

COMSTOCK INDUSTRIAL

ALREADY HAVE  
TRAFFIC ON  
PLAINFIELD P  
+ SAILOR WAY

INDICATES ONLY 60% LAND USAGE, BALANCE APPEARS TO BE UNUSABLE WET LANDS AND REQUIRED BUFFER

SIDE YARDS 20 FEET FROM OUR LINE [MIND WHAT HAPPENED ON SP]

MAIN BUILDING 199,180 SQ FEET 35 FT HIGH

[LOOKING FOR VARIANCE OF 42 FT]

ADDITIONAL BUILDING 70,000 SQ FEET [HEIGHT COULD BE SAME AS ABOVE]

217 TOTAL AUTOMOBILE PARKING SPACES

69 TRAILER LOADING SPACES

55 TRAILER PARKING SPACES

500 POTENTIAL EMPLOYEES

MIKE

ALTHOUGH THIS IS A POTENTIAL GOOD PAYING JOBS OPPUNITUNITY, IT'S THE WRONG ACCESS LOCATION FOR A WAREHOUSE POTENTIAL OF THIS SIZE

COMSTOCK PARKWAY [NORTH] HAS A ROAD WITH OF FEET .IT HAS A SINGLE TRAVEL LANE IN EACH DIRECTION. TRAFIC GENERATES FROM EAST, WEST AND SOUTH FROM SCITUATE AVE AND NORTH TO SOUTH FROM PLAINFIELD STREET. COMSTOCK PARKWAY IS THE DOMINANT TRAVEL ROUTE TO AND FROM US 295 AND US 14.

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

TRAILER TRUCKS OF THIS DEGREE OR VOLUME COULD HINDER RESCUE AND FIRE HINDER ACCESS TO COMSTOCK, SAILOR WAY AND PLAINFIELD STREET.

SAILOR WAY WOULD HAVE TO BE THE MOST USED TRAVEL ROAD WHICH PRESENTS A SITUATION OF ACCESSING COMSTOCK. THIS MAY REQUIRE AN ADDITIONAL TRAFIC LIGHT WHICH WILL CAUSE BACK UPS ON BOTH ENDS OF COMSTOCK. [A TRAFIC STUDY AT THIS TIME WOULD BE INCLUSIVE SINCE THIS ROAD IS HIGHLY USED AT THIS TIME BUT WILL BE MORE HEAVELY TRAVELED WHEN THE WORKPLACE GETS BACK TO NORMAL AND PERSONS NOT WORKING FROM HOME]

THE POSSIBILITY OF MOVING 124 TRAILERS IN AND OUT IN AND OUT OF COMSTOCK AND NOT KNOWING THE VOLUME AND OCCURANCE 24/7 IS A QUESTION.

THE ENTRANCE AND EXIT OF THE PROPOSED PROJECT IS DIRECTLY OPOSITE THE ENTRANCE OF WESTERN INDUSTRIAL DRIVE WHICH INCREASES THE BOTTLENECK AND FLOW OF TRAFIC ALONG COMSTOCK.

217 PASSENGER VEICHLES ENTERING AND LEAVING.

MULTIBLE TENNENTS.

MULTIPLE EMPLOYEE SHIFTS.

24/7 OPERATION.

REASONS THIS IS NOT THE APPROPRIATE LAND USE IN ADDITION TO ABOVE.

NO SECONDARY OUTLET.

PROJECT NOT IN AN INDUSTRIAL PARK/COMPLEX.

ALTHOUGH THERE ARE A SCATTERING OT TRAILERS IN THE SURROUNDING AREA NONE HAVE THE DENSISTY OF THE PROPOSED PROJECT.

GASOLINE AND DESILE FUMES 24/7 WILL PERMERIATE THE AREA WHICH COULD CAUSE A HEALTH HAZARDS FOR AREA RESIIDENTS, CHILD DAY CARE AND LOCAL BUSSINESS EMPLOYEES. [TRUCKS OF THIS TYPE NORMALLY KEEP THE ENGINE RUNNING EVEN WHEN PARKED.] THE EFFECTS AND HEALTH HASSARS IS SUPPORATED BY MANY ARTICLES INCLUDING, AMERICAN CANCER THE CDC AN OTHERS. THERE ARE SIGNS SPECIFIC TO DIESAL EXAUEST FLUID.

TANDEM TRAILERS LENGTHS PRESENTS ADDITIONAL TURNING SITUATIONS ON COMSTOCK.

UNKNOWN HAZARD MATERIAL STORAGE.

