

CRANSTON CROSSING
MPD - Mixed Use Planned District
In accordance with the Cranston Zoning Ordinance

**NARRATIVE OUTLINE and STATEMENT
OF PURPOSE**

**To Accompany Application for MPD District Major Alteration for
A.P. 15-1, Lot 9 and A.P. 15-4, Lots 8 & 1706
Situated at
1000 New London Ave
Cranston, Rhode Island**

Applicant:
**COASTAL PARTNERS, LLC.
P.O. Box 5481
Beverly Farms, MA**

**July 17, 2020
PN 7268-00**

SECTION 1 - INTRODUCTION

The Cranston Crossing project (Project) is a commercial and residential redevelopment of properties contained within an existing MPD Mixed Use Planned District (MPD) situated at 1000 New London Avenue, in the southeastern portion of the City. The 55-acre property is bounded by New London Avenue (Route 2) to the west, Howard Avenue to the north, RI State land and facilities (Pastore Center) to the east, and residential properties to the south. The lots are identified by the City of Cranston Tax Assessor's as Map 15-1, Lot 9, and Map 15-4, Lots 8 and 1706. Copies of City zoning map and a map indicating properties located within 400' of the Project are attached.

The current use of the site is as a commercial recreation facility comprised of mini golf, a driving range, clubhouse, parking and other accessory components, which is owned and operated by Mulligan's Island LLC. The Applicant, Coastal Partners, LLC., seeks a major alteration to this existing MPD in order to accommodate a new commercial and residential development Project within the district.

In accordance with the requirements of section 17.100.040(B)3 of the City of Cranston Code of Ordinances, the Applicant submits this Narrative Outline and Statement of Purpose to accompany the MPD major alteration application for the Project.

SECTION 2 - PROPOSED DEVELOPMENT SUMMARY – STATEMENT OF PURPOSE

The primary commercial element of the Cranston Crossing project is a new large-scale retail facility (wholesale club) proposed on the central portion of the property. This portion of the redevelopment also includes a fueling station.

Additional smaller scale commercial elements are proposed to be added north and south of that primary user. Development to the north will consist of two undetermined commercial/retail/restaurant uses along the eastern side of New London Avenue (Route 2), as well as a fast food establishment with drive thru service on the southeast corner of the intersection of New London Ave and Howard Avenue. Another smaller scale commercial zone is also proposed on the south end of the Project to transition to adjacent city owned properties. Residential development is proposed southeast of the retail areas to transition to a single-family residential development of the same size lots as the abutting residential community and shall provide a buffer between the existing residential community and commercial use. To accommodate the Cranston Crossing redevelopment, a new 3-way signalized intersection is proposed along New London Ave opposite Brayton Avenue.

Two (2) telecommunications towers also exist on the property, which will remain. One (1) such

existing telecommunications tower shall be relocated on the property as shown on the Final Overall District Plan (FODP).

Redevelopment of the property will include re-siting of the Daniel S. Congdon Burial Lot (Cranston Historical Cemetery CR058), a family burial plot. Such re-siting shall be performed in compliance with the Rhode Island Cemeteries Act (R.I. General Law 23-18-11 et seq.), the Rhode Island Historical Preservation and Heritage Commission's (RIHPHC 2012) Rules and Regulations Pertaining to Registration and Protection of Historic Cemeteries and the City of Cranston's Historic Cemetery Ordinance (Chapter 15.20.010).

The Project location, fronting a state highway and surrounded by a major complex of state facilities, is well suited for the proposed mixed-use development. The mix of large and small scale retail and residential components envisioned for the Project are consistent with mix of land uses within the surrounding areas. The Project will create significant construction and permanent employment opportunities and tax revenue for the City and represents a substantial benefit to the community. The Project has been designed to minimize the impact on existing public facilities such as the roadway network, sewers, water facilities, school system, police and fire services.

The site is already developed as a commercial operation with available public sewer and water services.

SECTION 3 - NARRATIVE OVERVIEW

3.1 LAND USE ALLOCATION

The Applicant requests a modification of the existing Mixed Use Planned Development (MPD) zoning to allow for a mix of commercial and residential properties in accordance with the FODP and in accordance with the provisions of the City of Cranston's Code of Ordinances, Chapter 17.100 'MPD Mixed Use Planned Districts' as follows:

Parcel 1:

Institutional, Open Space/Recreational, and Business uses consistent with the City of Cranston's Code of Ordinances, Chapter 17.20.03 – Schedule of uses within the C-4 zoning district shall be allowed on Parcel 1. The existing Telecommunications Tower located on Parcel 1 may remain on Parcel 1 in its current location.

