

**City of Cranston  
Zoning Board of Review  
Application**

Application for exception or variation under the zoning ordinance "City of Cranston Zoning Code, December 1994 Edition as amended."

To: Cranston Zoning Board of Review  
35 Sockanosset Crossroad Suite 6  
Cranston, RI 02920

Date: 12-30-20

THE UNDERSIGNED HEREBY APPLIES TO THE ZONING BOARD OF REVIEW FOR AN EXCEPTION OR A VARIATION IN THE APPLICATION OF THE PROVISIONS OR REGULATIONS OF THE ZONING ORDINANCE AFFECTING THE FOLLOWING DESCRIBED PREMISES IN THE MANNER AND ON THE GROUNDS HEREINAFTER SET FORTH.

OWNER: Renaissance Development Corp

ADDRESS: 35 Sockanossett Cross Road, Suite 6, Cranston, RI ZIP CODE: 02920

APPLICANT: B&F Construction

ADDRESS: 160 East Main Street, Suite 1F, Westborough, MA ZIP CODE: 01581

LESSEE: \_\_\_\_\_

ADDRESS: \_\_\_\_\_ ZIP CODE: \_\_\_\_\_

1. ADDRESS OF PROPERTY: 1155 Pontiac Ave

2. ASSESSOR'S PLAT #: 10 BLOCK #: \_\_\_\_\_ ASSESSOR'S LOT #: 1502 WARD: \_\_\_\_\_

3. LOT FRONTAGE: ±316 ft LOT DEPTH: ±157 ft LOT AREA: ±43,506 sf

4. ZONING DISTRICT IN WHICH PROPERTY IS LOCATED: C-4 40,000 sf 35 ft  
(ZONE) (AREA LIMITATION) (HEIGHT LIMITATION)

5. BUILDING HEIGHT, PRESENT: ±22 ft PROPOSED: (no change)

6. LOT COVERAGE, PRESENT: 10% PROPOSED: (no change)

7. HOW LONG HAVE YOU OWNED THE ABOVE PREMISES? 36+ years

8. ARE THERE ANY BUILDINGS ON THE PREMISES AT PRESENT? Yes

9. GIVE SIZE OF EXISTING BUILDING(S): 4,427 sf

10. GIVE SIZE OF PROPOSED BUILDING(S): n/a

11. WHAT IS THE PRESENT USE? Vacant Building. Formerly Webster Bank.

12. WHAT IS THE PROPOSED USE? Restaurant with Drive-Through

13. NUMBER OF FAMILIES FOR WHICH BUILDING IS TO BE ARRANGED: n/a

14. DESCRIBE IN DETAIL THE EXTENT OF PROPOSED ALTERATIONS: Project includes an interior fit out of the former Webster Bank building for construction of a Burger King Restaurant with drive-thru. No exterior modifications are being proposed other than removal of the former back rear double canopy structure and construction of smaller canopy above the pick-up window. Existing drive-thru entrance will be modified to incorporate a double drive-thru order board layout along with a new trash enclosure location. An accessible pedestrian path will also be constructed to Pontiac Ave. Lastly, landscape improvements are being proposed around the order board and trash enclosure.

15. HAVE YOU SUBMITTED PLANS TO THE BUILDING OFFICIAL? No, only an informal with the DPR Committee

16. WERE YOU REFUSED A PERMIT? n/a

17. PROVISION OR REGULATION OF THE ZONING ORDINANCE OR STATE ENABLING ACT UNDER WHICH APPLICATION FOR EXCEPTION OR VARIANCE IS MADE.  
17.28.010.B.8 Drive-In Use Stacking Spaces.

18. STATE GROUNDS FOR EXCEPTION OR VARIANCE IN THIS CASE: (See attached narrative)

SIGNATURE OF APPELLANT(S) AND ATTORNEY (IF APPLICABLE) IS REQUIRED AND MUST BE LEGIBLE.

