

Wrentham Master Plan Comments

Compiled comments from survey, emails, and community meeting
11/1/2022

The following comments were received from the public in response to the draft Wrentham Master Plan. The public comment period on the draft Master Plan was open from September 19th, 2022, to November 1st 2022. Comments were received at a Community Meeting, through an online survey, and via email. The survey received 95 responses, emails were received from an additional 5 commenters, and comments were received at the Virtual Community Forum hosted on September 19th, 2022.

| Page/Topic | Date | Comment | Origin |
|-------------------|----------|---|--------|
| Executive summary | 10/31/22 | Energy and Sustainability - Prepare Town infrastructure for impacts of climate change - what impacts of what climate change. What scientific data do you have that "climate change" is impacting Wrentham and that it is different than what has been occurring in Wrentham for thousands of years. This ambiguous claim is driving policies with detrimental consequences. What proof do you have that alternative energy sources are not causing equal harm to the environment. More people that need more housing that need more services/schools/buildings/etc will require additional power. But yet you want more people/housing/building. And "you" means MAPC | Survey |
| Executive summary | 10/31/22 | Only one. No sewer system there will never be real progress. | Survey |
| Executive summary | 10/29/22 | No | Survey |
| Executive summary | 10/24/22 | I especially support the investment in the Downtown to support a walkable, attractive Town Center. The sidewalks need improvements and to be extended so people can walk, run and bring their kids safely without needing to drive. This would be great for all people, supporting a healthier lifestyle and reducing traffic. Progress in this seems very slow. | Survey |
| Executive summary | 10/24/22 | I'm sorry but do not know in particular where my question should be asked on this document, but my question is specific to Caesar Chelor Drive, which I live at # 50 for the last 25 years. My understanding is that there is not to be a cut thru to the new development, can you verify? TY | Survey |
| Executive summary | 10/24/22 | "Key Themes" declares, "Yet, many of the smaller homes built a few decades ago in Wrentham's beloved neighborhoods, including along the lakes as well as along East Street, Taunton Street, and Thurston Street, would be illegal to build under current zoning. In these areas, current zoning requires new houses to be built of at least 30,000 square feet or 3/4 of an acre, and dozens of lots are less than 22,00 square feet or 1/2 acre." Those are pre-existing, non-conforming lots. As such, they are GRANDFATHERED. Next fabricated crisis. | Survey |

| Page/Topic | Date | Comment | Origin |
|----------------------|----------|---|--------|
| | | "Housing Goal #3, par. 3, declares, "Background: An accessory dwelling unit (also known as an ADU, granny flat, or in-law unit) is a smaller home on the same lot as a primary, single-family home." Wrentham HAS an ADU section in the ZBL, which provides for ATTACHED units. This is the intelligent approach; not cramming another, separate house onto single-home lots. This is a poorly thought-out "improvement." | |
| Executive summary | 10/24/22 | I would like to see you leave the town alone, the traffic is a mess, the taxes are to high... the town is ruined I've lived in Wrentham for 64 years... at one time it was awesome ... today not so much... and it looks like tomorrow it's going to be worse ! So sad ! | Survey |
| Executive summary | 10/18/22 | Overall, the plan was well developed and thought out. It has some very good ideas and plans for the future of Wrentham. What I did not see was: what is the impact to the residents of Wrentham in terms of taxes or fees? Who is going to pay for all these plans during and after the development and implementation? Is there a plan for seeking state and federal aid to implement the plan? | Survey |
| Executive summary | 10/12/22 | I am wondering why the Historical Commission is not represented on the Steering Committee? | Survey |
| Introduction Chapter | 09/17/22 | Will projects brought before the town planning board be evaluated with the lens of this master plan once it's finalized? | Survey |
| Introduction Chapter | 10/18/22 | See above | Survey |
| Introduction Chapter | 10/31/22 | Section about rezoning Rt 1 - the building currently happening there does not seem to fit a regional use that is good for the community. | Survey |
| Introduction Chapter | 10/29/22 | No | Survey |
| Vision Chapter | 09/17/22 | Wrentham has a lot of clothing retail businesses (the outlets). Can the town attract more businesses in other categories and attempt to meet certain metrics so the town doesn't end up with unsightly strip malls? | Survey |
| Vision Chapter | 10/18/22 | See above | Survey |
| Vision Chapter | 10/29/22 | No | Survey |
| Vision Chapter | 10/31/22 | I question the line that says to maintain the rural landscape you need to stop "sprawl development" as it looks so much better than dense housing development even if they are surrounded by open space. | Survey |

