

March 24, 2023

Mr. Gregory Guertin, Senior Planner  
City of Cranston  
869 Park Avenue  
Cranston, RI 02910

Re: **Traffic Engineering Review Services**  
**Knights Corner Development**  
**1381 Cranston Street**  
**Cranston, Rhode Island**  
Pare Project No.: 23045.00

Dear Mr. Guertin:

Pare Corporation (Pare) has completed our review of materials associated with the proposed redevelopment of the former Cranston Print Works facility at 1381 Cranston Street in Cranston, RI. The information provided that was included as part of our review are:

- Traffic Impact and Access Study, Proposed Mixed-Use Development, Prepared by Vanasse & Associates, Inc., dated February 2023
- Plans associated with the proposed Knights Corner Development, located at 1390 Cranston Street, including:
  - Architectural Plans (labeled conceptual), prepared by South County Architecture & Design, Inc., dated January 31, 2023
    - Cover Sheet
    - Drawing No. C1.02 – Proposed Site Plan
    - Drawing No. A1.10 – Ground Floor
    - Drawing No. A1.11 – Second Floor
    - Drawing No. A10.01 – Perspectives
    - Drawing No. A10.02 – Rendering
  - Existing Survey Plan, Prepared by National Land Surveyors-Developers, Inc., revised October 25, 2017
  - Concept Plan 02 (labeled draft), Prepared by DiPrete Engineering, dated January 11, 2023

Based on our review, we offer the following comments:

**Traffic Impact and Access Study:**

1. Introduction Section: Appears accurately described.
2. Existing Conditions Section: It should be noted that the City recently painted white edge lines on Cranston Street and Dyer Avenue in the vicinity of the project to create approximately 12-foot travel lanes and paved shoulders that are intended to make the area more attractive for alternate modes of travel, such as bicycling.

3. Future Conditions Section:
  - a. General Background Growth – Between 2010 and 2020, Cranston’s population grew at an average rate of 0.3 percent per year. The 1% per year background growth factor appears appropriate.
  - b. Specific Development by Others – The study indicates that estimates for the Knights Corner Development were developed and included in the future conditions analysis. What land uses were used to generate these projections? How were these trips distributed? Please provide backup information.
  - c. Previous Site Trip Generation – While it is noted that industrial use could occupy the site in the future, this is not currently proposed. As such, we believe it is inappropriate to add these trips to the no-build conditions.
  - d. Proposed Site Trips – The land uses referenced to generate the anticipated site-generated trips appears to be appropriate.
  - e. Previous To Proposed Use Comparison – While it is noted that the Cranston Print Works facility once had a significant workforce on-site, this ended more than a decade ago. We suggest basing previous site trip generation values on uses and employment levels present on-site only within the last five years.
  - f. Trip Distribution and Assignment – The directional distribution of the anticipated site-generated trips appears to be reasonable.
  - g. Table 9 – Based on comments 3.c. and 3.e. above, the values in this table will likely change.
4. Parking Generation Section: The parking demand analysis appears to be appropriate.
5. Sight Distance Evaluation Section:
  - a. Why was no speed study conducted on Dyer Avenue? We recommend that at least spot speed studies be conducted in the vicinity of the proposed site access points on Dyer Avenue to base the sight distance analysis on actual operating speeds.
  - b. The duplexes on Dyer Avenue near the site access points are located directly at the back of the sidewalk, less than 10 feet from the curb line. Do these structures limit intersection sight distance?
6. Traffic Operations Analysis Section:
  - a. The traffic capacity analyses appears to have been conducted using industry standards.
  - b. Based on comments 3.c. and 3.e. above, we anticipate the future condition analyses will need to be re-run and the analysis results presented in a revised table.
  - c. We note that under building conditions, the Cranston Street eastbound approach at Dyer Avenue is over capacity. The existing conditions analyses indicate that this is not the current condition. The applicant’s engineer should address this.
7. General: There is no discussion regarding how pedestrians and bicyclists associated with the development will be accommodated. The applicant’s engineer should address this.



Mr. Gregory Guertin

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We hope that this review is helpful in the Planning Commission's review of the proposed development application. If you have any questions, feel free to reach out to me.

Sincerely,

A handwritten signature in blue ink that reads 'Derek L. Hug'. The signature is fluid and cursive.

Derek L. Hug, P.E., PTOE  
Managing Engineer

DLH/kl