

Berry, Joshua

From: Knowles, George <george.knowles@fmglobal.com>
Sent: Monday, November 30, 2020 11:45 PM
To: Berry, Joshua
Cc: dukefarina@cs.com; khopkins7878@gmail.com; sstycos26@gmail.com; lammis.vargas@gmail.com; aniece@aniecegermain.com; johndoneganforcranston@g.com; brady4cranston@gmail.com; chrisaplauskas@gmail.com; mike@favidlaw.com; Fung, Allan; nmattesq@yahoo.com; sen-gallo@rilegislature.gov; ferriforcranston@gmail.com; citizensofcranston@aol.com; nicoleforcranston@gmail.com; reillyforcranston@gmail.com; ba2020@allanfung.com; brandonpotterri@gmail.com
Subject: FW: against rezoning

Hello Joshua,

I am writing time to express my concern with the proposed rezoning of the current Mulligan's Island property. I do not think a big box store is the appropriate addition to this area. I am concerned for the traffic and environmental impacts on our surrounding neighborhoods, including the safety of our children playing outside during a pandemic. I am concerned for the negative effects that large scale lighting and constant large truck noise will have on our quiet area. Again, our backyards, even though it is getting colder, are one of the only places we can relax safely. Our local small businesses have been impacted enough by the COVID-19 pandemic restrictions and guidelines. These family owned shops and restaurants would be negatively impacted by a large box store, quick stop gas station and fast food restaurant.

I ask that you decline the developer's request to change the zoning of this area. This proposal is inconsistent with the City's Comprehensive Plans intention for this land. There are other areas in Cranston and surrounding cities and towns that could support a large box store without negatively impacting so many small neighborhoods and businesses.

Thank you for your time and support. I plan to attend the planning commission meeting on Tuesday, December 1, 2020.

Regards,

George Knowles

82 Laura Circle
Cranston, RI 02920
401-529-6782

George E. Knowles | Staff Vice President | Manager, GAAP Consolidations Reporting
FM Global | 270 Central Ave. | Johnston, RI 02919 | 401 415 2228



Berry, Joshua

From: mcnally802@gmail.com
Sent: Monday, November 30, 2020 11:43 AM
To: Berry, Joshua; Pezzullo, Jason; DiBoni, Lawrence; Fung, Allan
Subject: Video & Picture for the CPC
Attachments: Cranston Vacant Retail.mp4; IMG_0673.JPG

Good Morning Joshua, Jason, Larry, Mayor Fung, and Members of the CPC,
I have attached two items for your review. The first is a very short video slideshow addressing the fact that there are numerous empty storefronts and restaurants in nearby proximity to the proposed Cranston Crossing site. The narrative promises jobs and revenue to the City, but it is hard to imagine how that is possible when we cannot find businesses willing to open in our existing commercial locations.

The second is an image from the backyard of 82 Hilltop Drive. You can clearly see how close the Mulligan's property and building are to the abutting residences. The building you see directly on the opposite side of the fence is located between the proposed Costco and gas station. The developer has stated numerous times that there is a significant buffer between the existing neighborhoods and proposed Costco, gas station and additional proposed and unknown future highway commercial buildings. This clearly is not the case.

As previously stated, this proposal is about so much more than a COSTCO coming to Cranston. Even the proposal itself demonstrates that, although it has been framed as COSTCO coming to "save" the City of Cranston. A C-4 Highway Commercial use at Mulligan's Island is inconsistent with existing zoning, surrounding land uses and the City's Comprehensive Plan. In addition, it was never what was intended or promised for that land when it lost its protection at the time Mulligan's Island was built as Mr. Flynn points out in the testimony our legal counsel submitted to the City.

In the future, hopefully a suitable location can be found that enables COSTCO to come to Cranston, bringing along the benefits the Developer has discussed, without decimating surrounding neighborhoods, green space and so much more.

Thank you,
Rachel McNally
113 Hilltop Drive, Cranston



Berry, Joshua

From: Brandon Casey <brcasey05@gmail.com>
Sent: Sunday, November 29, 2020 10:36 AM
Subject: Continued Costco Development Concerns

Dear Cranston Official,

I am writing to express my strong concerns with the revised development plans at Mulligan's Island on New London Avenue. The revised site plans DID NOT take into account many of the suggested changes from the Site Walk. The negative impacts this project will have on our neighborhoods and the City of Cranston remain far greater than any benefit it might have for the city.

Below is an image of the original plans, with the sole purpose of showing our house, in proximity to the development being proposed, practically in our backyard. Please note, the revised plans DID NOT change anything that is being shown in this photo in relation to my property and the development plans to take place directly behind it.



I'd like to highlight some of my largest concerns below:

- My HOUSE (not my property line which is even closer) is 187 FT from the proposed Parcel 3 - Future Commercial Area.

- Parcel 3 is being asked to be zoned C-4, without any accompanying plans to help with the decision. As a C-4 zone, this means that we could have a Car Wash, Nightclub, Motel/Hotel or Motor Vehicle Repair and Service shop just to name a few less than 187 FT from our house.
- My HOUSE (not my property line which is even closer) is 350-400 FT from the proposed main truck lane that will be used for all deliveries coming and going from the proposed Costco.
- My HOUSE (not my property line which is even closer) is 400-450 FT from the proposed area for the dumpsters, compactors and loading docks.
 - My family and I currently enjoy the peacefulness and fresh air in our existing backyard. Instead, with this proposal we'd have to listen to commercial trucks coming and going, breathe in the exhaust of those trucks, while smelling the trash that will be stored in the dumpsters and compactors less than 500 FT away.

It is clear that this proposed development overall is unfit for this area of Cranston. Unlike any other commercial developments of this scale in our city, this will be right next to residential neighborhoods and the "22 acre buffer" is 100% FALSE. In my opinion, this development does not fit with the character of our city. We have lived in this city our entire lives and would hate to have to leave our home if this development is approved. More than likely our house value will decrease and so will the quality of life in our beloved neighborhood of Oak Hill Terrace.

