

Mr. Chairman and members of the board. We the residents of 4 & 8 Brook Lane, have participated in these zoning meetings since February 2017 when the very first concept of Burns Ave Development was identified. For 5 years we have walked into various meetings regarding this project frustrated and left feeling defeated.

Now we look at this project modification as entering its final phase. Early on we felt that our families were so fortunate to live on a cul-de-sac, surrounded by conservation land at the rear of our properties with one other home was in jeopardy. Our children could safely be outside riding bikes, playing hockey, and a baseball game every night until the snow began to fall and then we would use the large piles of snow as our sledding hills.

In February 2017 with the potential development of 12 condos looming over us that serenity and quietness was threatened.

Today, that potential threat has become a reality. The trees have been removed and there are gigantic mounds of dirt and debris piled high and now the wound is open. It is a moot point now if the building commissioner's decision was correct or not. It can't be undone.

The most formidable threat is that Brook Lane may be turned into an abutter of 38 Townhouses with a through street from a quiet cul-de-sac that has been in existence for approximately 60 years. This small cul-de-sac will be like living on High Plain Street with the connection to route one. It will in its very essence become an off shoot of Route 1.

From the large, towering townhouses with 40 new neighbors our small cul-de-sac of three single family homes as the entrance and exit for all construction vehicles, as well as turning Brook Lane into a potentially a thru street that will ultimately give those traveling to and from direct access to Pleasant Street and Route One via Brook Lane and Burns Ave.

The traffic review minimizes the overall impact to Brook Lane and again mentions the elimination of the cul-de-sac. If we look at the 3 homes remaining and estimate 30 trips per day and the number of estimated trips from the new development, it is at a minimum 300% increase. The traffic review identified various methods to mitigate our concerns. However, to discourage “cut-thru” traffic, manage travel speeds through the development, and provide safe traffic control Mr. Scully proposed the following mitigation options within the traffic review:

1. Install a STOP sign and markings on the Brook Lane approach to Union Street and the Burns Avenue.
2. Install a STOP sign and markings on the Brook Lane approach to Union Street and the Burns Avenue approach to Pleasant Street.
3. Install THICKLEY SETTLED – 20 MPH signs on both Burns Avenue and Union Street prior to reaching the development. Install a new crosswalk with ADA compliant ramps at the intersection of Pleasant Street at Burns Avenue.
4. Install a raised speed hump across Union Street at the entrance to the new development and across the development’s access drive at Burns Ave to further encourage lower travel speeds.
5. Consider installing a raised pedestrian crossing across Brook Lane at Union Street

On March 9, the Deputy Fire Chief stated in his letter to the board that the Fire Department did not support a recommendation for speed bumps. The Fire Chief also indicated 527 CMR 1 18.2.4.1.1 The required width of a fire department access road shall not be obstructed in any manner, including by the parking of vehicles.

- Our question to the board is where are the current residents or guests of those homeowners supposed to park if Brook Lane becomes a through road with two-way traffic so as not to impede the fire department?
- Neighbors on Union Street often have guests park their vehicles on Brook Lane when having gatherings.

- Whenever there are details, tree cutting, road work, etc.... those trucks are staged on Brook Lane. Which is more of a problem for fire trucks than placing a speed bump on our street.

The traffic analysis we believe is based on statistical data. What it does not reflect is the basic human response.

Take a moment and take an inventory of your own personal driving habits. Have you always fully obeyed the traffic laws? Have you always stayed exactly in the correct speed limit? Have you ever been in a rush to get home after a bad day, or late for a meeting, or get your children to their activities and are running behind schedule? Have you ever cut through Endean way? Have you traveled the various side roads, so you didn't have to sit at a traffic jam in the middle of downtown Walpole? If you say yes to any of these then you could be tempted and decide one day that it is easier to cut through Burns Ave to Brook Lane so you could get to Route 1 instead of stopping at the four way intersection because you see there are already five or six cars.

