

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 QUANTIFY

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

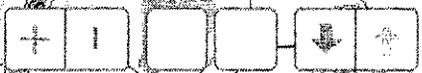
AN INDEPENDENT IMPACT STUDY I BELIEVE WOULD CONCLUDE THIS WOULD BE THE INCORRECT PLACEMENT FOR THIS PROPOSED PROJECT AND COMSTOCK PARKWAY.

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

OPPOSE

COMSTOCK INDUSTRIAL DISTRIBUTION CENTER

A 199,180 sq ft Warehouse and a 70,000 sq ft building, 35 feet in height, are being planned for Comstock Industrial. It will border the rear of the Fresco Restaurant Building parking lot, Harbor One Bank, the Pumpkin Patch Early Learning Center, Crossroad Condominiums and Some Private homes.

We oppose these buildings for these reasons:

- **The Warehouse will have**
 - **69 Loading Docks**
 - **Parking for an additional 55 trailers**
 - **217 automobile parking spaces**
 - **One Way Entrance and Exit to and from Comstock Pkwy**
- **Trailer Truck Traffic could be coming and going 24 hours a day, 7 days a week**
 - **This will result in**
 - **Increased Noise**
 - **Diesel fuel Emissions**
 - **Traffic backups on Comstock PWKY, Plainfield Pike and Scituate Ave**
 - **Scituate Ave Fire/Rescue delays**

This project is larger in scope than any other building in the Comstock Industrial Park and the Master Plan will be on the docket of the City Planning Board Meeting on November 2nd at 6:00 PM at City Hall. (Check <https://www.cranstonri.gov/departments/planning/>)

It's ESSENTIAL to attend to oppose of this project.

GENERAL NOTES:

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODES AND ALL APPLICABLE ORDINANCES.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.
4. ALL UTILITIES SHALL BE PROTECTED AND DEEPER THAN THE FINISHED GRADE.
5. THE CONTRACTOR SHALL MAINTAIN THE EXISTING SURFACE GRADE UNLESS OTHERWISE NOTED.
6. ALL FOUNDATIONS SHALL BE CONCRETE ON COMPACTED FILL.
7. THE CONTRACTOR SHALL MAINTAIN PROPER DRAINAGE AND EROSION CONTROL MEASURES THROUGHOUT CONSTRUCTION.
8. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE LOCAL BUILDING DEPARTMENT.
9. THE CONTRACTOR SHALL MAINTAIN A NEAT AND SAFE WORK SITE AT ALL TIMES.
10. ALL UTILITIES SHALL BE DEEPER THAN THE FINISHED GRADE.
11. THE CONTRACTOR SHALL MAINTAIN PROPER DRAINAGE AND EROSION CONTROL MEASURES THROUGHOUT CONSTRUCTION.
12. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE LOCAL BUILDING DEPARTMENT.
13. THE CONTRACTOR SHALL MAINTAIN A NEAT AND SAFE WORK SITE AT ALL TIMES.



EMAIL FROM Bill Duarte RECEIVED 10/26/21

Subject: Fwd: FW: Comstock Industrial Development

A recent email for the record from one of the owners at Crossroad Condos

Dear Representative Campopiano:

I write you this morning as a constituent abutting the proposed Comstock Industrial Development currently in front of the Cranston Planning Commission. For a number of reasons, this development is wrong for the area.

1. The building, as proposed, would be larger in overall size, and height, than any other building in the area.
2. The surrounding main streets of Comstock Parkway, Plainfield Pike, and Scituate Avenue are all one lane. With a proposed 69 loading docks and 272 parking spaces, it doesn't take a genius (or traffic study consultant) to conclude the resulting traffic burden on these main streets will be insufferable to all motorists, not just locals.
3. The intersection of Comstock Parkway/Plainfield Pike dips, forcing traffic to slow, and trailers must make at times very wide turns between the two roads due to the size/location of the lanes. Adding more trailers will only compound the flow and infrastructure challenges.
4. The building will be required to be lit at night. Without a doubt this implies 24/7 operations which will lead to trailers idling as we know they do not routinely cut their engines. This will create noise and pollution 24/7.

I have perused the material posted on the Planning Department website in advance of the November 2nd meeting. I noted with interest several points in the owners traffic study and other provided material:

1. It focuses on the impact to Comstock Parkway and Plainfield Pike and appears to remain silent on impact to Scituate Avenue. Anyone who travels the area regularly can tell you that the intersection of Scituate/Comstock Parkway can get as congested and backed up as the Comstock Parkway/Plainfield Pike intersection.
2. The installation of traffic regulation devices on Comstock Parkway at Western Industrial, whether it be lights, signs, islands, etc., will do nothing but further clog the intersections of

Comstock/Plainfield and Comstock/Scituate. Comstock Parkway is a heavily traveled road, short road – why slow the traffic flow further?

