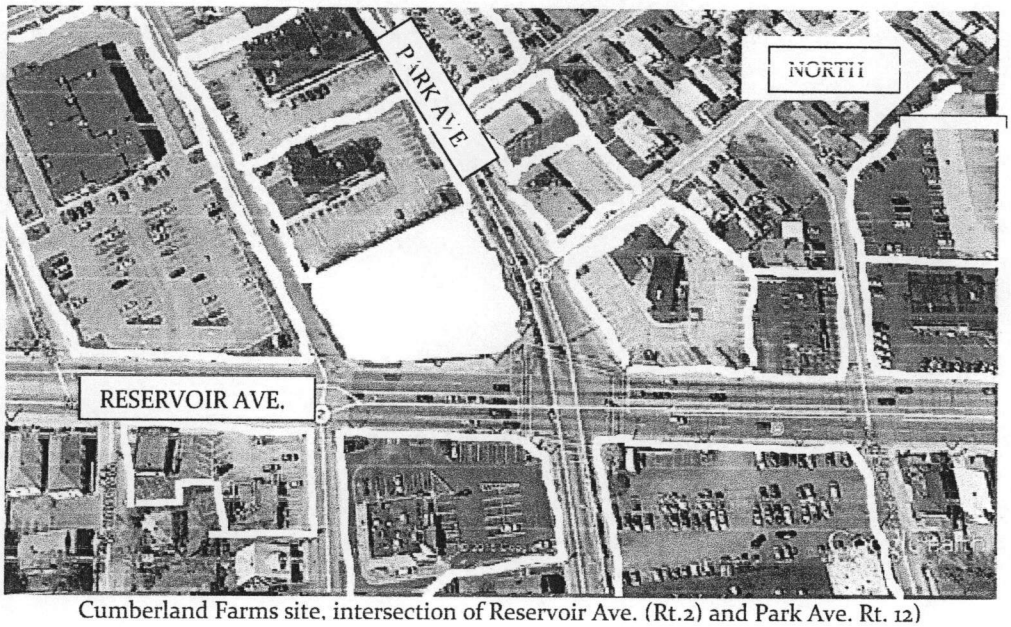
Anticipated development site consists of the four parcels (center) north of Park Ave. (running horizontally) and abutting Warwick Ave.

Subject parcel is located on the Northwest corner of the intersection of Warwick and Park Avenues. The parcel is an assembly of four individual abutting lots.

address	frontage	Lot area	
161 Park Av.	40' frontage on Park Av, 150' deep Approx. 6000 sf	6000	A single family house ca. 1900
155 Park Av	170'frontage on Park Av and is 150' deep	25,500	2 story cinder block office block containing about 18 total units is set back to the rear of the property, with parking and a pole sign in front.
corner of Park and Warwick Av 143 Park Av and 139, 143, and 145 Warwick Av.	48.25' of frontage on Park and 75.25' of frontage on Warwick Av.	10,000	Brick single story building (ca. 1925) subdivided into a series of storefronts facing the intersection of Park and Warwick, butting the sidewalk. 2 ½ story Second Empire house (ca.1875) on Warwick Ave. To the north what appears to be a 4 bay wood framed garage, setback from Warwick Av approx. 40'
135-137 Warwick Av	approx. 100' of frontage on Warwick Ave	8000	2 ½ story Queen Anne house (ca. 1890) on the site. Three housing units.
NEW DEVELOPMENT	*158.25' frontage on Park and approx. 175.25' on Warwick Av.*	*49,500*	*Open asphalt paved area with store in rear, gas canopy and digital signs.*