Parcel 2:

Institutional, Open Space/Recreational, and Business uses consistent with the City of Cranston's Code of Ordinances, Chapter 17.20.03 – Schedule of uses within the C-4 zoning district shall be allowed on Parcel 2.

Parcel 3:

Institutional, Open Space/Recreational, and Business uses consistent with the City of

Cranston's Code of Ordinances, Chapter 17.20.03 – Schedule of uses within the C-4 zoning district shall be allowed on Parcel 3.

Parcel 4:

Single-family residential uses, consistent with the A-8 zoning district density, shall be allowed on Parcel 4.

Parcel 5:

Single-family residential uses, consistent with the A-8 zoning district density, shall be allowed on Parcel 5. The existing Telecommunications Tower located on Parcel 2 may be relocated to Parcel 5.

3.2 UTILITY SERVICE IMPACTS

The subject site and surrounding areas are currently provided with sewer, water, gas and electric utility services.

3.3 TRAFFIC IMPACTS

The proposed development and related improvements shall comply with all requirements of the 'City Plan Commission Policy for Traffic' of the City of Cranston (attached).

3.4 TIMING AND PROJECT COMPLETION

No building in the Project shall receive a temporary or permanent Certificates of Occupancy until the substantial completion (as determined by the City Plan Commission and/or Rhode Island Department of Transportation) of the traffic improvements materially as shown on the FODP.

3.5 PROJECT ASPECTS AND CITY BENEFITS

As the subject property is currently seasonally operated, the introduction of additional commercial enterprise and residences will be of substantial benefit to the City of Cranston. These benefits will most notably include a substantially larger amount of employment opportunities and tax revenue than this property is able to provide under existing conditions.

SECTION 4 - DEVELOPMENT STANDARDS

4.1 FRONTAGE AND SETBACKS

Frontage for each Parcel of the Project shall be as shown on the FODP. Setback requirements for each Parcel shall be determined by the developer with approval by the City Plan Commission during the Major Land Development/Subdivision review process for each Parcel.

4.2 MAXIMUM LOT COVERAGE

Overall lot coverage for the Project shall not exceed sixty percent (60%) in the aggregate. Maximum lot coverage requirements for each Parcel shall be determined by the developer with approval by the City Plan Commission during the Major Land Development/Subdivision review process for each Parcel.

4.3 BUILDING HEIGHT

All buildings within the Project shall not exceed thirty-five (35) feet in height. This height restriction shall not apply to the existing telecommunications towers.

4.4 BUILDING SPACING

The minimum distance between buildings within the Project shall be twenty-five (25) feet. Single-family dwelling structures shall be exempt from this requirement.

4.4 DRAINAGE

The Project shall provide for the adequate drainage of all surface waters in accordance with Chapter 15.28 of the City Code. Any drainage facility shall conduct water to an approved location and in a manner approved by the Director of Public Works.

4.5 BUFFERS

Buffers shall be as shown on the FODP.

4.6 LANDSCAPING

Landscaping requirements shall be determined by the developer with approval by the City Plan Commission during the Major Land Development/Subdivision review process for each Parcel.

4.7 PARKING AND LOADING

Parking and loading requirements shall be determined by the developer with approval by the City Plan Commission during the Major Land Development/Subdivision review process for each Parcel.