3. The study assumes traffic has returned to pre-COVID levels. The world has not returned to pre-COVID status, so I intuitively challenge that assumption. Pre-COVID I worked in Providence five days per week. I currently work at home three days per week, and will until at least spring.

4. To suggest that the condo unit owners chip in to purchase the land, at \$50k per unit, is ludicrous at best. That would be far in excess of what is affordable on a monthly basis if financed. If self-funded, what would the return be, and over what period?

I do realize the Council does not have an immediate say in this matter. However, since you represent the area, I believe you need to be aware of what is brewing and how your constituents feel. There are 36 units at Crossroads Condominiums (the abutting condos, where I live) and 91 units at Newbury Village, on the other side of the southern end of Comstock Parkway. That is 127 residential units within a half mile of this proposed development. If only half of the units have more than one adult resident (a very conservative assumption), that is just shy of 200 voters that would be impacted. That is a material number and why I ask you to get involved NOW in defeating this proposal.

I am a business person Representative Campopiano, and a resident of Cranston for over 50 years. I support the need to expand the tax base – it will only help me. Fact remains this proposed development does not belong jammed into a landlocked area in the midst of single lane roads, residential units, much smaller commercial buildings, and as the largest, most oversized building in the area. It belongs farther west out Plainfield Pike, supported by much more buffering land. The land in question, and the surrounding area, deserves buildings of similar size and use to what the area already supports.

Attached please find a letter I sent to Mayor Hopkins expressing my opinion. I have not received a response from him or anyone in his office. I endeavor to follow up with his constituent affairs director, Ms. Smith. I remain available to discuss this matter with you personally or to connect you with the Crossroads Board of Directors. You really need to tour our area to see first hand the impact this proposal would have your constituents, not just those of us who abut.

Respectfully,

Debbie Tobias

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,

Steven and Patricia DiSciullo

9 Sweet Pea Dr

Cranston, RI 02921

FIRST OF ALL I WOULD LIKE TO CORRECT MY HANDOUT AT THE 9/7/2021 PLANNING MEETING.

TRACTOR TRAILERS ARE, 53 FEET LONG, 10.2 FEET WIDE AND 13.6 HIGH.

AT CROSSROAD WE ENVISIONED THE LAND BEING USED FOR CONDOMINIUMS, APARTMENTS OR A COMPLEX OF OFFICES, OR LIGHT MANUFACTURING SIMILAR TO OTHER BUILDINGS IN OUR AREA, WITH OWNERS WHO MAY WORK, AND LIVE IN CRANSTON OR THE STATE OF RHODE ISLAND.

I WOULD LIKE TO MAKE THREE SIGNATIFICANT MAIN POINTS TO OUR OBJECTION TO COMSTOCK INDUSTRIAL

THE FIRST POINT, IT'S SIZE AND VISUAL LOOK.

A 199,180 SQUARE FOOT DISTRIBITUION BUILDING,
A SISTER BUILDING OF 70, 000 SQUARE FEET,
69 TRAILER LOADING DOCKS,
55 TRAILER PARKING SPACES,
217 AUTOMOBILE SPACES.

LET'S REVIEW THE COMSTOCK INDUSTRIAL PROPOSAL.

THE LAND IN QUESTION IS SANDWICHED IN BETWEEN THE BACKYARD TO A RESTAURANT, BANK, DAYCARE CENTER, CONDOMINIUM COMPLEX, NURSEY, ICE CREAM SHOP, HOMES AND VARIOUS SIZE INDUSTRIAL BUILDINGS.

THIS PROPOSAL IS NOT BEING LOCATED IN AN INDUSTRIAL PARK.

THE DEVELOPER IS PROPOSING TO USE ALL OF THE AVAILABLE LAND.

ONE MAIN BUILDING APPROXIMATELY 800 FEET LONG, 250 FEET WIDE AND 35 FEET HIGH.

I'M SURE YOU ARE ALL FAMILIER WITH FENWAY PARK. THE GREEN MONSTER AS IT' S KNOWN IS 37 FEET HIGH AND TAPERS DOWN TO 34 FEET. IT'S 231 FEET IN LENGTH.THIS PROPOSED BUILDING WOULD BE THE SAME AVERAGE HEIGHT AND 3 ½ TIMES THE LENGTH OF THE GREEN MONSTER.

GILLETTE STADIUM FOOTBALL FIELD IS 360 FEET LONG AND 160 FEET WIDE FOR A TOTAL OF 57,600 SQUARE FEET. 3 ½ FOOTBALL FIELDS OCCUPIES THE SAME LAND AREA AS THE PROPOSED MAIN BUILDING.