| Page/Topic | Date | Comment | Origin |
|-------------------------------|----------|--|--------|
| Economic Development Chapter | 10/31/22 | Facts about workers, where residents choose to work, etc really don't seem like a goal that a master plan needs to "fix". People can choose where they want to live and where they want to work. | Survey |
| Economic Development Chapter | 10/29/22 | Economic development is suppressed by the stranglehold of traffic distribution at the Rte. 495 and Rte. 1A exits and entrances on weekends and Holidays. | Survey |
| Economic Development Chapter | 10/29/22 | When will the GPL (gravel parking lot) be paved and old sign be removed? What is happening with the old Cumberland farm building. Wampum Corner is causing traffic issues | Survey |
| Economic Development Chapter | 10/27/22 | I don't think we want to increase visitors to downtown. There is enough traffic already. The Metacomet Greenway would not alleviate car traffic. | Survey |
| Economic Development Chapter | 10/26/22 | Adding sidewalks to Madison Street from Ledgeview Way to East Street would aid in the economic development goals. Sidewalks there would provide a safe pedestrian path for hundreds of residents along Madison Street and at the apartments in Ledgeview to walk to downtown, as well as for residents of downtown and along Madison Street to walk to the shops and restaurants at Ledgeview. Madison Street is already used by many pedestrians, but is a very dangerous road for them, as there is low visibility due to the number of curves, limited shoulders or grassy areas on which to walk, and a large number of wreckless drivers who drive at dangerous speeds. Creating sidewalks there would improve the lives of hundreds through safety and access. | Survey |
| Economic Development Chapter | 09/17/22 | This is a 10 year plan. COVID-19 should be a factor but it shouldn't weigh so heavily. Any data collected during 2020-2021 should be reassessed. Clothing and accessories businesses notoriously pay low part- time wages that primarily attract teens and young adults or older adults seeking flexible part time work. The town should try to attract more diverse businesses than just retail and big box stores. | Survey |
| Economic Development Appendix | 10/29/22 | Economic development is suppressed by the stranglehold of traffic distribution at the Rte. 495 and Rte. 1A exits and entrances on weekends and Holidays. | Survey |
| Land Use Chapter | 10/25/22 | Will the results of this survey actually be incorporated into the plan even if they don't align with the Town Planner's "agenda" | Survey |
| Land Use Chapter | 10/24/22 | See prior comments. | Survey |

| Page/Topic | Date | Comment | Origin |
|-------------------|----------|---|----------------|
| Land Use Chapter | 10/29/22 | Open space , this town doesn't need another playground. Open & Scenic bike trails or walking trails. | Survey |
| Land Use Chapter | 10/24/22 | More two-family housing makes a lot of sense for the former Crosby site. What is holding back development there? It's been sitting empty for 5 years. | Survey |
| Land Use Chapter | 9/19/22 | Ongoing things in the town in terms of development are going against the pillars of this future plan – abutting the farm and the new bike path | Public Meeting |
| Land Use Chapter | 09/17/22 | If zoning is changed in Sheldonville/ West Wrentham, how will this goal of preserving rural landscapes be achieved? town is already well over developed in other residential areas (With the biggest opportunity for having a positive impact is careful developments of the Crosby Valve site,) | Survey |
| Land Use Chapter | 09/18/22 | <p>My biggest concern is future plans for the Crosby Valve land in downtown Wrentham. I believe it would best serve the community as a multi-purpose indoor/outdoor season marketplace with some enclosures and covering, a centralized area in town for public gatherings; local food, local artisans, various entertainment venues, some open green space and maybe a couple of gas fire pits. A place for people and families in town to together, enjoy food, socialize, enjoy some entertainment and relaxation. A multi-purpose changing seasonal place to unite our unique community and enhance our already existing local businesses!</p> <p>It would be a disgrace to see this land inappropriately developed commercially or a residential housing community. Down town Wrentham is a unique quaint New England town which is a dying breed. Let's not let it happen to our down town community with over commercial or residential development. Let's keep it quaint!</p> | Email |
| Land Use Chapter | 10/29/22 | I feel that long term Land Use Goals and strategies are impeded by traffic flow through the Town. | Survey |
| Land Use Chapter | 10/26/22 | Denser development will not solve the traffic problems and could lead to Wrentham losing its rural character. Wrentham is not a city and many residents do not want it to become one. | Survey |
| Land Use Appendix | 09/17/22 | Teachers, police, fire, or other town employees (and veterans) should be given preference for any cottage cluster developments. | Survey |
| Land Use Appendix | 10/24/22 | I'm sorry but do not know in particular where my question should be asked on this document, but my question is specific to Caesar Chelor Drive, which I live at # 50 for the last 25 years. My understanding is that there is not to be a cut thru to the new development, can you verify? TY | Survey |
| Land Use Appendix | 10/29/22 | I feel that long term Land Use Goals and strategies are impeded by traffic flow through the Town. | Survey |