RESPECTFULLY SUBMITTED,

*Steve Vana*  
(OWNER SIGNATURE)

585-415-3590  
(PHONE NUMBER)

\_\_\_\_\_  
(OWNER SIGNATURE)

\_\_\_\_\_  
(PHONE NUMBER)

*Bud Fraumani*  
(APPLICANT SIGNATURE)

401-965-1508  
(PHONE NUMBER)

\_\_\_\_\_  
(LESSEE SIGNATURE)

\_\_\_\_\_  
(PHONE NUMBER)

\_\_\_\_\_  
(ATTORNEY SIGNATURE)

\_\_\_\_\_  
(PHONE NUMBER)

\_\_\_\_\_  
(ATTORNEY NAME-PLEASE PRINT)

ATTORNEY ADDRESS: \_\_\_\_\_

PRE-ZONING APPLICATION MEETING: \_\_\_\_\_  
(PLANNING DEPT. SIGNATURE) (DATE)

The subject site, located at 1155 Pontiac Avenue, is comprised of one parcel (Assessors Map 10, Lot 1502) containing approximately 0.99± acres. The site is currently improved with a vacant 4,427 square foot former Webster Bank building with drive thru. The Applicant is proposing to fit out the existing building with a Burger King Restaurant. The building footprint will remain the same while a portion of the existing parking layout and drive-thru lane will be modified. The site lies within the Commercial Highway Business (C-4) District where a drive-in restaurant use is allowed by right. The surrounding parcels are also located within the commercial zoning district to the north and west and industrial zoning districts to the south and east.

The redevelopment of the site will include updates to the building interior and exterior along with modifying the existing single drive-thru to a double drive-thru layout. The site sidewalks will also be modified to provide and an accessible route from Pontiac Ave to the main entrance. The required parking spaces for the restaurant use is 34 which includes the 5 spaces required for each order board) and there are 38 spaces existing.

Modifications to the drive-thru lane include a new trash enclosure location and the addition of two (2) order board locations. The entrance to the drive-thru will remain as it exists today. It will be a single entrance that will expand to a double lane as you approach the order boards. After the order is placed, customers will merge into a single lane along the rear of the building similar to how it operated under the former bank. There are no modifications being proposed along the drive-thru exit lane or any of the driveway access points for this site. Along with these modifications, there will also be landscape improvements around the drive-thru and trash enclosure locations.

The project went through the Pre-Application process with the Development Plan Review Committee on December 16<sup>th</sup>, 2020. During that meeting, both the Planner and City Traffic Engineer had reviewed the plans and application. The car stacking at the order boards were discussed and it was determined that since the plan, as submitted, did not show the required 6-car stacking referenced in the Zoning Ordinance, a variance would be required prior to filing with the Development Plan Review Committee.

**Sections of the City of Cranston Zoning Ordinance seeking Variances for:**

The project as proposed requires a variance application with Zoning Board of Review. The following variance is being requested:

Section 17.28.010.B.8 - Drive-In Use Stacking Spaces: Stacking Spaces. All drive-in uses shall provide stacking spaces for a minimum of six automobiles for each drive-in window. Stacking spaces shall be designed so as not to interfere with points of access to or from streets. Location of stacking spaces shall not interfere with entry to or exit from parking spaces.

The project is seeking relief from Section 17.28.010.B.8 to allow a reduction in the required stacking spaces from 12 cars to 10 cars for the two order boards. After having discussions with Planning Staff, it was mentioned that this code refers to drive-up windows and doesn't reflect modern drive-thru operations. As shown on the attached Site Plan prepared by Bohler, the car stacking is in excess of six cars from the actual drive-in window. However, the zoning ordinance is now interpreted that each order board location acts as a drive-in window. The order boards as proposed show six stacking spaces from the order board closest to the building to the abutting drive-aisle. The sixth car does not extend or interfere with the abutting drive-aisle or parking. The second order board only has 4 stacking cars associated with it providing a total of 10 stacking spaces for both order boards. While the single order board complies with the zoning ordinance with respect to car sacking, the second order board only improves overall drive-thru efficiency. This will reduce the cars queuing and increases speed of the order to meal delivery process which improves the overall customer experience. The proposed improvements to the drive-thru operations also complies with the additional performance standards for drive-in uses.