THE SISTER BUILDING WOULD FIT THE SAME 57,000 FOOT FOOTBALL FIELD WITH 20% ROOM TO SPARE.

THESE ILLUSTRATIONS POINT TO THE MASSIVE SIZE OF COMSTOCK INDUSTRIAL IN THE BACKYARDS OF ITS SURROUNDING NEIGHBORS.

SECOND POINT, IMPACT AND SAFTEY ON COMSTOCK PARKWAY

A 24/7 OPERATION.

ONE WAY IN AND OUT TO AND FROM COMSTOCK PARKWAY.

POTENTIAL SIZE OF MAIN BUILDING IS 6,971,300 CUBIC FEET.

A SISTER BUILDING WILL BE 2,450,000 CUBIC FEET.

COMBINED 9,421,300 CUBIC FEET.

A 53 FOOT TRAILER TRUCK CAPACITY IS 4,050 CUBIC FEET

IT WILL TAKE A MINIMUM AMOUNT OF 2,326 TRAILER TRUCK LOADS JUST TO FILL THE BUILDINGS.

ALL OF THESE TRAILER TRUCKS WILL BE ENTERING AND EXITING COMSTOCK PARKWAY'S TWO LANES OF TRAVEL.

TRACTOR TRAILERS WILL BE CROSSING LANES TO TURN ONTO COMSTOCK AND INTO COMSTOCK INDUSTRIAL.

AFTER THE TRAILER TRUCKS ARE UNLOAD THEY WILL LEAVE AND RE ENTER COMSTOCK PARKWAY. THIS WILL DOUBLE THE TRACTOR TRAILERS TO 4,652 TRIPS IN AND OUT OF COMSTOCK PARKWAY.

AFTER THE WAREHOUSE IS FILLED, PRODUCT HAS TO BE DISTRIBUTED AND REFILLED. THE NUMBER OF TRACTOR TRAILERS ENTERING AND EXITING WILL BE PERMENANT AND HIGH VOLUME.

THE QUICKEST ROUTE TO I - 295, IS COMSTOCK PARKWAY, WHICH IS ALLREADY A HEAVELY TRAVELED CRANSTON CITY STREET, NOT A R.I. HIGHWAY.

LETS AGAIN REVIEW COMSTOCK PARKWAY NORTH, A 0.6 MILE CITY STREET.

A ROADWAY OF 3,200 FEET, 30 FEET WIDE WITH ONLY TWO TRAVEL LANES.

THE MINIMUM ROAD WIDTH REQUIREMENTS FOR A 16 WHEEL TRACTOR TRAILERS ARE 16 FEET 6 INCHES FOR A MAXIMUM ANGLE OF 30 DEGREES EXITING THE PROPOSED SITE. THIS REQUIRES ALL TRAILER TRUCKS TO ENTER THE INCOMING COMSTOCK TRAFFIC LANE TO MAKE THE TURN ONTO COMSTOCK PARKWAY WHEN EXITING THE PROPOSED SITE.

THIS PROPOSED DISTRIBUTION CENTER CONCENTRATED TRAILER TRUCK VOLUME WITH A LENGTH OF 53 FEET TRAVELING ON OPPOSITE SIDES OF THE ROAD WOULD OCCUPY ABOUT 21 FEET OF THE ROAD CURB TO CURB.

FIRE/RESCUE VEICHLES ARE NORMALLY 8 ½ FEET WIDE. TRACTOR TRAILERS STOPED OR TRAVELING ON OPPOSITE SIDES OF COMSTOCK WOULD LEAVE NO ROOM AND HINDER FIRE /RESCUE VEICHLES FROM PASSING.

TRAFFIC STOPS AND BOTTLENECKS COULD BECOME AN ADDITIONAL OBSTACLE TO FIRE / RESCUE TRAVELING TO AND FROM ITS SCITUATE AVENUE LOCATION, ON RUNS FOR FIRE AND OR ESPICALLY IN LIFE AND DEATH SITUATIONS.

IN EVENT OF THE TRAFIC BOUND COMSTOCK PARKWAY, THE ATLERNATE TRAVEL TO AND FROM I- 295 WOULD BE PIPIN ORCHARD ROAD OR ATWOOD AVE. THIS SHOULD BE A MAJOR CONCERN AND SAFTEY ISSUE TO THE RESIDENTS OF WESTERN CRANSTON AND THE CITY OFFICIALS OF CRANSTON.

THE THIRD POINT, THE HEALTH ISSUE.

