



THE FUTURE OF CANTON



February 13, 2008

Dear Residents:

As you know, the Town of Canton, and indeed a number of neighboring communities and their residents, remain deeply concerned about the impacts of the proposed Westwood Station project on the local and regional roadway system. From the beginning, we have emphasized that the Town of Canton is not opposed to Westwood Station, but it is our responsibility to do what we can to ensure that the developer and the state address the serious and significant traffic impacts of such an enormous development.

The Town of Canton is not alone. Now there is a chorus of voices raising concerns about Westwood Station. The Town of Canton has filed suit against the developer. Further, local Westwood residents and corporate entities such as Shields Packaging and Cornerstone Corporation have filed lawsuits against the Westwood Planning Board.

The Town has taken a number of proactive steps towards ensuring that our concerns are heard and addressed. We have:

- Hired an independent traffic consulting firm, McMahon Associates, to review the traffic data;
- Developed a website www.futureofcanton.com in an effort to educate residents and encourage the citizens of Canton to become active participants in the issues surrounding our Town and its civic life;
- Created an online community forum for residents to voice their concerns;
- Developed an opt-in e-newsletter to keep residents continuously informed of the MEPA process;
- Met with representatives from Executive Office of Transportation (EOT) to discuss possible alternatives to the Dedham Street ramp;
- Participated in the EOT 90 day traffic alternative review process;
- Met with Governor Patrick to express our concerns and talk about the regional impacts;
- Hosted a Town Administrator meeting with Town Administrators from six towns (Milton, Stoughton, Dedham Canton, Westwood, and Norwood) on October 3 to talk about the regional impacts of Westwood Station. What we found was that a great number of neighboring communities also have legitimate concerns about the impacts to regional roadways;
- Developed and implemented a regional approach to the issues surrounding Westwood Station;
- Embarked on an aggressive campaign to highlight the importance of these issues, and have garnered significant press;
- Orchestrated a letter writing campaign to MEPA, garnering over 400 letters of concern about Westwood Station;
- Through our efforts, the I 95/I 93 interchange study has been expedited by the State Administration;
- Met with state and federal representatives, including Senator Joyce, Representative Galvin, Senator Kennedy, and Congressman Lynch to discuss the issues;
- Communicated with Federal Highway Administration (FHA) regarding the need for federal environmental review under National Environmental Policy Act (NEPA), and have been assured that the project will be undergoing NEPA review;
- Hosted numerous public meetings, and provided literature such as bill inserts, to our residents to inform them of the process moving forward;



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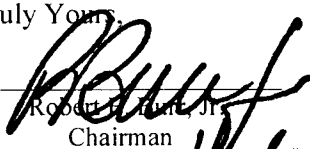


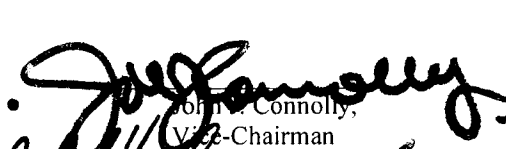
- Recently filed our notice of intent to appeal the MEPA approval of Westwood Station;
- Been collaborating with regional planning agencies, as well as local, state and federal officials, to ensure that our voice is heard; and
- Effectively prevented the Town of Westwood from turning Canton Street in Westwood into a one way street with the assistance of the Norfolk County Commissioners.

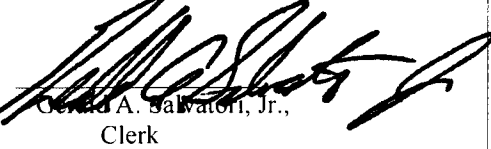
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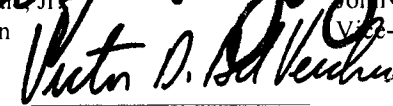
- Viable solutions that will address and mitigate the traffic impacts may exist – but we need to make a concerted effort to address the issues from a regional perspective.
- It is critical to consider whether the regional roadway system will have the capacity to provide the access for shoppers, workers and residents to this development without disrupting the transportation systems serving the existing businesses and residents that rely on the area’s roadway system.
- The Commonwealth of Massachusetts should require a regional traffic study and an accounting of all of the proposed retail and housing projects along the I-95 corridors.
- Necessary infrastructure improvements should be identified and resolved before these developments are permitted to move forward.
- Specifically, before CC&F is allowed to go forward with this project, a limit should be placed on the build-out of Westwood Station to be sure that the traffic generated by the project is consistent with:
 - (1) the developer's own traffic projections; and
 - (2) the infrastructure capacity in the local and regional roadway system to handle the increase in a safe and efficient manner.
- We should require a program of monitoring and reporting, including a set of stand-by traffic mitigation commitments, so that the public is not left with fixing a traffic nightmare after the problem is created by the development.
- It is time that we got smarter about requiring developers to stand up and build (or contribute substantially to building) the necessary infrastructure that will provide the access to their developments before these projects are built and before congestion gridlocks our roadways.


Very Truly Yours,


 Robert J. Salvo, Jr.
 Chairman


 John J. Connolly,
 Vice-Chairman


 Gerald A. Salvatori, Jr.,
 Clerk


 Victor D. Del Vecchio
 Member


 Avril T. Elkort,
 Member