When my wife and I first purchased this home in 2013, I was a bit concerned over the prison being so close, but I could appreciate the green space that Mulligan's Island provided as a buffer. A space that was developed as such, specifically to maintain that buffer between the prison and our neighborhoods. Costco plus other commercial buildings would no longer act as a suitable buffer.

Thank you for your time in hearing my concerns and it is my hope that you prevent this type of development in our city.

Sincerely,

Brandon R. Casey
76 Hilltop Drive
Cranston, RI 02920

Berry, Joshua

From: Joanne Knowles <joanne.e.knowles@gmail.com>
Sent: Sunday, November 29, 2020 10:15 PM
To: Berry, Joshua
Subject: Against the zoning changes in Cranston

Mr. Berry,

Please forward my email below to the Planning Commission regarding the proposal to rezone the area currently operated by Mulligan's Island.

Thank you,
Joanne Knowles

Planning Committee Members,

I am writing a second time to express my concern with the proposed rezoning of the current Mulligan's Island property. I do not think a big box store is the appropriate addition to this area. I am concerned for the traffic and environmental impacts on our surrounding neighborhoods, including the safety of our children playing outside during a pandemic. I am concerned for the negative effects that large scale lighting and constant large truck noise will have on our quiet area. Again, our backyards, even though it is getting colder, are one of the only places we can relax safely. Our local small businesses have been impacted enough by the COVID-19 pandemic restrictions and guidelines. These family owned shops and restaurants would be negatively impacted by a large box store, quick stop gas station and fast food restaurant.

I ask that you decline the developers request to change the zoning of this area. This proposal is inconsistent with the City's Comprehensive Plans intention for this land. There are other areas in Cranston and surrounding cities and towns that could support a large box store without negatively impacting so many small neighborhoods and businesses.

Thank you for your time and support. I plan to attend the planning commission meeting on Tuesday, December 1, 2020.

Sincerely

Joanne Knowles
82 Laura Circle
Cranston, RI 02920
401-480-7236

Berry, Joshua

From: mcnelly802@gmail.com
Sent: Saturday, November 28, 2020 6:58 PM
To: Mike
Cc: Berry, Joshua
Subject: Cranston Crossings Proposal/State Land

Follow Up Flag: Follow up
Flag Status: Completed

Hello,

I hope you had a nice Thanksgiving. Thank you again for speaking with us the other night. I had to leave the call early because of a work obligation, so I didn't get to further discuss the State land that was auctioned off and why the developer did not submit a bid on that land for the proposed Cranston Crossings development.

While that land seems better suited for this proposed development to most of us, I received additional information about that parcel from Jason Pezzullo at the Planning Department. The State Land that was available at auction is zoned M-2 Heavy Commercial, and a C-4 Highway Commercial use there is inconsistent with existing zoning, surrounding land uses and the City's Comprehensive Plan. Coincidentally, those are the same reasons (inconsistent with existing zoning, surrounding land uses and the City's Comprehensive Plan) that the Cranston Crossings Proposal does not belong at Mulligan's Island.

I have copied Josh Berry on this email. Josh, can you please share this with Chairman Michael Smith, Fred Vincent, Ken Mason, Robert Strom, Kathleen Lanphear, Ann Marie Maccarone, Joseph Morales, Robert DiStefano and Robert Coupe?

Thank you,
Rachel

Berry, Joshua

From: Dan DeCesaris <ddecesaris826@gmail.com>
Sent: Saturday, November 28, 2020 12:31 PM
To: Pezzullo, Jason; Berry, Joshua
Subject: Cranston Crossing Hearing Presentation Material
Attachments: Nearby Big Box Layouts FINAL 2020 11 24.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Jason, Josh:

On behalf of Cranston Neighbors for Smart Development, please see the attached document which we wish to be made part of the record moving forward.

The purpose of this document is to show the distance between other Costcos in New England relative to existing single-family dwellings. In addition, we've included two other local very similar big box developments and their proximity to existing single-family dwellings. Finally, the proposed Costco and it's proximity to existing single-family dwellings is presented.

As you'll see, it is clear the Cranston Crossing development - specifically the proposed Costco and the Parcel 3 C-4 footprint - is significantly closer to existing single-family residential than is typical elsewhere in New England.

Thank you.

Dan DeCesaris, P.E.
48 Hilltop Dr, Cranston, RI 02920

Costco Avon, MA

120 Stockwell Drive

Existing Costco, Avon, MA
120 Stockwell Dr.

2,200-ft

Costco - Avon, MA

Nearest single-family residential dwelling
to Costco Building: 2,200-ft.

Major highway (Route 24), existing
commercial/industrial, and woods between
two incompatible uses.

Google Earth

© 2020 Google



3000 ft

Costco Dedham, MA

200 Legacy Boulevard

Existing Costco, Dedham, MA
200 Legacy Boulevard

Nearest single-family residential dwelling to Costco Building: 1,005-ft

Costco - Dedham, MA
Nearest single-family residential dwelling to Costco Building: 1,005-ft.
Significant wooded buffer between two incompatible uses.

Wigwam Pond

Little Wigwam Pond



Costco Waltham, MA

71 2nd Avenue

Existing Costco, Waltham, MA
71 2nd Avenue

Nearest single-family residential dwelling to Costco Building: 2,250-ft

Costco - Waltham, MA

Nearest single-family residential dwelling to Costco Building: 2,250-ft.

Existing commercial/industrial, and woods between two incompatible uses.

Google Earth

© 2020 Google

3000 ft



Costco Danvers, MA

11 Newbury Street

Nearest single-family residential dwelling to Costco Building: 1,885-ft

1,885-ft

Existing Costco, Danvers, MA
11 Newbury Street

Costco - Danvers, MA

Nearest single-family residential dwelling to Costco Building: 1,885-ft.

Major highway (Route 1), high density residential, and woods between two incompatible uses.