| Page/Topic | Date | Comment | Origin |
|-------------------------------|----------|--|--------|
| Open Space Recreation Chapter | 11/01/22 | <p>It makes complete sense considering that Harmful Algae Blooms are a recent development and we only recently learned of the link between the lack of stormwater filtration into the lakes and how that increases HAB's and decreases water quality. Thanks again for your careful attention to this.</p> <p><u>Page 9</u> under sustainability goals, adding an item reflecting the work that went into the Green Infrastructure Master plan. From the GI Master Plan, "The purpose of the Green Infrastructure Plan is to identify opportunities to address stormwater-driven flooding hazards, increase infiltration, and improve water quality through the use of nature-based, green infrastructure practices." We could likely use that language for the bullet point</p> <p><u>Page 16</u> reference the Green Infrastructure Master Plan that was developed by most of the same people authoring the Wrentham Master Plan</p> <p><u>Page 68</u> the introduction mentions the impact of fossil fuels and planning for the long-term impacts of climate change, but it does not mention the current climate change issues identified in the Green Infrastructure Master Plan such as the impact of stormwater and pollution as well as algae blooms and bacteria. For example, the GI Master Plan highlights "Bacteria and nutrient pollution in stormwater have led to excessive algal growth and public health concerns in recent years, including closures of the public beach area located on Lake Pearl."</p> <p><u>Page 68</u> should reference Page 7 of the GI Master plan highlights undersized and aging Stormwater Infrastructure.</p> <p><u>Page 69</u> discussed the climate-related inland flooding through a new GI Mast Plan to improve Stormwater Management. This reference should also highlight the need to "protect the quality of our drinking water by promoting infiltration of stormwater to recharge the aquifer and by treating stormwater pollutants before they make their way into groundwater" from page 8 of the Green Infrastructure Master Plan</p> <p><u>Page 71</u> - Energy and Sustainability Goal #3 - add a 5th strategy about implementing catch basins and infiltration systems on legacy systems. From the GI Mast Plan "As precipitation events become more intense and less predictable, undersized, and aging stormwater infrastructure is expected to pose a greater threat of failure and flooding. Catch basins can be overwhelmed, and even where drainage pipes are of adequate size, high volume stormwater flows can result in powerful erosive forces and scouring at outfalls, with corresponding impacts to waterbodies.</p> <p><u>Page 73</u> - add a goal #8 from the GI Master Plan: "protect the quality of our drinking water by promoting infiltration of stormwater to recharge the aquifer and by treating stormwater pollutants before they make their way into groundwater." From <u>Page 8</u> of the GI Master Plan,</p> | Email |

