

Bob Pelaggi introduced himself and called the June 16, 2020 meeting of the Brockton Board to order and read the following statement: This meeting is being recorded in accordance with the government order suspending certain provisions of the Open Meeting Law General Law chapter 38 section 20. Real time public participation and comment can be addressed to the planning board utilizing the zoom virtual meeting software for remote access; this application will allow users to view the meeting and send a comment or question to the chair via the question and answer function submitted text comments will be read into the record. For those of you joining by phone press star nine. If you want to asked a question please raise your hand. A copy of this recording will be on the city's web pages. All votes will be done via roll call to ensure account accuracy. As your name is called please indicated that you are present. All members were present.

The first agenda item, the reorganization of the planning board will be moved to the end of the agenda.

1. Zoning Change – Proposed N. Pearl St. Overlay District  
Property: 34 N. Pearl Street & 48 N. Pearl Street

Rob May said that during the public comment period, please raise your hand and you will be unmuted; please give your name, address and then state your question. As there are many who wish to comment we ask that you limit comments to two minutes, so that we can accommodate everyone.

He said this is a public hearing about the proposed zoning, as opposed to a public hearing about the specific project but said it is difficult to separate the zoning from the project. He said that if the zoning passes, there will be other public meetings public hearings where we can talk in much more detail about the project. But again, it's very difficult to separate the two. So the proponent's are here as a backup.

Board member Craig Pina logged into the meeting.

Rob May said that the purpose of the North Pearl Street district is to provide an opportunity for high quality residential development and also to promote the development in the North Pearl Street corridor, to diversify the housing stock and generate positive tax revenue.

He said there is a senior daycare next to the property and another commercial use just south of that across the street. He showed a comparison of what is allowed in the current district to the proposed overlay. He said that C-5 allows for professional offices of any kind, as are hospitals, laboratories, nursing homes and adult daycare centers. He said those can be constructed by right and noted that C-5 does not allow any residential or retail. He said there are also uses that are allowed by special permit and those include hotels and conference centers and tattoo parlors. He also said that there are Dover Amendment uses which are unable to be restricted by a community, whether it's a town or city; any religious purpose, uses allowable for educational purposes and that could be anything from a school to a alcohol or drug treatment center.

He said this district would have some of the same mechanisms as 40R, but doesn't have the same affordable housing requirement. It does set the guideline to create the planning board as the permit granting authority and it requires that the application be vetted by an independent third party review team. He said that Beta Group is the peer review firm used by the department and their review and their correspondence are online.

Bob Pelaggi said in general terms it's similar to a 40R. Rob May said that it does not require state approval and it does not require a percentage of housing be dedicated to affordable.

Craig Pina asked about rents relative to section eight housing opposed to market rate housing. Rob May said that he will ask the developer to address that but said that any rental unit is available for a a

section eight voucher you can't turn them away because of the Fair Housing Act, however, he said that he thinks that the rents charged will greatly exceed what a voucher could pay.

Jim Lambert - Wood Partners said they are a developer of class a high end luxury housing and it is their intention to build something that hasn't been built here before. He said that any rental property at any price point theoretically has to accept Section Eight vouchers.

Craig Pina asked what the price point might be for a two or three bedroom unit. Jim Lambert said that the market is going to dictate that when the time comes but that you can be assured that will be well about \$2,000 a month.

Craig Pina said he likes the project and has reviewed every everything that was sent to him. He said that the neighbors have issues with traffic cutting through their area and asked what kind of assurances they would be able to give the neighbors.

Jim Lambert said their business model is to build high end housing at the top of the market housing. He said that in the last 10 years or so they have developed over 3500 units in the State of Massachusetts alone and have properties across the country. He said they are not only the developer but are the general contractor and the property manager. He said they are selective about who their residents are.

Bob Pelaggi asked if there were any questions from the members. Reggie Thomas said their addressed his question about management.

Bob Pelaggi said it is important to state also that this first phase is looking at the possible favorable recommendation to the city council. He said that the motion is to recommend favorably or unfavorably the overlay district to the city council. If favorable there will be a separate hearing on the actual project. He said that there are a lot of concerned neighbors and he has seen their written comments; he said they have concerns about density and traffic.

Rob May said that on the city's web page there is a link regarding a similar development for he believed the Audubon East which is in Walpole that was a project that they developed. He said this is the kind of project that we're talking about here in Brockton.

Craig Pina said he has been excited about projects in the past and seen some great presentations; he said this looks like a great project and said he thinks that with onsite management you might help alleviate part of the problem with speeding in the adjacent neighborhood. He said that he has seen projects sold as soon as they are approved and asked if they plan on seeing this project through to fruition; Jim Lambert said absolutely; they are not land flippers. He said that Wood Partners are developers, it is what they do for a living and they intend to build and operate the project.

Toni Goncalves said that she likes the whole concept and said we definitely need new market rate apartments, but said that the street is very busy and asked if there was going to be another exit/entrance so all the traffic is not going on Pearl Street.

Jim Lambert said that there will be two entrances to the property, but both will be on North Pearl Street.

Toni Goncalves said she is concerned about that and asked if there was any way to add another exist to the rear of the property.

Jim Lambert said they would take a look at that, but that the properties that surround them to the rear are single family residential properties that folks own and live in. He said he understands the concerns about North Pearl Street, but thinks that another exit would also introduce a further concern about traffic spilling out into a residential street.

Bob Pelaggi said that as expected traffic is one of the major concerns of the abutters, he said that he did get to read through the multi-page report from VHB. He said that BETA Group who is conducting the peer review was not terribly critical of the traffic report.

He said that the residents are going to have to be made comfortable.

Toni Goncalves said that right now it's terribly congested in the early morning commute time...people going to work or taking kids to school, especially with the school on Pearl Street.

Bob Pelaggi said stated that if the zoning is approved the traffic will be subject to further review by the planning board.

Jim Lambert said that they did have their traffic engineer present if the board wished to ask questions.

Jeffrey Dirk of VHB said that the Pleasant St. traffic signal is controlling the ability of traffic to circulate in this area. He said that they and the consultants have acknowledged the fact that the queuing from that traffic signal during the peak hours does extend back. He said not all the traffic is going to go south and head towards the intersection. He said that does not negate the fact that there is queuing that's happening along Pleasant Street. He said that a significant portion of the traffic wants to travel north from the project site along north Pearl Street; he said the signal is able to process the additional traffic demands; but it doesn't negate the fact that that intersections operate at capacity. He said that the Mayor has asked them to see what can be done at that intersection and that is a discussion that is beyond this zoning hearing. That is when they will drill down into how to make that intersection better for everybody and address the neighbors concerns about traffic to make sure that traffic from this project or any project doesn't spill over into the neighborhood. He said that this developer is committed to working to have those things actually happen.

Bob Pelaggi said that most of the resistance or disapproval from the project comes from the residents along the side streets. He said that he was encouraged to hear that the developer is looking at remedies.

Jeffrey Dirk said that they can deliver a project that includes traffic mitigation that can be implemented as a part of the project and is feasible for the project.

Rob May reminded panelists to mute their microphones when no speaking.

Larry Hassan asked if the overlay was approved if it changed the zoning of the property; Rob May said that it is just an overlay to the existing base district. So underlying zoning is still the C-5.

Bob Pelaggi said it is important to note that we're not changing the zoning that the C-5 district lives; he said that what is being contemplated if the adoption of what is called an overlay district.

Bob Pelaggi said that the planning office has been receiving the comments and concerns from the abutters and these will be incorporated into the record.

Rob May said that there was a question as to the price point of the apartments will be. He said that these are designed for a higher price point.

Jim Lambert said that all their developments are unique. They don't copy and paste any of their developments from one site to another.

Bob Pelaggi said that he went through the pictorial and it was very impressive. He said he did not get a chance to visit their site himself and asked if there was a possibility of seeing it.

Jim Lambert said they do not manage that property but would be happy to facilitate a visit. He said that anybody can visit a property anytime there is an onsite management staff there full time. You could walk in and say you want to take a look at the property. Nobody would prevent you from doing that.

Rob May addressed a question relative to abutter notification and said that Wood Partners sent out the notifications to introduce themselves to the neighborhood, and sent out letters to people who within 500 feet. He said that there is no requirement for notification; that the city is only required to place a legal notice in a newspaper of general circulation (The Enterprise).

Rob May address a concern from an abutter that the property would accept Section 8 certificates and whether or not someone with a certificate could “pay the difference”. He said he would have to check into that. There was also a question about the need for the project in the first place.

Shaun Kelly from VHB addressed some additional traffic concerns.

Pam Gurley said she is a resident on Pearl Street and said that the corner of Pleasant and Pearl needs a dedicated turning arrow in both directions to keep traffic from backing up.

Shaun Kelly said they definitely will take a closer look at the traffic and will run some additional analyses and movements. He said he understands the concern and said they will take a closer look at the traffic, but are confident that their traffic is going to be on North Pearl and Pleasant via the traffic signal.

Toni Goncalves said the residents have made their concerns about traffic known and Bob Pelaggi said that the comments about traffic are a bit repetitive. He asked if there was any other concern or comment that the neighbors wished to make.

Although the majority of the concerns were relative to traffic, there were questions from abutters about the need for the zoning overlay and the effect that that will might have on the neighborhood. Abutters spoke about having renters in their single-family neighborhood (their island) who would the possibly use the cemetery for drinking and drugs.

Jim Lambert spoke about the benefits of the project to the community.

Rob May said that persons who wish to submit comments can submit them via email to the planning department by the 22nd and said that the board will meet again on June 23rd at 6pm.

For the record: the following residents spoke in strong opposition to the proposal regarding traffic issues, affordability (price point), possibility of section 8 housing, possibility of drinking in the cemetery, impact on their neighborhood, the high density number of units, effect on the schools, property management.<sup>1</sup>

Jeff

Joe

Susan

Paul Ware

Chris Michelle

Steven Morris

Pam Gurley said she had a list of 12 abutters that submitted comments and said all the comments were uploaded to the file.

Bob Pelaggi said he was not going to read all the letters into the record at this point, but wanted to recognize the fact that abundance were sent in; these letters will be attached to these minutes and made part of the record. He thanked the abutters from their input.

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<sup>1</sup> The full video recording of the meeting can be found on the department website.



Bob Pelaggi said that for those that haven't submitted a comment or concern that we will continue to take written comments until 4pm on the 22nd. He said that will give the staff time to upload them to the file and the board a change to review them. He said it is because of this additional public comment period that we have to continue the meeting.

A motion was made (Pina), properly seconded (Goncalves) and unanimously carried by a roll call vote to continue the hearing to the 23rd of June.

2. Discussion of a draft Housing Development Incentive Program Zone (HDIP) being proposed by the Department under the requirements of M.G.L., Chapter 40V. The proposed HDIP zone is located in Brockton Heights near the intersection of North Pearl and Pleasant Streets. It is intended to promote the development of market rate housing in this area. Drafts of the proposed zone, specific maps and other demographic information will be available for review on the City's website at <https://brockton.ma.us/city-departments/planning/planning-the-future/>.

Bob Pelaggi said that the next agenda items is a discussion of the proposed housing development incentive program HDIP district in Brockton Heights on North Pearl Street.

Rob May said that under Massachusetts General Laws, we have the opportunity as a gateway city to create what is called a housing development incentive district under the housing development incentive program Massachusetts law 40 V; he said this was created to promote economic growth in the Commonwealth. He said as a matter of fact, if you are a 40V project, you are not allowed to use any other form of subsidization like the low income housing tax credits. He said that a majority of gateway cities have adopted it including Brockton. It's been very successful in attracting new economic growth to the city. He said that eligible activity include new construction of residential units or substantial rehabilitation of existing properties; he said that at a minimum 80% of the units must be market rate; he said because you are using it you are not able to apply for low income housing tax credit. So, it pretty much guarantees that it's 100% market rate. He said we are basically giving up a portion of some future taxes to help incentivize the development and secure market rate residential developments. He said that the proposed district is coterminous with the over zoning overlay district. It does not include any other properties outside of this project.