4.8 SIGNAGE

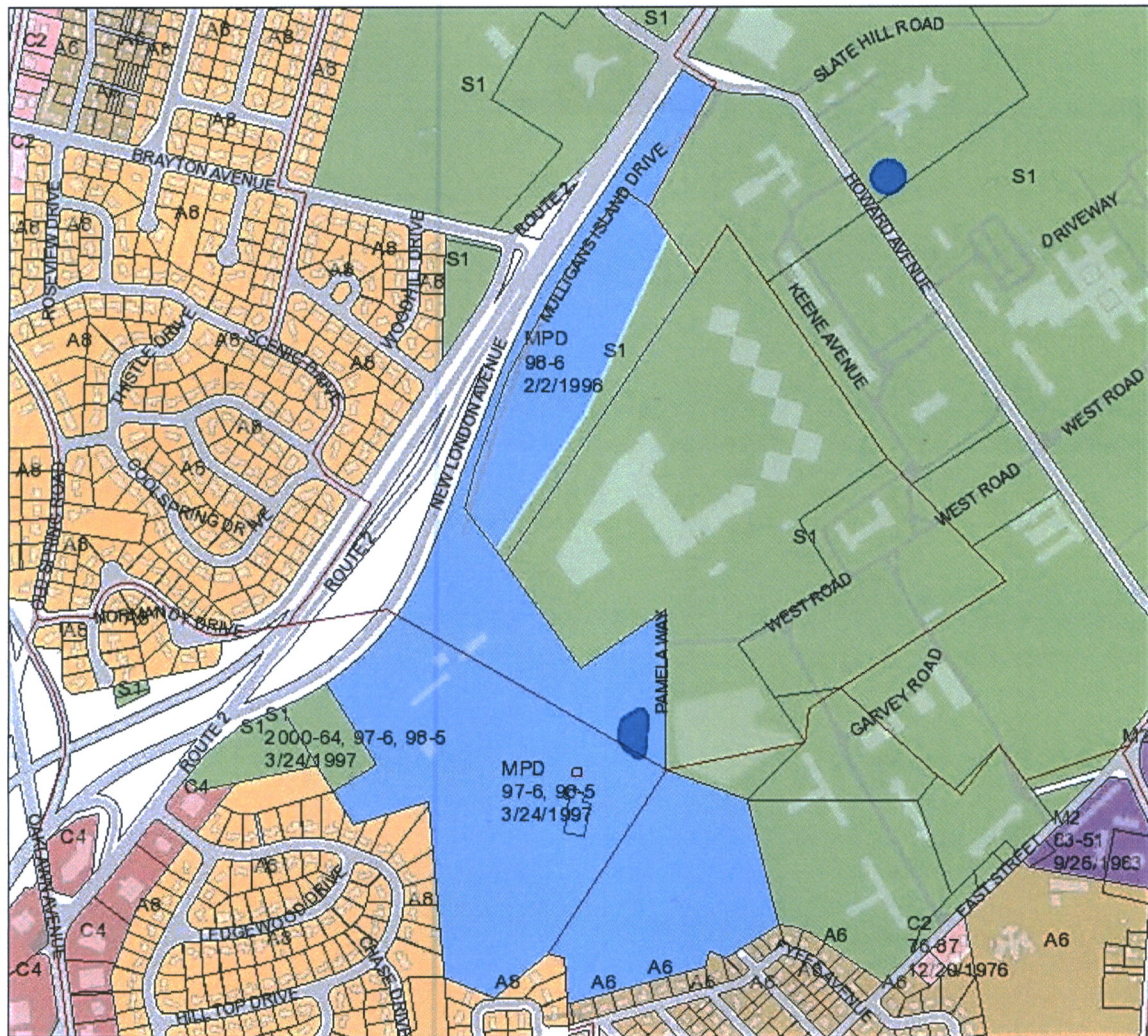
Signage requirements for the commercial use Parcels shall be determined by the developer with approval by the City Plan Commission during the Major Land Development review process for each commercial use Parcel.

4.9 LIGHTING

The Project shall include a lighting plan which must be reviewed and approved by the City Plan Commission during the Major Land Development review process for each commercial use Parcel.

Zone Map

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Streets Names	Edge Of Pavement	A12	C4
Cranston_Boundary	Cemeteries	A8	C5
Plat Bounds	Zoning Dimensions	A6	M1
Parcels	Historic Overlay District	B1	M2
Hydro Poly 2001	Zoning	B2	EI
Stream/Water Body	none	C1	MPD
Swamp	A60	C2	S1
Buildings	A20	C3	Other