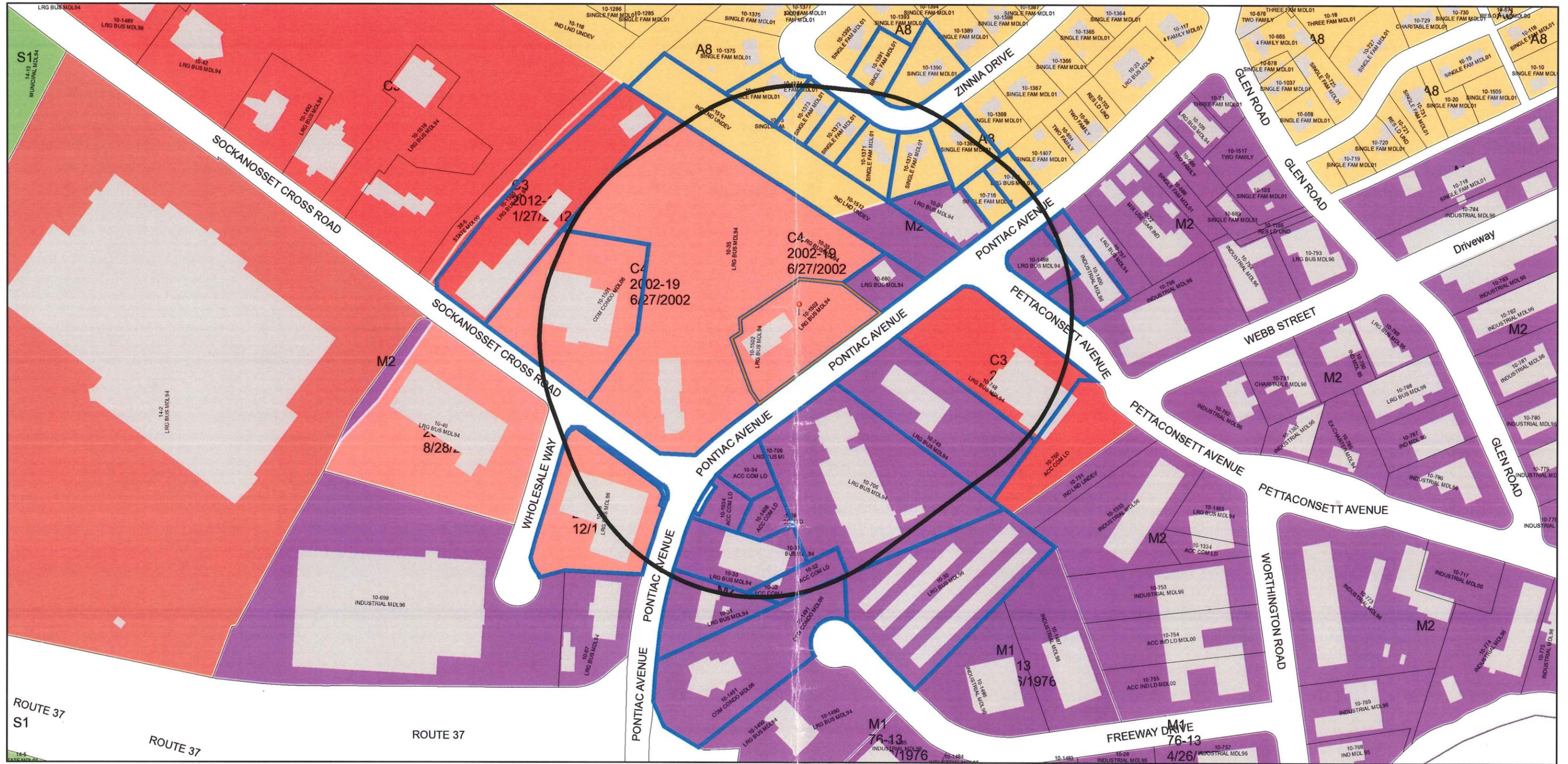








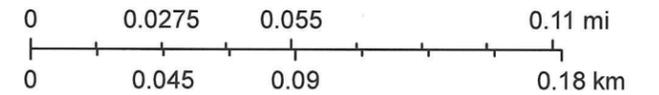
# 1155 Pontiac Ave 400' Radius Plat 10 Lot 1502