Costco East Lyme, CT

284 Flanders Road

Costco - East Lyme, MA

Nearest single-family residential dwelling to Costco Building: 1,460-ft.

Existing river and woods between two incompatible uses.

Nearest single-family residential dwelling to Costco Building: 1,450-ft

1,450-ft

Existing Costco, East Lyme, CT
284 Flanders Road



Existing Big Box Retail

790 Centre of New England Blvd.
Coventry, Rhode Island

Nearest single-family residential dwelling to Big Box Retail: 1,365-ft

Existing Big Box Retail, Coventry, RI
790 Centre of New England Blvd.



Existing Big Box Retail, Coventry, RI
Nearest single-family residential dwelling to Existing Big Box Retail Building: 1,365-ft.

Existing woods and undeveloped land between two incompatible uses.



Existing Big Box Retail

200 Stone Hill Road
Johnston, Rhode Island

Existing Big Box Retail, Johnston, RI
200 Stone Hill Road

Nearest single-family residential dwelling to Big Box Retail Building: 1,700-ft

Big Box Retail, Johnston, RI

Nearest single-family residential dwelling to Big Box Retail Building: 1,700-ft.

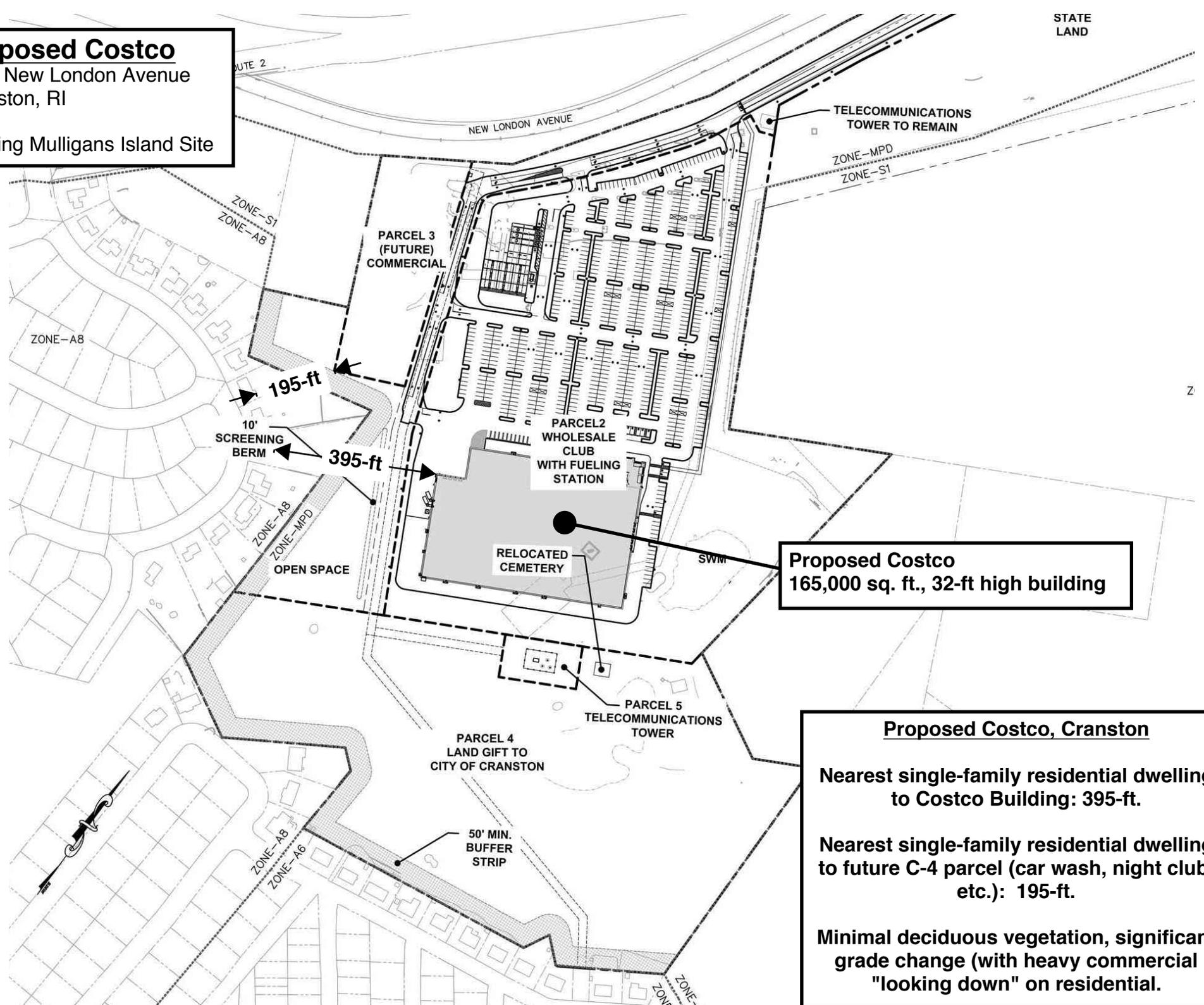
Existing woods, undeveloped land, utility corridor between two incompatible uses.



Proposed Costco

1000 New London Avenue
Cranston, RI

Existing Mulligans Island Site



Proposed Costco
165,000 sq. ft., 32-ft high building

Proposed Costco, Cranston

- Nearest single-family residential dwelling to Costco Building: 395-ft.
- Nearest single-family residential dwelling to future C-4 parcel (car wash, night club, etc.): 195-ft.
- Minimal deciduous vegetation, significant grade change (with heavy commercial "looking down" on residential).