Bob Pelaggi asked if the success of the project is based on the adoption of the 40V...are they joined at the hip.

Rob May said they are running on a parallel track. He said we have to have a public hearing to get input and that's before we submit it to city council; he said that the city council may choose not to approve it. He said that both the mayor and the ward counselor have said that they are not inclined to provide any tax exemption. He said that conversation happened this afternoon and it was too late to pull it off the agenda, but said this is a way to get some additional public feedback on the creation of the zone.

Bob Pelaggi said just for absolute clarity, the project could possibly go forward as the overlay district and but it could fail at the city council...the HDIP could fail.

Bob Pelaggi asked the proponent for his perspective as to whether the project reasonably dependent or heavily dependent on the adoption of the 40V.

Jim Lambert said they would like to preserve that option and said there are many moving pieces in terms of cost.

Craig Pina asked if he was correct in this reading of the 40V in that it is a safeguard against this becoming an entirely subsidized housing project because you cannot mix the funding.

Rob May said that part of the application is letting the state know what your rental rates are. You are not allowed to double dip in your financing.

Reggie Thomas asked if there were any restrictions on the amount of 40V zones in the city. Rob May said he will have to go back and take a look.

Bob Pelaggi asked about benefits to the developer and was told that as an incentive to the developer it provides them with some additional liquidity and their ability to finance a project in these difficult times.

Jim Lambert said he can state with certainty that this to be 100% market rate. He said they don't often get an opportunity in the State of Massachusetts to develop 100% market rate and when they do get that opportunity he said they are certainly going to take advantage of that.... we're looking forward to it.

Rob May said that this hearing will also be continued to the 23rd with public comments being accepted through the 22nd at 4 pm.

There was a question relative to the issue of market rate...in that by the time this is built what is market rate may be changed dramatically.

Jim Lambert said they are obviously in a in a great position to speak to that, as they have other properties. He said that leasing was down at some of their properties given the fact that folks couldn't leave their home and go look at new properties. He said that over the past several weeks at all of their properties there has been a major uptick in leasing. He said that in the near-term rents may be flat as opposed to continually going up right now...but they view that as a short-term issue.

A motion was properly made (Pina) seconded (Thomas) and unanimously passed by a roll call vote to continue the hearing to on the discussion to June 23rd.

Bob Pelaggi said he wanted to thank everybody in attendance and thanked them for their patience, cooperation and their participation in the meeting and said the two prior agenda items will be continued and voted on at the next meeting.

#### Annual Re-Organization of Planning Board

Bob Pelaggi said the final agenda item is the annual reorganization of the board. He asked the secretary about the position of vice -chair and the secretary said that they do not have a vice chair, but have a clerk and that position tends to function as vice chair in the absence of the chair.

Bob Pelaggi said for the record. we need a chairman, a clerk and we need one assignee to zoning and one for traffic. He asked for a nomination for chair.

Toni Goncalves nominated Bob Pelaggi. There were no other nominations. A motion was properly made (Pina) seconded (Goncalves) and unanimously passed by a roll call vote.

The chair asked for nominations for clerk.

Reggie Thomas nominated Toni Goncalves. There were no other nominations. A motion was properly made (Thomas) seconded (Pina) and unanimously passed by a roll call vote.

The chair asked for nominations for the representative to the ZBA. He said that Craig Pina was the current representative and Craig said he would like to continue. Toni Goncalves nominated Craig Pina. There were no other nominations. A motion was properly made (Goncalves) seconded (Hassan) and unanimously passed by a roll call vote.

The chair asked for nominations for the representative to the Traffic Commission. He said this has been a hard position to fill. Reggie Thomas asked when then met and was told evenings. After some discussion between the board members Reggie agreed to be the liaison for now.

Toni Goncalves nominated Reggie Thomas. There were no other nominations. A motion was properly made (Goncalves) seconded (Pina) and unanimously passed by a roll call vote.

There being no further business a motion was made, seconded and unanimously passed to adjourn the meeting.

Name	Address	Opposed - Dates
Robert Beth Boucher	166 Healy Terrace	22-Jun
Robert Beth Boucher	166 Healy Terrace	17-Jun
Kayla Byrnes	Carriyn Road	22-Jun
Ray Creedon	120 Healy Terrace	6-Jun
Joan Creedon	120 Healy Terrace	22-Jun
Ron DiMarzio	27 Carrlyn Road	11-Jun
Ron DiMarzio	27 Carrlyn Road	17-Jun
Ron DiMarzio	27 Carrlyn Road	18-Jun
Thomas Psilekaris	40 Bower Avenue	16-Jun
Theodora Psilekaris	<b>phone call</b>	16-Jun
Stephen Morris	16 Nylan Road	15-Jun
Laurie Choate Morris	16 Nylan Road	15-Jun
Stephen Morris	16 Nylan Road	June 23
Stephen Morris	16 Nylan Road	23-Jun
Stephen Morris	16 Nylan Road	23-Jun
Kris Minshall	31 Nylan Road	8-Jun
Kris Minshall	31 Nylan Road	15-Jun
Kris Minshall	31 Nylan Road	11-Jun
Kris Minshall	31 Nylan Road	18-Jun
Tim Almeida	31 Nylan Road	16-Jun
Alexandre Almeida	Carriyn Road	7-Jun
Carline Mathe	125 Healy Terrace	11-Jun
Carrie Ragion	Nylan Road	30-May
Paul Ware	161 Healy Terrace	29-May
Paul Ware	161 Healy Terrace	11-Jun
Paul Ware	161 Healy Terrace	21-Jun
Burkard	17 Albany Street	18-Jun
Joseph Rhonda Pisani	192 Healy Terrace	22-Jun
MaryAnn Asiaf	26 Nylan Road	June 23

6/29/2020

City of Brockton Mail - Proposed Apartment Building for Braemoor Nursing Home/Burke Law Office Sites



Pamela Gurley <pgurley@cobma.us>

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## Proposed Apartment Building for Braemoor Nursing Home/Burke Law Office Sites

1 message

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MaryAnn Asiaf <maryannasiaf@msn.com>

Sun, Jun 28, 2020 at 5:22 PM

To: "planning@cobma.us" <planning@cobma.us>

Dear Mr. Rob May:

Please accept this e-mail as my notice of strong objection to the building of a Wood Partners LLC 196 unit two-four story residential apartment building proposed to be built at the Braemoor Nursing Home/Burke Law Office sites. I am a lifelong resident of this neighborhood, living at 26 Nylan Road, where my husband and I raised three children and am currently enjoying a quiet retirement. I understand you plan to build and I object for the following reasons (1) A change to High Density Zoning. (2) Negative affect to abutters. (3) Flawed Traffic Assessment. For all these reasons, I strongly object to this development, which will certainly have a severe adverse impact on the quality of life and property value of my Nylan Road home.

Please send any/all further communications about this development and any opportunities for residents to further voice our concerns and exercise our due process rights to:

Mrs. Peter G. Asiaf, Jr.  
26 Nylan Road  
Brockton MA. 02301  
Tel: 508-587-7218  
E-mail: maryannasiaf@msn.com

Sent from my iPad

6/23/2020

City of Brockton Mail - Zoning Change: Proposed N. Pearl St. Overlay District Property: 34 & 38 N. Pearl Street



Pamela Gurley <pgurley@cobma.us>

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## Zoning Change: Proposed N. Pearl St. Overlay District Property: 34 & 38 N. Pearl Street

1 message

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Stephen R Morris <smorris@mit.edu>  
To: "planning@cobma.us" <planning@cobma.us>  
Cc: "tcruise@cobma.us" <tcruise@cobma.us>

Tue, Jun 23, 2020 at 1:53 PM

June 23, 2020

Good Evening,

First of all, I would like to thank the Planning Board for postponing their vote to see and hear from our neighborhood and do a proper traffic study.

My name is Stephen Morris, I live at 16 Nylan Road, with my wife, a life-long resident, and have lived at this residence for 39 years. I am newly retired, after 21 years as an infrastructure engineer/project manager/planner at MIT, where I planned and implemented infrastructure upgrades and improvements.

From my back deck, the view 100-120 yards away is lots of trees, and a one-level front of the Braemore nursing home. My entire Brockton Heights neighborhood is single-family homes, and on Pearl St, one-level professional buildings, single family homes and a very

small church. There are no sidewalks in 90% of the neighborhood.

The proposal is a 4-level, densely populated, 196 room eyesore with parking garages, and entrance and exits onto very busy North Pearl St. A traffic study was done and it was stated that there would be 60-80 exits during peak hours. I will state that that estimate is

inaccurate.

Given the demographic population, there will be 250-350 commuters, and nearly all attempting a left turn during peak hours. This is a safety issue. Pearl St traffic flows

at 35-45 miles per hour. Right at the proposed exit, southbound cars are starting to create 2 lanes, for a left-turn only lane and a straight/right turn lane. That means that left-turning from the property will be dealing with 3 lanes of fast-moving traffic.

To mitigate this, many will turn right, some will slide over immediately, and take a turn onto Alandale Ave, then either U-turn, or proceed and take a left onto Carriyn Road to Healy Terrace and right onto North Pearl.

6/23/2020

City of Brockton Mail - Zoning Change: Proposed N. Pearl St. Overlay District Property: 34 & 38 N. Pearl Street

When this is bottlenecked, they will take a right on to Nylan Road or Carrlyn Road and left onto Pleasant. Some of them, and many of the folks who take a right out of the property, will discover this to be a traffic light avoidance and an alternate way to Rte 24, by taking a left at Christy's Drive off of Pleasant.

The traffic study, I believe, did not include any of these possibilities, or even look at Carrlyn Road or Healey Terrace. I will also suggest that peak hours start around 6:10 a.m. and end at 9:40 a.m. or later. In the afternoon, it begins near 3:00 p.m. and ends after 6:30 p.m.

We had a 30-year history of horrific car accidents at the intersection of Pearl and Pleasant, which was mitigated by making left turn only lanes. An entrance and exit

100-150 yards from this intersection will cause some to lose patience with the traffic flow, or lack thereof, and accidents will most likely occur.

I mentioned that I recently retired, and for the past 6 years, have planned for my retirement by making home improvements, remodeling, and extensive landscaping with a

\$92k price tag, all with the intent of this being my retirement home. This is my investment in a wonderful residential neighborhood. This proposal is simply inappropriate for this location.

A developer should develop single-family homes, 1- or 2-story condos or townhouses, an over-55 community, or a nursing home (i.e. Doug King- Queset Commons in Easton).

I can suggest the proper location for Wood Partners to develop this proposal: South Pearl St, near West Chestnut (with great Rte 24 access); a deal with G. Carney at the Fair Grounds, where 2 or 3 of these complexes could be built, and he could make \$250k,

and the city \$900k-\$1.2 million.

We all appreciate the need for tax revenue in our city. This looks like a hotel, with fronting, pool, and outdoor socializing space, which for this demographic will probably

necessitate off-hours management oversight.

Respectfully,

Stephen R. Morris

Laurie Choate Morris

6/23/2020

City of Brockton Mail - Zoning Change; Proposed N. Pearl St. Overlay District Property: 34 & 38 N. Pearl Street

16 Nylan Road, Brockton



**Pearl St development.doc**  
26K





Pamela Gurley &lt;pgurley@cobma.us&gt;

**RE: Zoning Change: Proposed N. Pearl St. Overlay District Property: 34 & 38 N. Pearl Street**

1 message

**Stephen R Morris** <smorris@mit.edu>

Tue, Jun 23, 2020 at 7:47 PM

To: Pamela Gurley &lt;pgurley@cobma.us&gt;

Cc: "planning@cobma.us" &lt;planning@cobma.us&gt;, "tcruise@cobma.us" &lt;tcruise@cobma.us&gt;

Good afternoon. To stay on topic I submitted a pretty specific point of view in my letter to the Planning Board of Brockton for tonight's meeting. I am adding a footnote of chat comments that I will include for this and the next City Council Meeting. Just to clarify, the comment about slurry walls is mostly for Rob May as I proposed earlier that the proposal could work opposite the entrance to Good Samaritan Hospital on North Pearl and he responded it is a wetland. It may be protected and or unbuildable but just my 2 cents to continue the conversation.