NO BUILDING THIS SIZE OR HEIGHT IN THIS IMMEDIATE AREA

CONTINUAL TRAILER BACKUP BEEPING NOISE 24/7

FORKLIFT BACKUP BEEPING NOISE

TRAILER NOISE SHIFTING GEARS REVINGING ENGINES IN ANDOUT 24/7

PROJECTED BUILDING HEIGHT AND ROOF MOUNTED HEATING/COOLING WILL PRODUCE NOISE WHICH WILL NOT BE NORMALLY BUFFETED 24/7

LAND ELEVATION AND EFFECTS ON SURROUNDING PROPERTIES.

IT APPEARS THE BUILDING WILL BE VISABLE AS YOU ENTER SWEET PEA ALONG SWEEP PEA INCLUDING THE REAR OF THE PROPERTY AND THE SURROUNDING AREA.

EFFECT ON SURROUNDING BUILDING, LAND, AND HOUSE VALUES.

TYPE OF TRASH ACCUMULATION.

WATER RETENTION AND DRAINOFF CONCERNS ESPECIALLY SINCE WETLANDS ARE ON BOTH SIDES OF THE PROPERTY.

ALTHOUGH THIS PROPERTY IS ZONED M1 AND AS A GENERAL STATEMENT FALLS IN A GERERAL USE OF THE PROPERTY IT, IS NOT THE APPORRIATE LOCATION SINCE THE SURROUNDING AREA CANNOT SUPPORT OR IS ADAQUATE TO POSITION A CONCEIVED USAGE OF THIS MAGINATUDE.

THIS TYPE OF THE USE OF LAND IS LIKE THE COUNCEL APPROVING BREEDING FOX IN THE MIDDLE OF A SURROUNDING CHICKEN FARM.

WESTERN INDUSTRIAL COMPLEX

PROPOSED COMSTOCK INDUSTRIAL

WESTERN INDUSTRIAL

COMSTOCK INDUSTRIAL

M1

M1

MEETS GENERAL USE

MEETS GENERAL USE

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 10.5 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

## NOVEMBER 7, 2021 PLANNING MEETING

WE ARE HERE TONIGHT TO DISCUSS AND REVIEW  
COMSTOCK INDUSTRIAL IT APPEARS THE MAIN FOCUS IS  
ON TRAFFIC STUDY.

To my knowledge there is not a structure of this size and  
number of loading docks in the City of Cranston to  
compare it with to measure the effects on the  
surrounding neighbors nor the surrounding area to  
determine positive or negative effects.

There should be additional impact studies to determine

NOISE LEVELS

DESEL EXHAUST EMMISIONS

DAMAGE TO WET LANDS

WATER RUN OFFS.

FIRE AND SAFTEY

SANITATION

SURROUNGING PROPERTY VALUES

IMPACT TO BUSSINESS IN THE AREA

LIGHTING

## ENVIRONMENT

### AREA IMAGE

THESE AND OTHERS NOT MENTIONED NEEDS IMPACT STUDIES

IMPACT STUDIES, WORDS AND ACTIONS MATTER BEFORE ACTION IS TAKEN. LET ME SITE AND EXAMPLE.

In the traffic study BEGINNING WITH THE INTRODUCTION COMSTOCK PARKWAY IS IDENTIFIED AS A ROADWAY. ONE MIGHT JUST OVERLOOK THE ACTUAL MEANING AND DEEM IT UNIMPORTANT.

The Cranston city council didn't think so.

ORDINANCE OF THE CITY COUNCIL 10.40.070

Roadway shall not mean:

- 1} having a paved surface width no greater than [30] feet
- 2} which traffic flow is restricted to a single lane of travel in opposing directions
- 3} upon which the legal speed limit does not exceed twenty five {25} miles per hour

IN THIS INSTANCE THE STUDY DOES INDICATE THAT COMSTOCK PARKWAY IS 30 FT WIDE WITH 15 FOOT



LANES WITH A 25 MPH POSTED SPEEDS BUT NAMES IT A ROADWAY.

WORDS MATTER. MISTAKES HAPPEN STUDIES ARE NEEDED.

SINCE THERE IS NO CURRENT HISTORY OF A WAREHOUSE OF THIS SIZE THE PLANNING BOARD SHOULD SEEK STUDIES AND INFORMATION BEFORE MAKING A DETERMINATION. ONE EXAMPLE IS THE POSSIBLE HEALTH HAZARDS OF DIESEL EMISSIONS. ALONG WITH THAT THERE ARE RECOMMENDATIONS ON SUGGESTED SAFETY NETS.