Berry, Joshua

From: Megan Kasperek <megkas9@hotmail.com>
Sent: Saturday, November 28, 2020 10:13 AM
To: Berry, Joshua
Subject: Proposed Cranston Crossings Development

Follow Up Flag: Follow up
Flag Status: Completed

Hello Mr. Berry,

I wanted to write to you to let you know that I am opposed to the Costco Development at the site of Mulligan's Island. This type of development is not suitable for our neighborhood. I wrote to you in the summer when the first site walk through was conducted and expressed my concerns about many parts of the proposed development including increased traffic, noise and light pollution, negative impact on small businesses, and a reduced buffer zone. These concerns are still relevant even after the developer submitted a revised plan. This type of large-scale big box development at this location is inconsistent with existing zoning, surrounding land uses, and the City's Comprehensive Plan's intentions for the land. I will be attending the Planning Commission Meeting on December 1st and I hope these concerns will be taken into account when discussing this Proposed Development. Please forward this email to all members of the Planning Commission. Thank you.

Megan Kasperek
132 Hilltop Drive

Berry, Joshua

From: Brian Malachowski <brianmalachowski234@gmail.com>
Sent: Wednesday, November 25, 2020 2:20 PM
To: Aniece@aniecegermain.com; brady4cranston@gmail.com; chrisaplauskas@gmail.com; citizensofcranston@aol.com; dukefarina@cs.com; ferriforcranston@gmail.com; Berry, Joshua; johndoneganforcranston@gmail.com; Pezzullo, Jason; khopkins7878@gmail.com; lammis.vargas@gmail.com; mike@favilaw.com; nicoleforcranston@gmail.com; reillyforcranston@gmail.com; sstycos26@gmail.com
Subject: Noise concerns - Cranston Crossing

Follow Up Flag: Follow up
Flag Status: Completed

Hello,

Please forward this email to all members of the City Planning Commission

The Cranston Crossing proposal seems to purposefully avoid addressing it's clear and obvious inability to comply with the city's existing noise ordinances as detailed in Chapter 8.20 of the Cranston Code of Ordinances (https://library.municode.com/ri/cranston/codes/code_of_ordinances?nodeId=CO_TIT8HESA_CH8.20NOCO). Specifically this portion

Table A from section F "Restriction of Noise Upon and Between Premises" details that the maximum allowable sound pressure level (dB(A)) for a commercial premise is 65 dB(A) between 7am and 10pm measured from the property line and 60 dB(A) between 7am and 10pm measured from the property line. This section of the ordinances also specifically states that it is unlawful to emit or cause any noise which leaves the premises on which it originates, crosses a property line and enters onto any other premises in excess of the specified sound pressure levels.

The proposal calls for both a loading dock and trash compactor to be placed in close proximity to existing residential properties. Specifically from the site maps it appears that the loading dock will be ~200 – 220 feet to nearest residential property line and the trash compactor will be ~220-250 feet to the nearest residential property line. A minimum amount of research and consideration for the types and sources of noise from this project reveal that they cannot possibly comply with the noise ordinance.

For example... It is a reasonable assumption that Big Box retail location's loading dock will be serviced by trucks that use Engine Brakes (commonly referred to as Jake Brakes). The leading manufacturer of Engine Brakes (Jacobs Vehicle Systems, Inc.) makes publicly available their assessment of the sound pressure level, dB(A), of their breaks. They state that a truck with a properly installed Jake Brake muffler produces a sound at 80-83 dB(A) measured by a distance of 50 feet from the truck and a truck without a brake muffler produces a sound at 110-115 dB(A) measured at 50 feet from the truck (<https://www.noiseoff.org/document/jake.brake.noise.pdf>).

The equation for how quickly dB(A) decreases over distance is very simple. For every doubling of the distance you can expect a sound level to drop by 6 dB(A). So we know that a Jake Brake at 50 feet produces a sound at 80 dB(A), then we can calculate that at distance of 200 feet the sound level will be 68 dB(A). (minus 6 when we double the distance from 50ft to 100ft and minus another 6 when we double the distance again to 200ft). 68 is greater than both the limit allowed in the overnight and day time period.

With 5 minutes of research and some very simple math it's immediately obvious that the lowest possible sound range from a truck's break will be outside the limits of the City Sound Ordinance at the nearest property line. Again that's giving them the benefit of the doubt using 80 dB(A) as the starting point, but as stated by Jacobs Vehicle Systems we can reasonably expect some trucks to start at much higher sound level – 115 dB(A) would result in a sound level of 103 dB(A) at the nearest property line.

The same math applies to commonly accepted sound levels from other parts of this proposal (3M and the University of Michigan partnered in 2015 to develop a Sound Level Database of occupational, recreational and military noise sources <https://multimedia.3m.com/mws/media/888553O/noise-navigator-sound-level-hearing-protection-database.pdf>).

Trash compactor – 74 dBA starting level – 62 dBA at the nearest property line

Automobile, horn: 120 dBA – 108 dBA at the nearest property line

Truck, diesel: 84 dBA – 72 dBA at the nearest property line

Truck, diesel accelerating: 114 dBA – 102 dBA at the nearest property line

Truck, heavy: 90 dBA – 78 dBA at the nearest property line

At one point I believe the developer suggested there would be some sort of wall next to the loading dock and trash compactor to address noise. But as I'm sure that he knows that trucks back in to a loading dock and in order for a truck to back in, they first have to stop and turn around. I'm far from an automobile expert but I know that in order for a truck to stop it has to use its brakes. Never mind that when a truck is pulling out of the loading dock it will be accelerating down a road that is also ~200 feet from the nearest property line.

This supposed noise reduction wall is in no way going to address the noise issues from this project. It is just another example of this developer trying to hide the real issues and deficiencies of this plan in plain sight. I have to believe that our city leaders will not fall for these simple, pathetic attempts at trying to put a shiny bow on a terrible idea.