| Page/Topic | Date | Comment | Origin |
|-------------------------------|----------|--|--------|
| | | <p>"Harmful algal blooms and public health advisories are expected to become increasingly frequent as climate change leads to more extreme heat conditions and drought periods... Increased frequency and intensity of precipitation events also increases nutrient loads in stormwater runoff. Together with increasing temperatures, this creates the conditions for cyanobacteria to grow and reproduce to dangerous levels." strategies can include 1) implement the recommendations from the GI Master Plan such as subsurface infiltration systems and catch basins to meet modern design specifications on preexisting systems</p> <p><u>Page 78</u> on Climate Change: Where inland flooding, heat waves, severe storms and drought are mentioned, also add Harmful Algae Blooms</p> <p><u>Page 129</u> on Surface Waters: the paragraph mentions that the development of home has created some water quality issues, so this is a good place to mention how the lack of filtration of stormwater into the lakes is creating a water quality issue. These are also important drinking water resources for Wrentham.</p> <p><u>Page 133</u> mentions water quality. it discusses mitigating contamination through LID principals. This is a great opportunity to mention that the contamination can also be mitigated by installing filtration systems before it goes into the lakes, since the contamination is currently being dumped directly into the lakes that feed our drinking water. From page 7 of the GI Master plan, "The surface water connection to groundwater highlights the need to maintain or improve water quality in the major lakes."</p> <p><u>Page 218</u> - threats to historical and cultural resources: climate-related threats should mention the impact that Harmful Algae Blooms and Bacteria from pollution are having on the lakes and beaches, which are an important Wrentham resource.</p> <p><u>Page 232</u> - existing conditions for energy and sustainability under climate observations and projections should include a reference to Harmful Algae Blooms and the recent addition to this challenge as an impact from climate change.</p> <p><u>Page 235</u> references the Municipal Vulnerability Preparedness (MVP) Plan. A section could be added at the bottom highlighting how Harmful Algae Blooms are a recent change since the 2018 report, and that the 2022 MVP Action Grant highlights the lack of filtration at many of the stormwater drains near the lakes as high impact potential projects.</p> | |
| Open Space Recreation Chapter | 10/31/22 | Indicates that protecting watershed areas do not allow for walkable neighborhoods. They don't have to. Protecting watershed areas is the priority. | Survey |

| Page/Topic | Date | Comment | Origin |
|--------------------------------|----------|---|--------|
| Open Space Recreation Chapter | 10/29/22 | Open space not more playgrounds . Bike trails & walking trails | Survey |
| Open Space Recreation Chapter | 10/27/22 | The Metacomet Greenway is a waste of money and should be abandoned. | Survey |
| Open Space Recreation Appendix | 10/31/22 | Bike paths and extended sidewalks would indeed help with Recreation, but traffic patterns would effect the viability of these as well in coexisting together efficiently. | Survey |
| Open Space Recreation Appendix | 09/17/22 | Is the ranking of the parcels that are Chapter 61, 61a, or 61b publicly available? | Survey |
| Housing Chapter | 10/31/22 | cost of rent is a state issue not a town issue; as is cost of housing. Wrentham has been and continues to be lower that many of the surrounding towns with maybe the exception of Bellingham and Plainville. The market will determine the need for "cottage style" developments. Many people may prefer their own yard. There are plenty of other towns that offer a wider variety of housing. It is strange to say that people want to live here for certain reasons but eliminate those reasons by overbuilding. | Survey |
| Housing Chapter | 10/29/22 | Wondering how inviting more people with their cars would help with traffic management? | Survey |
| Housing Chapter | 09/17/22 | With all of the giant McMansion developments that have been approved over the years, how difficult is it to change course at this point with any remaining parcels? | Survey |
| Housing Chapter | 10/27/22 | The downtown center should not be identified as a priority for housing. There are parking and traffic problems that need to be solved, if that is even possible. | Survey |
| Housing Chapter | 10/24/22 | See prior comments | Survey |
| Housing Chapter | 10/25/22 | Density development isn't a solution. Building permit moratorium is needed. | Survey |
| Housing Appendix | 09/17/22 | Increasing housing density seems to directly conflict with several Master plan goals such as maintaining rural landscape preservation of drinking quality. | Survey |
| Transportation Chapter | 10/31/22 | people may want to own a vehicle and use it. It is not a negative to want to have a car. I don't see where that is up to the town to remove that ability. the cost of recommended strategies in the plan outweigh any potential benefit - such as solar parking garages. | Survey |