LAND USE HANDBOOK,"IT WAS RECOMMENDED THAT HOMES, SCHOOLS AND OTHER SENSITIVE LAND USE SHOULD BE LOCATED AT LEAST 1000 FT FROM ANY FACILITY THAT WOULD GENERATE EITHER

100 DIESEL TRUCKS PER DAY

MORE THAN 40 TRUCKS PER DAY WITH DIESEL REFRIGERATION UNITS, OR

WHERE DIESEL TRUCK REFRIGERATION UNITS WOULD OPERATE MORE THAN 300 HOURS PER WEEK.

The California south coast air quality management district adopted a regulation requiring warehouses of 100,000 square feet or more must take measures to reduce the health impact of trucks as well as other diesel-gasoline powered vehicles.

The Socioeconomic impact assessment, "noted that emissions from a warehouse of 100,000 square feet or more can affect the health of those living .5 to 2. Miles distant.

IN CONCLUSION IT'S NOT ONLY ABOUT THE TRAFFIC STUDY BUT AFTER ALL THE MENTIONED STUDIES HAVE BEEN CONCLUDED IS THIS THE BEST LAND USE FOR THE NEIGHBORHOOD AND THE SURROUNDING BUSSINESS COMMUNITY .

Aldo Testa

12 Sweet Corn Drive

NOV. 8, 2021

Dear Doug and Jason,

RE: Proposed Tractor / trailer project with entrance from Comstock Pkwy and abutting the residential Crossroad Condominiums entering from Sweet Pea Dr. off Comstock, PKY.

If approved, any consideration to modify size, scope, noise control and hours of operation is requested.

From a prejudiced standpoint, this does not appear to be a proper location for this project. However any consideration on your part for the residents of Crossroad Condominiums would be greatly appreciated.

Sincerely,

John V. Puleo DDD  
Rachel A Puleo

12 Sweet Pea Dr.

EMAIL ~~XXXXXXXXXXXX~~

P.S. As you know, The project is entitled  
"COMSTOCK INDUSTRIAL"

November 8, 2021

Cranston Planning Commission

City Hall

869 Park Avenue

Cranston, RI 02910

Dear Cranston Planning Commission,

As the president of the Crossroad Condominium Association I ask for your honest consideration regarding the changes to our surroundings that Comstock Industrial project will cause. Having this new neighbor changes everything for us. Your decision to approve this project will force us to see an enormous building the size of which can hold three football fields and the height of which towers over trees. It forces us to hear the back-up beeping of trucks and other noises associated with operating a warehouse 24 hours a day. It forces us to have the sky lit up 24 hours a day. It forces us and the children at Pumpkin Patch Schools to inhale the poisonous diesel fumes from the trucks. It forces us to put up with more traffic problems on Comstock Parkway. Trucks turning north from this location will need to cross two lanes of travel blocking traffic.

The traffic problems that will result will cause a hardship for all of western Cranston, including Newbury Village, Alpine Estates, Imperial Estates, Castleton Estates and all others along Scituate Avenue. The total number of trucks that will be necessary to service this size operation far exceeds the estimate of the traffic study previously submitted. Each new vehicle using these buildings requires an entrance and an exit onto Comstock Parkway.

If the planning commission feels compelled to approve this project we implore you to require

- 1- A redesign and modification of the size and scope of the project
- 2- A study of the effects of diesel fumes on residents and children playing in close proximity
- 3- Noise control rules
- 4- Limitations on the hours of operation
- 5- Adding a provision for full and complete buffering at our common borders.

Sincerely,



William Duarte

18 Sweet Pea Drive Cranston, RI 02921

Jason and Heather Barry  
1039 Scituate Avenue  
Cranston, RI 02921

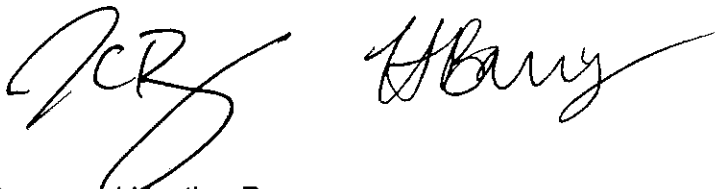
We are writing as abutting property owners to the proposed "Comstock Industrial" development with an address at 1039 Scituate Avenue. The entirety of our northern property boundary abuts the new development and with the plans presently proposed we must oppose the building of this industrial property.