IF YOU HAVE EVER BEEN AROUND A TRAILER TRUCK STOP, YOU MOST LIKLEY SAW ROWS OF TRAILERS PARKED WITH THE MOTORS RUNNING.

THE QUESTION IS WHY.

MANY TRUCKERS LEAVE THEIR TRUCKS RUNNING TO KEEP THEIR ENGINES WARM. DIESEL TRUCKS NEED A PERIOD OF TIME TO WARM THEM UP ESPECIALLY IN COLD WEATHER.

THE FUEL GETS SO THICK IT CAN'T FLOW PROPERLY THRU THE FUEL LINES AND FUEL PUMP.

IDLING REFERS TO RUNNING A VEICHL'S ENGINE WHEN NOT IN MOTION.

CO₂, CARBON DIOXIDE, IS AN ACIDIC COLORLESS GAS WITH A DENSITY ABOUT 53% HIGHER THAN THAT OF AIR WHEN IDLING.

CO₂ EMISSIONS FROM A GALLON OF DESIEL FUEL IS 10,180 GRAMS OF CO₂ PER GALLON.

ACCORDING TO THE DEPARTMENT OF ENERGY HEAVY DUTY TRUCKS CONSUME ABOUT .08 OF A GALLON OF DESIEL FUEL PER HOUR WHILE IDLING.

HAVING MULTIBLE IDLING TRAILER TRUCKS IDLING IN THIS CONFINED AREA HAS TO BE A MAJOR HEALTH CONCERN FOR THE SURROUNDING NEIGHBORS, ESPECIALLY THE DAYCARE CENTER WHERE THE PLAY AREA BORDERS WHERE THE TRUCKS WILL BE PARKED.

THE CDC AND THE AMERICAN CANCER SOCIETY HAVE ARTICLES ON DESIEL FUEL EMISSIONS.

THE LIST OF EFFECTS ASSOCIATED WITH DIESEL EXHAUST EXPOSURE IS QUITE EXTENSIVE.

SHORT TERM

**HEADACHE, IRRITATION OF EYES, NOSE AND THROAT, ISSUES BREATHING
COUGHING, PHLEGM, WHEEZING, CHEST TIGHTING, NAUSEA.**

LONG TERM

**ASTHMA, AGGRAVATED EXISTING RESPIRATORY CONDITIONS, ALLERGIES,
CAUSES OF LUNG DISEASE, LUNG CANCER, CARDIO VASCULAR DISEASE, BLADER
CANCER.**

IS IT A HEALTH CONCERN YES?

R.I. TITLE 23

HEALTH AND SAFETY

CHAPTER 23-23

AIR POLLUTION

SECTION 23-23-29.3

**“ THAT NO PERSON SHALL CAUSE ,ALLOW OR PERMIT THE UNNECESSARY
OPERATION OF THE ENGINE OF A DIESEL MOTOR VEHICLE WHILE SAID VEHICLE
IS STOPPED FOR A PERIOD OF TIME IN EXCESS OF FIVE [5] CONSECUTIVE
MINUTES IN ANY SIXTY [60] MINUTE PERIOD.”**

**BUT AND ALLOWED,“WHEN IT’S NECESSARY TO OPERATE DEFROSTING,
HEATING, OR COOLING EQUIPMENT TO ENSURE THE HEALTH OR SAFETY OF THE
DRIVER OR PASSENGER OR TO OPERATE AUXILIARY EQUIPMENT, WHEN IT IS
NECESSARY TO BRING THE ENGINE TO THE MANUFACTURE’S RECOMMENDED
OPERATING TEMPERATURE.”**

HOW MANY TRAILER TRUCKS IDLING AT ONE TIME TO CONFORM TO WEATHER CONDITIONS AND ALLOWED AS PART OF THE STATED CODE IS UNKOWN.

THE CONCENTRATED AMOUNT OF TRAILER TRUCKS DESIEL EMMISSIONS SANDWICHED IN BETWEEN ITS NEIGHBORS HAS TO BE CONSIDERED FOR ITS HEALTH ISSUES AND CONSEQUENCES.

WE UNDERSTAND THE LAND AND LOCATION MEETS THE MINIMUM REQUIREMENTS OF M1 ZONING AND WAREHOUSING.

PLANNING HAS TO DECIDE IF THIS PROPOSAL LOCATION MAKES COMMON SENSE.

IS THIS THE BEST AND ONLY OPTION OF THE LAND AREA FOR CRANSTON RESIDENTS, COMSTOCK PARKWAY AND A PROGRESSIVE POSITIVE IMAGE FOR THE CITY OF CRANSTON?

OR THE BEST INTEREST OF THE LAND OWNER ONLY.

CROSSROAD CONDOMINIUM IS NOT AGAINST THE DEVELOPMENT OF THIS M-1 SITE.