| Page/Topic | Date | Comment | Origin |
|------------------------|----------|---|--------|
| Transportation Chapter | 10/26/22 | Transportation in and out of Town is paramount to the success of any Transportation goals or strategies. How can roads built in the 50's-60's stand up to the increasing traffic of the 2020's ? | Survey |
| Transportation Chapter | 10/26/22 | The main mode of transportation in rural America is by automobile and that won't change right away. Car traffic should be prioritized over walking and biking as that is most likely to increase efficiency. | Survey |
| Transportation Chapter | 10/25/22 | I fail to see how this is an MBTA community but ok. Add a bus stop in the center (not GATRA) an actual MBTA bus stop like Walpole has. Then we can say it's an MBTA community. | Survey |
| Transportation Chapter | 10/3/22 | I realize walkability of the town may not be the most important aspect of your master plan but as a senior citizen it is important to me. Some great ideas in the proposed plan like building more sidewalks, connecting the greenway, etc but all the sidewalks in the world won't help if the Department of Public Works and Board of select persons are not committed to keeping them free of snow in the winter, which currently they are not. I deliver Meals on Wheels in the town throughout the year and I see for myself how often little is done to keep any of them cleared except the ones in the immediate center of town. | Email |
| Transportation Chapter | 9/20/22 | Can we look at reducing the amount of specific locations referenced in the Plan so as to not give any one section the appearance of looking more important than the other and just because one area had a larger representation than another. Instead can we look at changing the wording to reference another plan similar to how we did for the Water Master Plan, or if we have to reference areas specifically have it be only as an example. I think you've done a great job already but let's take a look at places where we can tighten it up. | Email |
| Transportation Chapter | 9/20/22 | To be more clear in what are referring to, I've highlighted some of the areas of the Draft Master Plan under Transportation Goal #1 and Economic Development Goal #4. I've highlighted areas where we believe Taunton Street should be prioritized. There are specific places mentioned throughout the Master Plan and specific streets referenced (not at a high level), such as "install sidewalks on Creek Street" or "Route 1A, Route 140, David Brown Way". From the perspective of the multitude of residents, schools, etc. who care, we do not want to lose the opportunity to be recognized and prioritized in any potential future funding. Thank you. Transportation Goal #1 Strategy 1. Implement recommendations from the 2022 MAPC Downtown Walk Audit. Strategy 2. Incorporate Complete Streets elements into all roadway projects and explore opportunities for additional improvements through MassDOT's Shared Streets and Spaces program. | Email |

| Page/Topic | Date | Comment | Origin |
|------------------------|---------|--|--------|
| | | <p>Strategy 3. Work with MassDOT on state roads, especially those that cross through downtown to identify projects that can be done to improve pedestrian safety.</p> <p>Strategy 5. Develop and regularly update a priority list of neighborhoods or street segments where new sidewalks are needed as well as where maintenance is required.</p> <p>Strategy 6. Explore ways to integrate sidewalks more consistently with development projects as an approval requirement through Planning Board review and public hearing processes.</p> <p>Strategy 7. Work with MassDOT's Safe Routes to School program to implement improvements for students, parents, and staff to walk, bike, and roll to school.</p> <p>Economic Development Goal #4</p> <p>Strategy 2. Encourage more local dining establishments by reaching out to pop-up dining establishments to locate permanently in Wrentham and to popular restaurants in the area to open a second location.</p> <p>Strategy 4. Continue to cultivate the Town Center as a community gathering place by hosting safe and healthy community and arts and culture events in the Town Common and Sweatt Park. Background: One example of this type of support is the Wrentham Volunteer Alliance that was formed in November 2020 from several different organizations and clubs to work collaboratively and efficiently for the betterment of the Town. The Alliance is working on a schedule of events for 2021-2022 to bring culture and arts to the Downtown and Sweatt Park, in partnership with the Wrentham Business Collaborative and others.</p> <p>Strategy 7. Initiate an inclusive planning process and seek federal and State funding to implement the short-and long-term recommendations for improved pedestrian safety and reduced traffic impacts from the 2017 Route 1A Corridor Study. Improvements at the intersection of Route 1A and Route 140 include maintaining crosswalk pavement markings and redesigning Common Street and David Brown Way.</p> <p>Strategy 9. In partnership with the Wrentham Disability Commission, install sidewalks Downtown compliant with the Americans with Disabilities Act (ADA) to improve safety and convenience for all Wrentham residents and visitors, particularly seniors.</p> <p>Strategy 10. Install sidewalks on Creek Street to provide a 3-mile walking circuit from the Town Common, past the High School, and around Lake Archer. Developing the rail trail per Economic Development Goal #1, Strategy #4 will also provide a walking trail connected to Downtown.</p> | |
| Transportation Chapter | 9/20/22 | We have provided the answer to your original question about the link that Courtney provided at last night's Master Plan Public Forum. The link he provided was to the DPW's pavement management plan. | Email |