There are a number of concerns about the "Comstock Industrial" plans, outlined below:

- This industrial complex is an egregious use of zoned land situated between smaller mixed-use industrial buildings and residential zoning. There are more suitable uses for this property that would directly benefit the surrounding neighborhood and the city of Cranston.
- Carbon emissions and pollution from this complex negatively impacts the surrounding area's health. A trucking complex would increase Cranston's overall carbon impact which runs counter to many of the 2010 Comprehensive Plan's green initiatives.
- Light and noise pollution generated from a 24/7 trucking warehouse will impact the public health and wellbeing of nearby residences and school children.
- The presently proposed landscape plan does not clearly indicate a strategy for plantings in the "proposed variable width landscaping" abutting individual residential properties at Lot 56 and Lot 125. Present growth buffer is entirely deciduous trees with minimal understory. Existing evergreen trees are only present on Lot 132.
- The traffic impact study (presently under third-party review) appears to have only taken into account the level of service at Comstock/Plainfield and Comstock/Western Industrial and did not review Comstock/Scituate intersection. As this intersection is a frequent cause for congestion on Comstock Parkway, this should be taken into consideration.

While the proposed development is technically "as of right", it would not appear to be in the best interest of the surrounding community. As such, we ask that you do not vote in favor of the new development and work with the site's developer on meeting Cranston's high community standards.

Thank you for your consideration,



Jason and Heather Barry  
1039 Scituate Avenue  
Cranston, RI 02921

**McLean, Douglas**

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**From:** Jason Barry [redacted]  
**Sent:** Monday, November 8, 2021 2:39 PM  
**To:** McLean, Douglas  
**Subject:** 1039 Scituate: Comstock Industrial  
**Attachments:** 1039-scituate-backyard-01.jpg; 1039-scituate-treeline-01.jpg; 1039-scituate-treeline-02.jpg

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Doug,  
Thanks for your help last week regarding the planning commission process and as we discussed, find attached some pictures I took of the landscaping in my backyard. The two labeled "treeline" are shots at the edge of my backyard. I've got higher-resolution imagery should you need it. You're also welcome to come out here and have a look.

I'm working on getting some time scheduled with the applicant's landscape architect but they haven't been too accommodating with the timing.

Thanks again for all your help.

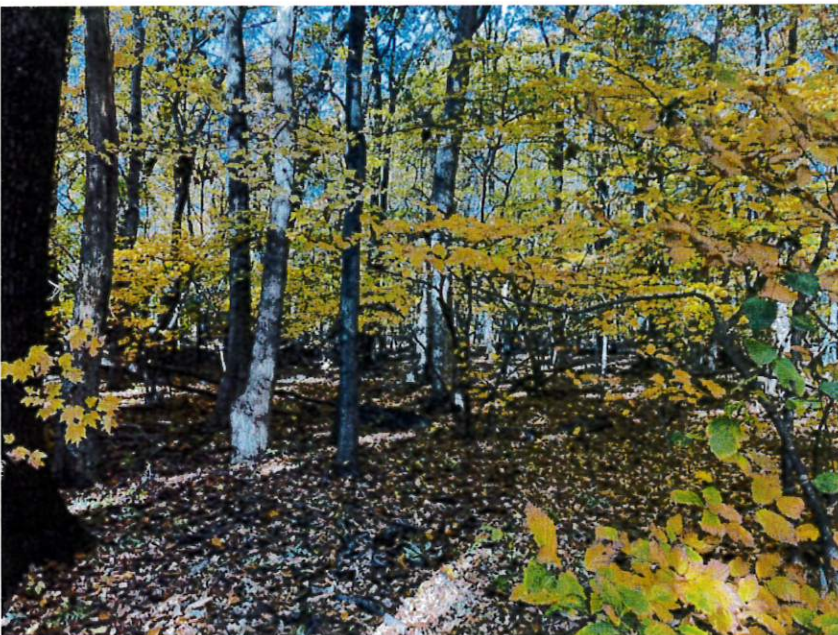
Jason Barry  
[redacted]  
1039 Scituate Ave, Cranston, RI 02921



Jason Barry – 1039 Scituate, Backyard



Jason Barry – 1039 Scituate, "treeline"



Jason Barry – 1039 Scituate, "treeline"

TO: Members of Cranston Planning Commission:

Kenneth Mason  
Robert Strom  
Kathleen M. Lanphear  
Frederick J. Vincent  
Robert Coupe  
Ann Marie Maccarone  
Michael E. Smith  
Robert A. DiStefano, Jr.  
Joseph Morales

c: Doug McLean, Principal Planner  
Jason Pezzullo, Director of Planning

FROM: Betty Ann Donahue, Resident  
Crossroad Condominiums  
7 Sweet Corn Drive



RE: Proposed Tractor/Trailer Project on Comstock Parkway

Date: November 9, 2021

I write to respectfully request your careful review of the proposed tractor/trailer project on Comstock Parkway. I attended the meeting on Tuesday, November 2, and learned in detail the size and scope of this project.

As the first resident of Crossroad Condominiums, we were fully aware that our property, though deemed farmland at the time of its development, is situated in an industrial area and that the property in question was zoned commercial. We have always understand its potential for commercial development.