Chat comments:

In your opinion do you believe this project will approach 100% occupancy? How quickly do you see this desired result coming to fruition?

Realistic forecast: 350 to 400 Parking spaces minimum including deliveries and visitors.

Slurry walls have allowed MIT to build Parking Garages and 8 to 18 story buildings in and around Kendall Square which is the Charles River bed. If the wetland allows and is buildable the land opposite Good Samaritan could be in play.



Pamela Gurley &lt;pgurley@cobma.us&gt;

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Cc: "planning@cobma.us" &lt;planning@cobma.us&gt;, "tcruise@cobma.us" &lt;tcruise@cobma.us&gt;

Hi Pam,

Thank you for entering my email in to the record. I had two Q and A comments and want to thank Chairman Bob for voting No. The traffic study was as expected to heavily favor the developer but it is so badly flawed that accepting it as fact and voting on it was at best insulting and at worst dishonest.

North Pearl is the only entrance and exit from this property and it will become dangerously unsafe to traverse especially during peak commute hours. Please do an objective and fair to all parties new traffic study when considering this proposal as the gentleman from the developer who spoke during the City Council meeting (deliberately) underestimated flow by 300-400%.

In all honesty I believe the Board was our only hope to reevaluate the proposal as it looks like the City Councilors' are only seeing revenue dollars and even rudely suggested their constituents can't comprehend their burden of responsibility.

If the horror show I envision from this project comes to fruition I promise to keep them updated daily.

Thank You,

Stephen Morris

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**From:** Pamela Gurley <pgurley@cobma.us>**Sent:** Tuesday, June 23, 2020 2:01 PM**To:** Stephen R Morris <smorris@mit.edu>**Cc:** planning@cobma.us; tcruise@cobma.us**Subject:** Re: Zoning Change: Proposed N. Pearl St. Overlay District Property: 34 & 38 N. Pearl Street

Received, thank you.

Pamela Gurley

On Tue, Jun 23, 2020 at 1:53 PM Stephen R Morris <smorris@mit.edu> wrote:

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We had a 30-year history of horrific car accidents at the intersection of Pearl and Pleasant, which was mitigated by making left turn only lanes. An entrance and exit

100-150 yards from this intersection will cause some to lose patience with the traffic flow, or lack thereof, and accidents will most likely occur.

I mentioned that I recently retired, and for the past 6 years, have planned for my retirement by making home improvements, remodeling, and extensive landscaping with a

\$92k price tag, all with the intent of this being my retirement home. This is my investment in a wonderful residential neighborhood. This proposal is simply inappropriate for this location.

A developer should develop single-family homes, 1- or 2-story condos or townhouses, an over-55 community, or a nursing home (i.e. Doug King- Queset Commons in Easton).

I can suggest the proper location for Wood Partners to develop this proposal: South Pearl St, near West Chestnut (with great Rte 24 access); a deal with G. Carney at the Fair Grounds, where 2 or 3 of these complexes could be built, and he could make \$250k,

and the city \$900k-\$1.2 million.

We all appreciate the need for tax revenue in our city. This looks like a hotel, with fronting, pool, and outdoor socializing space, which for this demographic will probably

necessitate off-hours management oversight.

Respectfully,

Stephen R. Morris

Laurie Choate Morris

16 Nylan Road, Brockton

**Pamela Gurley**

Administrative Assistant III

Planning & Economic Development

45 School Street

Brockton, MA 02301

508-580-7113

Pamela Gurley <pgurley@cobma.us>

## Proposed Zoning Overlay District and Proposed Apartment Project for 34-48 N. Pearl Street

1 message

Purpura, Susan <Susan.Purpura@bain.com>

Mon, Jun 22, 2020 at 3:49 PM

To: "planning@cobma.us" <planning@cobma.us>, "mrodrigues@cobma.us" <mrodrigues@cobma.us>, "wfarwell@cobma.us" <wfarwell@cobma.us>, "tcruise@cobma.us" <tcruise@cobma.us>, "thomasmonahan@comcast.net" <thomasmonahan@comcast.net>, "tcardoso@cobma.us" <tcardoso@cobma.us>, "deaniri@cobma.us" <deaniri@cobma.us>, "rmendes@cobma.us" <rmendes@cobma.us>, "jthompson@cobma.us" <jthompson@cobma.us>, "snicastro@cobma.us" <snicastro@cobma.us>, "jlally@cobma.us" <jlally@cobma.us>, "sasack@cobma.us" <sasack@cobma.us>, "MayorSullivan@cobma.us" <MayorSullivan@cobma.us>, "jim.lambert@woodpartners.com" <jim.lambert@woodpartners.com>

Dear Mr. Mayor, City Council Members and Planning Board Members,

I wish to have the following concerns added to the Planning board record regarding the above subject...

June 22, 2020

RE: Proposed Zoning Overlay District and Proposed Apartment Development Project for 34-48 North Pearl Street, Brockton, MA 02301

As an extremely concerned resident, I am writing to you regarding the proposed zoning overlay of the former Braemoor Nursing home and adjacent commercial property owned by Attorney James Burke in my neighborhood of Brockton Heights.

I purchased my home in the Brockton Heights community 25 years ago partially based on the family-friendly, quiet atmosphere of the area. Most importantly, I knew I would not have to worry about additional building in an established neighborhood. As such, I am deeply troubled by the proposed zoning overlay and plans to construct a 2-building, 4-story apartment complex at 34-48 N. Pearl Street.

My many concerns are as follows:

- The addition of 196 apartments would mean a MINIMUM an additional 287 residents to our neighborhood since 84 of these will have more than one bedroom. This doesn't even take into account that some of those one-bedroom apartments could have 2 people when you account for couples. In addition to the residents, there could be the potential of 200+ visitors at any one time. This proposed complex parking seems to be woefully inadequate. This will be especially true in summer with the complex including a swimming pool, cookout grills and fire pit. What is your plan for the parking overload? Where do you expect people will park when all parking spots are taken? I'm concerned they will park on our streets, particularly Allendale, Bower, Nylan & Cashman.

With the above amenities and more, I believe there will be issues with drinking, noise and who knows what else (to be polite). Your response is that young professionals will occupy this complex. First off, you can't know that if, as Mr. Lambert has side-stepped, it's not feasible to predict the rent prices this far in advance. If he doesn't know the rates, then how can he know who will be living there? Secondly, "young professionals" like to entertain themselves in a way typical for their age group. Alcohol and drug usage is not limited based on age. Moreover, where do you think such behavior will take place? This property borders Melrose Cemetery and I can see this being a desirable place for partygoers to congregate. I guarantee you people wouldn't want the possibility of their loved ones being trampled on or headstones desecrated. My concern doesn't even address visitors, who have no vested interest in how the property is used and maintained. My neighbors and I are obviously concerned any such activity will spill out into our neighborhood as well.

- There is a lot of traffic that currently cuts through our neighborhood, particularly down Healey Terrace and Carrlyn Road, to avoid the lights at the intersection of N. Pearl Street & Pleasant Street. The people who cut through are typically driving faster than they should be this puts pedestrians at risk since there are no sidewalks (except for the part of Carrlyn Road intersecting Pleasant Street). While I don't live on these two streets, I often walk them with my dog, as do other families and their children. There have been many times I've yelled at speeding cars to slow down.

- If the complex is built, there will be that much more traffic cutting through our neighborhood, regardless of a left green arrow at the intersection of N. Pearl & Pleasant Streets. Once someone gets close to the intersection, they'll see that they won't make the light and turn into our streets. I can see the light from the beginning of Cashman Road so traffic will be able to ascertain if it will be quicker to cut through our streets or not. Also, traffic on Pleasant Street tends to back up more because the light is longer for N Pearl. As it is now, I've sat in traffic through several lights on Pleasant St coming from Easton, even if one person is trying to exit the medical buildings. An adjustment to the light to allow more traffic on these streets to get through the intersection, will back up N. Pearl traffic even more.

- I was offended last Tuesday night that one member of the Planning Board was very cavalier about the amount of traffic on OUR streets. He totally dismissed my distress that taking a left out of Cashman Road onto N. Pearl Street wasn't a concern during their traffic study. So, what is the alternative? I guess I should create even more traffic by taking my left onto Carrlyn Road, then a right to the lights and then go left or straight from there. I wonder if everyone on the Boards would find this acceptable if they were made to jump through hoops to travel from their homes.

Some of you on the Board made reference to the potential of having medical buildings on this site. Well, that is much more preferable because there would be no activity at night and little on weekends and they would not have a swell of people all at once. Nor would there be a parking issue. I was also angered that Councilor Rodrigues suggested his constituents find other alternatives/buyers for this property. I don't remember getting paid to do his job. I was also insulted that Councilor Rodrigues and Mr. May dismissed our traffic concerns by stating their own street traffic situations. In either case, was traffic thrust upon them like it's proposed to be done to us?

- I would really like to know who would be moving to Brockton to live in \$2k apartments and **I have twice asked whether renters of these units will be allowed to sublet. PLEASE RESPOND TO THIS CONCERN...** Mr. Lambert can tout the other complex in Walpole, but that complex has much more open space and does not have the negative reputation as Brockton. To be perfectly honest, and I'm sorry to insult some folks reading this letter, when I tell people I live in Brockton, they give me "the horrified look"... the one that says "gross, you live there"? I have a co-worker who buys rental property and he gave me the "look", and more, after viewing some property in Brockton.

While I applaud the attempts to improve Brockton, I don't think luxury apartments will be the answer. I feel strongly that developers should be building smaller, affordable homes that do not cost \$1M so your average person can own their piece of the American Dream. I just don't see anyone affording these units and then what happens? We'll get unoccupied units and the rest that goes along with good intentions but no sense of reality.

There is absolutely no advantage to the residents of Brockton Heights and many disadvantages. My neighbors and I feel insignificant and that no one cares if we move because of this; who cares if our neighborhood is ruined? Obviously not

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City of Brockton Mail - Proposed Zoning Overlay District and Proposed Apartment Project for 34-48 N. Pearl Street

our representatives!

Please put yourselves in our positions and think how you would feel if this went through in your neighborhoods.

Thank you,

Susan Purpura

114 Cashman Road

Brockton, MA 02301

Cell: 508-340-2305

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June 22, 2020

Dear Mr. Mayor, City Council and Planning Board Members,

This letter is to express our strong opposition to the proposed Zoning Overlay and the building of a 200-unit apartment development at 34-48 N Pearl St.

We are aware of the numerous letters you are receiving with objections to the above proposals and concur with the reasons stated in those letters.

Both my wife and I are lifelong residents of the city of Brockton and 12-year residents of Healey Terrace. We purchased in this single-family home neighborhood due to the pride of ownership exhibited by our neighbors and our desire to remain in Brockton. We are appalled by the current proposals and what they represent for the future of this area. We are saddened to see this beautiful city deteriorate and fear the stated proposals are another step in that direction.

Thank You,  
Joseph & Rhonda Pisani  
192 Healey Terrace  
Brockton, Ma 02301

Pamela Gurley &lt;pgurley@cobma.us&gt;

**Zoning overlay & Apartment Proposal on N. Pearl Street**

1 message

rbboucher2 via Planning &lt;planning@cobma.us&gt;

Mon, Jun 22, 2020 at 10:40 AM

Reply-To: rbboucher2@aol.com

To: "planning@cobma.us" <planning@cobma.us>, "thomasmonahan@comcast.net" <thomasmonahan@comcast.net>, "mrodrigues@cobma.us" <mrodrigues@cobma.us>, "tcardoso@cobma.us" <tcardoso@cobma.us>, "rmendes@cobma.us" <rmendes@cobma.us>, "tcruise@cobma.us" <tcruise@cobma.us>, "deaniri@cobma.us" <deaniri@cobma.us>, "snicastro@cobma.us" <snicastro@cobma.us>, "jlally@cobma.us" <jlally@cobma.us>, "sasack@cobma.us" <sasack@cobma.us>

Dear Members of the Planning Board and City Council,

I am writing once again to express my concern regarding the proposed zoning overlay at the former Braemoor Nursing Facility property and abutting property owned by Attorney James Burke and the proposal to construct a "market rate" apartment complex.