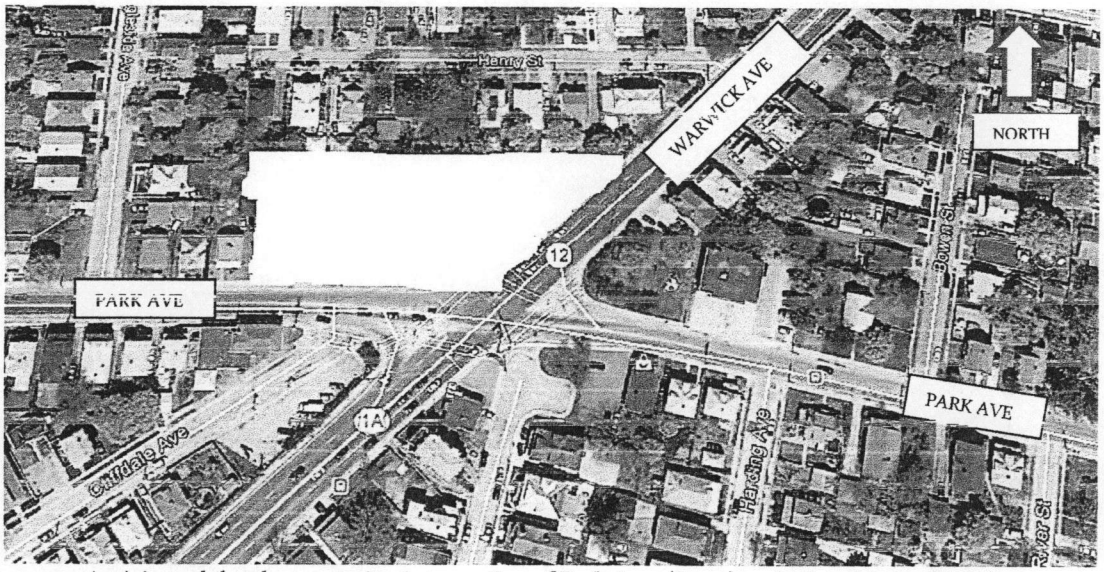
AESTHETIC INTEGRITY CONSIDERATION- SIZE AND SCALE

The Cumberland Farms on Reservoir Ave. is similar in size, setback and scale to many of the properties fronting on Reservoir Ave (Rt. 2). The entire length of Reservoir Avenue from Garden City to Route 10 is notable for its large single commercial structures, which sit back from the road, surrounded by large areas of surface parking.



Cumberland Farms site, intersection of Reservoir Ave. (Rt.2) and Park Ave. Rt. 12)

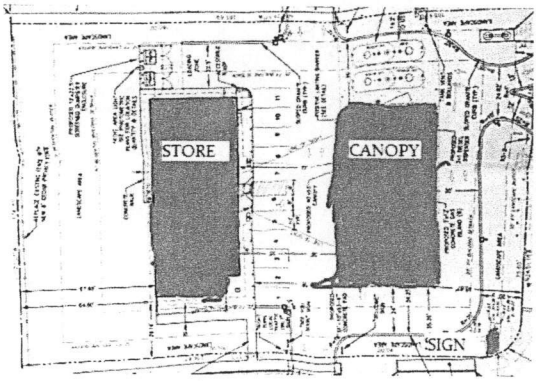
This is not the case with the anticipated development site in Edgewood. This parcel would be significantly out of scale and context with the residential character if this neighborhood.



Anticipated development site, intersection of Park Ave. (Rt. 12) and Warwick Av. (Rt 1A)