However, we ask that you carefully consider the enormity of this particular proposal. I liken it to an Amazon warehouse as the property consists of more than 17 acres upon which two massive structures will sit to house commodities as well as travel and parking required for concomitant tractors and trailers. The flow of these tractor/trailers onto Comstock Parkway will create a virtual parking lot. All tractors and trailers, which I have witnessed emerge from current industrial sites onto Comstock Parkway, create a halt in traffic in both directions as the tractor/trailer executes the turn. Though very busy, the current flow is manageable, but I fail to understand how traffic studies determined that approval of this project would not seriously affect traffic flow.

I request that you also study the impact of noise, height, and lighting. We have all become accustomed to hearing the dropping of pallets and seeing flashes of light emanating from any number of businesses in our surrounding area as early as 5:00 a.m., but we fully accept this as representative of the area in which we live.

Our collective objection to the proposed project is its mammoth size which will magnify traffic, lighting, and noise many fold in, inevitably, a 24/7 operation.

I was buoyed by the apparent sincerity of the developer to consider any manner of buffering to maintain the integrity and stability of our complex. We must explore this in greater depth.



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I must also speak of integrity with reference to our City of Cranston. As a concerned voter, I am always mindful of local, state, and national leadership in maintaining and integrating integrity in decision-making that affects our cities, towns, states, and country. No one individual or group can be fully satisfied with all decisions; compromise is vital, and I believe emphasis on the greatest good for the greatest number should be paramount. I hope you agree with this concept, as compromise is what we seek.

In closing, I ask that you please consider the impact the size of this project would have not only on Crossroad Condominiums but also on the flow of traffic utilized by a great many individuals in Western Cranston, Scituate, and ancillary areas in their daily commutes, as well as contemplate solutions to safeguarding our property and city. I look forward to further discussion on Tuesday, December 7, prior to any recommendations by the Planning Commission.

Thank you.

Betty Ann Donahue  
[REDACTED]  
[REDACTED]

10 Sweet Pea Drive  
Cranston, RI 02921

November 11, 2021

Mr Jason Pezzullo  
Planning Director  
City Planning Dept  
Cranston, RI 02910

Re: Comstock Industrial

Dear Mr. Pezzullo

I am a senior citizen (86 yrs old) who waited a long time to be able to live in a quiet community in western Cranston in a condo all on one level.

With advancing age and medical issues, it was critical that it be on one level. That is exactly what "Crossroad Condos" are - a nice quiet community.

Unfortunately, my unit, 10 Sweet Pea, happens to be in the worst view of the entire plan for "Comstock Industrial."

I know you can't fight "City Hall" which includes the City Plan Commission. I am depending on experienced, professional people to discuss with the City Plan Commission the changes that should be made to the proposed plan.

All I am asking, could you PLEASE consider the following:

- the building not to be as high as proposed
- ample buffer around the property
- keep the tall trees that are there now near the property line, to remain (which will provide some privacy).

If it was your mother or grandmother in this situation what would you do?

Thank you for any consideration given to the above.

Sincerely yours,  
Agnes Killabian

TO: Members of Cranston Planning Commission

FROM: Aldo N. Testa  
Resident of Crossroad Condominiums

DATE: November 12, 2021

RE: Proposed Development on Comstock Parkway

AP 36, Lot 46, has been land of open space--a completely treed and wildlife area with wetlands--and was listed on the Assessors' card 36-2 46 since December 29, 1972. This land has remained so for many years until this year.

An out-of-state development company purchased the land and decided to build warehouses. Although the land is properly zoned for industrial use, there appears to be a total injustice to the surrounding property owners. During the past 49 years, the City of Cranston has slowly allowed building and development surrounding this property. None of the commercial buildings was challenged as to their development, and no conflicts have developed between neighbors. Seventeen years ago, my wife and I decided to purchase a condominium at Crossroad Condominiums, fully aware that the land behind was zoned industrial. We were accepting of this with the belief that the City planners would continue to allow similar-sized buildings with industrial purposes.

When Kamco was in the planning stages, the Crossroad Association and nearby homeowners worked with the developers to ensure that mutual interests were achieved. Construction ensued, and, to my knowledge, Kamco has been a good neighbor. Also over the past years, an additional daycare facility was built and supported by the Crossroad Association. A restaurant was established at the corner of Sailor Way and Comstock Parkway. Portions of the above-noted land was sold to build an additional daycare facility as well as Harbor One Bank. It is common knowledge that the City of Cranston rejected a housing development for this land as the planners wanted to continue growth of multi-type industrial buildings.