CROSSROAD IS AGAINST COMSTOCK INDUSTRIAL ENORMOUS NEGATIVE IMPACT FOR THE AREA.

IT'S HEIGHT, SIZE, OVERWELMING TRAILER TRUCK ACTIVITY, AUTOMOBILE ACTIVITY, 24/7 OPERATION, NOISE, MAJOR IMPACT TO TRAFFIC, SAFETY AND HEALTH ARE OVERWELMING.

A COMPELLING REBUTAL WOULD BE THERE IS WESTERN INDUSTRIAL ON THE OPPOSITE SIDE OF COMSTOCK.

WESTERN INDUSTRIAL HAS APPROXMENTLY THE SAME AMOUNT OF LOADING DOCKS IN AN AREA APPROXMENTLY 13 TIMES THE LAND AREA, WITH OPEN SPACE, IN COMPARISON TO THE PROPOSED COMSTOCK INDUSTRIAL CONFINED AREA.

WESTERN INDUSTRIAL HAS INCREASED IN GROWTH, ACTIVITY AND TRAILER TRUCKS VOLUME OVER MANY YEARS. THIS GROWTH HAS CONTRIBUTED TO COMSTOCKS PARKWAY INCREASED TRAFFIC OVER MANY YEARS.

IT WOULD BE BEYOND COMPREHENSION THAT THE CITY OF CRANSTON WOULD APPROVE THE CONSTRUCTION OF THESE MEGA SIZE BUILDINGS, SANDWITCH IN A SPACE WITH ONLY, WETLANDS AND 20 FOOT BUFFER SEPERATING IT FROM ITS NEIGHBORS. ONLY ONE WAY IN AND OUT OF COMSTOCK.

THIS PROPOSAL IF APPROVED WOULD DOUBLE THE AMOUNT OF LOADING DOCKS, AND AT A MINIMUM DOUBLE TRAILER TRUCK ACTIVITY AND EASILY DOUBLE THE USE OF COMSTOCK PARKWAY OVERNIGHT AND IN ONE SWOOP.

A REVIEW OF THE DEVELOPERS PLANS AND PHOTOGRAPS CONFIRM IT'S DOMINNANCE IN COMPARISON TO ITS NEIGHBORS. COMSTOCK INDUSTRIAL IS NOT NEIGHBOR FRIENDLY NOR THE CORRECT PLACEMENT FOR THE CITY OF CRANSTON NOR COMSTOCK PARKWAY.

PENCILS HAVE ERASERS TO CORRECT MISTAKES. UNFORTUNEATELY THERE WOULD NOT BE AN ERASER LARGE ENOUGH TO ERASE THIS ONE.

Ship

Track - A suspension of all guarantee service failure reimbursements has been issued effective 3/25/2020 [Learn More >](#)
<https://yrc.com/wearner-related-terminal-closures/yrcdu>

Yellow - **COVID-19 Update: Safety-First Service Plan** [Learn More >](#) (<https://yrc.com/wp-content/uploads/sites/4/2021/08/Yellow-COVID-19-Safety-First-20-21.pdf>)

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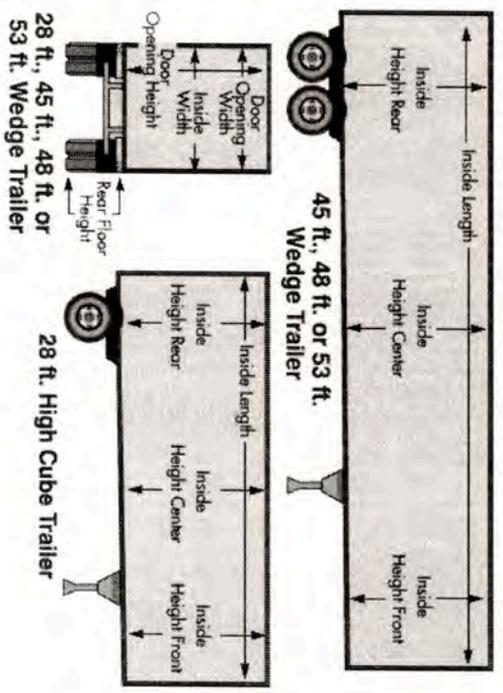
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Here, you'll find tractor-trailer dimensions to help you plan your LTL shipments with YRC Freight.

Find how to calculate your shipment's density (<https://my.yrc.com/national/html/densityCalculation.shtml>).





Emergency Vehicle Size and Weight Guide

52,000 pounds on a tandem rear drive steer axle; and a maximum gross vehicle weight of 86,000 lbs.