My husband, Robert, and I sat in on the zoom meetings held by the Planning Board on 6/16/20 and the City Council Ordinance Committee on 6/17/20. We listened to the proposal by Mr. Rob May as well as the details of the project by Mr. Lambert of Wood Properties. We also followed along with the traffic assessment performed by the Beta Group. This all left us with many questions.

Why is the neighborhood that will be most impacted by this new zone just hearing about this project? Why is there such a rush to push this project through during a pandemic when the only way to hold a public meeting is through technology that may not be readily available to many residents?

You have heard from many neighbors who all spoke of the great concern of the traffic impact. We are concerned that our quiet, FAMILY neighborhood will become more of a speedway than it already is. As far as traffic mitigation with the project moving forward on N. Pearl Street, it is clear that the ones who will suffer in all of this are the residents who specifically purchased homes in the single-family zoned neighborhoods surrounding this project. Any type of traffic calming will impact our day-to-day more than anyone else's. And if the traffic calming is effective and deters cut through traffic, consider the dangerous intersection at Pearl & Pleasant. Not only is that intersection a hazard for children walking to and from the Hancock school or to the various school bus stops for the other area schools, it is a hazard for drivers as well. I was hit once by someone running the red light and once when I was rear-ended trying to take a Left onto Carryln and the person behind me was speeding through the intersection and texting. Potentially doubling the drivers in the immediate area can only worsen these issues. And with more accidents comes higher insurance rates with Brockton already being one of the highest rated cities. Being told by our city councilors that traffic is a cost of living in a city is one thing but I will not accept that as an excuse to put our neighborhood children even more at risk of being hit by careless drivers or endangering our residents driving to and from home.

Regarding the project itself, with the number of units and the number of parking spaces proposed, it doesn't leave much room for guest parking. With the amenities that are being offered and the market rates that renters will be paying, I'm quite sure they will want to entertain guests. Where will the overflow parking go? How do we manage parking on the side roads in the neighborhood? How will we deter parking in the cemetery? How late will the outdoor amenities be open? These are all legitimate concerns for our quiet neighborhood and would be a concern for any multi-unit apartment complex this new zone would allow.

We have been assured that the Wood Properties project will not be taking advantage of special tax breaks or low-income housing designations. If Wood Properties is legally able to sign a promissory letter stating that they will not include low income housing at this site, how long will it be valid for? Will it become null and void when they eventually divest the property? It was asked several times whether or not these apartments could be sublet but an answer was never given. If the zoning overlay goes into effect, will there be an expiration date to this zoning modification in the event Wood Properties does not move forward with their intended project? This way it is not left open for an undesirable apartment complex to be built without approvals.

It's upsetting to think that we are being told that the Wood Properties proposal or a drug rehab are the ONLY options for this rundown property currently and if we are not happy with what is being proposed we, the residents, should seek suitable economic development for this property. I found that statement by Mr. Rodrigues unacceptable as economic planning and development are precisely the platforms our elected representatives run on. I believe this statement was

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City of Brockton Mail - Zoning overlay & Apartment Proposal on N. Pearl Street

made out of his frustration with the residents' pushback on this project which seems to have already been decided upon.

If Brockton is in dire need of luxury market rate apartments, please provide a study that proves this theory. And if it is deemed that the City has this need then maybe this project would be better suited on a site such as Westgate Mall. The new development in Westwood comes to mind with Luxury apartments, a gym, shopping, banking and other amenities all close to the highway. This would have minimal impact on the neighboring streets and multiple entrances/exits to ease traffic congestion. This could even bring back big box stores that have abandoned Westgate Mall. It could certainly revitalize that whole area.

I encourage the planning board and city council slow this decision down and consider the effects it will have on the community in the long run.

Thank you for your time and consideration.  
Robert & Beth Boucher  
166 Healey Terrace

Pamela Gurley &lt;pgurley@cobma.us&gt;

**Braemore Project**

1 message

**Ron DiMarzio** <radimarzio42@gmail.com>

Sun, Jun 21, 2020 at 10:46 AM

Cc: planning@cobma.us, Paul Ware &lt;pwrpaul@comcast.net&gt;, kris.minshall@comcast.net

Dear Tim,

I am attaching my thoughts pursuant to the Ordinance Committee meeting on 6-16-20, via ZOOM.

It was noted with dismay the comment made at the hearing by Member/Councillor Moises Rodrilquest when, perhaps not truly appreciating or understanding our concerns, essentially said "maybe it's time that the residents come up with plans to improve the economy in the city..".

To summarize the feeling about the above comment, one resident asked "isn't that why we voted them in?".

Apparently when the neighbors thought about the comment it was considered unprofessional and not befitting an elected official.

As for the traffic issue, all homes beginning on Albany Street, all the way west to Sumner Street in Brockton/Stoughton, will adversely be affected. This is a very large community of single family residences, consisting of families with children

As always, Tim, thank you for your attentiveness.

Ron

P.S. I heard you clearly tell Jim Lambert "no tax incentive" if the project is approved. Are you aware of that? He acknowledged your statement but didn't state Wood Associates has/would agree to it.

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138K



Pamela Gurley &lt;pgurley@cobma.us&gt;

**34-48 North Pearl St**

1 message

Kayla Byrnes &lt;kaylabyrnes07@gmail.com&gt;

Mon, Jun 22, 2020 at 11:00 AM

To: planning@cobma.us

Hello,

As a resident of Carrlyn Road, I would just like to put in my two cents about the 34-48 North Pearl Street Project.

- I know a traffic study was done, but there definitely needs to be a traffic study for Healey Ter and Carrlyn Road. Pre-pandemic, this street was constantly used as a cut through and race way. I have been concerned since moving here a little over two years ago about the traffic and speeding issues. This is a quiet neighborhood with children and a lot of walkers. Cars constantly go up and down this street without a care in the world about the residents. We have also had numerous issues with quads/ atvs going up and down this street using it as a race way with a sports car closely following them. The traffic will only increase with the current redevelopment plan. It's not fair to the residents of this neighborhood to deal with even more traffic and have to sit at the light even longer than we already do (especially during peak times). It should also be noted that when there is traffic or an accident on 24 south, we see an increase in traffic down this street from cars coming off of the highway, avoiding the light, and the traffic on 24.

- Capacity in this area can only be expanded so much. I would like to give a few examples, with the redevelopment and adding more residents to this area, Hancock Park will be overloaded with the new residents and their guests. This is unfair to the residents that already use this part. Also, I have concerns about Melrose Cemetery being used as a gathering spot more than it is now. Currently, there are many cars just sitting in there using it as a place to gather and smoke weed, not visiting loved ones. Redeveloping the area with more residents will only increase the gatherings and issues there. I find this behavior insulting to those, including some of my family members, who are eternally resting at Melrose. Can Hancock school also handle more students and traffic? As is, the traffic is atrocious.

- By redeveloping this area and adding more residents, is the Police and Fire Department actually staffed to handle more calls? We have currently been dealing with fireworks every night between 7:30 PM- 4:30 AM for 4 weeks now. How can we possibly add more residents, when it appears the issues we currently have aren't even under control?

As a resident, I really do not see this project as being beneficial to the area.

Thank you for your time,

Kayla

Sent from my iPhone



Pamela Gurley &lt;pgurley@cobma.us&gt;

## Braemoor Nursing Home Project

1 message

rjcre via Planning &lt;planning@cobma.us&gt;

Mon, Jun 22, 2020 at 1:11 PM

Reply-To: rjcre@aol.com

To: "planning@cobma.us" &lt;planning@cobma.us&gt;, "tcruise@cobma.us" &lt;tcruise@cobma.us&gt;

I am Joan Creeden, Ray's wife, I listened in on the meeting last night and was very impressed by both of your comments and concerns with regard to this proposed project. I had questions myself, but due to my computer acting up, I was unable to complete my comments and then send them to the board.

I was born and grew up in Brockton. We have lived in our home at 120 Healey Terrace for more than 40 years. We bought this house because of the quiet street and neighborhood. During that time we have seen the neighborhood go through changes good and bad but the one constant thing was that it remained a quiet street.

The traffic on Pearl Street has been a problem for awhile now with the increase in volume of the new businesses that have opened up. For some time now, there has been great difficulty in trying to exit Healey Terrace and drive onto Pearl Street going north. There is congestion on the street with cars backed up to the cemetery's main entrance as well as at the traffic lights that lead to the highway entrance. If you add this apartment complex to the mix, the traffic will make it impossible to exit or enter the street without having to wait a considerable length of time. This was not mentioned and should be considered.

Also, in the past whenever there has been an issue on Pearl Street, such as a car breaking down or construction, people use this street as a shortcut. Once they learn that there is such easy access to cut out the light and end up on Pleasant Street or go from Pleasant Street to Pearl Street they use it on a regular basis. I am not going to even mention the speed in which they drive. I know that some of these things were mentioned last night.

There project in Walpole is set back down side streets and not even remotely near a congested street that would deal with these issues. This project should be located on land that has access to two forms of egress, not emptying onto an already congested street such as Pearl Street. They claim to have answers to all the questions but they don't own property in any of these neighborhoods that will be impacted by this decision. Our property values will be impacted. Our homes are our single biggest investment. When we sell our house, and if there is a family with young children, I am sure they would not want to live on a busy street like this will become. It will no longer be the quiet street it once was.

No one has even mentioned that the noise level will increase in this area also.

I was glad to hear that there will be more research done on the impact of this development on the surrounding neighborhoods and I feel certain that more of the neighbors who don't have computers or are not capable of using zoom would sign petitions to see that the zoning laws are not changed.

When a project of this size goes into an area there should be some added value to make up for all of the inconveniences that it brings. This project does not bring any good value to this area. We will not benefit in any way from this project.

**Paul A. Ware & Susan Westhaver**  
**161 Healey Terrace**  
**Brockton, MA 02301**  
**617-513-7253**  
**Email: pwrpaul@comcast.net**

June 21, 2020

TO: All members of the Brockton Planning Board and City Council  
CC: Rob May, Mayor Sullivan's office, Shannon Resnick, Esq.  
SUBJECT: Proposed Zoning Overlay District and Proposed Apartment Development Project for 34-48 N. Pearl Street

Dear Planning Board and City Council members:

This document is being submitted to summarize all of the input you may have already received from residents surrounding the subject property, as well as the feedback that was presented by numerous residents at the Planning Board Zoom meeting on June 16, 2020, and the Ordinance Committee Zoom meeting on June 17, 2020. It also provides specific recommendations for action prior to any final decision on the zoning overlay and development project.

I personally have spoken to over half of the residents on Healey Terrace and Carrlyn Road, as well as many residents of Cashman Road and Bower Avenue. In addition, Kris Minshall, a resident of Nylan Road has spoken with many residents of Nylan Road and Alandale Avenue and has provided feedback to the Planning Board and City Council as well.

Universally, all of the residents that I and Kris have spoken with are in agreement in our opposition to both the zoning overlay district and the proposed project. Many of us have provided email feedback to the Planning Board and City Council in this regard, and several of us have voiced this opposition and the reasons to support it during the meetings of June 16<sup>th</sup> and 17<sup>th</sup>.

