

WESTERN INDUSTRIAL COMPLEX

PROPOSED COMSTOCK INDUSTRIAL

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COMSTOCK INDUSTRIAL

M1

M1

MEETS GENERAL USE

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FRONTAGE APPROX 1,600 FEET

FRONTAGE 150 FEET

TWO ENTRANCES, MULTIPLE ROADS

SAME ENTRANCE/OUTLET

LAND AREA APPROX 220 ACRES

17.5 ACRES

INDUSTRIAL COMPLEX

UNDEVELOPED LAND AREA

APPROX 40 BUSSINESS

UNKNOWN/ POSSIBILITY OF 2

BUILDING SIZE VARY

2 VERY OVERSIZE BUILDINGS

NONE MATCH THE PROPOSED IN SIZE

199,180 AND 70, 000 SQ FEET

HEIGHTS PERHAPS 25 FEET

35 FEET REQUEST FOR 42 FEET

PLENTY OF OPEN SPACE

WETLANDS AND REQUIRED BUFFER

APPERANCE 7AM TO 6 PM HOURS DAILY

APPEARS 24/7

TRAILER LOADING DOCKS APPROX 72

69 TRAILER LOADING DOCKS

1-26, 1- 7, BALANCE 4 OR LESS

SINGLE LOCATION

TRAILER PARKING SPACES ?

55 DEFINED TRAILER SPACES

UNABLE TO QUANITIFY

SINGLE LOCATION

NOISE DISTRIBUTED OVER A

BACK UP BEEPERS, ROOF HEATING

LARGE AREA

& AIR [TOP OF HIGHEST BUILDING

IN THE AREA], TRUCK MOTORS

RUNNING ETC. IN A SINGLE LOCATION

CAR PARKING SPACES UNDETERMINED
SCATTERED ALL OVER

217 LINED PARKING SPACES ONE
LOCATION

ADDITIONAL LAND FOR DEVELOPMENT

NO ADDITIONAL SPACE

VERY LITTLE BUILDING TURNOVER

VENTURE CAPITOL TURNKEY?

COMSTOCK PARKWAY IS A CRANSTON CITY STREET WITH A ROAD WIDTH OF ONLY 30 FEET CURB TO CURB. A SINGLE LANE IN EACH DIRECTION. TRAFFIC GENERATES FROM EAST, WEST AND SOUTH FROM SCITUATE AVE AND NORTH TO SOUTH FROM PLAINFIELD STREET. IT IS THE DOMMINANT TRAVEL ROUTE TO AND FROM US 295 AND US 14. THE ROAD LENGTH FROM SCITUATE AVE, US RT 12 AND PLAINFIELD ST, US RT 14 SCITUATE AVENUE IS APPROXIMITLY .6 OF A MILE.

TRAILER BODY WIDTHS ARE 13.5 FEET AND 50 FEET IN LENGTH ALLOWS 26 PALLETS AND 1 FOOT TO CLOSE DOORS. THE 50,000 LBS POSSIBLE WEIGHTS OF THE PAYLOADS. AN ADDITIONAL OVERWELLING TRAILER TRAVEL AND USE COULD RAISE HAVIOC WITH THE COMSTOCK PARKWAY ROADWAY. PERHAPS COMSTOCK SHOULD BECOME A TRAILER TOLLED ROAD.

THE LENGTH OF A TRAILER AND CAB IS ABOUT THE SAME AS 4 HOUSEHOLD VEICHLES.

THE WIDTH OF TRAILERS AND POTENTIAL VOLUME ON OPPOSITE SIDES OF COMSTOCK TURNING IN AND OUT OF A SINGLE COMSTOCK INDUSTRIAL ENTRANCE COULD DELAY TRAFFIC, CAUSE BACKUPS AND/OR DELAY THE QUICK RESPONSE OF RESCUE AND FIRE TRUCKS.

TRAILER TURNING ON AND OFF PLAINFIELD STREET HAS LIMITED TURNING CAPACITY AND OFTEN REQUIRES THE USE OF UPCOMMING LANES.

INSTALLING A TRAFFIC LIGHT AT WESTERN INDUSTRIAL OR SAILOR WAY WOULD SEPARATE THREE TRAFIC LIGHTS BY APPROX 1,600 FEET

THE AREA SURROUNDINGTHE PROPOSED COMSTOCK INDUSTRIAL IS CURRENTLY AND PRIMARILY A BANK, TWO BUILDING DAY CARE, CONDOMINIUMS,

NURSEY, ICECREAM SHOP, HOMES, PRINTING COMPANY, GYM AND A RESTAURANT.

OUR OBJECTION IS THAT THE LAND IS SANDWICHED IN BETWEEN THE NEIGHBORHOOD. THE MASIVE BUILDING SIZES, HEIGHT, HIGH VOLUME OF ON SITE TRAILERS, ON SITE AUTOMOBILIES AND LOCATION DOESN'T NOT NATURALLY BLEND WITH THE AREA.

ALTHOUGH THE LAND AND PROJECT MEETS THE MI GENERAL USE, THIS MAJOR MEGA DISTRUBITION CENTER IS NOT A GOOD FIT FOR THE CITY OF CRANSTON AND THE SURROUNDING NEIGHBORHOOD. THE PROPOSED LOCATION IS NOT AN INDUSTRIAL PARK.