Size

An emergency vehicle may exceed otherwise applicable vehicle size limits up to the following maximum values:

Width	102 in.	Exclusive of rear view mirrors, turn signal lamps, handholds for cab entry/egress, splash and spray suppressant devices, load induced tire bulge, a fixed step up to 3 inches deep.
Height:	162 in.	
Length:	48 ft.	Single Vehicle
	65 ft.	Combination Vehicle

Infrastructure Planning

Designers of roads, bridges, subdivisions and other infrastructure projects should consider the size, weight, and capability of the apparatus that will be protecting their district. While appendix A provides general size and weight information on various types of apparatus, infrastructure designers should consult their local fire departments for more specific information on the following apparatus criteria.

- Approach Angle
- Departure Angle
- Breakover Angle
- Turning Circle (wall to wall)
- Turning Circle (curb to curb)
- Aerial Stabilizer Jack Spread
- Aerial Ladder or Platform Vertical and Horizontal Reach

AERIAL STABILIZER LOADING

Designers of surfaces that need to support an aerial apparatus should account for the loading from the stabilizer jacks. The actual stabilizer pad loading for an aerial device in operation will depend on many factors including tip load, reach, rotation, apparatus weight, and the stabilizer configuration. To determine a general rule of thumb for



- FORUM
- TRUCKING JOBS
- TRUCK GPS
- REVIEWS
- ADVERTISE
- CDL TESTS
- CDL SCHOOLS
- TRUCKING INSURANCE
- FREIGHT FACTORING

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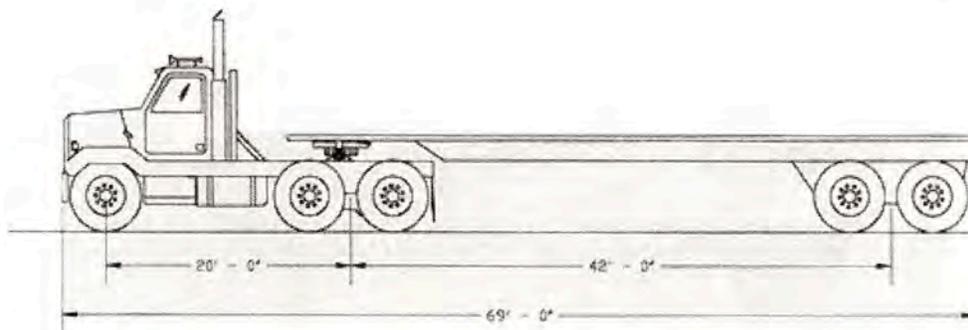
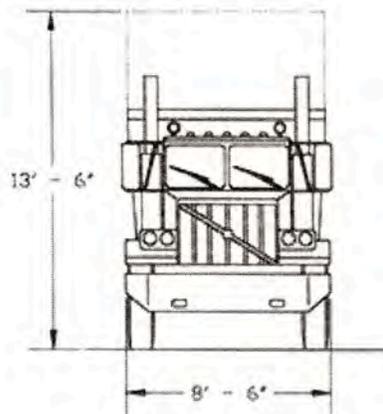
Turning Radius Info On Eighteen Wheelers

NEWS

Turning Radius Guidelines for Trucks

The truck shown is a standard truck used by CXT Incorporated. The information below will help you determine if your building will make it to your site (special arrangements MUST be made for Double Cascadian and Double Cascadian with Chase).

Standard height of building on the truck is 13'6". If you have low power line, bridges, tree limbs, etc. please call the Logistics Coordinator at 800-696-5766 for special arrangements. Standard widths change on each building. Please refer to building dimensions for widths.



Turning Radius

If your road has tight corners use these steps to help determine if we can access your site with a standard truck.

Step 1 – Determine angle of the corners and road width requirements.
If the angle falls between two of the angles listed, use the larger angle.

Step 2 – Measure road width.

If your road width is equal to or greater than the width listed on the chart, the truck will be able to reach your site.

If your road width is less than the dimension listed on the chart please call the Logistics Coordinator at 800-696-5766 for special arrangements.