You could provide factual evidence to people showing them it takes the same amount of time or more to use the cut through of Brook Lane to Burns Ave and I will tell you that it doesn't matter. If someone perceives that it is quicker and they do not have to stop at a 4 way intersection and utilize common sense to navigate who should enter the road first, they do not have to contend with the CertainTeed trucks making wide swings to make the left onto Union Street to go to route 1 then motorist will take the through street and we will see an unnecessary increase in additional traffic to Brook Lane and Burns Ave. By allowing this to happen it places every single resident in harms way because I can guarantee that they will not drive 25 mile per hour because a sign identifies that it is a thickly settled area. You can barely get people to follow the appropriate speed in front of schools in the morning.

To allow a through street is irresponsible and downright inconceivable that the board members would entertain such an option and furthermore potentially vote in favor of a through street. To allow a through street without the disposition of the cul-de sac you place our families in danger as Brook Lane would have continuous two way traffic as people zip in and out of the new development or decide to turn around in the cul-de-sac, they will inevitably have to swerve to

avoid oncoming traffic and most like end up on the front lawn or living room of 8 Brook Lane. When winter approaches and the inclement weather is upon us the chances of that happening will increase expedientially. During our harsher winters the snow is so high that only one vehicle can enter or exit Brook Lane. There is simply not enough room for two cars to enter and exit at the same time.

There will be an onslaught of headlights now always gleaming through the front windows of 8 Brook Lane home. Without the proposed landscape plan and disposition of the cul-de-sac.

At the last meeting it was clear to me that Brook Lane has become a focal point due to access. At the meeting on February 16, 2022, I asked if all construction was to enter and exit through Brook Lane? The response I received it was better to have construction vehicles enter and exit through Brook Lane because it lessens the impact to other residents. So now Brook Lane residents potentially will endure:

1. Construction vehicles entering and exiting for how long?
 - a. How long is the estimated construction a few months or a few years?
 - b. The dirt and debris left behind as the construction vehicles enter and exit the development?
 - c. Where are the construction workers going to park? Who is going to keep our street somewhat void of debris, mud, dirt, etc.?
 - d. Construction vehicles are relatively large, and it will not be possible for those trucks to enter and exit simultaneously. How are the residents going to navigate through these vehicles?
 - e. If the modification is approved with a through street at 256 trips per day, and the number of motorists who will utilize this through street as well we will see an increase of traffic by 300%.
 - f. Disposition of cul-de-sac. If the Board approves the modification and the Town denies the disposition of the cul-de-sac then they knowingly and willingly are placing the existing residents in harms way on Burn's Ave and Brook Lane.
 - g. You will not be able to have any on street parking on Burn's Ave or Brook Lane because there will be two way traffic that will not follow any speed limit and as they speed down the street, they will not be able to

maneuver around parked vehicles. Nor would it provide the fire apparatus enough room in some situations.

we believe that it is an obligation of this board to ensure the safety of all residents and would be a complete act of negligence to vote in favor of a through street. We also believe that a project of this size in the setting of the established neighborhood that the burden should not be placed solely on the residents of Brook Lane.

- Therefore, we would request if construction vehicles were going to utilize Brook Lane that it would be as an entrance to the proposed construction site and exit through Burns Ave.
- In consideration for resident safety on Brook Lane and Burn's Ave we would request that the board would vote that this development have a dead end on the Burns Ave side and not allow a through street linking them.

In making this request of the board we recognize that it will increase the traffic entering and exiting Brook Lane but when looking at the option of a through street it is the lesser of two evils.

- With the looming question of the disposition of the cul-de-sac and allowing the applicant to modify that area it would allow additional safety and privacy measure for the three existing homes. If we are to incur the construction vehicles for the good of other residents in that area and we are incurring the additional traffic, then at a minimum to add buffering measures for safety and privacy we believe is not asking a lot of this board or the Town to change the configuration of our existing street. Afterall, if this modification is approved as it stands then the Town ultimately is reconfiguring and changing where we have chosen to build our lives.
- Finally, we would ask Mr. Petrozzi that if these requests are honored and approved by the board then in our opinion his project has once again changed. Potentially a different entrance and exit area that is much smaller in size with less homes and the character of the street is much different. We would challenge him to take a moment and assess what he is proposing before this board. Before he pours one foundation and erects one frame to a building take a hard look to see if this is what he wants to create at the end of small cul-de-sac.

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