One would think that the City of Cranston would not envision that this property be developed with warehouses of the proposed size. The most natural use of the land would be a continuation of development of industrial-use sizes similar to those that exist. All owners of the buildings surrounding this property have been paying their taxes and supporting the community for many years.

It would be completely unfair to the surrounding businesses, daycare facilities, bank, condominiums, and homes to now allow construction of nonconforming-sized warehouses in the center of the surrounding properties, with the abnormal number of tractor/trailer loading docks and holding spaces and a large number of automobile parking spaces. Will the Cranston city

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planners disregard the surrounding properties and their financial support and investment, which has been their contribution to the growth of the City of Cranston. How will this development enhance the City of Cranston?

Where is consideration for those who worked every day to develop the property to where it is today? The construction of Comstock Industrial is not the correct fit or image for the City of Cranston. Will this stagnate any future development of area businesses surrounding Comstock Parkway including the Western Industrial complex? Warehouses are necessary but have consequences and hazards. They should be located in areas that have no effect on their neighbors. Warehouses improperly placed produce noise, operate 24/7, and have health, safety, traffic, sanitation, fire, property values, and environment problems. The list goes on.

We recognize the need for additional warehousing due to the changes in our daily habits and changes in the way goods are delivered. The planning commission must determine if the location of Comstock Industrial meet their stated goal, "The mission of the Cranston planning department is to understand the value and goals of the community, to facilitate progress through a shared vision of the City's future, and to ensure the protection and balance of property and the quality of life".

Comstock Industrial appears to be favorable to the developer, only, and falls far short of the vision and commitment to the residents of Cranston and its stated goal of community, property balance, and quality of life.

Thank you.

Aldo Testa  


McLean, Douglas

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**From:** Billpaola <[REDACTED]>  
**Sent:** Wednesday, November 17, 2021 11:31 AM  
**To:** McLean, Douglas  
**Subject:** Tractor/Trailer project

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To whom it may concern I am writing to oppose the tractor trailer project on Comstock Parkway. They are main reasons for opposing this project one there's too much traffic in the morning it's too much traffic during the day and night now. Adding the 24 hours a day 7 days a week would be devastating to our community. We have a pumpkin patch daycare center right behind the project as well as condominium community. With the noise, air pollution and for 24 hours day trailer trucks going in an out that would be devastating to our community. It would ruin are a quality of life. I hope that the city of Cranston would understand what this would do this community. And reject this project!

Thank you  
Maria Laorenza

**McLean, Douglas**

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**From:** Pezzullo, Jason  
**Sent:** Wednesday, November 17, 2021 12:12 PM  
**To:** McLean, Douglas  
**Subject:** FW: Tractor/Trailer Project

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

COMMENTS FYI

-----Original Message-----

**From:** Billpaola [mailto: ]  
**Sent:** Wednesday, November 17, 2021 11:52 AM  
**To:** Pezzullo, Jason <jpezzullo@CranstonRI.org>  
**Subject:** Tractor/Trailer Project

I writing to let u know that as a resident of Crossroad Condominium I oppose this project. We are already overwhelmed with traffic and noise,air pollution. Having trucks going in and out for 24 hours a day . This will devastate this community. Also having the Pumpkin Patch school so close when will the children be able to go out side and play with the noise, air pollution and traffic... Please consider the community and reject this project..

Thank you  
Maria Laurenza

November 20, 2021

Plan Commissioner appointee,

My name is Veri Benvenuti, I am a resident at Crossroads Condominiums. I attended the November 2 meeting in which we had an opportunity to air our grievances for the denial of the Industrial Park Project.

We were given less than one hour to speak at the end of the night. Alpine Citater took over the entire evening. We're hoping that the December 7 meeting will be the only agenda, thereby giving us more time to be able to speak our comments, grievances and proposals.

I, along with my Crossroads + Newbury neighbors, Pumpkin Patch Preschool, Fresco Restaurant, Bank, Printing Co., Frenchies Ice Cream Shop - Latte Love Coffee, Gym + surrounding homes are in 100% agreement in denying the approval of this project for the following reasons: (Read Enclosed Information)

The disadvantages totally outweigh any advantages. We therefore implore you NOT to allow this project to go forward.

Respectfully Yours,

Neil Benvenuti  
26 Sweet Pea Dr.  
Cranston, RI 02921



Members of Cranston Planning Commission

November 22, 2021

I would like this letter to oppose the construction of Comstock Industrial.