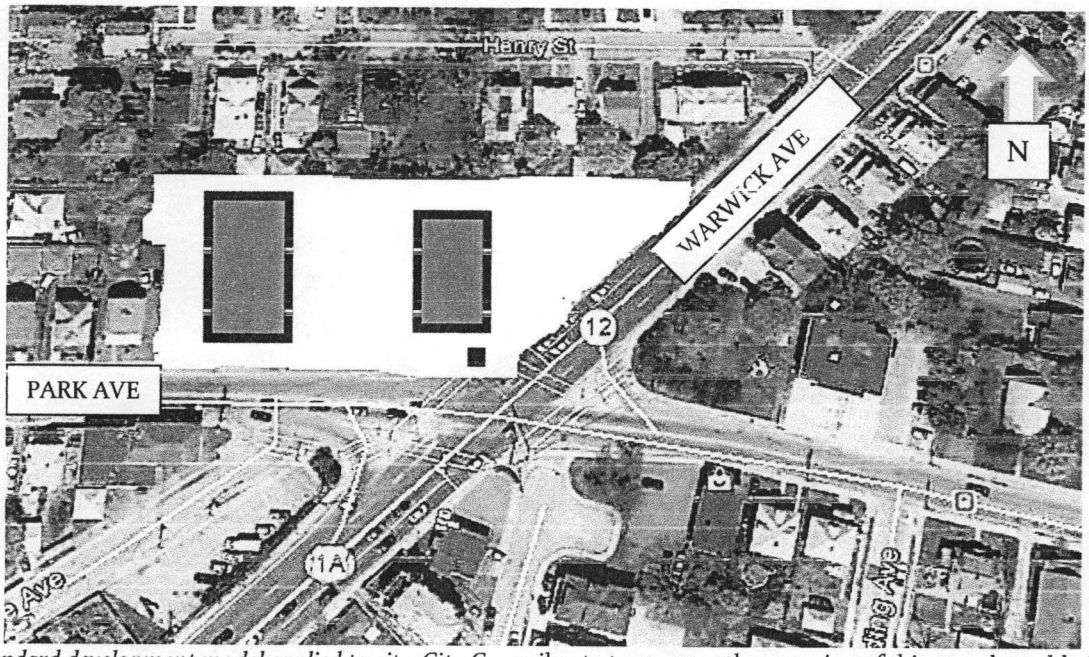
ANTICIPATED DEVELOPMENT MODEL

Below are specifications for a new Cumberland Farms now under construction at 1556-60 Post Road, Warwick. Structure footprints highlighted are: store (l), gas canopy (middle), sign (r).



POST ROAD, WARWICK STORE SPECIFICATIONS

LOT	156' of frontage, and 266' deep. Total area is 44,000 sq ft, or about one acre.
SETBACKS	store building is set back 112' from highway; footprint is 44'x 104' or 4,513 sq ft.
HEIGHTS	store roofline is 32' high, gas island canopy is 14'4" high, and sign is 20' high.
GAS CANOPY	40' x 93' (3720 sq ft); height is 14'4". Three gas pump islands
ACCESS/EGRESS	separated in/out on highway (r), access/egress points on both side streets
PARKING	11 spaces, in front of store, perhaps as many as 20 total
STORE DESIGN	neo-colonial. A mansard roof option exists.
BUFFER	landscaped, 10'- 20' along the entire property perimeter



Standard development model applied to site. City Council vote to approve the rezoning of this parcel would give developers the right to demolish existing structures and construct a highway-scale gas station & convenience store and canopy, most likely laid out in the company's standard plan, as seen in image at top. (scale of structures is approximate)

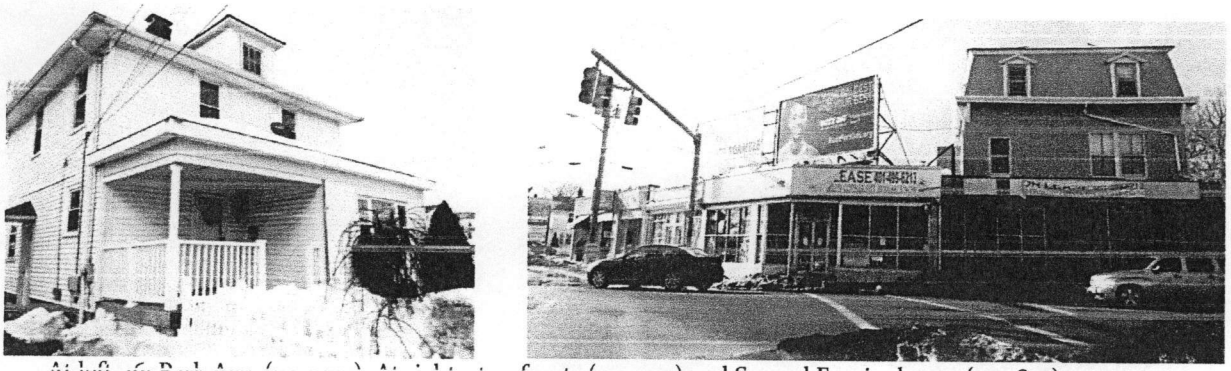
CASE STUDY: PARK AND RESERVOIR AVE, CRANSTON

The new Cumberland Farms store on the corner of Park and Reservoir Avenues in Cranston is anticipated to be recreated in Edgewood if the developer's proposal is approved. The open lot with pumps and canopy in front and building in back is common for highways with similar commercial development. The size and scale of building and canopy are a major factor in how this development relates to abutting properties on the streetscape. (note: dimensions figures cited here are for the Cumberland Farms development at Post Road in Warwick.)

1 ½ story store building as a footprint of about 44'x 104'. Featuring hipped roof with gables, the architectural style is aesthetically sympathetic with historic structures in abutting neighborhoods.

Three-bay canopy structure is 14'4" high, and covers an area 40' x 93'. Digital gas price sign stands at intersection corner.