| Page/Topic | Date | Comment | Origin |
|------------------------|---------|---|--------|
| | | <p>Pavement Management Plan: https://www.wrentham.gov/government/departments/public_works You then asked why Taunton St wasn't listed higher and what you could do about that on that Pavement Management Plan. The Pavement Management Plan is created through the DPW so they would be the ones to speak to about getting Taunton St listed higher in that Plan. The contact person at DPW would be the DPW Acting Director Brian Antonioli to speak to about this and get more details on this Plan and ask how to get Taunton St listed higher. That is all the information I have on that plan. This is not a document that is created/initiated from my office so I have no further information on it.</p> <p>You then state: There are listed items such as fun walking loops, rail trails, etc. Taunton Street is not listed and is not prioritized as we feel it should be. As we stated at last night's public forum, the Master Plan is a 50,000' high view of goals/strategies and is a roadmap only. It does not set/change existing policy, only notes where updates/improvements/attention can be made in a general sense. So while Taunton St may not be referenced specifically, the overarching themes in the Master Plan around transportation generally highlight the items/concerns that you are stating below and that you brought up at the Master Plan public forum last night.</p> <p>The Town will be pursuing the Complete Streets program as noted in the Master Plan and once there is a draft Complete Streets Plan available for public review, we will post it on the website and on the other usual places that information is shared: digital signs, notification boards at town hall for the public to comment. We can see about getting this out via Nixle. However, those notifications are limited in their messaging.</p> | |
| Transportation Chapter | 9/20/22 | <p>We are advocating for creating safe pedestrian access to our schools and senior communities on Taunton Street and would like to understand if this is not listed as a priority, how it can be and/or why it is not, as that relates to state/federal funding, Complete Streets Programs that we are being given as a reference and in the final Master Plan 2030.</p> <p>There are listed items such as fun walking loops, rail trails, etc. Taunton Street is not listed and is not prioritized as we feel it should be.</p> <p>Thank for sending a Road Condition Map & Planned Projects link. However, I do not understand how that map relates to Courtneys comments and the concerns we have about pedestrian access on Taunton Street. The Master Plan is not relating to Planned Projects, rather is a guide for the future.</p> | Email |

| Page/Topic | Date | Comment | Origin |
|------------------------|----------|--|--------|
| | | I am unclear what I am supposed to contact the Highway Department for? | |
| Transportation Chapter | 9/20/22 | <p>Taunton Street is listed as Defer Maintenance [on the Pavement Management Plan], which appears to be at the bottom of the list of priorities. Is that correct interpretation?</p> <p>And....to that end, is that relating to Highway Department Improvements? Courney did not appear to be referencing that at the meeting, rather complete Streets. Is this Highway Dept. list what Complete Streets will use as a guide?</p> <p>We'd like to see Taunton Street listed as a priority on Complete Streets and the in the Master Plan transportation list. Thank you so much for your attention to this concern!</p> | Email |
| Transportation Chapter | 09/19/22 | <p>I had reached out to you prior to the 2nd Phase of the Master Plan's public forum in an effort to discuss Taunton Street's need for public safety. Since then through word of mouth, have heard from many residents on Taunton Street, Red Bird Lane and the area who are like-minded in that they desire to see sidewalk and other improvements prioritized on this extremely busy road that intersects with Route 1, high traffic centers for retail shopping to our town center.</p> <p>There are a large collective group of residents who are all concerned with our safety on this road and their quality of life. Many of these residents are young families and seniors all of whom feel that this street is very unsafe. I'd like ask you to explain the best way to express our concerns from this collective group. The public forum seems very informational and not a forum for discussions and other ideas since there is limited time allowed for a large amount of people. Also, I have heard from many seniors on this street who have expressed that they need help online, are not familiarized with zoom, do not have devices and are not technical enough to be part of this virtual process. On the last public forum, there were several residents on as well but there was not an opportunity to address any issues in the transportation category.</p> <p>Some questions that would be helpful to answer are:</p> <p>Can a resident send their message directly to the steering committee and you via email or written letter?</p> <p>Will any part of tonight's version be changed? Why could that be and by what method?</p> | Email |