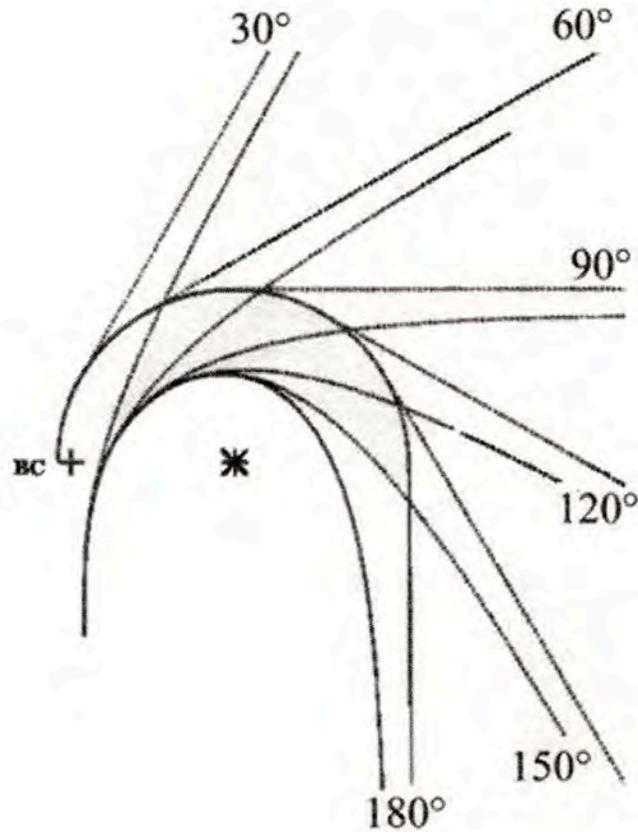
This information was developed through the CalTrans Design Manual. If there is any doubt please call CXT for assistance.

Turning Radius Chart

Maximum Angle	Minimum Road Width	Minimum Road Width Requirements
30°		16' 6"
60°		24' 6"
90°		27' 0"

120°	27' 0"
150°	35' 0"
180°	33' 0"

**STAA Semitrailer Wheel Tracks
18 m Radius**



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By Samuel Barradas.



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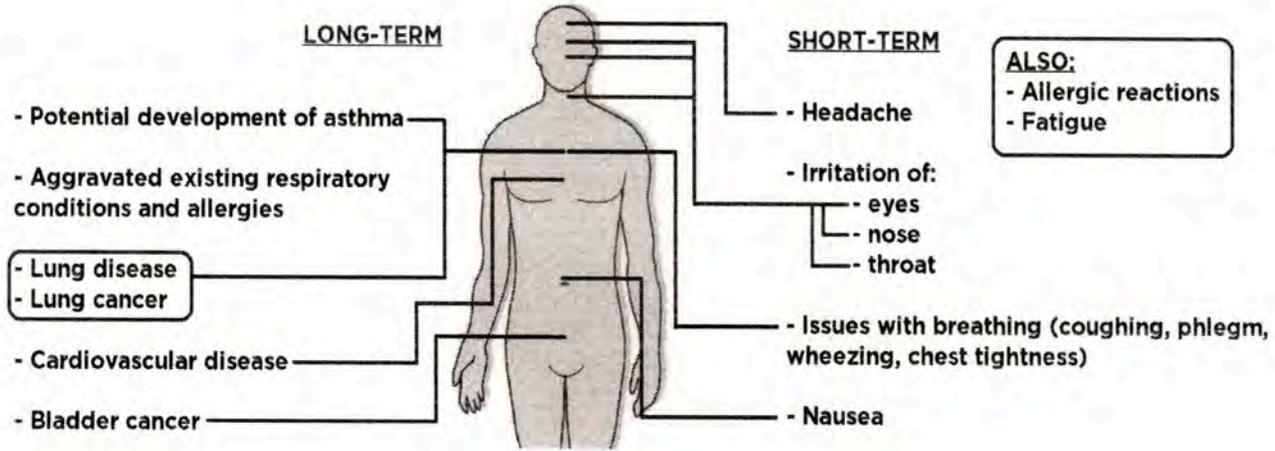
ZIP

Zip

Hazards Associated with Diesel Exhaust Emissions

Effects of Working in the Presence of Diesel Exhaust

The list of effects associated with diesel exhaust exposure is quite extensive. The following diagram points out the most common ones, with short-term effects on the right, and long-term effects on the left.



It is important to remember that **you do not need to suffer any short-term effects in order to suffer from the long-term ones!** For example, you may never feel ill when working; you may only begin to realize something is wrong (if at all) years after things take effect in your body.

Remember Claude Fortin: he was an active nonsmoker who never experienced health issues until his diagnosis. His situation was severe, and he went into rapid decline.

Notes:

TITLE 23

Health and Safety

CHAPTER 23-23

Air Pollution

SECTION 23-23-29.2

§ 23-23-29.2. Diesel motor vehicle engine idling.