STRUCTURES TO BE LOST



At left. 161 Park Ave. (ca. 1900). At right. storefronts (ca. 1925) and Second Empire house (ca. 1875) on corner, if restored to their original architectural quality and billboards removed, would be an asset to the neighborhood.

(l) Interior, 170 Park Ave., including two story commercial block (ca.1980) and brick store block (ca. 1925).
(r) 135-137 Warwick Ave. (ca. 1890), contains rental unit housing.

POTENTIAL NEIGHBORHOOD IMPACTS

Elegant period homes on Henry Street with back yards abutting development would experience a change, with such a relatively large scale development now at their back property line. Henry Street is dead-ended, with well-kept houses dating to the late nineteenth and early twentieth century.

TRAFFIC CONSIDERATIONS

Clearly, *the intersection of Park and Warwick Avenues is prone to congestion and has 2 accidents per month, more frequently on Park Ave.*, according to Cranston Police accident data (see page 9).

Park Avenue (Rt. 12) is one of the most critical roadways in the City of Cranston. The Pawtuxet River system to the south and Roger Williams Park to the north create a single narrow passage in which thousands of residents and businesses depend as *the only east-west arterial route in Cranston east of Interstate 95.*

First responders, notably firefighters based at Station 1 located on the north east corner of the intersection, already have to navigate frequent gridlock on Park Ave. at rush hour. Park View Middle School is located 4/10 of a mile to the west, extending and exacerbating peak time congestion.

This development would add a significant new principal vehicular turning point on Warwick Ave., within 175' of the intersection.

Cumberland Farms' own traffic experts projected at a comparable site (Post Road, in Warwick) that such a development would add an average of between *70 and 81 "new" vehicle trips per hour* on and off its property at peak times.

It is predictable that the developer's traffic engineer would testify the new development would have "no significant impact" on traffic flow compared to existing conditions.

Accident Data: Park Avenue and Warwick Avenue, Cranston, RI

January 1, 2009- December 31, 2014 Cranston Police Department (percentages rounded to nearest full percent)

Total accidents Over 6 years	147	Per-month average	2

	Occurrence(s)	Percentage	
Death or Injury (n=90)			18% of all accidents result in injury. 42% result in damage of over $1000.
Involved Injuries	26	18	
Involved Fatalities	0	0	
Extent of Damage (n= 180)			
Minor Damage (<= $1000)	86	48	
Functional Damage (> $1000)	53	29	
Disabling Damage (> $1000)	23	13	
No Damage Observed	18	10	
Special Function Vehicle (n= 181)			Four accidents have involved ambulances and one a fire truck.
No Special Function	174	96	
Ambulance	4	2	
Fire Truck	1	1	
Other	2	2	
Vehicle Travel Direction (n= 181)			50% of accidents are on Park Av.
Park Av-Eastbound	57	32	43% of accidents are on Warwick Av.
Warwick Av-Southbound	47	26	
Park Av-Westbound	32	18	Almost one third are on Park Av, heading east.
Warwick Av Northbound	30	17	
Not on Roadway	5	3	
Unknown	10	6	23% occurred at the intersection.
Accident location (n=90)			
Occurred on a two lane road/highway	55	61	RIDOT average daily traffic flows are:
Occurred on a four lane road/highway	26	29	Park Av: 13,700
Occurred at an intersection	21	23	Warwick Av: 24,300
Occurred on other number of lanes	9	10	
Manner of Impact (n=90)			Half the accidents were rear-enders.
Rear End (Front-to-Rear)	44	49	
Angle (Front-Side)Right Angle(Incl Broads)	11	12	
Not Collision Between 2 Vehicles in Tran	9	10	
Angle (Front-to-Side) Same Direction	7	8	
Head-On (Front-to-Front)	6	7	
Sideswipe, Same Direction	6	7	
Angle (Front-to-Side) Opposite Direction	4	4	
Other/unknown/unspecified	3	3	
Vehicle Action Prior (n= 180)			Only 16% involved turns or lane changes
Movements Essentially Straight Ahead	85	47	
Stopped in Traffic	40	22	
Turning Left	18	10	
Slowing	10	6	
Turning Right	6	3	
Changing Lanes	6	3	
Parked	3	2	
Backing	3	2	
Other	11	6	
Time of Day (n=90)			Almost 60% of accidents occurred during the day.
Daylight	53	59	
Dark - Lighted	31	34	
other	6	6	

RECOMMENDATION

Rezoning of parcel is not recommended.

