



## TOWN OF SEEKONK PUBLIC WORKS DEPARTMENT

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To: Keith Rondeau, Zoning Board of Appeals

From: David Cabral, Superintendent of Public Works

Date: April 15, 2021

Subject: **Greenbrier II  
Comprehensive Permit Application  
Proposed Multifamily Residential Development**

I have reviewed the Comprehensive Permit Application submittal for Greenbrier Phase II and offer the following comments.

### **Parking Spaces**

There is a request to consider a waiver to reduce the parking rate per unit. This is not recommended, especially considering the proposed units will vary from 1 to 4 bedrooms. Four-bedroom units will require more parking than a one-bedroom unit and this should be considered in determining the appropriate factor to use to ensure adequate parking is provided for the entire development. It is also noted that there is a lack of public transportation servicing the site and lack of continuous sidewalks in the area. Most people will likely rely on the automobile as the primary source of transportation. A formal review of the parking should be conducted to determine the applicable parking rate.

### **Sidewalks**

There is a disconnect in available sidewalks in the immediate area of the proposed site along Fall River Avenue to the northwest and southeast. Sidewalks exist to the northwest beginning at Perry Drive. There is no sidewalk between Greenbrier Drive and Perry Drive. Sidewalks exist on the opposite side of the road, however there is no pedestrian crossing in the immediate area. Sidewalks do not exist immediately to the southeast of Greenbrier Drive. It is noted that sidewalks exist along the I-195 overpass, however, there is no immediate sidewalk connection on either side of the overpass. Sidewalks exist further to the south beyond the I-195 ramps. There is clearly a disconnect of sidewalks in the area. With the various convenience stores, restaurants and businesses located within close proximity to the site, pedestrian accommodations including additional sidewalk connections should be taken into consideration. There will likely be



## TOWN OF SEEKONK PUBLIC WORKS DEPARTMENT

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a substantial number of children living within the development that would benefit from the safety aspect that sidewalks and other pedestrian accommodations would provide.

### **Access Locations**

The primary access to the site appears to be from Fall River Avenue at Greenbrier Drive. Secondary access appears to be from Fall River Avenue at Cole Street via Springhouse Trail. Given the proximity to the I-195 ramps, big box retail and commercial development along Route 6 located to the southeast, there is potential for vehicles to utilize Cole Street as the primary access since it is located further southeast than Greenbrier Drive. This will create some operational concerns especially during the morning and evening peak hours. Greenbrier Village currently contributes a substantial amount of traffic at Cole Street via Springhouse trail. The proposed development will be contributing additional traffic to this location.

It is noted that the intersection of Cole Street at Fall River Avenue is located in close proximity to the I-195 westbound off-ramp and interstate overpass. Fall River Avenue transitions from a two-lane approach to a single lane approach just south of Cole Street heading from the off-ramp towards Cole Street. Notable traffic conflicts occur in this immediate area, especially during peak hours.

To further complicate matters, there is a paved connection in the grass median just south of the intersection of Cole Street at Fall River Avenue providing an 'unofficial access' between Fall River Avenue and Cole Street that was recently re-opened. This opening had served as an additional controlled access point to the showcase cinema and was utilized to handle the additional volumes of traffic entering and exiting the site during peak hours of operation. Police details were employed on a regular basis by the cinema to handle traffic on weekends and during the evenings. It appears that this access was owned by the showcase cinema and is currently owned by the applicant. The access had been previously closed off with locked gates at either end of the paved openings once the cinema closed down. Consideration of eliminating this access should be evaluated. It currently creates confusion with motorists cutting through this opening and adversely affects the operations on Cole Street and Fall River Avenue at times. It is not clear if there is any intention of closing this access or allowing it to remain.



## TOWN OF SEEKONK PUBLIC WORKS DEPARTMENT

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### **Traffic Impact Study**

The Town is concerned with the additional traffic impacts associated with this development. It is recommended that a formal traffic impact study be conducted as part of the application process. There are notable delays at the intersection of Cole Street at Fall River Avenue now that the final construction of Greenbrier Village is complete. Traffic operations, sight lines and pedestrian safety should be included. Mitigation measures such as consideration of a traffic signal including pedestrian accommodations should be included. The study area should include Greenbrier Drive at Fall River Avenue, Springhouse Trail at Cole Street and Cole Street at Fall River Avenue. A peer review would be required.