Thank you

Brian Malachowski

Berry, Joshua

From: Pezzullo, Jason
Sent: Wednesday, November 25, 2020 11:14 AM
To: Berry, Joshua
Subject: FW: Cranston Crossing Hearing Presentation Material
Attachments: Section 2020-11 Highlight.pdf; RENDERINGS 2.pdf

Follow Up Flag: Follow up
Flag Status: Completed

[More](#)

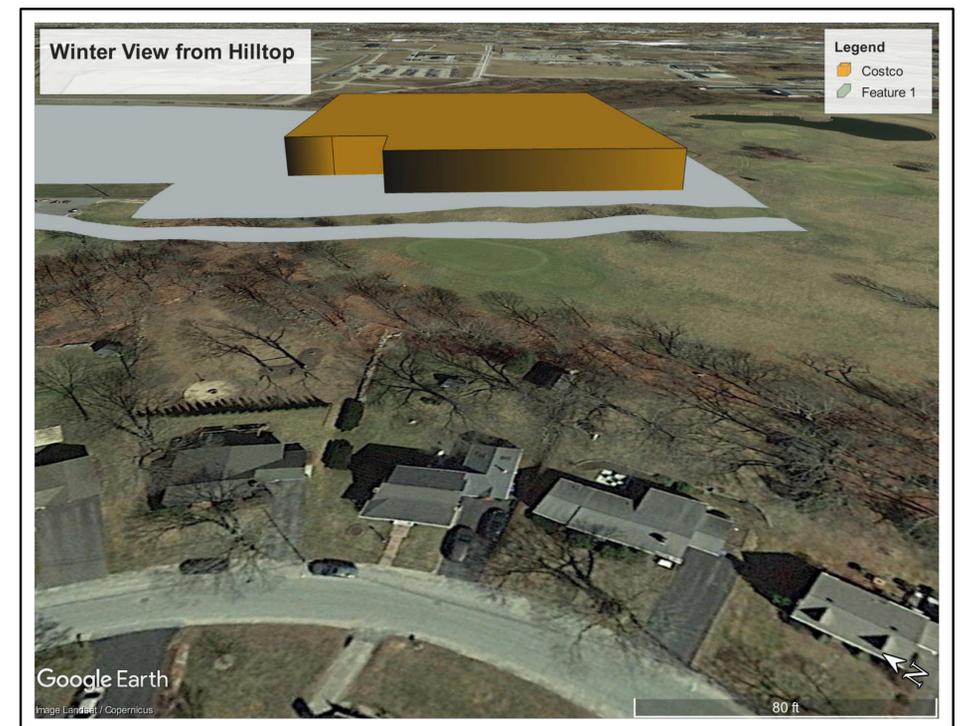
From: Benjamin Caito [mailto:bcaito@gmail.com]
Sent: Wednesday, November 25, 2020 11:09 AM
To: Pezzullo, Jason <jpezzullo@CranstonRI.org>
Cc: andyteitz@utrlaw.com; amygoins@utrlaw.com
Subject: Cranston Crossing Hearing Presentation Material

Hi Mr. Pezzullo,

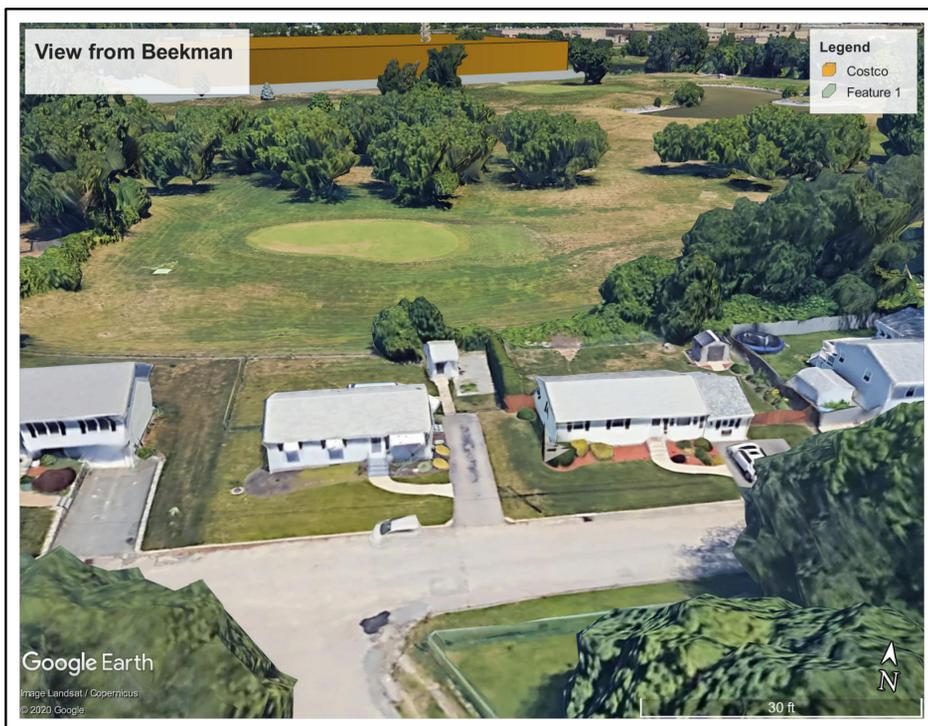
I am a neighbor to the proposed Cranston Crossing development and would like to present two items at the Plan Commission hearing on December 1. Attached, please find pdf's of a plan showing sections through the proposed development as well as a plan showing aerial photo projections of the proposed Costo building. I would be grateful if you could include these plans in the presentation package next Tuesday. I have copied the attorneys representing Cranston Neighbors for Smart Development for their records.

Thank you in advance,

Benjamin J. Caito, P.E.
97 Hilltop Drive
Cranston, RI 02920



- REFERENCES:
1. FINAL OVERALL DISTRICT PLAN FOR CRANSTON CROSSING, AP 15-1, LOT 9 AND A.P. 15-4, LOTS 8 & 1706; SITUATED AT 1000 NEW LONDON AVENUE, CRANSTON, RHODE ISLAND; PREPARED FOR: COASTAL PARTNERS LLC, P.O. BOX 5481; BEVERLY FARMS, MA; PREPARED BY GAROFALO & ASSOCIATES, INC. DATED JULY 17, 2020.
 2. GOOGLE EARTH IMAGERY, IMAGERY DATE 6/29/2018.



