KP Lau’s comments to the PWC BOCS - July 16, 2024

Density in Belmont Bay

Madame Chair, members of the Board, I am KP Lau, President of Concerned Citizens United for Belmont Bay. My wife and I have been residents of Belmont Bay for 15 years.

The golf course in Belmont Bay was closed eight years ago and a rezoning request was filed in 2022 to add 1390 new dwelling units on 1/3 of the golf course. It was withdrawn a year and half later.

In April this year, a new rezoning request was filed to add 358 dwelling units in Belmont Bay (with180 units to be built on the previous golf course.)

The new rezoning request seems to have drastically reduced the density. But the reality is that Belmont Bay will not be able to accommodate even the reduced number.

In the 1999 rezoning, the following were requested and approved: a town center; the right of way for a flyover on Route 1/123; phased development-capping residential units at **1475 units** and 500,000 sq ft of non-residential before the **flyover is built**; and afterwards, 398 more units and the 1.5 million non-residential sq ft to be capped.

25 years later, we have **1,312 dwelling units** in Belmont Bay and approximately 250,000 sq ft of non-residential.

However, M&S is building 92 new units in Belmont Bay. So, we soon will have **1,404 units** before this rezoning request is finalized.

The number of units proposed for Belmont Bay, if approved would be **1,762 units**, which is 287 units more than the cap established originally.

Some may argue that dwelling units should be reasonably added as being credited from non-residential. Because the flyover is abandoned, the number of dwelling units must be closely scrutinized.

Without the flyover, Belmont Bay has only one ingress/egress point on Dawson Beach Road/Rt 1. We also have three new distribution warehouses under construction off Dawson Beach Road. The added 24-hour commercial trucking traffic to and from the new distribution centers will easily equal or exceed the traffic volume that would be created by the non-residential spaces had they been built.

Recently, a truck hauling recycled metal material overturned at the intersection of Dawson Beach Road and Rt 1 such that the exit traffic was completely blocked. Residents of Belmont Bay and commuters could not get out of our neighborhood.

Additionally, with close to 2,000 apartments having been built or under construction on and near Rt1 in the proximity, the traffic to and from the VRE in Belmont Bay will increase drastically. The problem will be greatly acerbated.

Currently, during the rush hours residents and commuters must wait more than 15 minutes already just to turn right from the Express Lane to Dawson Beach Road to exit Belmont Bay.

Therefore, unless we have a second ingress/egress point, the dwelling units in Belmont Bay should remain capped at **1,475 units.**

Another ingress/egressat the opposite end of the distribution warehouses should be considered. From a safety point of view, it would also separate the heavy trucking traffic from the residential and commuter traffic.

It would be irresponsible to approve a density increase over the cap in Belmont Bay without addressing the traffic issue.

Thank you for your attention to this matter.