I lived in the Town of North Providence raised a family for 39 years until I moved to Western Cranston. We were the second couple to purchase a Condominium at Crossroad. We were very familiar with the industrial area, Comstock Parkway and Scituate Ave. I have family members who live off Comstock Parkway. We were told by the developer that the land directly behind may not be developed for another 10 years and he was correct. I expected it would be developed at some point and it was with the addition of another daycare and after a bank. Covid brought all to a halt. With life now starting to get back to somewhat normal I never envision one single development this majestic in size. The thought of this single land area being cleared of most all of the trees and reverting it to two huge buildings and a parking lot doesn't appear to be the correct vision and use of the land. My thinking would be buildings of a similar nature as to those in the area. Perhaps a subdivision of the land would retain some of the original landscape while still maintaining an industrial use.

I have enjoyed my home over the past years and if there were two complaints one would be the occasional smell of the Johnston land fill and while driving, exiting onto Comstock Parkway. The thoughts of all the trailer trucks entering and exiting Comstock will acerbate the traffic. The thought of diesel trucks daily emissions and noise just behind us is most concerning. It is hard to believe the Planning Commission would even entertain this proposal for both the dominance in the area, associated health considerations and placement.

I urge everyone, please, on the Planning Commission to listen to the heartbeat of the residents of Western Cranston and neighborhood business and come to the conclusion Cranston Industrial provides little benefit to the City of Cranston. Consider the advantages of a growth path of similar area businesses for the land use and potential tax benefits.

Thank you for the opportunity to express my opinion.

Barbara Testa

12 Sweet Corn Drive

McLean, Douglas

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**From:** Dave Hodgkinson <[REDACTED]>  
**Sent:** Sunday, November 28, 2021 2:08 PM  
**To:** [REDACTED]  
[REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Building proposals for Comstock industrial

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

As a local resident, I'd like to express my concerns over the proposed buildings planned for Comstock industrial. As a condo resident on Gray Coach Lane, I am disturbed over the fact that the excessive traffic, noise and air pollution will make this an undesirable location to live. We chose this area because it has been a desirable area but the new planned construction will be detrimental to our quality of life. Please vote NO for the planned proposal.

Best regards,  
David Hodgkinson

Sent from my iPhone

**McLean, Douglas**

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**From:** [REDACTED]  
**Sent:** Tuesday, November 30, 2021 5:56 PM  
**To:** [REDACTED]  
Hopkins, Kenneth J.; Pezzullo, Jason; McLean, Douglas  
**Subject:** Comstock Industrial Distribution Center

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

I have just learned about the proposed Comstock Industrial Distribution Center that is being considered on Comstock Parkway in Cranston.

We are vehemently opposed to this!

We are residents of Hope and use this road on an almost daily basis to get to Rt. 295 from our house, as well as going to Johnston. We see the congestion that is already there. The traffic backups that this will cause will be horrendous. Tractor trailer trucks turning onto Comstock tie up traffic and can just about make the turn. Trucks on Comstock backing into business driveways block traffic from both sides. Trucks turning from Comstock onto Scituate Avenue also have issue making the turns.

There is a nursery school on Comstock, with parents picking up and dropping off children at various times of the day.

There are already too many trucks using this road. Between the added noise and pollution, this is something that would not be good for this area. What they are proposing to build belongs in an area where there is nothing else.

Please do right by the people who are already in this neighborhood, and don't be concerned about revenue that this will bring to the City of Cranston. Money isn't everything.

Gary and Diana Troiani  
Hope, Rhode Island

## McLean, Douglas

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**From:** steven DiSciullo [REDACTED]  
**Sent:** Wednesday, December 1, 2021 9:54 AM  
**To:** Pezzullo, Jason; McLean, Douglas; Hopkins, Kenneth J.; [REDACTED]  
**Subject:** Proposed warehouse in the Comstock Industrial Park

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

December 1, 2021

Cranston Planning Commission

City Hall

869 Park Avenue

Cranston, RI 02910

RE: Proposed warehouse in the Comstock Industrial Park

This letter is a follow up to my letter dated October 27, 2021. Based on information from the November 2nd meeting of the Planning Commission, the traffic study was based on 46 trailer trucks entering and leaving the proposed warehouse site each day. Since the warehouse will have 69 trailer truck bays this appears to be a gross underestimation.

In my previous letter, I compared this proposed site to the Amazon fulfillment center in Fall River. Briefly, Amazon is a much larger facility at 1.3 million sq. ft. compared to 270,000 sq. ft. Amazon has 129 trailer truck bays or 1 bay for every 100,000 sq ft. The proposed site has 69 trailer truck bays or 26 bays for every 100,000 sq ft. Trailer trucks enter and exit the Industrial Park where Amazon is located by entrance and exit ramps off Route 24, a 3-lane highway in each direction onto Innovation Dr. Trailer trucks will enter and exit the proposed site by way of Comstock Parkway, a 2-lane city road. Trailer trucks are parked along both sides on Innovation Dr during the day waiting to be assigned a loading bay. Will trucks be parked along Comstock Pkwy waiting for a bay?