1. Such a development out of scale with other neighborhood properties. Its size would dominate the intersection.

2. Some might think this is might be better than the current hodge podge of buildings which appear a bit run down. It is not. The historic buildings have the potential to be restored. The anticipated development would destroy this streetscape for a retail use in an expansive parking lot. Once rezoned, the intersection would be notable for this parking lot and within it two large structures- a gas pump canopy as large as a one story house and a convenience store building and almost twice the size of Cranston Fire Station One.

Cranston Fire Station One

3. This would set a precedent allowing over-sized, highway scale development in Edgewood, a tightly-knit area distinguished by the integrity of its historical architectural fabric.

4. This intersection is prone to congestion and frequent accidents, especially on Park Ave. Increasing the number of traffic operations so close to this intersection is not in the City's best interest.

5. This development would not be good for local businesses. It will place competitive stress on local "mom and pop" retail businesses. Adjacent convenience gas and store businesses may fail if this project is approved. Existing businesses on the subject parcel would be forced to relocate.

If the City Council is inclined to approve the rezoning, the following stipulations are recommended:

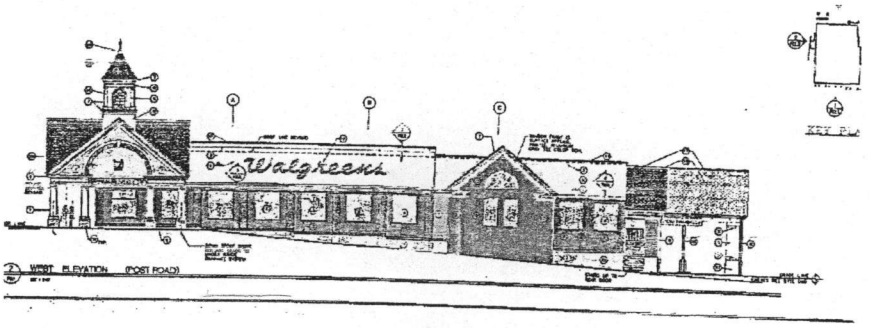
1. Eliminate access and egress on Park Avenue.

2. Significantly reduce the size and scale of the development.

3. Design a modified site layout and architectural design of the convenience store building:

   a. Reorient the building to the corner, facing into the property. The parking lot and pumps would be located in the rear of the property. The store building would have a non-functioning street scape façade on Park and Warwick Avenue.

Developers should consider the case study of the Apponaug Walgreens, where a negotiated design resulted in a storefront façade that broke up the monolithic massing of the structure at the street level.



Apponaug Walgreens (ca. 1998)

b. Elongate the store structure, to an "L" shape, with most of the linear frontage on Park Avenue. Roofline should be no more than 18' high.

c. Under this scenario, buffering adjacent properties to the north on Henry St. presents a major challenge. To minimize this intrusion, an 8' solid fence, carefully directed lighting at a luminescence level that minimizes visual impacts to the north, a row of 2 1/2" caliper Niger Arborvitae approx. 10' in height, tightly planted, would be very helpful.

d. As a condition of approval, the developer shall install at its expense permanent traffic calming and pedestrian safety improvements to intersection. These would include large scale street trees every 30' along the perimeter of the property, and raised cross walks or equivalent best management practices be installed on Warwick and Park Ave., subject to approval by RIDOT.

QUALIFICATION STATEMENT

Jonathan Stevens holds a Masters of Community Planning from the University of Rhode Island. He was the Director of the Warwick (RI) Planning Department from 1993-99, and was responsible for review and recommendations of all development proposals subject to approval by the City Council, Planning Board, Zoning Board, and Historic District Commission. He was principal author of the original Warwick Station master plan, establishing the basis for development in and around the Green Airport InterLink intermodal transportation facility.

He served on the East Greenwich Planning Board 1985-1991, the RI State Planning Council 1995-1999, Cranston Historic District Commission 2003-7. He was the Director of Economic Development for the City of Newport 2007-10. He is currently the Rhode Island State Historic Preservation Officer. He was Director of Special Projects for Governor Lincoln Chafee 2011-15, working closely with the RIDOT on $5M surface enhancement project to the Providence Amtrak Station and the design and installation of scenic enhancements to the interstate highway system.

He is the recipient of the 2013 RIDOT Transportation Innovation Award, the American Institute of Certified Planners National Student Project Award, and the American Planning Association Rhode Island Chapter Student Award. He is a past member of the American Institute of Certified Planners.