| Page/Topic | Date | Comment | Origin |
|---------------------------------------|----------|--|----------------|
| Transportation | 09/19/22 | Resident of Taunton Street – street needs public safety. Mention through word of mouth had residents get together through this process, Black Bird Lane and behind the courthouse, integral road to the town, senior center, building department, poses issue for safety as they do not have sidewalks – connects to the center and Route 1. Traffic coming directly to Town on this road – improvement on the street for safety and pedestrian access. Don't have technical assistance. | Public Meeting |
| Transportation Chapter | 09/18/22 | I would also love to see the rail trail/greenway trail development process implemented as soon as possible. That would be huge to bring in more foot traffic to local down town business. More than ever in this day and age our town should consider this to be top priority for the welfare of our community and residence; it would be extremely beneficial in general to our community financially, physically and mentally! | Email |
| Transportation Chapter | 9/17/22 | It seems that only the presence of the GATRA bus makes Wrentham an MBTA community. This should be challenged because there is only a small segment of the population that uses it. We should support this service for those who need it but it doesn't make sense that Wrentham is an MBTA Community because of it. | Survey |
| Transportation Appendix | 10/31/22 | Transportation in and out of Town is paramount to the success of any Transportation goals or strategies. How can roads built in the 50's-60's stand up to the increasing traffic of the 2020's ? | Survey |
| Community Facilities Services Chapter | 10/31/22 | better options for waste management such as town transfer station, town recycling station, especially for large plastics or plastic bags. | Survey |
| Community Facilities Services Chapter | 09/19/22 | How much effort placed on waste management – composting, recycling, how can Wrentham be a leader, farm lands? | Public Meeting |
| Community Facilities Services Chapter | 09/17/22 | The Town Hall is more than adequate for the staff working there and likely to be that way for years to come. | Survey |
| Historical Cultural Resources Chapter | 10/25/22 | It would be nice if historical structures and homes had greater respect with regard to proposed development encroaching on them. | Survey |
| Historical Cultural | 09/17/22 | MORE should be done to preserve historical buildings and clusters of historical residences | Survey |

| Page/Topic | Date | Comment | Origin |
|-----------------------------------|----------|--|--------|
| Resources Chapter | | | |
| Energy and Sustainability Chapter | 10/31/22 | Repeated from earlier, but what is the exact impact about this ambiguous "climate change" concept in Wrentham? And why is this driving decisions. Need to see evidence that the climate is changing any more than it has been changing 1000 years ago. | Survey |
| Energy and Sustainability Chapter | 10/31/22 | I have read both sections related to Energy and Sustainability, and am disappointed that there is no discussion on in waste management, recycling or composting. The document should include (here's my general thoughts. Of course, my basic knowledge should be backed up by your correct data): Waste Stream Disposal: * only 6 landfills in Massachusetts remain in operation and are expected to meet capacity (hence, needing to be closed) by 2030. I also understand that there are only 2 waste-to-energy facilities in operation in Massachusetts. The waste from these facilities is a concentrated toxic ash (where is this material disposed? And where will the material be disposed in 2030?). At present, Massachusetts is "exporting" a great amount of its waste out of State. Questions: — how much does the State pay for waste disposal in total? And, how much by categories listed above? How do these scenarios apply to Wrentham. What are Wrentham's forecasted disposal costs? How will these costs trickle down to residents, businesses (including the outlets), industry? Now and later? What will this do to the taxes? Will there be any "discounted" costs/fees for Wrentham residents on fixed incomes (seniors and disabled)? Renters? What penalties will the Town impose on non-compliance? 2) Recycling. * Much of the above questions apply here too. What does Wrentham plan to do about "WishCycling?" Need an outreach program to better educate all Town businesses, their employees and residents, on what items cannot be recycled, like black plastic, prescription bottles, just to name a few. In this outreach effort, there needs to be a discussion on how Wrentham must make mandates on Town businesses to exclude styrofoam containers (such as takeout clamshell containers); promote incentives to their customers to avoid using single-use plastics (bring your own container, maybe instead of BYOB, change to BYOC?? half kidding); implement a plan to move away from low-end plastics to those made with better degradation and reuse; of course, the 5 R's of recycling 3) Composting: * let's join places like the entire state of Vermont, the city of Boston, Ashland-Holliston in a Town-wide composting. Maybe the Town/local farmers may find they have the resources to expand their operations to accept materials from Town for them to create compostable byproducts (like gardening soils). Lets set up a program that compostable food waste can be brought to the farmers markets- like NYC does (and on the same concept of returning your bottles and cans); this is another opportunity for public outreach.... inform residents, businesses and their employees (factoring folks outside | Survey |