Since some of that input and feedback already is, or should be, in the public record, I will attempt to summarize the totality of our neighborhood's concerns and issues without going into too much of the detail that has already been presented. This summary includes input from residents of the Brockton Heights neighborhood on the east side of N. Pearl Street north of Pleasant Street, including the streets of Nylan, Alandale, Bower, Cashman, Nazarene, Lovett, Carrlyn and Healey.

#### Timing and Process

The timing of this entire proposal appears to be rushed and is highly suspect. I was made aware of the proposal only after Kris Minshall happened to tell me about it about 1 month ago. Needless to say, I was surprised that only residents within 500' of the project's boundaries were notified.

It was disturbing to learn in this manner about such a project that could have a significant effect on Healey Terrace. Although the notification to "abutters" may have been done according to legal requirements, the potential impact of this project on ALL residents in this area should have been taken into consideration. Apparently for the developer's convenience, it was not.

It was also disturbing to find out that the approval processes in the Planning Board and Ordinance Committee of the City Council had progressed so far without notification and

feedback from all affected residents. It required numerous email communication with these agencies to obtain complete information about the project itself and the approval process. These agencies and the project developers should have gone well beyond whatever actual legal requirements exist to notify ALL affected residents in a timely manner, not just relying on the Brockton Enterprise, which many residents do NOT subscribe to, or the information what was on the pertinent websites that we were not aware of.

Consequently, both the Planning Board and Ordinance Committee meetings presented the impression that the approval of the zoning overlay and the development project were "foregone conclusions," regardless of the apparent legal requirement to have multiple "readings" and a "public hearing." And the use of Zoom software to hold these meetings was problematic due to lack of notification to all residents, late posting of the Ordinance Committee meeting, complicated process to request an "invitation" to the Ordinance Committee meeting and, perhaps most importantly, the lack of advance notice so that ALL residents could learn and understand how to actually participate in a Zoom meeting.

In addition, our elected representative to the City Council should have been more communicative with us, his constituents. NONE of us could ever get a return phone call or email from him, providing further evidence of a process that had a foregone conclusion.

Although the Planning Board meeting gave residents an opportunity to speak, some of us were cut off and unable to complete our feedback. And the initial tenor of the meeting was that the board had already reached its decision. Fortunately, after residents spoke about all the issues of concern, a vote was postponed. However, the Ordinance Committee vote did occur and DID seem like a foregone conclusion, even though a number of residents were allowed to speak in opposition to this project.

This process for consideration and debate for both the zoning overlay and the development plan should have been much more transparent with timely notifications to ALL nearby residents, as well as the hearing of residents' input PRIOR TO any voting. The overall appearance is that any objections or concerns we may have simply do not matter and that this project is being pushed through so the developer can meet THEIR time schedule instead of having adequate public discussions about residents' concerns and how to resolve them.

#### Recommendations

- ❖ Delay any final decision on the zoning overlay and development project until a "real" public hearing can be held with residents attending the venue in person.
- ❖ Provide details and descriptions of all aspects of this project to ALL residents of Brockton Heights, including residents in the area bounded by N. Pearl Street, Pleasant Street and Route 24.

#### Need for this project

None of us have heard a logical explanation for the actual need for a zoning overlay and apartment project. We have not been apprised of what the justification is for almost 200 apartments, with the majority of them being 1-bedroom apartments for "working professionals" who apparently will work in either Boston or Providence.

Our understanding is that this type of undertaking should be justified "by the municipality" in its application to the state in order to apply for a Chapter 40V HD zone. Has this justification been accomplished?



One Ordinance Committee member actually suggested that if we residents did not want this project to be approved that WE should investigate what other uses for the current property could be found. I find it disturbing that such a suggestion would be made, and it gives the appearance (again) that our concerns simply do not count.

Why couldn't the current zoning be revised to allow for single family housing, like the surrounding area? Was this ever considered by these agencies?

It also appears that an overriding factor in the decision to approve the zoning overlay and apartment project is tax revenue. It was VERY apparent that this is the primary justification being used to approve the zoning overlay in the June 17<sup>th</sup> Ordinance Committee meeting. This again appears to be a contributor to the foregone conclusion this committee reached.

#### Recommendations

- ❖ Provide to ALL residents the justification for this area to be developed under Chapter 40V.
- ❖ The Planning and Economic Development Department should explore other uses for this area that are already allowed by the current C-5 zoning OR should consider rezoning this area for single family homes.

#### Demographics

Brockton Heights is a primarily single family residential and small business neighborhood. Everyone living here is here because of that atmosphere, notwithstanding the traffic situation discussed below. Many residents have lived here 20, 30 or 40 years or more. They live here because it is not really a "city" atmosphere even though it is IN the city.

Approval of the zoning overlay and this apartment complex will change the demographics of our neighborhood dramatically. We will now live in a "city" environment.

The buildings will be obtrusive. The number of tenants will double the resident population. The culture of this complex will be transient and primarily single or couple "working professionals" (according to Wood Partners). Tenants will not have a "pride of home ownership." Visitors to the tenants will have no vested interest in the neighborhood at all. And there is no doubt that based on the expected tenant demographic, visitors will be abundant. Late night and weekend parties and gatherings are inevitable, creating noise and possibly worse.

This neighborhood will be forever changed and an exodus of residents should be expected.

#### Recommendation

- ❖ The obvious recommendation here is not to approve the zoning overlay or the development project. It will destroy the current neighborhood atmosphere.

#### Parking

We believe the parking capacity is woefully underestimated. With 112 1-bedroom units, 77 2-bedroom units and 7 3-bedroom units, it is unlikely that only 299 parking spaces will be sufficient for all tenants, and that is not taking into consideration any visitors. Is it really a serious consideration that only 299 spaces would be needed for possibly 196 2-adult units AND visitors, given that the target tenant demographic is "working professionals" who each will have a vehicle? A better estimate might be 400 or more.

Where will the overflow parking be on party nights and the weekends, let alone during the

normal nights? Most likely it will be on the neighborhood side streets on the east side of N. Pearl Street. Our neighborhood !

### Recommendation

- ❖ Do not approve the zoning overlay or the development project because of lack of space for adequate parking.

### Traffic

This has been a major topic of discussion for all residents and rightly so. With all due respect to the professional traffic engineers who developed the Traffic Impact Assessment, this assessment is flawed, incomplete and inadequate. The BETA group review is also inadequate, raising mostly minor points.

The major reasons for my statements are the following:

- The assumption of only 66 vehicle trips during the morning peak rush hours and 85 vehicle trips during the evening peak rush hours is pretty ridiculous considering that there could be AT LEAST 196 vehicles driven to and from a workplace by one tenant in every apartment. The possibility is that even double this number of vehicles may actually be driven to/from this project daily. Using statistics is one thing but not considering the actual practical situation that may exist is a flaw.
- The measurement of current traffic flow from 7 to 9 am and from 4 to 6 pm on two days in January does not necessarily truly represent morning and evening rush hours that typically go from 6 (or maybe even earlier) to 9 am and from 3 to 7 pm. These time frames are inadequate.
- The scope of the study was far too narrow, and thus incomplete, when it assessed only the area around the N. Pearl Street/Pleasant Street intersection, the project entry and exit drives and the streets of Alandale and Bower Avenues. It did not take into account the already current usage of Healey Terrace and Carrlyn Road, as well as the other side streets of Nylan and Cashman Roads, by non-resident traffic bypassing the N. Pearl Street/Pleasant Street intersection on a daily, continuous basis. By not considering this bypass traffic, the traffic counts on N. Pearl Street and at the intersection are undercounted because they do not include any of that bypass traffic.
- By not considering the non-resident bypass traffic on Healey, Carrlyn, Nylan and Cashman, there is no assessment of the additional non-resident AND project traffic that these streets would inevitably incur due to the higher volume of traffic generated by this project (with the above more realistic assumptions included).
- The entire focus of the traffic engineers' explanations of their traffic assessment at the Planning Board and Ordinance Committee meetings focused only on the project entry and exit drives and the queueing that would take place there, as well as the ability for the apartment tenants to exit the project. This is short sighted at best. What the residents of our neighborhood care about is the effect of additional traffic on OUR streets, and this should have been at least as important, if not MORE important than the convenience of tenants entering/exiting the project.
- The BETA Group review of the Traffic Impact Assessment raised several minor points, but did raise one significant point worth mentioning. That point was their comment #T13 regarding left turns out of the project. In the response to that comment, the traffic engineers indicated that for tenants who were having trouble turning left (north) out of the project, they would need to first turn right (south), then wait for a break in the traffic and execute a "left turn maneuver." What exactly does this mean? It most likely means that the vehicle would turn left at the Pearl/Pleasant intersection. Then where would they go? Onto one of our neighborhood side streets of Nylan Road/Alandale Avenue or Carrlyn

Road/Healey Terrace in order to go north and return to N. Pearl Street. This traffic pattern was not included or considered as increased traffic flow on these streets.

- I have proposed a number of options for mitigating the traffic flow and speed on Healey Terrace and Carrlyn Road. We are all hoping that the highest priority of these alternatives will be implemented. And if it were to be implemented, the traffic flow on N. Pearl Street in both directions to the project and the intersection would be increased, especially during rush hours. This was never considered in the assessment.
- In summary, the traffic impact assessment and review are flawed, incomplete and inadequate. The traffic engineers say that the traffic situation can be "fixed" and "mitigated" but give no specifics as to how or when this could or will be done.

#### Recommendations

- Prior any further decisions on the zoning overlay and the development project, the traffic impact assessment should be redone at a time when traffic is back to its level prior to the Covid19 restrictions. AND, it should include all of the factors mentioned above, including the mitigation plan for all side streets on the east side of N. Pearl Street.
- The traffic mitigation plan should be documented and agreed to by the developers, the residents and the approving agencies PRIOR TO any approval being given for either the zoning overlay or the development project.

Respectfully submitted,  
Paul Ware  
Susan Westhaver



Pamela Gurley &lt;pgurley@cobma.us&gt;

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**Brockton Heights Resident**

1 message

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**Anny Tejeda** <atejeda929@gmail.com>

Sat, Jun 20, 2020 at 2:51 PM

To: planning@cobma.us

To whom it may concern

My husband and I have concerns about the Development of the Braemoor Nursing Home. We Recently moved to Alandale Ave because it was a nice and quiet neighborhood. We have three boys and they love to ride their bikes on the streets and we feel secure because we know this section is safe. At the meeting on June 16 the developer stated that it will be luxury apartments. My question is, what if they can't occupy all of the apartments? what then? will they rent just to anyone?

I understand that Brockton needs the revenue that the apartments will bring. My question is why here? Why in our community?

We love the tranquility of our neighborhood.

Thank you for your time.  
Kenny and Annie Acevedo

June 18, 2020

Mr. May & Planning Board,

This is just a follow up in writing for your June 23, 2020 meeting which I will not be able to attend as I unfortunately cannot keep leaving work early in order to be home in time to log on for the 6 pm Zoom meetings.

Based on the prior Planning Board meeting and City Ordinance meeting, it seems that everyone has already decided that they are for this project despite the numerous objections from those of us who live here and will have to deal with the aftermath of the decision; therefore I will keep this brief.

In my mind, all the same issues still stand. The project is much too large for the parcel size and will negatively impact the density, demographics and overall feel of our neighborhood, especially in the evening hours. Brockton Heights will become the same as any other neighborhood in the city and therefore lose it's charm.

The traffic experts continue to say that according to their research "there is no benefit" for people who cut through our neighborhoods. This is ludicrous, it doesn't matter what his research shows, people do it anyways, even if it is not saving them any time, they apparently think it is and they do it continuously and repetitively. If they do it now there most certainly will be more people doing it once a large residential apartment complex is dropped 100' yards from the intersection. Anyone coming up Pleasant Street that needs to be on North Pearl will be taking a right on to either Carrlyn or Nylan in order to miss the light and in the case of Carrlyn, to completely miss the huge apartment complex.