AERIAL PHOTO PROJECTIONS
 PROPOSED CRANSTON CROSSING
 100 NEW LONDON AVENUE
 CRANSTON, RI
 NOVEMBER 2020

Berry, Joshua

From: Donna Brown <DonnaBrownDesigns@hotmail.com>
Sent: Wednesday, November 25, 2020 9:20 AM
To: Berry, Joshua
Cc: dukefarina@cs.com; khopkins7878@gmail.com; sstycos26@gmail.com; lammis.vargas@gmail.com; aniece@aniecegermain.com; johndoneganforcranston@gmail.com; brady4cranston@gmail.com; chrispaplaskas@gmail.com; mike@favilaw.com; Fung, Allan; nmattesq@yahoo.com; sen-gallo@rilegislature.gov; ferriforcranston@gmail.com; citizensofcranston@aol.com; nicoleforcranston@gmail.com; ba2020@allanfung.com; brandonpotterri@gmail.com; reillyforcranston@gmail.com
Subject: Costco needs a different location than Mulligans
Follow Up Flag: Follow up
Flag Status: Completed

Richard and Donna Brown
171 Hilltop Drive
Cranston, RI 02920
donnabrowndesigns@hotmail.com
401-450-2234

Dear Mr. Berry and to all elected officials,

I am reaching out to you to express my concerns with the current Mulligan's Island/ Costco proposal.

Although this land may very well need to be sold by Mulligan's Island, this proposal and design of the site will wreak havoc to the environment of the surrounding homes and to the commute of traffic. The noise, the lights, the sounds of traffic and trucks will surely take away from what residents in surrounding neighborhoods have found as home.

The traffic that piles up on New London Avenue, and the extreme traffic from morning and afternoon commute for State Workers and those using New London for Rt 37, will no doubt be unbearable. New London is a short expanse of road and already sends a long line of stopped traffic at the Sockanosett Crossroads light, and at the State Offices/ Mulligans entrance light. It is very likely that this traffic can extend downward to pile up at the Oaklawn Avenue light, as I have seen it happen with temporary construction in the past. Now imagine it permanently, as a result of extra traffic lights, patterns and of the influx of cars coming from all over to shop in this already congested area.

There are several playgrounds and parks that have been a safe haven and place to retreat for families to enjoy in a setting that involves the beauty of trees, and quiet, and comfort and serenity. The most recent City playground on New London Avenue would have all of that taken away, now facing a gas station, and inhaling the smells of fuel and the sounds of trucks and cars and carriages, the views of a giant cement structure, and blaring lights. It would become an inconvenience to even drive to these locations with the amount of traffic coming to the area. Where is the pleasure of that, for our new families in Cranston? Why would new families even seek to move into Cranston and purchase homes in these surrounding neighborhoods now? These same neighborhoods who have been coveted by prospective buyers wanting to make a home in Cranston. The building will be viewable from back yards... the 10 foot screening berm is NOT truly a buffer, or a visual pleasure that will give the homes that back the location any relief from the monstrosity beyond.

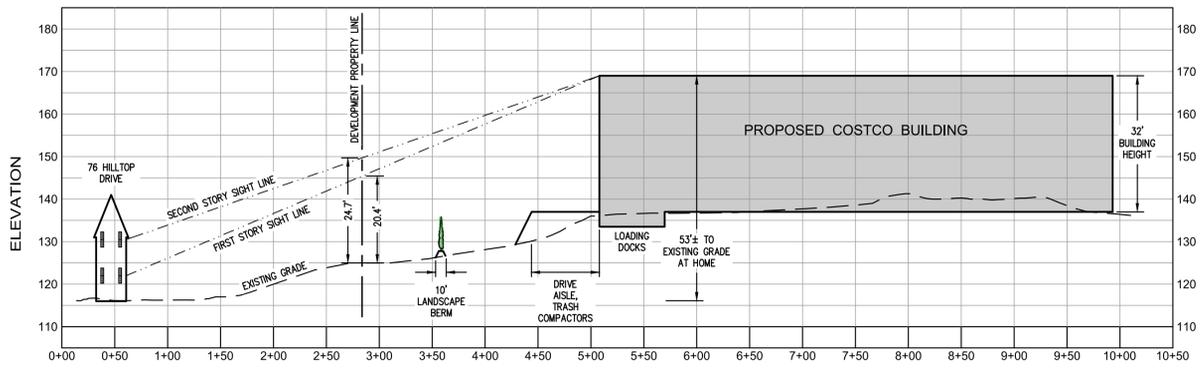
My husband and I have lived in this area for 20 years. We moved from Providence to start a family and to find an area that would give us conveniences to schools, to necessities, to highway access... but had mainly considered an area that would give us a sense of neighborhood and community and quiet amongst these conveniences. This proposal on this site will now cause us to reconsider our decision to stay. We would have moved to Warwick if we didn't mind noise, buildings and congestion. This location is just not right for Cranston. It is not a heavy zoned commercial site and shouldn't be made into one. The developer should look for another location within the city that is already zoned in this way.

I urge you to consider the families and the way of life that Cranston is known for. A city with conveniences, but a city that honors community and family and is proud of our neighborhoods and of keeping the character of what surrounds these neighborhoods, that defines how wonderful it is to live here.