| Page/Topic | Date | Comment | Origin |
|------------|------|---|--------|
| | | <p>of Wrentham work here, thereby giving educational info for them to return to their communities to do too); how much more GHG emissions are emitted when food wastes are not composted (kept out of the waste stream); add a cost-benefit analysis to current and projected disposal and management fees as it'll relate to taxes; in the education period (especially when teaching our youth) introduce simple and practical methods to reduce what foods come into their house in the first place; implement a reduced-cost purchase of composting bins for at-home composting (such as Wrentham did in the past with discounted prices for rain barrels); during a recent Town-MAPC zoom meeting, it was suggested that the DPW would/ could also be a site for composting. Since there is a likelihood that the DPW will be relocated (based on a recommendation in the Master Plan), the composting needs of the Town in this regard should be part of the minimum criteria when searching for relocation sites. (Of course information on recycling of metals, electronics, batteries, light bulbs, bulk burnable materials, mattresses- and more- need to be easily found, Town website, mailings (I know this is done already), FB, etc) The Recycling Committee needs to be renamed and ramped up (interim- and long-term volunteers, students are a fabulous resource, they "get" it). When I was a substitute elementary school teacher, I ran a class on these topics. I brought a 10-lb bag of sugar and had them pass it around the room so that they could fully "feel" and understand just how much waste one person generates per day (there's a term for this kind of learning, but for the life of me... I am drawing a complete blank) Wastewater methods relative to septic system management and extending the life of the system- best practices; education on cradle-to-grave septic (cesspool) waste disposal; methods to promote a good bacterial flora of the system the Town website for all such sustainability practices in Wrentham needs a major overhaul. The information, by category (waste streams, recycling and composting) needs to be clearly readable and easy to understand (and easy to navigate through, including links to other resources, Keep Massachusetts Beautiful (??), zero-waste sites, reclamation, recipes for homemade cleaning products, advantages to transitioning from fossil-fueled power tools/ yard cleaning/ mowers to electric/ battery); maybe a quick video clip could be made to show what actually happens to recyclables once the material gets to the recycling facility- eye opener ***** I had many thoughts on this topic, but was hoping to see this in the Sustainability portions of both the main text of the Master Plan (pg 68?) and in the Existing Conditions Assessment (pg A-153??). At the 11th hour of my participation relative to the deadline, this is the best I can do in offering my input /comments. Thank you</p> | |

| Page/Topic | Date | Comment | Origin |
|------------------------------------|----------|---|--------|
| Energy and Sustainability Chapter | 10/27/22 | Should go slower on the green energy. A lot of it is not yet better than traditional energy sources and may be worse and more expensive. Care needs to be taken not to waste taxpayer money. | Survey |
| Energy and Sustainability Chapter | 10/25/22 | Why is the building department so difficult to work with when permitting solar systems? | Survey |
| Energy and Sustainability Chapter | 10/4/22 | Has an environmental assessment ever been done on the TYCO property? I remember being in contact with the Operations Manager of the facility as I was marketing my firm for those services. My environmental consulting firm was located within 200 yards of the TYCO property (in the Center of Town, Ted Woodings building). | Email |
| Energy and Sustainability Appendix | 09/17/22 | The town permitting process should be more streamlined for solar permitting. Personal experience: we had a highly professional and knowledgeable company from the Boston area install a solar system. The staff were treated unprofessionally by the town by making the team wait for a 4 hour window for an inspection. When the inspector arrived the vehicle was left running for 20 minutes in our driveway. Hardly setting a good example for energy conservation. (On the Town's dime likely) | Survey |
| Energy and Sustainability Appendix | 10/31/22 | See above | Survey |
| All chapters | 10/31/22 | Here is a link to Sherri's comments... https://www.dropbox.com/s/g6vsre7n0zv8nyh/2022-10-31%20Sherrie%20Walker%20edits%20to%20Master%20Plan%202030.pdf?dl=0 | Email |
| General comment | 10/04/22 | I am a Wrentham resident who is in the process of reviewing the Master Plan. As a longtime resident (34 years) and a technical editor/writer, I am quite disappointed with the work MAPC has done on the Master Plan. MASTER PLAN This document is poorly written (large amount of grammatical errors), it is not professionally written (especially for the cost Wrentham has invested) and does not fully reflect many aspects of the Town (that should've have been guided by MAPC). I have reviewed and edited 25 pages of the Master Plan. I simply cannot continue as it is frustrating to read and too time consuming (because of errors) to edit. There are also no email reminders and other methods of notifications (such as on Town signs, social media throughout many Town FB Groups, for example) to broaden potential additional input. How do we resolve this important Wrentham event? I am quite concerned about the tardiness. | Email |

| Page/Topic | Date | Comment | Origin |
|-----------------|----------|---|--------|
| General comment | 09/19/22 | Will we be recommending a Master Plan implementation committee? | Email |