1/5/2021, 9:41:52 AM

- |  |                   |               |                           |  |     |  |    |  |       |
|--|-------------------|---------------|---------------------------|--|-----|--|----|--|-------|
|  | Parcel Outlines   |               | Buildings                 |  | A20 |  | C1 |  | M2    |
|  | Plat Boundaries   |               | Zoning Dimensions         |  | A12 |  | C2 |  | EI    |
|  | Parcel ID Labels  |               | Historic Overlay District |  | A8  |  | C3 |  | MPD   |
|  | Streets Names     | <b>Zoning</b> |                           |  | A6  |  | C4 |  | S1    |
|  | Cranston Boundary | none          |                           |  | B1  |  | C5 |  | Other |
|  | Parcels           | A80           |                           |  | B2  |  | M1 |  |       |

1:2,425



City of Cranston



**SITE INFORMATION**

- APPLICANT:  
B+F CONSTRUCTION  
160 EAST MAIN STREET, SUITE 1F  
WESTBOROUGH, MA, 01581
- OWNER:  
RENAISSANCE DEVELOPMENT CORPORATION  
35 SOCKANOSSET CROSS ROAD, SUITE 6  
CRANSTON, RI, 02920
- PARCEL:  
MAP#10 & LOT#1502  
1155 PONTIAC AVENUE  
CITY OF CRANSTON  
PROVIDENCE COUNTY, RHODE ISLAND

**ZONING ANALYSIS TABLE**

ZONING DISTRICT	COMMERCIAL HIGHWAY BUSINESS (C-4) DISTRICT		
OVERLAY DISTRICT	NONE		
REQUIRED PERMIT	DRIVE-IN RESTAURANT USE PERMITTED BY RIGHT		
ZONE CRITERIA	REQUIRED	EXISTING	PROPOSED
MIN. LOT AREA	40,000 SF	43,056 SF	UNCHANGED
MIN. LOT FRONTAGE	120' (200' FOR DRIVE-IN USE)	217.9'	UNCHANGED
MAX. BLDG COVERAGE	50%	10.3%	UNCHANGED
MIN. FRONT SETBACK	40'	63.9'	UNCHANGED
MIN. SIDE SETBACK	20'	33.7'	UNCHANGED
MIN. REAR SETBACK	20'	42'	UNCHANGED
MAX. BUILDING HEIGHT	35'	22'	UNCHANGED
MIN. LANDSCAPED AREA	10%	22.5%	21.4%
PARKING SPACES	34	38	UNCHANGED 35
ACCESS: PARKING SPACES	2	2	
PARKING STALL CRITERIA	USE/CATEGORY: EATING AND DRINKING ESTABLISHMENT; DRIVE-THRU RESTAURANT REQUIRED PARKING: 1 SPACE FOR EACH 3 SEATS; 5 SPACES ADDITIONAL FOR EACH DRIVE-THRU ORDERING STATION CALCULATION: 1 SPACE x (72/3 SEATS)=24; 5x2 ORDER STATIONS=10 SPACES		
ACCESSIBLE PARKING CRITERIA	1-25 SPACES = 2 MIN. ACCESSIBLE SPACES 26-50 SPACES = 3 MIN. ACCESSIBLE SPACES 51-75 SPACES = 4 MIN. ACCESSIBLE SPACES 76-100 SPACES = 5 MIN. ACCESSIBLE SPACES 101-150 SPACES = 6 MIN. ACCESSIBLE SPACES 151-200 SPACES = 7 MIN. ACCESSIBLE SPACES 201-300 SPACES = 8 MIN. ACCESSIBLE SPACES 301-400 SPACES = 9 MIN. ACCESSIBLE SPACES	401-500 SPACES = 10 MIN. ACCESSIBLE SPACES 501-1,000 SPACES = 12 MIN. ACCESSIBLE SPACES 1,001+ SPACES = 15 MIN. ACCESSIBLE SPACES	401-500 SPACES = 10 MIN. ACCESSIBLE SPACES 501-1,000 SPACES = 12 MIN. ACCESSIBLE SPACES 1,001+ SPACES = 15 MIN. ACCESSIBLE SPACES