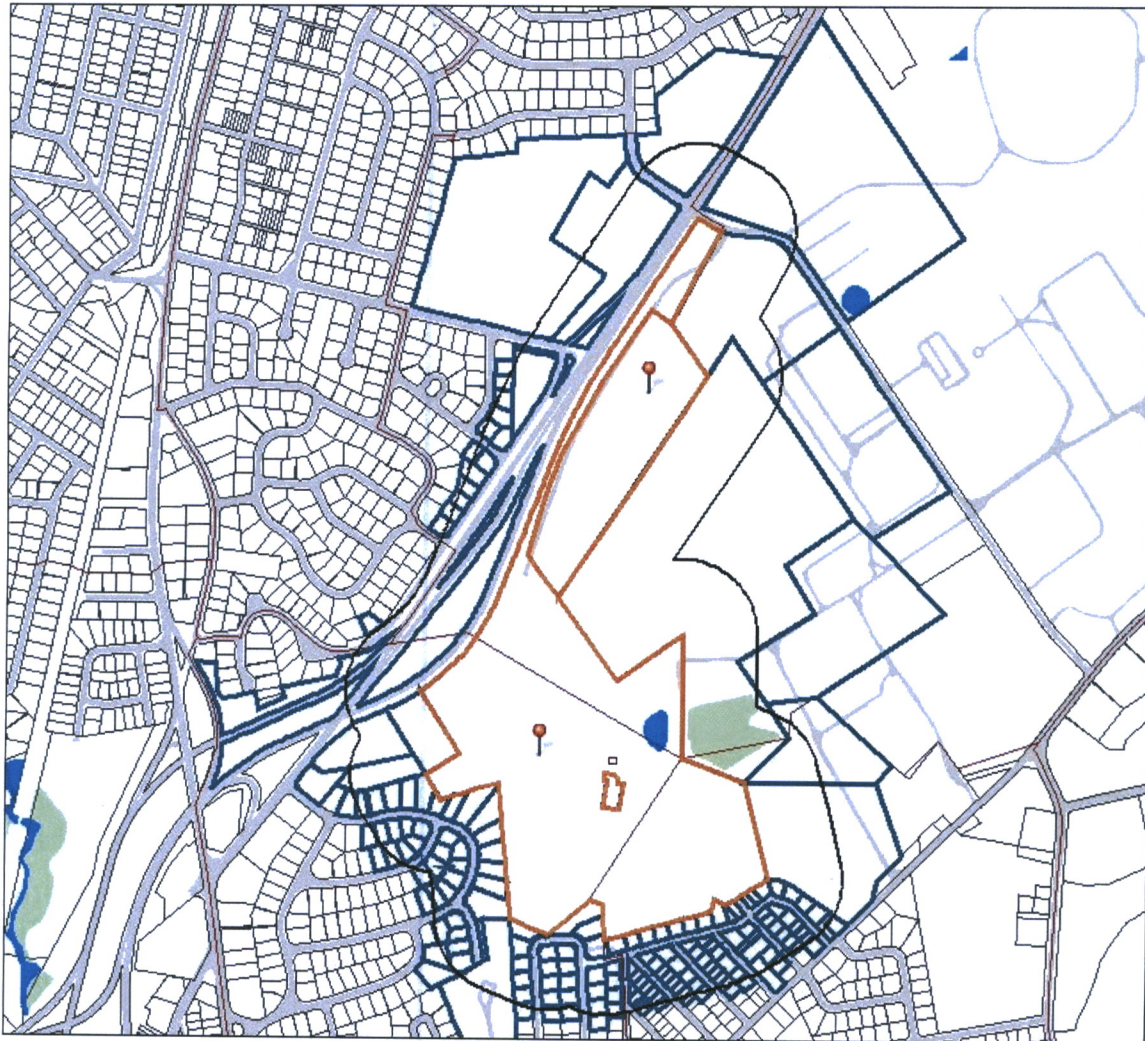
This map is a digital spatial product and is not the product of a Professional Land Survey. It was created for general reference, informational, planning and guidance use and is not a legally authoritative source as to location of state or main made features. Proper interpretation of this data may require the assistance of appropriate professional services. The City of Cranston makes no warranty, expressed or implied related to the spatial accuracy, reliability, completeness or correctness of this map data.