Councilor Cruise has stated the he has said from the beginning that there should be no City tax incentive yet this board is continuing to meet regarding 40V Housing Development Incentive Program (HDIP) regulations for that site which require the City to give tax exemptions for "not less than 5 years and not more than 20 years". So what exactly is it going to be? Are you going to shove this project in this neighborhood against all our objections and then give them tax exemptions on top of it?

I would also like to state again that this is NOT Walpole and the continuous comparison to that project is ridiculous and comes across as if you think we are idiots. I am from Walpole and the development in Walpole has only 55 more units than this proposed project and sits on 14 acres off of Rte. 1 on a long much less densely populated road with residential properties sited on minimum one acre lots. That is quite different than 196 units on only 5 acres off a busy street with the surrounding streets being residences which are on 5,000-10,000sf lots.

In summary, this neighborhood is too small for a project this large and if it must be residential then it should at least be something with some type of ownership. This project and this process which appears to be "just going through the motions" as this Board along with most of the City Councilors seem to already have already decided for the seller and developer, will most likely drive my husband and I from this city. Being an appraiser and seeing what developments like this in the past have done to surrounding property values ( despite what Attn. Burke erroneously stated at the last meeting), will not allow us to stay here until retirement as we had planned. But as long as I am here, I will continue to voice my opinion at every meeting as I feel this is just wrong and I have many neighbors who were not able to attend these Zoom meetings, either due to lack of computer knowledge or due to work schedules and they should have their voices heard as well.

Kris Minshall  
31 Nylan Road

Gmail

Ron DiMarzio <radimarzio42@gmail.com>

## NORTH PEARL ST. OVERLAY DISTRICT

2 messages

Ron DiMarzio <radimarzio42@gmail.com>

Thu, Jun 18, 2020 at 9:44 AM

To: Paul Ware <pwrpaul@comcast.net>, kris.minshall@comcast.net

Kris & Paul,

I kept losing my connection last night, so I missed a lot of the narrative, in particular yours, Kris. I caught the very end of it, but I think I missed the "best parts" (!!!) regarding the "old boys' club at Thorny Lea".

Here are some of my thoughts which I am only sharing with you, and any neighbors to whom you may wish to forward it:

- 1-I'm tired of hearing Jeffrey Dirk pontificating the values of the project as we know it by saying "we can do this...we can do that...there are a lot of things we can do", etc. We need to get the Planning Board to get the developers to say "WE WILL DO"!, then "DO IT!" before any such project is allowed to go forth..
- 2-Not only have Carrlyn Road, Healy Terrace and side streets been sold out, so have portions of West Pleasant and Albany, in the interest of tax revenues. I saw that coming when Moises Rodrigues asked about estimated taxes (\$500,000) and taxes from Braemoor (none, but an accrued total of \$900,000).
- 3-If the project goes forward-is Wood Properties going to pay off the lien (\$900,000) or is the City going to write it off?
- 4-Also bear in mind that the building next to Braemoor, currently VITRA Health, has been turned over several times; reportedly it is a "sick building". If that operation should cease, I would anticipate that Wood Properties would attempt to buy it, demolish it, then further develop the corner into even more apartments. That scenario has to be addressed. Occupancy at that location has not been stable.
- 5-Again, if the project goes forward, the City could insist that a resident of the Brockton Heights neighborhood be a voting member of any on-site Tenant Association (this would be an ideal position for YOU and PAUL!).

You and Paul in particular have been outstanding.

*Ron DiMarzio*

*27 Carrlyn Road*

*Brockton, MA 02301*



Pamela Gurley &lt;pgurley@cobma.us&gt;

## Proposed zoning overlay at N.Pearl Street

1 message

rbboucher2 via Planning &lt;planning@cobma.us&gt;

Wed, Jun 17, 2020 at 2:00 PM

Reply-To: rbboucher2@aol.com

To: "planning@cobma.us" &lt;planning@cobma.us&gt;

Dear Members of the Planning Board,

My name is Beth Boucher and my husband, Robert, and I live at 166 Healey Terrace.

We are writing to express concern over the proposed zoning overlay in Brockton Heights on Pearl Street, the former Braemoor Nursing Facility property.

This is not the first time a "luxury apartment complex" has been proposed for this stretch of Pearl Street, threatening to disrupt our quiet neighborhood. A few years ago, there was discussion of this type of housing to be put on the other side of Melrose Cemetery close to the Healey Terrace end of N.Pearl Street, closer to the highway. This was proposed to be an over 55 community if I remember correctly. Our biggest concerns at the time were residents taking a left out of the complex, attempting to access route 24. Due to high volumes of traffic on N. Pearl St, taking a left would be difficult and would ultimately result in their taking a right out of the complex and then a left at the lights at Pearl and Pleasant then promptly taking a left onto Carrlyn to proceed back out on to N.Pearl via Healey Terrace from which the highway is merely a U Turn. With no stop signs on either Carrlyn Road nor Healey Terrace, cars tend to speed down this road. I suspect that with a "market rate complex" or any multi-unit housing on this stretch of N.Pearl Street by which residents would need to take a left onto congested Pearl Street to access the highway, they would quickly learn the shortcuts through our quiet neighborhood. At the time, my three children were elementary age and I was concerned that the added traffic would stop them from being able to ride their bicycles, play with their friends, wait for the school bus, etc. Now that my children are adults, I am concerned for the growing number of children on our street who ride their bikes, play with their friends and gather for the school bus, which is why I'm sure their parents PURCHASED their homes here, just as my husband and I did nearly 20 years ago. Even before the proposed housing, cut-through traffic on Carrlyn & Healey are a major concern. With "market-rate housing" I'm sure the convenience to route 24 will draw many Boston/Providence commuters to this area.

The next concern was the history of multi-family units being built in Brockton for one purpose and ultimately being used for less desirable purposes. I am a fourth generation Brocktonian who has seen the good intentions of the city take a turn for the worst.

Ultimately, this land was purchased by Village Pediatrics who met with the neighbors, listened to our concerns and has been a fantastic neighbor as far as I can see. Business is conducted during normal business hours and there is no impact on the neighborhood outside of those hours.

I understand that the Braemoor Nursing Facility building has become a blight on the area but I am not convinced that another apartment building would be the answer for this area. The concerns we had in the past have not changed with time. The proposal mentioned above as well as the proposal at the Braemoor site would only allow one entrance/exit to and from the property and cannot be changed, making traffic flow onto N. Pearl from such a densely populated project an important concern. I am also concerned about the added number of children who would be attending the Hancock School. Will this put an added burden on the schools as well? This was not necessarily an issue with the above proposed project but can become a huge issue with the current proposal. So, as far as a zoning overlay is concerned, I would discourage it.

As a side note from last night's meeting, when asked, the gentleman from Wood Properties stated that they develop, maintain and manage their properties and do not "flip". Then a little later on, when asked about their Walpole project and whether or not the members of the board could do a site visit, he stated that they no longer managed this property. I thought it was interesting that no one brought up the discrepancy from his prior statement. This is not necessarily relevant to the proposed zoning overlay but an observation as to what we are sold and what we ultimately receive.

Thank you for taking the time to review our concerns on this matter

Bob & Beth Boucher



Pamela Gurley &lt;pgurley@cobma.us&gt;

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**THE BRAEMOOR PROPOSAL/ZOOM MEETING ON 6-16-20**1 message

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**Ron DiMarzio** <radimarzio42@gmail.com>

Wed, Jun 17, 2020 at 11:12 AM

To: tcrulse@cobma.us, planning@cobma.us, Paul Ware &lt;pwrrpaul@comcast.net&gt;, kris.minshall@comcast.net

I will take this opportunity to first extend my gratitude and compliments to Bob Pelaggi and Rob May for their professional decorum, respect and competence they demonstrated during last night's Zoom meeting.

As for the responses from the representatives from Wood Associates and the firm that did the traffic study, I found their respective responses "robotic" and boiler-plate.

All of them generalized with sweeping terms and phrases to opine on the project's impact on the property values and lives of Brockton Heights' residents. This was particularly in evidence by the traffic engineers.

I found it interesting and troubling as well that Mr. Lambert essentially refused to answer the "how much will rent be" question. That information surely exists in the evaluation of profits and revenue that would be derived by the project. And, of course, they didn't seem to have a clear idea of the terms "market rate" vs. "what the market will bear".

One gentleman-Jeffrey, I believe, used words and terms such as "traffic monitoring", "mitigate" (not the same as correct or solve), "stabilized", and "significant". Who, exactly, determines how these words define the immediate and long-term effects of this project. They surely don't live in this neighborhood!

One of the more egregious opinions came from Mr. Kelly, who stated, and I paraphrase, that "he doesn't think Carrlyn Rd. and Healy Terrace will be 'cut-throughs', as drivers will be delayed by STOP signs. Guess what-there are NO STOP SIGNS before Carrlyn Road and Healy Terrace connect! This statement further attests to the inadequacy and deficiency of the traffic engineers' study-they never monitored these streets.

Please extend these concerns to whomever should be privy to them and, with thanks, I remain...

Respectfully,

Ron DiMarzio

27 Carrlyn Road

Brockton, MA 02301

Cell; 508-397-9819

Home; 508-587-0522



## **Concerns about N. Pearl Street Project.**

**1. What is the proposed project commencement and projected end date?**

**2. Parking Lot**

**Parking will be right at the property line of my 17 Albany Street property. My bedroom has a large 6x6 ft picture window which will be facing parking lot-- not to mention, a 2nd bedroom, main bathroom, kitchen and dining room. Abutters along Pleasant all have garages blocking parking lot from their properties, but those on Albany Street do not. Of all the Albany Street properties mine at #17 has the most backyard border abutting the proposed development – all my 127 feet of backyard is abutting the N. Pearl Street Project. Cars coming in and out at all hours at night and early morning will be shining headlights into my windows.**

**--Garages needed along my 17 Albany Street property.**

**--How are they going to ensure that that lighting not overspill onto adjacent properties?**

**3. Retaining wall**

- a. Concerned about the elevation of the retaining wall abutting the Albany Street properties? What will be the height of the retaining wall bordering abutting homes on Albany Street?**
- b. What are the specifics for the “block” used for the retaining wall?**

4. **Stormwater management -- What provision are being made for run off water at the rear of the N. Pearl Street Property? Catch basins? Proposal says "systems shall be designed to incorporate "best management practices" as prescribed by Mass Dept. of Environmental Protection. What does this mean?**
5. **Sewer -- Will there be any work done on the sewer lines going through my 17 Albany Street property? Will this sewer be for the whole 195 apartments be going through that line?**

#### **6. Incinerator**

**What does Incinerator mean? Burning trash? Trash Compactor? Dumpster? There will be constant traffic from tenants going to the incinerator/dumpster. Location is extremely close to abutters on Albany Street - #11 Albany is only 35 feet away from incinerator. My house is slightly further away. Also concerned with smell, rodents as well as well as the noise the truck makes coming to pick up trash, which is usually at very early hours of the morning, and, and how often will trash pick-up be.**

**Looks like there is just one incinerator proposed. Doesn't seem like enough for approx. 200 families and bad location for about 4 abutters.**

**--Why can't incinerator be put up at top of N. Pearl Street in the overflow parking lot which is near a commercial building and not abutting the residential housing.**

## **7. Boom to the economy of Brockton**

**You and the developer are presenting this project as a boom to Brockton. In reality, creating a 200-family, 4 story, deemed luxury apartment complex crammed into a small space, how is this an improvement to the abutters?**

**The project will create more taxes for Brockton and proposed improvements to Hancock Park. What compensation do the abutters receive?**

- 1. We will all be losing our backyards for a period of time until the completion of the projects. Construction noise, trucks, machinery, etc.**
- 2. As far as property values for the abutters. I can only see property values going down, not up. Who would want to buy a house with a 4-story apartment building, almost 200 families literally in their backyard.**
- 3. I also don't see Brockton as a destination for those wanting luxury apartments. What happens when the economy turns around? I can only see section-8 housing in the future being incorporated when the luxury market dries up.**

**Thomas Psilekaris <tomdp@comcast.net>**

## **Zoning Change - 34 N. Pearl St. & 48 N. Pearl St.**

To planning@cobma.us <olanning@cobma.us>

**To: Members of the Planning Board**

**From: Tom Psilekaris  
40 Bower Ave.  
Brockton, MA 02301**

As a 30 year resident in this great neighborhood located in the Brockton Heights near the intersection of North Pearl and Pleasant St., I am strongly opposed to the proposed zoning change. As it is now, we have a serious problem with traffic jams on North Pearl St. and people bypassing and cutting through our streets in order to avoid the traffic lights at the Pleasant

and North Pearl St. intersection. They don't stop at the Stop Signs and speed through. By adding another 200 - 300 automobiles going in and out of the proposed development each day will be a horrendous problem for all of us here.