**BOHLER**  
SITE CIVIL AND CONSULTING ENGINEERING  
PROJECT MANAGEMENT  
LANDSCAPE ARCHITECTURE  
SUSTAINABLE DESIGN  
PERMITTING SERVICES  
TRANSPORTATION SERVICES

**REVISIONS**

REV	DATE	COMMENT	DRAWN BY
1	01/22/2021	REVISED FOR FULL PLAN SET	JF
2	01/27/2021	QUEUE CARS & FREE-STANDING SIGN	JF

**811**  
Know what's below.  
Call before you dig.  
ALWAYS CALL 811  
It's fast. It's free. It's the law.

**PERMIT SET**

THIS DRAWING IS INTENDED FOR MUNICIPAL AND/OR AGENCY REVIEW AND APPROVAL. IT IS NOT INTENDED AS A CONSTRUCTION DOCUMENT UNLESS INDICATED OTHERWISE.

PROJECT NO.: W201256  
DRAWN BY: AKD/CPB  
CHECKED BY: JF  
DATE: 01/04/2021  
CAD I.D.: W201256-CV1-1

**PROPOSED SITE PLAN DOCUMENTS**

FOR  
**B AND F CONSTRUCTION**

PROPOSED BURGER KING SITE IMPROVEMENTS  
MAP #10, LOT #1502  
1155 PONTIAC AVENUE  
CITY OF CRANSTON, RHODE ISLAND

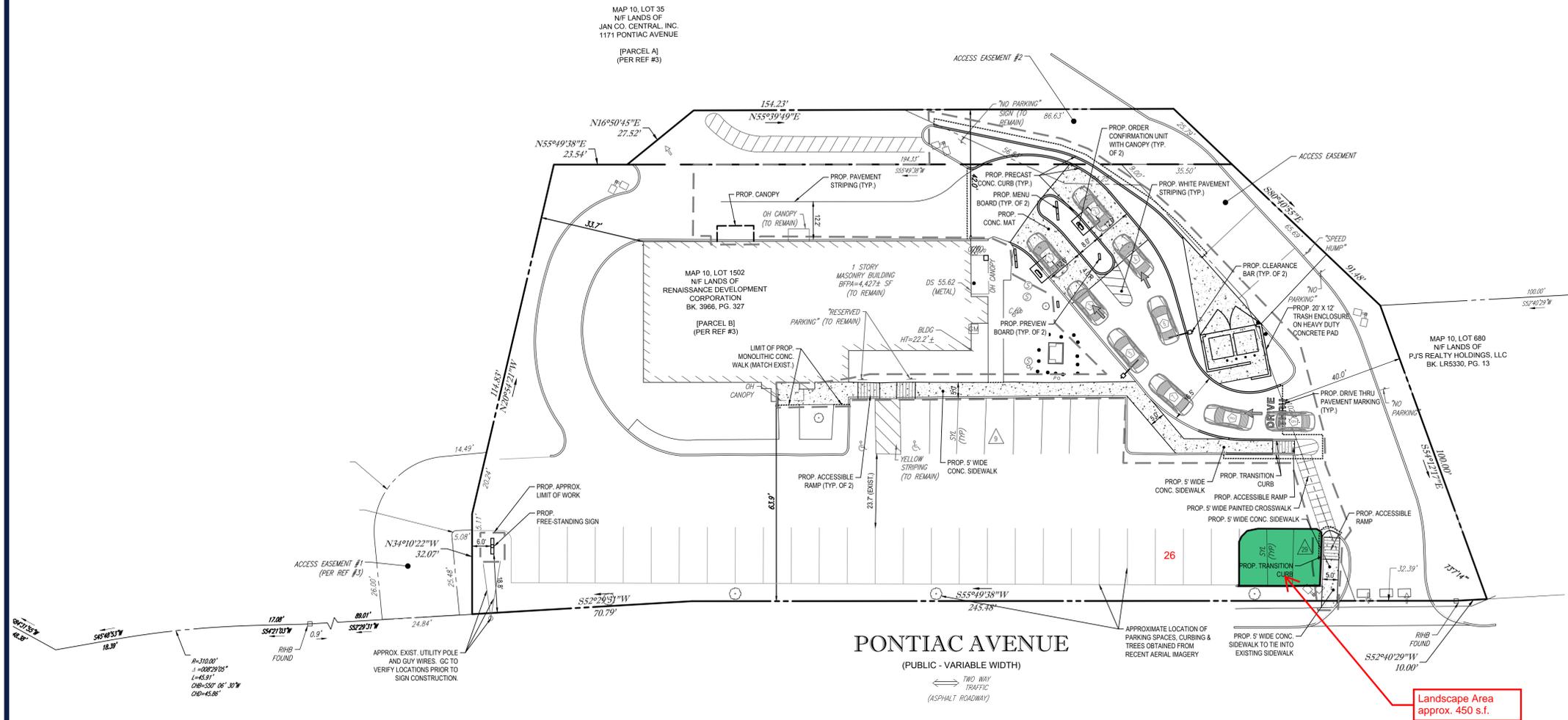
**BOHLER**  
352 TURNPIKE ROAD  
SOUTHBOROUGH, MA 01772  
Phone: (508) 480-9900  
www.BohlerEngineering.com

