



June 30, 2022

Mr. Joshua Berry, AICP
Senior Planner
Cranston City Hall
869 Park Avenue
Cranston, RI 02910

Re: Development of the former Trolley Barn Site Cranston, RI
Traffic Study Peer Review
Fuss & O'Neill Reference No. 20200078.T20

Dear Mr. Berry:

DiPrete Engineering has prepared a revised site plan in response to comments issued by Fuss & O'Neill on the Master Plan for the proposed mixed-use development at 777 Cranston Street in Cranston, RI, also referred to as the former Trolley Barn site. The majority of comments have been sufficiently addressed; we offer the following remaining comments:

On-Site Circulation and Parking

1. It is noted that the applicant has reduced the parking from 149 to 140. We also recommend:
 - a. Adding bike racks.
 - b. Closing the curb cut on Cranston Street at the southeast corner of the site, replacing sidewalk and curb, and installation of an accessible ramp to facilitate future bike lane access.
2. Section 17.28.010(A)(5) and 17.84.150 (A)(2) – It is noted that the applicant has added numerous pedestrian routes to the site. We also recommend:
 - a. Connecting Building 2 sidewalk to the right-of-way, as this will likely be the access point for pedestrians entering the site that approach from the west.
 - b. Connecting pedestrian route from Building 3 to Building 4 more directly with a crosswalk and sidewalk across the north side of Building 4.
 - c. Revising the light pole location to the west of the gas station canopy since it is located on the proposed sidewalk.
 - d. Depicting crosswalks across the two entrances on Cranston Street.
3. Section 17.28.010(B)(4) – The Fast Food driveway opening (measuring curb to curb) is less than 60 feet from Cranston Street.

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- a. F&O understands that the City will be confirming the reference point for this measurement.
 - b. If a waiver is required, F&O recommends approval of this waiver because the applicant has designated it as an entrance only, and it is 55 feet from Cranston Street.
4. Section 17.28.010(B)(4) and 17.48.010(D)(7) – There is one on-site driveway opening that is located within 40 feet of another driveway opening (measuring curb to curb).
 - a. It should be noted that the definition of “Driveway” is a private way for vehicles to move between a street and a location within a lot. Therefore, these Sections are applicable to all on-site driveway openings.
 - b. F&O recommends approval of this waiver because the proposed driveway openings are 30 feet apart, and one driveway opening is a one-way (i.e. Building 4 entrance).
5. Section 17.28.010(B)(5) – There is one location where the proposed driveway width is greater than 35 feet, located on the east side of Building 4.
 - a. F&O recommends approval of this waiver since the driveway width is 40 feet, and 20 feet of that width will be utilized for two drive-thru queuing lanes.
6. Section 17.68.010: As shown on Truck Movements & Dumpster Details, Sheet 13 of 15, Building #3 Fuel Truck Circulation, loading zone for fuel truck will be located in access drive behind Building 3. It is recommended that the City ask the applicant to clarify how this decision was made. This approach may be acceptable to the City since a secondary route through Building 1 is available, and based on anticipated duration/frequency/time-of-day of fueling.
7. Section 17.84.060(D): It is recommended that the two (2) parking spaces in the most southwestern end of the Building 4 parking lot be removed. Vehicles exiting these two parking spaces will be required to back up into the parking lot entrance and drive-thru lane exit/bypass.
8. Section 17.84.150(A)(4): Provide directional and street level signage.



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9. Section 17.84.150(A)5 and 17.84.140(C): Provide Landscaping Plan to verify sight lines at curb cuts.
 - a. A waiver from 17.84.140(C)(6)(b)(ii) may be warranted to accommodate a future bike path along the eastern side of the site.

We appreciate the opportunity to provide the City of Cranston with this peer review. Please do not hesitate to contact us with any questions.

Sincerely,

Andrew G. Glines, PE
Senior Civil Engineer


Katherine O'Shea, EIT
Transportation Engineer