On or before July 1, 2007, the department shall adopt rules governing diesel engine idling to restrict the unnecessary operation of diesel motor vehicle engines. The rules shall be generally consistent with similar restrictions established by law or regulation in Massachusetts and Connecticut and shall provide that no person shall cause, allow or permit the unnecessary operation of the engine of a diesel motor vehicle while said vehicle is stopped for a period of time in excess of five (5) consecutive minutes in any sixty (60) minute period. Unnecessary operation of a diesel motor vehicle shall not include such periods and circumstances as the department, may determine as reasonably requiring that the engine remain idling, which periods may include, but not be limited to, periods when it is necessary for a vehicle to remain motionless due to traffic conditions or at the direction of a law enforcement official; when it is necessary to operate defrosting, heating, or cooling equipment to ensure the health or safety of the driver or passengers or to operate auxiliary equipment; when it is necessary to bring the engine to the manufacturer's recommended operating temperature or when the engine is undergoing maintenance or inspection. The requirements of this section shall not apply to police, fire, rescue, ambulance and other public safety vehicles, military vehicles, armored vehicles that are being loaded or unloaded or are waiting to be loaded or unloaded, non-road vehicles, including farm vehicles, locomotives, aircraft, marine vessels, stationary diesel engines or auxiliary power units, or vehicles making deliveries of fuel or energy products.

History of Section.
(P.L. 2006, ch. 557, § 1.)

EMAIL FROM Bill Duarte RECEIVED 10/28/21

Subject: Comstock Parkway/Comstock Industrial

Dear Mayor & Representatives,

What we will attempt to present to the planning commission at the 6pm 11/02/2021 meeting should be a concern for you because all of western Cranston uses Comstock Parkway. All of the voters in western Cranston will remember what our representatives had to say about our concerns with the Comstock Industrial project.

The size and magnitude of this project far exceeds the space allotted in which to do it. We know that there are no violations in the plan itself, but just because you can legally do something does not make it the best use for this land. One entrance and one exit makes Comstock Parkway at risk for traffic problems twice as often. The available buffering space is severely limited.

Please come to the meeting and show that you care.

--

Bill Duarte, President

Crossroad Condominium Association

cell: 401-524-7927

billduarte@gmail.com

Debbie Tobias

5 Sweet Corn Drive, Cranston, RI 02921
401.524.4266 | dtobias13@outlook.com

September 25, 2021

Mayor Ken Hopkins
City of Cranston
869 Park Avenue
Cranston, RI 02910

Dear Mayor Hopkins:

I read the very recent article in The Cranston Herald regarding the proposed Comstock Industrial development with great interest. While I surely support increasing the tax base in Cranston, a city I have called home for over 50 years, I am a resident of the "nearby condominiums", named Crossroads Condominiums. Therefore, I must document my concerns.

This development, on 17.3 acres, proposes combined building sizes of 270,000 square feet at an elevation eight feet higher than our Association streets, with buildings 35 feet high and a height variance, if granted, of an additional seven feet. That math means the top of the buildings will be a mammoth 50 feet over street level of where I make my home. Who wants to live with that? Further, there is no such size buildings in the immediate area. Currently, I have mature trees and sky in my backyard. The building will be required to be lit at night, which opens the door for 24/7 operations, bringing all the associated noise, traffic, and air pollution with it, buffers notwithstanding. Most important to me, it means my bucolic setting will become more city-like with constant lighting that does not now exist.

The noise and traffic this development will generate **will be** very disruptive. I see a potential for 217 auto parking spaces and 55 trailer parking spaces. With a potential for 69 trailer loading docks (an absolute insane number!), we are looking at high traffic volume within the proposed development area. Not only will this create even more noise in the proposed area, but also in the surrounding areas as trailers and

Mayor Ken Hopkins
September 25, 2021

Page two

employees come and go. Pollution will increase in my residential area which is also an area that serves children. Traffic volume – of both employees and trailers – will become intolerable. Let's not forget Scituate Avenue, Comstock Parkway and Plainfield Pike, all access roads to this single-access-point potential development, are one lane roads. Increased traffic volume will certainly strain the public safety system. Let's hope we don't end up talking about increased resulting traffic deaths and general slow response time.

This development belongs in a sizeable industrial park or on much more land. For reference, the nearby Western Industrial Complex is over 200 acres and does not have buildings of this size. In fact, there is no building of such size in the area. My suggestion for an alternate location would be farther west on Plainfield Pike.

At your earliest opportunity, I would invite you, the Planning Commission, and the City Council to tour our area. That is the best way for you to have a visual of how this proposal will jeopardize the lives of so many of your constituents.

Respectfully,



Debbie Tobias

cc: Jason Pezzullo, Director, Cranston Planning Department
✓ Cranston Planning Commission Members, c/o Jason Pezzullo
Cranston City Council c/o Christopher Paplauskas
Cranston Councilman Robert Ferri
Bill Duarte, President, Crossroads Condominium Association
Matt Heiss, Property Manager, Crossroads Condominiums