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City of Cranston

400-Foot Radius Map

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|-----------------------|--|------------------------|--|------------|
| vParcels_Buffer | | Plat Bounds | | Cemeteries |
| UserSelectedParcels | | Parcels | | |
| ParcelsInBufferOutput | | Hydro Poly 2001 | | |
| Streets Names | | Stream/Water Body | | |
| Cranston_Boundary | | Swamp | | |
| | | Edge Of Pavement | | |



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City of Cranston

CITY PLAN COMMISSION POLICY FOR TRAFFIC

PURPOSE

The purpose of this policy is to manage traffic impacts created by subdivisions and land development/redevelopment projects so as to:

1. provide for the orderly movement of traffic, reduce the potential for accidents, allow adequate emergency response, and maintain adequate and safe streets;
2. discourage the use of neighborhood streets as shortcuts by promoting the use of arterial and collector streets;
3. encourage the use of traffic engineering design standards appropriate for residential and commercial neighborhoods;
4. encourage private sector participation in managing traffic;
5. create and maintain safe and convenient pedestrian access and bike paths;
6. encourage the use of public transit, carpool and vanpools;
7. promote clean air by encouraging/providing alternative modes of transportation and reducing vehicle delays and resultant exhaust emissions.

DEFINITIONS

For the purposes of this policy the following terms shall have the following meanings:

ADEQUATE CAPACITY: Level of Service (LOS) D or better on every major approach at signalized junctions or roundabouts for Arterial and Collector Streets. For unsignalized junctions (two/four way Stop) a LOS C or better for to main roadway left turning traffic.

For residential and subcollector streets adequate capacity shall be defined as operations not resulting in excessive minor approach queuing (10+ vehicles) and resultant delays that would potentially have an adverse effect on intersection safety.

AVERAGE DAILY TRAFFIC (ADT): The number of vehicles passing a point on a street during a 24 hour period on a typical day.

CAPACITY OF AN INTERSECTION: The maximum number of vehicles which can reasonably be expected to be processed through an intersection or street segment during a one hour peak time period.

DESIGN YEAR: The fifth year after a development is scheduled to be completed.

EXCEPTIONAL PEAK PERIOD: An exceptional hourly, daily or seasonal period of trip generation (i.e., the December holiday).

IMPACTED STREET: A street or intersection receiving 50 or more peak hour trips from a development.

LEVEL OF SERVICE (LOS): A measure of the operating conditions of an intersection or street segment ranked on a scale from LOS A (optimum) to LOS F (falling) as defined in the Highway Capacity Manual latest edition by the Transportation Research Board.

PASS-BY TRIPS: The number of trips captured by a land use from existing traffic on an adjacent street.

PEAK HOUR: The four consecutive 15 minute periods of heaviest volume of traffic on a street or from a development.

PEAK PERIOD, MORNING: Generally, 7 A.M. to 9 A.M.

PEAK PERIOD, EVENING: Generally, 3 P.M. to 6 P.M.

PEAK PERIOD, SATURDAY: Generally, noon to 4 P.M.

SIGNAL PHASE: That part of a traffic signal's time cycle allocated to a traffic movement or a combination of movements (including exclusive pedestrian movements) receiving the right-of-way simultaneously.

STREET:

ARTERIAL: An interregional street with an ADT of more than 5,000 conveying traffic between centers.

COLLECTOR: A street carrying large volumes of traffic (maximum ADT of 5,000) between arterial streets and residential and subcollector streets and having limited direct access to lots.

SUBCOLLECTOR: A street with a maximum ADT of 1,000-2,000 which provides access to lots and carries residential traffic to collector and arterial streets.

RESIDENTIAL: A street with low traffic volume (maximum ADT of 1,000) which provides frontage for access to lots and carries traffic with destination or origin on the street itself.

STUDY AREA: An area which encompasses all impacted streets.

TRIP: A single or one-directional vehicle movement.

TRIP ASSIGNMENT: Assignment of development generated and through trips to municipal streets and a development's driveways.

TRIP RATE: The number of trips per unit of independent variable (e.g., trips per dwelling unit, employee or square footage).

APPLICABILITY

This policy shall apply to every application for a Major Land Development or Subdivision [DEVELOPMENT].

TRAFFIC STUDY

- A. A traffic study, prepared by a firm or individual registered with the State Board of Registration for Professional Engineers, to provide Professional Engineering services in the State of Rhode Island or other appropriate professional specializing in traffic planning, shall be submitted with each application for a Development in which the proposed activity under review will generate 50 or more new trips during the peak hour of the development. If no streets are impacted by a development, the City Plan Commission [COMMISSION] may determine that a traffic study is not required.

The applicant, at his discretion, may consult with the Commission or its designee prior to the submission of an application for Development in order to identify the intersections to be studied and the appropriate elements to include in the study.

