

**EMAIL FROM Steven and Patricia DiSciullo RECEIVED 10/27/21**

Subject: Comstock Industrial Park proposed warehouse project

October 27, 2021

We are writing in regard to the proposed Comstock Industrial Park Development. We were expecting that the proposed site would be developed at some time but with a building(s) more in line with other buildings in the Industrial Park. The proposed project will consist of 2 buildings totaling 270,000 sq ft. containing 69 tractor trailer bays, parking for an additional 44 tractor trailers and parking for 277 automobiles. It is by far larger than any other building in the Industrial Park. Furthermore, it may be a 24/7 operation which will require lighting around the building and will increase the noise level throughout the night. Also, with trucks entering and leaving 24/7 the level of air pollutant will increase. A 20 ft buffer between the building's property and the Surrounding residential area is not sufficient.

We read the Traffic study and there are a few things that we feel were not addressed.

1. At the north end of Comstock near Plainfield Pike the road is always in poor condition. At its best the road is very bumpy and dips before the sewer cover as you turn in from Plainfield Pike. At its worse this same area consists of broken asphalt and many potholes. What additional damage will be caused by the increase in trailer truck traffic?
2. The study accounted for the proposed site having 69 trailer truck bays. How much extra traffic did they take into account in the study? Did they assume 69 additional trailer trucks on the road each day? I would like to compare this site to the Amazon site In Fall River. Granted 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 of Route 24, a 3 lane highway in each direction. Trailer trucks will enter and exit the proposed site by way of Comstock Parkway, a 2 lane city road. One can say that trucks are making deliveries at Amazon 24/7. Who can say that this would not happen in Cranston. With 69 bays, trucks can be delivering product to the facility from around the country coming in 24/7. Product can be shipped throughout New England, the Northeast, the East Coast or the country. We don't know yet, but there is nothing to stop this from happening. So instead of having an extra 69 trailer trucks traveling Comstock Parkway every day it could be many, many more. Hundreds of trailer trucks can utilize the 69 bays throughout the day. Best case and not worse case scenarios were addressed.

3. The traffic study did not address trying to make a left turn from Sweet Pea Dr, Newbury Village or Amflex Dr onto Comstock. When we need to go east bound on Plainfield Pike, we routinely take Amflex to Sailor Way to Plainfield. We rarely take that route when returning home since it is very difficult to take a left turn from Amflex onto Comstock. We always go to the intersection of Plainfield and Comstock and take the left turn at the traffic light. We have lived in the area for over 20 years, the last 2 on Sweet Pea Dr. Traffic along Plainfield Pike and Comstock Parkway has definitely increased. We

think that the increased trailer truck traffic on Plainfield Pike and Comstock may have been underestimated.

4. This facility will also decrease the air quality in the area through the increased diesel fuel emissions. This facility will also border the play area of a daycare facility, Pumpkin Patch Daycare. The increased noise pollution and air pollution will not be a benefit to the children in this facility.

We know that this land parcel will eventually be developed but it should be a project that is more suitable for the neighborhood and more in line with other businesses in the Industrial Park.

Best Regards,

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