For your information, there is a strong opposition from all the residents here and I would respectfully request your most thoughtful consideration in your decision in order to benefit and preserve our neighborhood.

We have elderly people in this neighborhood for 30, 40 years who either don't have a computer or don't know how to use one but they are paying their taxes. How will these people be represented on these on line meetings? Also, the fact that our Ward 1 Councilor Tim Cruise

is not responding to any of our calls, makes it more difficult and frustrating for all of us to effectively present our case.

We all want to be heard in a live presentation to properly express our concerns and positions

rather than this rushed up inefficient on line viewing.

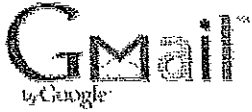
Thank you for your time.

Respectfully,

Tom Psilekaris  
508-588-7092

6/16/2020

City of Brockton Mail - Zoning change- Proposed N. Pearl St. Overlay District Property: 34 & 48 N. Pearl Street



Pamela Gurley <pgurley@cobma.us>

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## Zoning change- Proposed N. Pearl St. Overlay District Property: 34 & 48 N. Pearl Street

1 message

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Stephen R Morris <smorris@mit.edu>

Mon, Jun 15, 2020 at 5:47 PM

To: "planning@cobma.us" <planning@cobma.us>, "lchoatemorris@msn.com" <lchoatemorris@msn.com>

Cc: "tcruise@cobma.us" <tcruise@cobma.us>

Good afternoon,

Condition for the past 40+ years was a nursing and rehab facility with minimal employee and visitor parking @ 38 N. Pearl.

An attorney's office 2 or 3 cars per day @ 48 N. Pearl Street

The only disruption was the occasional ambulance to the nursing home.

These locations are 200 yards from my front door where My wife and I have lived for 39 years.

Neighborhood preference would be a similar facility to Braemoor and a professional office Like the existing or an over 55 community of renters with live in management (i.e. Queset on The Pond in Easton), townhouses or condominiums where ownership creates the vested interest every single existing resident of the neighborhood now adheres to.

The neighborhood I am referring to is the island of Carrylan Road and Pleasant Street to Pleasant and Pearl Street to Healey Terrace and Pearl Street.

The proposal is for market based rental (196 units) and 300 parking spaces.

This would double the population (400-600 added ) and more than double the motor vehicles (300 added).

I guess to equivocate we might envision dropping another home right next to every existing house.

On Nylan Road we get the traffic avoidance of the Pearl and Pleasant traffic light which results in a right turn directly opposite the entrance to 38 N. Pearl.

Carrylan Road to Healey Terrace is a race track in the morning and the reverse in the evening is even worse as an avoidance of the Pearl and Pleasant Street lights. This will increase exponentially with the entrance and exit of vehicles to the proposed facility.

6/16/2020

City of Brockton Mail - Zoning change- Proposed N. Pearl St. Overlay District Property: 34 & 48 N. Pearl Street

Market rate Housing is an interesting phrase that I have a few questions about.

Is there an assigned minimum dollar value to 1 bedroom, 2 bedroom and 3 bedroom apartments?

Will there be city, state or federal subsidy of any kind associated with rentals?

Will occupancy dictate a lowering of rate or trigger any of the above mentioned subsidies?

Once the builders get their money and the initial boom of renting is completed what guarantees of maintaining standards are in place and for how long?

Should this all happen we are going to need a tremendous amount of study and action to mitigate the speed and avoidance that could overwhelm our happy neighborhood.

Sincerely,

*Stephen R. Morris*

Stephen R. Morris

*Laurie Choate Morris*

Laurie Choate Morris

16 Nylan Road, Brockton



6/16/2020

City of Brockton Mail - Zoning change- Proposed N. Pearl St. Overlay District Property: 34 & 48 N. Pearl Street



Pamela Gurley &lt;pgurley@cobma.us&gt;

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**Re: June 17, 2020 City Ordinance Mtg Brockton, MA**

1 message

Tim &lt;tim@greenmonsterguy.com&gt;

Tue, Jun 16, 2020 at 7:12 AM

To: Kris Minshall &lt;kris.minshall@comcast.net&gt;

Cc: sresnick@cbglawfirm.com, planning@cobma.us, pwrpaul@comcast.net, rjcre@aol.com, radimarzio42@gmail.com, deaniri@cobma.us, jlally@cobma.us, jthompson@cobma.us, mrodrigues@cobma.us, rmendes@cobma.us, snicastro@cobma.us, lcardoso@cobma.us, tcruise@cobma.us, wfarwell@cobma.us, jmessia@cobma.us, thomasmonahan@comcast.net, rinaldocanal@yahoo.com, sasack@cobma.us

Sent from my iPhone 8

On Jun 15, 2020, at 6:02 PM, Kris Minshall <kris.minshall@comcast.net> wrote:

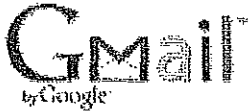
To Whom It May Concern.

It has come to my attention that after my phone call to the Mayors office and other neighbors emails inquiring to why the City Ordinance agenda with Zoom link was not posted, the Wed, June 17, 2020 City Ordinance Meeting in the City of Brockton had it's agenda finally posted today. This was done exactly 48 hours before the meeting, barely getting in under the Open Meeting Law requirements and there is no Zoom link posted. As I never received a call back from Jensen in the Mayors office or from our Ward 1 councilor, I am requesting an invitation to this Zoom meeting. I am an abutter to the N. Pearl Street project and I now feel that it is imperative that I attend this meeting since this feels once again as if this project is being pushed through without residents being aware of when the meetings are so that there will be no resident input.

I have numerous neighbors who are seniors and are not comfortable with finding these various links hidden somewhere on the City's website and they are appalled that the meetings are being held in this manner. Now I have to explain to them that they cannot just go on the city's website and click a Zoom link in order to have their opinion heard as I have been explaining to them and that they have exactly 48 hours to email and request an invitation. Therefore, I am requesting an invitation to make sure that at least some of us can be heard.

Thank you and I await your response.

Kris Minshall  
31 Nylan Road  
Brockton, MA 02301



Pamela Gurley &lt;pgurley@cobma.us&gt;

## June 17, 2020 City Ordinance Mtg Brockton, MA

1 message

Tim Almeida &lt;Timothy.Almeida@phillipsnet.com&gt;

Tue, Jun 16, 2020 at 7:39 AM

To: "sresnick@cbglawfirm.com" <sresnick@cbglawfirm.com>, "planning@cobma.us" <planning@cobma.us>, "pwrpaul@comcast.net" <pwrpaul@comcast.net>, "rjcre@aol.com" <rjcre@aol.com>, "radimarzio42@gmail.com" <radimarzio42@gmail.com>, "deaniri@cobma.us" <deaniri@cobma.us>, "jlally@cobma.us" <jlally@cobma.us>, "jthompson@cobma.us" <jthompson@cobma.us>, "mrodrigues@cobma.us" <mrodrigues@cobma.us>, "rmendes@cobma.us" <rmendes@cobma.us>, "snicastro@cobma.us" <snicastro@cobma.us>, "tcardoso@cobma.us" <tcardoso@cobma.us>, "tcruise@cobma.us" <tcruise@cobma.us>, "wfarwell@cobma.us" <wfarwell@cobma.us>, "jmessia@cobma.us" <jmessia@cobma.us>, "thomasmonahan@comcast.net" <thomasmonahan@comcast.net>, "rinaldocanal@yahoo.com" <rinaldocanal@yahoo.com>, "sasack@cobma.us" <sasack@cobma.us>, "kris.minshall@comcast.net" <kris.minshall@comcast.net>

To Whom it May Concern,

I am formally requesting access to the Zoom meeting on June 17<sup>th</sup> regarding the North Pearl Street apartment project.

I am very disappointed with the way this project has been communicated to myself and all of the people in my neighborhood who will be directly affected by this project. We have had zero communication from the city about the project and hunting down the Zoom meeting links has been time consuming and frustrating.

Numerous calls from my wife and surrounding neighbors have gone unanswered and our elected officials (Tim Cruise specifically) have let this neighborhood down. The city is projecting a message that our opinion is not needed or wanted, and that this project is a "done deal". The only communication that was sent to us was from the developer, and that was filled with embellishments and inaccurate statements.

We are proud Brockton residents of 20 years and we are extremely disappointed and concerned about this project.

I look forward to your reply.

Tim Almeida

31 Nylian Rd



Pamela Gurley &lt;pgurley@cobma.us&gt;

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**Zoning change- Proposed N. Pearl St. Overlay District Property: 34 & 48 N. Pearl Street**1 message

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**Stephen R Morris** <smorris@mit.edu>

Mon, Jun 15, 2020 at 5:47 PM

To: "planning@cobma.us" &lt;planning@cobma.us&gt;, "lchoatemorris@msn.com" &lt;lchoatemorris@msn.com&gt;

Cc: "tcruise@cobma.us" &lt;tcruise@cobma.us&gt;

Good afternoon,

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The only disruption was the occasional ambulance to the nursing home.

These locations are 200 yards from my front door where My wife and I have lived for 39 years.

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I guess to equivocate we might envision dropping another home right next to every existing house.

On Nylan Road we get the traffic avoidance of the Pearl and Pleasant traffic light which results in a right turn directly opposite the entrance to 38 N. Pearl.

Carrylan Road to Healey Terrace is a race track in the morning and the reverse in the evening is even worse as an avoidance of the Pearl and Pleasant Street lights. This will increase exponentially with the entrance and exit of vehicles to the proposed facility.

Market rate Housing is an interesting phrase that I have a few questions about.

Is there an assigned minimum dollar value to 1 bedroom, 2 bedroom and 3 bedroom apartments?

Will there be city, state or federal subsidy of any kind associated with rentals?

Will occupancy dictate a lowering of rate or trigger any of the above mentioned subsidies?

Once the builders get their money and the initial boom of renting is completed what guarantees of maintaining standards are in place and for how long?

Should this all happen we are going to need a tremendous amount of study and action to mitigate the speed and avoidance that could overwhelm our happy neighborhood.

Sincerely,

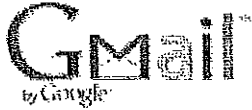
*Stephen R. Morris*

Stephen R. Morris

*Laurie Choate Morris*

Laurie Choate Morris

16 Nylan Road, Brockton



Pamela Gurley &lt;pgurley@cobma.us&gt;

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**June 17, 2020 City Ordinance Mtg Brockton, MA**1 message

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Kris Minshall &lt;kris.minshall@comcast.net&gt;

Mon, Jun 15, 2020 at 6:02 PM

Reply-To: Kris Minshall &lt;kris.minshall@comcast.net&gt;

To: sresnick@cbglawfirm.com

Cc: planning@cobma.us, pwrpaul@comcast.net, rjcre@aol.com, radimarzio42@gmail.com, deaniri@cobma.us, jlally@cobma.us, jthompson@cobma.us, mrodrigues@cobma.us, rmendes@cobma.us, snicastro@cobma.us, tcardoso@cobma.us, tcruise@cobma.us, wfarwell@cobma.us, jmessia@cobma.us, thomasmonahan@comcast.net, rinaldocanal@yahoo.com, sasack@cobma.us, tim@greenmonsterguy.com

To Whom It May Concern.