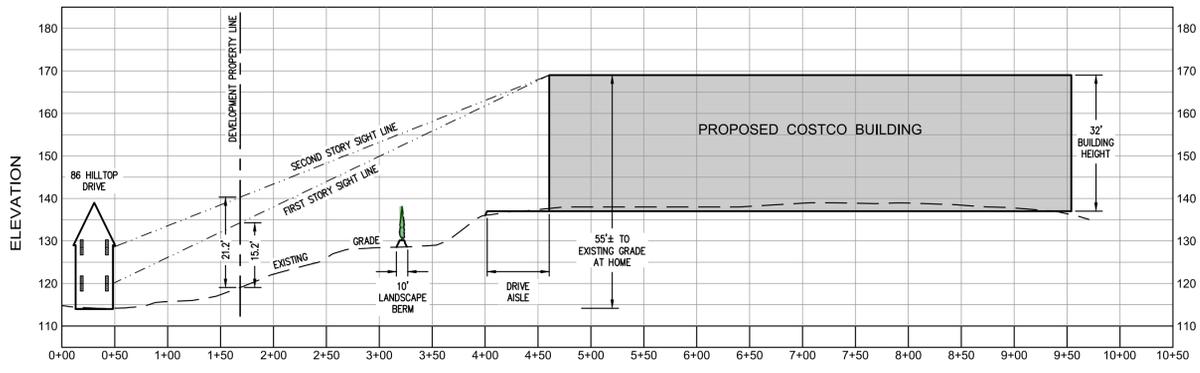
Thank you for your time,

Donna Brown
Rick Brown

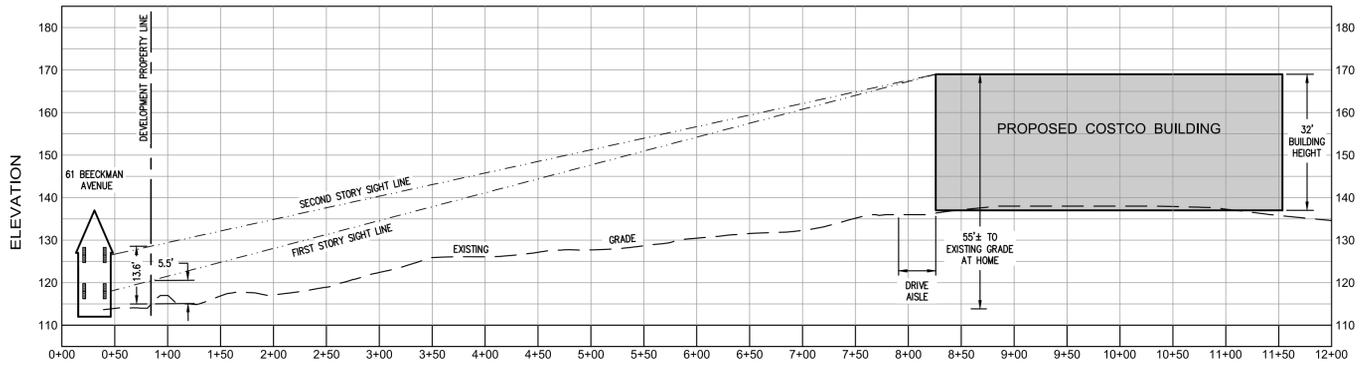
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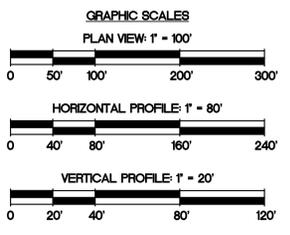
PROFILE A - HILLTOP DRIVE
 STA. 0+00 TO STA 10+50
 HORIZONTAL SCALE: 1"=80'
 VERTICAL SCALE: 1"=20'



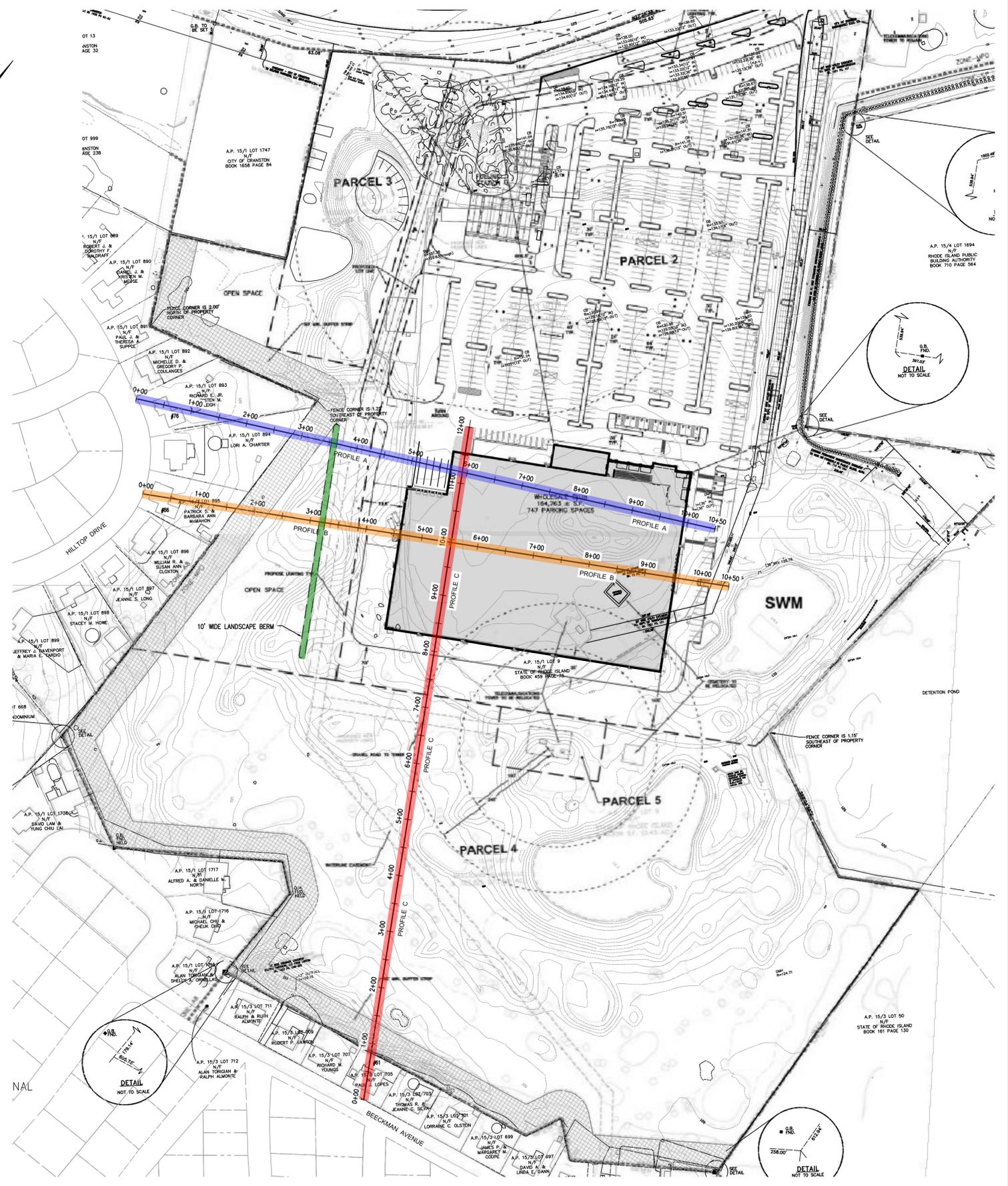
PROFILE B - HILLTOP DRIVE
 STA. 0+00 TO STA 10+50
 HORIZONTAL SCALE: 1"=80'
 VERTICAL SCALE: 1"=20'