- B. Trip rates shall be based on Institute of Transportation Engineers Trip Generation, latest edition (ITE) or data from similar developments in similar settings in Rhode Island.
1. If ITE is used, the land use code, number of studies, weighted average trip rate, trip generation

- equation, standard deviation and coefficient for each land use used shall be provided. Use of the weighted average trip rate or trip generation equation to predict trips for each land use shall be based on the procedures set forth in ITE.
2. If local trip rates are used, the methodology used and the applicability of the data shall be provided.
 3. If data is available from ITE and local sources, the applicant may demonstrate why the ITE data is not accurate and should not be used. The Commission shall determine which data source will be used.
- C. All traffic counts including turning movements shall have been taken within 12 months of the date of submission and shall be adjusted for seasonal variation with an explanation as to how the adjustment was made.
- D. Projections of ADT's, turning movements and capacity analyses shall be adjusted for (where appropriate):
1. background traffic with an explanation as to how said adjustment was made;
 2. truck traffic and buses;
 3. vacant space in existing buildings in the study area;
 4. trips generated by the proposed development based on full occupancy; and
 5. trips generated by developments in the study area that are under review or approved by a municipal or state agency.
- E. If an exceptional peak period is likely to occur, the Commission may require analysis of traffic for said period.
- F. Trips from an existing land use that are being replaced by a new land use may be subtracted as follows:
1. If trip generation and distribution for the new land use have the same characteristics as the land use being replaced, trips generated by the new land use may be reduced by an amount not to exceed the trips generated by the land use being replaced.
 2. If trip generation and distribution for the new land use do not have the same characteristics as the land use being replaced, trips generated by the existing land use may be subtracted from the street system.
- G. Where a project accesses or impacts a state highway, evidence of consultation with RIDOT shall be provided with the master plan submission. If offsite mitigation is required on state highway a copy of the Physical Alteration Permit as issued by RIDOT shall be provided with the preliminary plan submission.
- H. The traffic study shall have the following elements (when applicable):
1. Executive summary with:
 - a. scope of work to include location of the project, locus map and site plan, description of type and intensity of existing and proposed development and description of study area;
 - b. schedule for project development;
 - c. summary of existing and future traffic conditions including deficiencies in the street system;
 - d. summary of traffic impacts and proposed mitigation;
 - e. listing of all permits required by the project and a summary of the status of permitting process for each required permit.
 2. Review of traffic studies undertaken within the study area in the prior 5 years on file with the State or in the municipalities within the study area.
 3. Description of roadway characteristics for all impacted streets to include:
 - a. inventory of land uses within 600 feet of the development and description of land uses on each impacted street;
 - b. identification of all curb cuts and driveways within 500 feet of the development;

- c. physical characteristics including number of travel lanes; widths of right-of-way, travel lanes, sidewalks and shoulders; conditions of pavement, sidewalk and curbing; and roadway geometry and grades;
 - d. inventory of traffic control devices including regulatory parking and warning signs, traffic signal permits, control units and description of signal phasing;
 - e. sight distances and obstructions to sight lines;
 - f. location and type of street lighting;
 - g. actual design [85th percentile] and posted traffic speeds;
 - h. number, type and location of accidents by year for the most recent three years;
 - i. description of transit system serving the study area including mode, frequency, schedule, routes, stop location and patronage;
 - j. time and peak volume of parking for the development;
 - k. location of pedestrian and bicycle routes;
 - l. location of churches, schools, parks and similar public or civic uses within the study area.
4. Description of traffic improvements to be completed in the study area prior to the design year with a schedule of implementation and identification of the parties responsible for implementing the improvements.
 5. ADT's on all impacted streets with daily volumes in excess of 5,000 vehicles per day for the current year and the no-build and build conditions of the design year (no-build and build conditions). Current ADT's shall be counted for a 48-hour period on a typical weekday.
 6. Existing site generated trips with a trip assignment.
 7. Identification of the peak hours (AM, PM, and Saturday) of the development and for adjacent streets with an explanation as to how the peak hours were selected.
 8. Development generated trips for the peak hours of the development and for adjacent streets and a trip assignment with an explanation as to how the assignment was made. If projected trips are adjusted for pass-by or diverted trips, an explanation as to how the adjustment was made shall be provided. Adjustment for pass-by trips shall be limited to 25% of site generated trips and 6% of the volume the traffic on the street serving the site.
 9. Peak hour(s) turning movement counts on all impacted streets for the current year and the no-build and build conditions.
 10. Peak hour(s) capacity analysis for the current year and the no-build and build conditions on all impacted streets. Said analysis shall be based on the Highway Capacity Manual Transportation Research Board, latest edition and shall include a queue analysis and critical volumes by signal phase or turning movement for each intersection studied.
 11. Peak hour(s) gap analysis for unsignalized impacted streets and site driveways which experience excessive delay, queuing or are approaching capacity.
 12. Measures to mitigate traffic impacts to include:
 - a. The process through which the mitigation will be authorized, financed, designed and implemented.
 - b. Peak hour(s) capacity analysis on all impacted streets and intersections based on the mitigation proposed.
 - c. Review of potential impact to utilities, wetlands, archaeological/historical sites, etc.
 - d. Implementation schedule. If the development or the mitigation is phased, the study shall show how the mitigation will be implemented and function for each phase.
 - e. If site design and geometric changes are proposed, said changes shall be based on current engineering standards for turn pockets, transition tapers, lane widths, sight distance, multiple lane configuration, and right-of-way widths. A description of said changes shall include:
 1. scaled plan(s) (1"=40' preferred) showing:
 - a. existing and proposed layout lines, building footprint(s), parking lot areas and driveways;
 - b. the relationship of the site layout to existing rights-of-way with sight distances;