**J.G. SWERLING**  
PROFESSIONAL ENGINEER  
MASSACHUSETTS LICENSE NO. 41697  
NEW HAMPSHIRE LICENSE NO. 14696  
MAINE LICENSE NO. 13816  
CONNECTICUT LICENSE NO. 30785  
RHODE ISLAND LICENSE NO. 11425

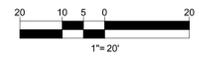
SHEET TITLE:  
**SITE LAYOUT PLAN**

SHEET NUMBER:  
**C-301**

REVISION 2 - QUEUE CARS & FREE ST



**THIS PLAN TO BE UTILIZED FOR SITE LAYOUT PURPOSES ONLY. REFER TO GENERAL NOTES SHEET FOR ADDITIONAL NOTES**



P:\2010\201516\DRAWINGS\PLAN SETS\REV\201516-DVL-1-3-A\AYOUT-C-301-SITE

## MEMORANDUM

**TO:** John Burke and Steve Olobri, B & F Construction

**FROM:** Erin Fredette, P.E.  
Francisco Lovera, P.E.

**DATE:** February 5, 2021

**RE:** Drive-Thru Queue Assessment  
Proposed Burger King Restaurant  
1155 Pontiac Avenue  
Cranston, RI

McMahon Associates has completed an assessment that focuses on drive-thru queueing for the proposed Burger King restaurant to be located at 1155 Pontiac Avenue in Cranston, Rhode Island. The assessment is based on the site layout plan prepared by Bohler Engineering, dated January 27, 2021. The drive thru of the Burger King project is proposed to include queue storage for a total of approximately 14 vehicles between the pick-up window and the access road located to the east. Storage for nine vehicles is proposed to be provided between the proposed menu/order boards and the access road to the east.

McMahon Associates has previously been a part of queue observations at fast-food drive-thru facilities that documented average and maximum queues during peak periods of the restaurants. Based on our previous experience with these queue observations, average maximum queues were generally observed to be 8-12 vehicles in length beginning at the pick-up window. Average queues extending back from the order boards included approximately 3-5 vehicles during peak periods.

The dual order board system and two drive-thru lane configuration proposed as part of the Burger King project would result in more efficient drive thru operations than a single drive-thru lane configuration. Based on information provided to McMahon, drive-thru times for Burger King are typically three minutes or less from placing the food order to picking up the food. Additionally, given the convenience nature of the proposed land use, if patrons encounter a particularly long queue for the drive-thru they may bypass the site and not join the queue.

Based on a review of the previously completed trip generation estimates, drive-thru service times provided for Burger King, and knowledge of historic drive-thru queue lengths, the proposed project site layout would be expected to provide sufficient queue storage for typical peak period operations. The proposed location of the menu/order boards would be expected to adequately serve average anticipated queues at the site. The proposed drive-thru configuration and storage for up to 14 total drive-thru vehicles would not be expected to result in drive-thru vehicles backing up beyond the access road to the east or blocking Pontiac Avenue.