

Sent: Sunday, December 6, 2020 9:20 PM

To: Ashley Clark

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Subject: Public Comment Submissions: ZBA 55 Summer Street 40B 6Dec2020

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In my opinion with so much new construction inflating our tax levy it is very important to not have projects fail and put the Town in danger of going into receivership as Chelsea did. Town retirees will lose their pensions, and those employees' funds vested in the retirement system. The Town will come back, but the Pensions won't.

40B must have rents or sale prices restricted to affordable levels. These restrictions must run at least 30 years. The 40B expert provided to the ZBA said this as well as our Town Council, but they knew nothing about Gate House raising rents after 15 years in February. I understand there are many vacancies at Gate House, because of raising the rates. I believe the affordable units may have been raised to market value after 15 years. This makes 40B projects unattractive for our Town.

If affordable units can have a shelf life of only 15 years, the 40B projects are just a way for developers to make money hand over fist with no benefit to the Town. The Summer Street project is allowed to develop land in our public water supply. Without a Hydrology Study that would prove this project is in our Zone II as is Baker Hughes (Bird Machine) property. Some of this project is on former Bird Machine property. A Hydrology study will reduce the size of this 40B. The bottleneck this will create at the railroad crossing will have a significant negative impact on all of South Walpole traffic wise. This will hurt the occupancy levels of the 40B. The Town's cost to upgrade the sewer running down Washington Street possibly to the Norwood line must be considered. You cannot conclude that this new volume will fit in the current pipes, because all existing undeveloped lots, and existing lots not hooked up in sewer system locus must be included in the final design. This is another financial negative outweighing any positive outcome for the Town.

The Summer Street 40B has only one entrance for entering and leaving, which is located on top of the Summer Street train crossing. To prevent terrible gridlock a two officers Police detail will be needed to prevent vehicles from being stuck on the tracks via gridlock. The MBTA has suspended all passenger train traffic using the Summer Street ground crossing. I find it hard to believe that the MBTA has not gotten cold feet, because of the mass casualty threat that this 40B presents to life and property in South Walpole. In addition the news that 41 attacks on railroad ground crossings and trains using electromagnetic devices with wires to shunt across the tracks disabling warning lights and gates at the blind intersection of the railroad tracks crossing at Summer Street, and locking the trains brakes at the Summer Street curve of passenger trains traveling at forty mph or greater ensures a derailment. Years ago CSX removed the gates at the Summer Street ground crossing, because someone who was never caught kept

using simple trickery to cause the lights to flash and the gates to come down when no train was coming. Causing terrible gridlock at the ground crossing. Without a train to travel through the crossing it required CSX personnel to turn off the warning signals and make the gates go up. The 40B cannot be built until a defense against this new threat by electromagnetic devices is installed and used at the Summer Street crossing. I have requested Four Quadrant Gates controlled by radar to accurately predict the trains arrival, and activate warning equipment and gates. They also include inferred technology, which is used to ensure the train tracks were unobstructed within the gates and warn the train if obstructed in time to stop. This control may not be impacted by this new electromagnetic threat involving the tracks, but not prevent the locking of train brakes that cause derailments.

The Select Board can express the hardship this 40B will cause South Walpole Residents, and the Towns public water supply.

William T. Hamilton RTM Pct. 5