IT APPEARS THE DISAVANTAGES TOTALLY OUTWEIGHT ANY ADVANTAGES.

I COULD NOT FIND ANY INDIVIDUAL FACILITY OR SITE IN CRANSTON NOR THE STATE OF RHODE ISLAND OF THIS SIZE, POTENTIAL HEIGHT, WITH 69 TRAILER LOADING DOCKS, 55 ADDITIONAL TRAILER PARKING SPACES AND 217 LINED AUTOMOBILE PARKING SPACES

AN INDEPENDENT IMPACT STUDY I BELIEVE WOULD CONCLUDE THIS WOULD BE THE INCORRECT PLACEMENT FOR THIS PROPOSED PROJECT AND COMSTOCK PARKWAY.

IF I MAY SUGGEST THE PLANING BOARD SHOULD VISIT THE PROPOSED AREA AND THE WESTERN INDUSTRIAL COMPLEX DIRECTLY OPPOSITE AND REACH THE SAME CONCLUSION



▼ COMSTOCK PKWY, Crans X 🔍

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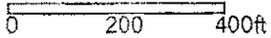
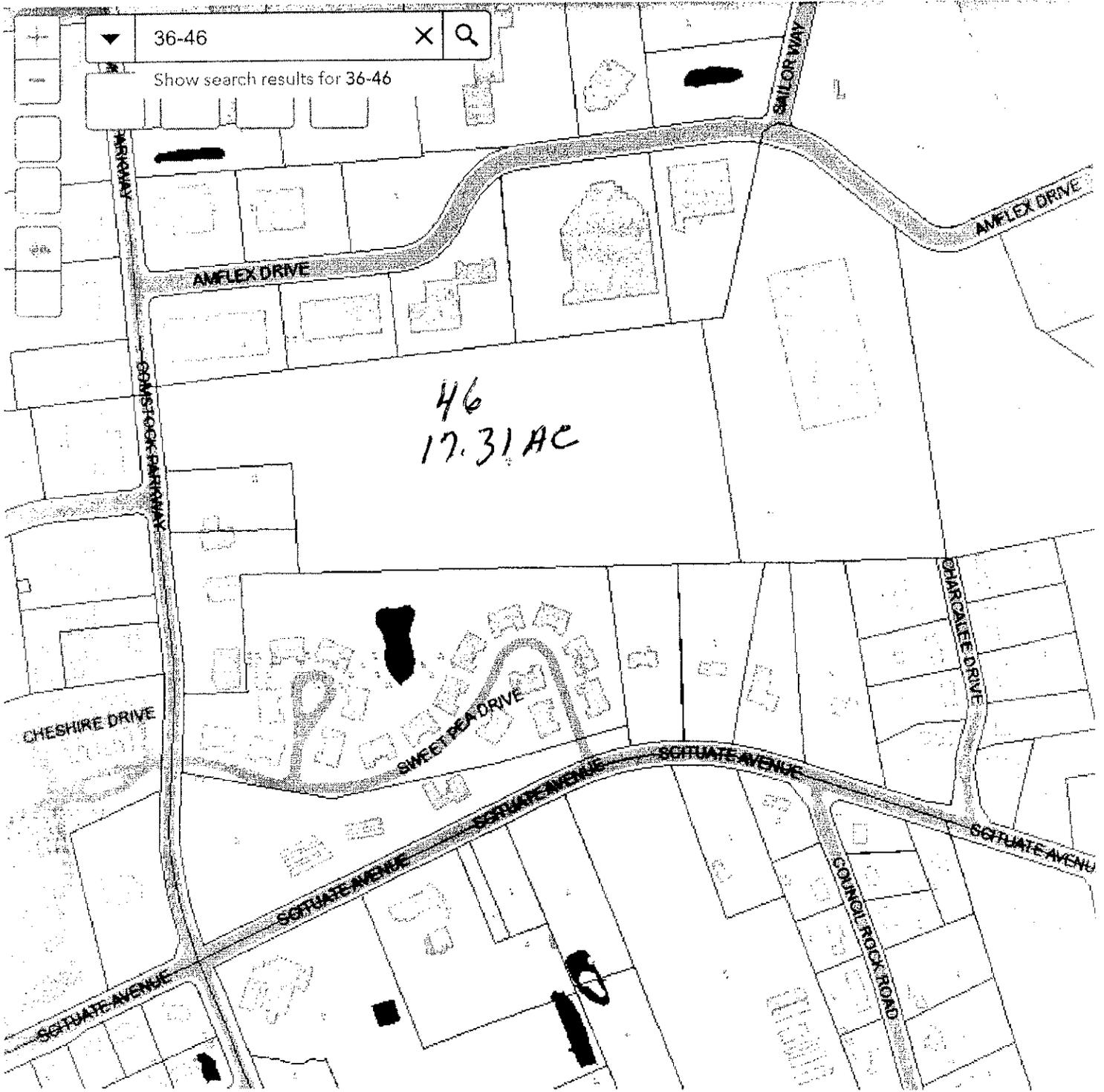


300ft 600ft

36-46

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46
17.31 AC



-71.503 41.785 Degrees

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