- o. proposed geometric changes and widening (driveways, storage lanes, acceleration and deceleration lanes, turning lanes, etc.
- 2. A traffic management plan to maintain traffic flow on impacted street(s) and allow access to abutting properties by vehicles, pedestrians, and handicap persons during construction.
- 3. Measures to mitigate traffic generated noise and dust pollution.
- f. If traffic signalization is proposed, a signal warrant analysis based on Manual on Uniform Traffic Control Devices (FHWA, latest edition).
- g. Program to monitor the effects of the mitigation for period of up to three years after implementation.
- h. If signalization of an unsignalized intersection is proposed as mitigation, the applicant shall also provide alternative mitigation designs for the intersection including analysis of a roundabout per RIDOT policies.

TRAFFIC CAPACITY

- A. Prior to granting a Development approval, the Commission shall determine if there will be adequate capacity on all impacted streets for the build condition.
 - 1. If adequate capacity is projected on any impacted street for the no-build condition and a development causes a decrease in LOS, the Commission may require implementation of mitigative measures to restore the LOS to the no-build condition.
 - 2. If any impacted street does not have adequate capacity for the build condition, the Commission shall take one of the following measures:
 - a. The Commission shall require the implementation of mitigative measures to achieve adequate capacity.
 - b. If the Commission determines that the Development is not the cause for an impacted street having inadequate capacity and that the cost for mitigation is excessive given the size and nature of the Development, the Commission shall require the implementation of mitigative measures to insure that there is no increase in delay and shall require a cash contribution of \$500 for each new vehicle trip added to the impacted street. Said contribution shall to be deposited into a dedicated account whose use shall be restrict to implementing mitigation on said street.
 - c. The Commission shall deny the application if the mitigative measures to achieve adequate capacity can not be implemented.
- B. The Commission may condition its approval on:
 - 1. Completion of mitigation prior to issuing any occupancy permit.
 - 2. Posting surety to guarantee implementation of mitigation.
 - 3. Implementing measures to reduce trips generated by a development including use of:
 - a. employer subsidized passes for public transit,
 - b. carpools and vanpools,
 - c. flex time or staggered work hours,
 - d. preferential parking for high occupancy vehicles,
 - e. restricting access to or egress from off street parking areas during peak hours,
 - f. measures to promote pedestrian access,
 - g. measures to encourage bicycle commuting such as secured bike racks and locker and shower facilities.
 - 4. The submission of periodic reports on the effectiveness of the trip reduction programs as part of the monitoring required under Section H.12.g. above.
 - 5. Reducing of the size or intensity of the project.
 - 6. Phasing the development of the project.
 - 7. Obtaining all other permits where applicable.

COMPLIANCE

If the Commission determines that its conditions on traffic are not being met, the Commission shall require the applicant to bring the development into compliance.

WAIVER OF THE REGULATIONS

If the Commission finds that any section or provision of this policy does not apply, it may be waived by vote of the Commission.

SEPARATION

Should any section or provision of this policy be declared to be invalid, said section or provision shall not invalidate any other section or provision of this policy.