I also looked into BJs Distribution Center in Uxbridge MA. off route 146. Trucks are often found parked along route 146A waiting to be assigned to a loading bay. Upon checking BJs website and looking at driver reviews it can take between 30 min to 3 hours to unload a trailer truck. Some examples from truck drivers are: 30 minutes to unload 28 pallets, 30 min to unload a fully loaded trailer, 3.5 hours to unload 7 pallets, 2 hours to unload half a trailer. Other times listed are less than 2 hours, 1.5 hours, less than 30 minutes and 1 hour to unload trucks. These can all be verified on the web site ([BJ's Wholesale Club Distribution Center - Google Maps](#)).

Let's be conservative and say on average it takes 3 hours to unload a trailer truck. The number of trucks needed to service 69 bays every 3 hours, will produce 552 trucks making an entrance and exit. That is 1104 trips per day added to Comstock Parkway. And this can be much higher as the unloading times above suggest.

The developer may state that this type of operation is not what he has in mind, but do we know what he is planning? Will he be operating the business himself? Will he lease the buildings, or will he sell them? We don't know. Every business tries to maximize profits and for a warehouse, that is by moving merchandise. They will turnover loading bays as quickly and as often as possible. Therefore, it is very feasible that more than 1100 trailer trucks may travel Comstock parkway each day.

Despite what the developer's hired traffic consultant might claim, the increased Trailer truck traffic in the area will increase and will surely have an adverse impact on traffic flow and public safety. The expected adverse impact on traffic is a direct

result of the size of the buildings proposed on the site – roughly 264,000 square feet of proposed warehouse space, in addition to 6,000 square feet of office space and the number of trailer truck bays. The size of the building should be decreased significantly and be more in line with the other buildings in the industrial park in order to mitigate the impact of the development on the community.

Regards,

Steven DiSciullo  
9 Sweet Pea Dr  
Cranston, RI

## McLean, Douglas

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**From:** Suzanne Vitalo [REDACTED]  
**Sent:** Wednesday, December 1, 2021 3:25 PM  
**To:** McLean, Douglas  
**Subject:** Comstock Industrial Distribution Center

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

As homeowners of Crossroad Condominium we oppose the moving forward with the Comstock industrial distribution center.

When we purchased our condo in 2005 it was for several reasons. We loved this part of Cranston. It was convenient for family and friends as well as close to restaurants and stores but also felt we were near farm lands and open spaces. Along with great access to the interstate.

Our intent when we purchased this property was to live here through our retirement years.

The association has done a great job in keeping the grounds beautiful and to provide a safe and peaceful environment. It was not our understanding that we would be surrounded by large buildings right in our back yard, tractor trailer trucks coming and going all hours, or increased traffic on an already busy street. We don't feel that additional landscape is going to hide the large building.

In addition to the traffic concerns we have we are concerned with the increased noise factor and the air quality. This will also increase the number of vehicles going in both directions on Comstock parkway. As it stands today we have many vehicles cutting through our private property to avoid the traffic light at Scituate Ave. We know that # will increase with this new center and our concern is the speed in which these vehicles go at. We have many folks who are elderly walking around and this will not be a safe environment for us all.

We are concerned how emergency vehicles will get through on an already busy street when now tractor trucks will be added to the mix.

We are asking that you reconsider or do not allow the current size and specifications for this project at this time.

Thank you  
Cathy and Suzanne VITALO  
28 Sweet Pea Drive  
Cranston RI

Sent from my iPhone

**McLean, Douglas**

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**From:** [REDACTED]  
**Sent:** Wednesday, December 1, 2021 5:18 PM  
**To:** McLean, Douglas  
**Subject:** COMSTOCK INDUSTRIAL DISTRIBUTION CENTER

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Doug,

I am writing to you about my deep concern of the proposed Distribution Center off Comstock Parkway. My husband and I purchased a condo at Crossroads Condominiums 17 years ago. We have enjoyed this beautiful peaceful area until his passing 2 years ago. This massive main building will destroy the quality of life we have com to enjoy. Comstock Parkway is now becoming an extremely busy road as cars and trucks from Route 12 turn onto Comstock to get to 295 off Plainfield Pike. Adding all this additional traffic is going to be a nightmare. Scituate Avenue Fire Station uses Comstock constantly all day long as it does its daily runs. What is going to happen when a fire truck cannot get through to the comings and goings of all these trailers? A traffic study is definitely do in this area. I hope the council seriously considers the negative impact this Distribution Center will have on this area. I am a Cranston resident and taxpayer.

Elaine E. Dame  
4 Sweet Corn Drive  
02921