PROFILE C - BEECKMAN AVENUE
 STA. 0+00 TO STA 12+00
 HORIZONTAL SCALE: 1"=80'
 VERTICAL SCALE: 1"=20'



REFERENCE:
 FINAL OVERALL DISTRICT PLAN FOR CRANSTON CROSSING, A.P. 15-1, LOT 3 AND A.P. 15-4, LOT 8, SITUATED AT 1000 NEW LONDON AVENUE, CRANSTON, RHODE ISLAND; PREPARED FOR: COASTAL PARTNERS LLC, P.O. BOX 5481; BEVERLY FARMS, MA; PREPARED BY GAROFALO & ASSOCIATES, INC., DATED JULY 17, 2020 (REVISED: NOVEMBER 06, 2020)



PLAN SHOWING SITE SECTIONS
PROPOSED CRANSTON CROSSING
 100 NEW LONDON AVENUE
 CRANSTON, RI
 NOVEMBER 2020

PLAN VIEW
 HORIZONTAL SCALE: 1"=100'

Berry, Joshua

From: Fung, Allan
Sent: Tuesday, December 1, 2020 1:23 PM
To: Norman Lavallee
Cc: Berry, Joshua
Subject: RE: Proposed Cranston Crossings Development At Mulligan's Island

Follow Up Flag: Follow up
Flag Status: Flagged

Thanks for copying me Norm on your email in opposition. I made sure I copied Josh on this so that he can include it as part of the planning commission's record at their meeting tonight. Allan

From: Norman Lavallee [mailto:nhlavallee@icloud.com]
Sent: Monday, November 30, 2020 7:53 PM
To: Fung, Allan <AFung@CranstonRI.org>
Subject: Fwd: Proposed Cranston Crossings Development At Mulligan's Island

Sent from my iPhone

Begin forwarded message:

From: Norman Lavallee <nhlavallee@icloud.com>
Date: November 30, 2020 at 19:47:24 EST
To: jberry@cranstonri.gov
Subject: Proposed Cranston Crossings Development At Mulligan's Island

Good Evening,

My name is Norman H. Lavallee. I have lived in Cranston virtually all my life. I am presently and for 48 yrs. a resident at 66 Eilein Ave. I have many reasons to object to the undesirable proposed development on the land presently occupied by Mulligan's Island. Some of my most major objections and concerns are the insane increase of traffic this proposed development will bring into the area and surrounding Cranston communities. I also extremely object to the negative environmental impact on the surrounding communities which include the community of my home.

I also object to the increased noise that a development of this magnitude will bring to my community and the Cranston communities that are in close proximity to this proposed development.

These are just some of my major objections to this proposed development of a Cranston Crossings Development.

As a retired and successful business individual, whose family business advertised and sold our line of merchandise nationally, I understand the importance of business growth to broaden a municipal tax base. However, I hope that you took note of how often that I mentioned the word community in this email that I am submitting to go on record regarding this proposed development.

A community is many families working together to improve the quality of life for all families to

enjoy and build pride in the city where they live and this proposed development would never achieve the quality of life for so many families affected by this proposed development. Please forward this correspondence to all members of the Planning Commission.

Sincerely yours,

Norman H. Lavalley
66Eilein Ave.
Cranston, R.I.

Sent from my iPhone

Berry, Joshua

From: Barbara Ann Fenton-Fung <ba2020@allanfung.com>
Sent: Tuesday, December 1, 2020 11:27 AM
To: Berry, Joshua
Subject: Re: Planning Board Comments

Joshua - I realize this is not in time to include in the public comments document, but please do pass along to the commission prior to their meeting tonight.

Many thanks - BA

Dear Planning Board Members -

As Representative-Elect in District 15, which encompasses the land being considered for redevelopment by you tonight on the current Mulligan's Island property, I must voice my opposition to the project.

I've literally knocked on every door in the surrounding neighborhoods, Oak Hill Terrace, Mayfield, Brayton Ave and Garden Hills, and the multitude of concerns were striking. The noise, traffic, and concerns re: proximity to Harington Hall have been well delineated by neighbors. From a property perspective, a project this size on the land formerly known as Slate Hill would bring such issues re: water run-off to the surrounding properties. Neighbors already tell me stories about the flooding that can occur in heavy storms, nevermind the lack of ground absorption that would occur with the loss of such open space.

I'm also fundamentally opposed to losing such open space in the city. Particularly as there are other viable options in more industrial areas of Cranston for this project to sit. The character of this city is what makes it different from so many others in our state and region, and that includes having open spaces for more recreational activities. Sometimes, economic opportunities do not always coalesce with striking the right bit of urban planning. This project, to me, is a prime example.

I appreciate you considering my comments as the incoming state representative for the area, and would urge you to vote against the current plans before you tonight.

Thank you,
Barbara Ann Fenton-Fung