It has come to my attention that after my phone call to the Mayors office and other neighbors emails inquiring to why the City Ordinance agenda with Zoom link was not posted, the Wed, June 17, 2020 City Ordinance Meeting in the City of Brockton had it's agenda finally posted today. This was done exactly 48 hours before the meeting, barely getting in under the Open Meeting Law requirements and there is no Zoom link posted. As I never received a call back from Jensen in the Mayors office or from our Ward 1 councilor, I am requesting an invitation to this Zoom meeting. I am an abutter to the N. Pearl Street project and I now feel that it is imperative that I attend this meeting since this feels once again as if this project is being pushed through without residents being aware of when the meetings are so that there will be no resident input.

I have numerous neighbors who are seniors and are not comfortable with finding these various links hidden somewhere on the City's website and they are appalled that the meetings are being held in this manner. Now I have to explain to them that they cannot just go on the city's website and click a Zoom link in order to have their opinion heard as I have been explaining to them and that they have exactly 48 hours to email and request an invitation. Therefore, I am requesting an invitation to make sure that at least some of us can be heard.

Thank you and I await your response.

Kris Minshall  
31 Nylan Road  
Brockton, MA 02301



Rob May <rmay@cobma.us>

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**Traffic concerns - Old Braemoor Facility/ Healey Ter. & Carrlyn Rd.**

1 message

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**Carline Mathe** <mathecarline@gmail.com>  
To: planning@cobma.us, tcruise@cobma.us

Thu, Jun 11, 2020 at 3:20 PM

Dear Rob and Tim,

My name is Carline Mathe and I've been a resident of Healey Terrace for over 20 years. I'm writing this note to voice my concerns and to draw your attention to an important matter. As a mother of two children, the amount of traffic we have seen lately on our street is of grave concern. Throughout the day, particularly during the morning and evening rush hours, vehicles travel through Healey Terrace at high speed when children are in the streets riding their bikes. I believe this can eventually lead to a potential disaster. I find that the majority of these vehicles are not residents of Healey Terrace or Carrlyn Road. They utilize these streets to avoid the traffic lights at the intersection of North Pearl and Pleasant Streets. I also believe this will be more of a problem when the apartment complexes are built at the old Braemoor facility. Traffic will become heavier when residents begin to occupy the complex and as a result will become detrimental for our street. While our residents have expressed their concerns before regarding this matter and the city has previously installed speeding monitors, however, this was only a temporary solution and did not solve the problem. Although the Covid-19 shutdown has slowed the traffic down a bit, our economy is beginning to open up, and the traffic has started back up again. Reckless driving of vehicles is putting the lives of our children and older residents who live on Healey Terrace and Carrlyn Road in grave danger. I'm requesting that you please take action on this matter immediately and to look into ways to find a permanent solution to severely reduce the traffic on our streets so our residents, particularly our children will feel safe when crossing and riding their bikes on our streets. I appreciate your attention to this matter.

Thank you,  
Carline Mathe  
125 Healey Terrace, Brockton, MA



Rob May <rmay@cobma.us>

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**Re: 34-48 North Pearl Street project traffic implications**

1 message

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Kris Minshall <kris.minshall@comcast.net>

Thu, Jun 11, 2020 at 2:44 PM

To: Paul Ware <pwrpaul@comcast.net>

Cc: rmay@cobma.us, Ron DiMarzio <radimarzio42@gmail.com>, rjcre@aol.com, wfarwell@cobma.us, mrodrigues@cobma.us, tcardoso@cobma.us, rmendes@cobma.us, tcruise@cobma.us, thomasmonahan@comcast.net, deaniri@cobma.us, snicastro@cobma.us, jthompson@cobma.us, jlally@cobma.us, sasack@cobma.us, gerardcassidy@mahouse.gov, michaelbrady@masenate.gov, clalircronin@mahouse.gov, jplouffe@cobma.us

Paul and Rob,

Agreed, if we get to the point where we are forced to be burdened with all these new residents along with the additional traffic they will bring, then measures like these will definitely be needed. I feel we would need similar signage at the ends of Nylan Road and Alandale Ave. because if they are not allow to "cut-through" Healey and Carrlyn due to new signage then I feel the default will be to use Alandale and Nylan and with the number of little kids on these streets that is just and accident and/or lawsuit in the making.

Kris Minshall

Sent from my iPhone

On Jun 11, 2020, at 10:06 AM, Paul Ware <pwrpaul@comcast.net> wrote:

Rob,

In addition to my previous comments about the flawed and inadequate Traffic Impact Assessment conducted by Wood Partners and reviewed by BETA Group, I would like to add the following comments regarding how the traffic situation I previously described on Healey Terrace and Carrlyn Road, as well as the other affected side streets, could be mitigated, if by some chance this project actually moves forward.

Here are the various possible scenarios that could be implemented, in what I consider to be a priority order:

Priority #1

- Signage at the intersection of Healey Terrace and North Pearl Street to indicate that Healey Terrace is a "Residents Only" street and "No through traffic" is allowed.
- Signage at the intersection of Carrlyn Road and Pleasant Street to indicate that Carrlyn Road is a "Residents Only" street and "No through traffic" is allowed.
- Installation of a stop sign northbound on Carrlyn Road at the intersection with Cashman Road.
- Installation of a stop sign southbound on Healey Terrace at the intersection with Cashman Road.

Priority #2

- Signage at the intersection of Healey Terrace and North Pearl Street to indicate that "No left turn" is allowed onto Healey Terrace from 6 to 10 am and from 3 to 7 pm.
- Signage at the intersection of Carrlyn Road and Pleasant Street to indicate that "No right turn" is allowed onto Carrlyn Road from 6 to 10 am and from 3 to 7 pm.
- Installation of a stop sign northbound on Carrlyn Road at the intersection with Cashman Road.
- Installation of a stop sign southbound on Healey Terrace at the intersection with Cashman Road.



### Priority #3

- Signage at the intersection of Healey Terrace and North Pearl Street to indicate that Healey Terrace is a "Residents Only" street and "No through traffic" is allowed.
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- Installation of a "speed table" both northbound on Carrlyn Road and southbound on Healey Terrace at the intersection of Cashman Road.

### Priority #4

- Signage at the intersection of Healey Terrace and North Pearl Street to indicate that "No left turn" is allowed onto Healey Terrace from 6 to 10 am and from 3 to 7 pm.
- Signage at the intersection of Carrlyn Road and Pleasant Street to indicate that "No right turn" is allowed onto Carrlyn Road from 6 to 10 am and from 3 to 7 pm.
- Installation of a "speed table" both northbound on Carrlyn Road and southbound on Healey Terrace at the intersection of Cashman Road.

In addition to the above alternatives for Healey Terrace and Carrlyn Road, similar scenarios could be implemented on Nylan Road, Alandale Avenue, Bower Avenue, Cashman Road and Lovett Avenue.

Please let me know any questions.

Thanks, Paul Ware

161 Healey Terrace



Rob May <rmay@cobma.us>

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## 34-48 North Pearl Street project traffic implications

1 message

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Paul Ware <pwrpaul@comcast.net>

Thu, Jun 11, 2020 at 10:06 AM

To: rmay@cobma.us

Cc: kris.minshall@comcast.net, Ron DiMarzio <radimarzio42@gmail.com>, rjcre@aol.com, wfarwell@cobma.us, mrodrigues@cobma.us, tcardoso@cobma.us, rmendes@cobma.us, tcruise@cobma.us, thomasmonahan@comcast.net, deaniri@cobma.us, snicastro@cobma.us, jthompson@cobma.us, jlally@cobma.us, sasack@cobma.us, gerardcassidy@mahouse.gov, michaelbrady@masenate.gov, clalircronin@mahouse.gov, jplouffe@cobma.us

Rob,

In addition to my previous comments about the flawed and inadequate Traffic Impact Assessment conducted by Wood Partners and reviewed by BETA Group, I would like to add the following comments regarding how the traffic situation I previously described on Healey Terrace and Carrlyn Road, as well as the other affected side streets, could be mitigated, if by some chance this project actually moves forward.

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- Installation of a "speed table" both northbound on Carrlyn Road and southbound on Healey Terrace at the intersection of Cashman Road.

In addition to the above alternatives for Healey Terrace and Carrlyn Road, similar scenarios could be implemented on Nylan Road, Alandale Avenue, Bower Avenue, Cashman Road and Lovett Avenue.

Please let me know any questions.

Thanks, Paul Ware

161 Healey Terrace



Rob May <rmay@cobma.us>

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**Re: 34-48 North Pearl Street project traffic implications**

1 message

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Ron DiMarzio <radimarzio42@gmail.com>

Thu, Jun 11, 2020 at 2:16 PM

To: Paul Ware <pwrpaul@comcast.net>

Cc: rmay@cobma.us, kris.minshall@comcast.net, rjcre@aol.com, wfarwell@cobma.us, mrodrigues@cobma.us, tcardoso@cobma.us, rmendes@cobma.us, tcruise@cobma.us, thomasmonahan@comcast.net, deaniri@cobma.us, snicastro@cobma.us, jthompson@cobma.us, jlally@cobma.us, sasack@cobma.us, gerardcassidy@mahouse.gov, michaelbrady@masenate.gov, clalircronin@mahouse.gov, jplouffe@cobma.us

Great articulation and insights, Paul; we are in total agreement. Traffic to our respective homes will be unbearable, as it will be to all residents in our neighborhood. Bill Healy would be a spokesperson for all of us as well. There are at least 4 police officers who live by us and who may not be able to speak up.

Sent from my iPhone

On Jun 11, 2020, at 10:06 AM, Paul Ware <pwrpaul@comcast.net> wrote:

Rob,

In addition to my previous comments about the flawed and inadequate Traffic Impact Assessment conducted by Wood Partners and reviewed by BETA Group, I would like to add the following comments regarding how the traffic situation I previously described on Healey Terrace and Carrlyn Road, as well as the other affected side streets, could be mitigated, if by some chance this project actually moves forward.

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In addition to the above alternatives for Healey Terrace and Carrlyn Road, similar scenarios could be implemented on Nylan Road, Alandale Avenue, Bower Avenue, Cashman Road and Lovett Avenue.

Please let me know any questions.

Thanks, Paul Ware

161 Healey Terrace



Rob May <rmay@cobma.us>

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## N. Pearl Street Development

1 message

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Kris Minshall <kris.minshall@comcast.net>

Mon, Jun 8, 2020 at 10:03 AM

Reply-To: Kris Minshall <kris.minshall@comcast.net>

To: planning@cobma.us, tcruise@cobma.us

Cc: pwrpaul@comcast.net, rjcre@aol.com, radimarzio42@gmail.com

June 8, 2020

Dear Mr. Cruise and Mr. May,

My husband and I have been residents on Nylan Road for 21 years and we are writing to make the Planning Board and City Councilor members aware of our displeasure with the proposed High Density zoning overlay at the former Braemoor and Attorney Burke properties. I have spoken with Rob May directly about this matter and have left unreturned messages for Mr. Cruise, so I feel it is important that I put this all in writing to the Boards.

I moved to Brockton in 1999 as I had my real estate appraisal business here and I wanted to support this city. I specifically chose Brockton Heights to live because everything that was not a single family residential lot was small commercial with primarily medical buildings that were uninhabited at the end of the business day. When my husband and I got married he agreed that this was a beautiful and quiet neighborhood so we stayed, when I closed my business after my partners MS diagnosis we stayed. We do not want any high density apartments in this location and do not want to feel pushed out of our neighborhood. With rental properties there is no sense of ownership, therefore the property will not be taken care of in the same manner and will change the entire neighborhood. We feel that the property should be utilized for the current zoning, small commercial or residential homes.

We also feel that this is being done much too quickly during the Coronavirus pandemic. Many of the residents of this neighborhood are seniors who are not comfortable with Zoom meetings and are horrified that this is going on without them being able to be at meetings to voice their displeasure. The communication to the residents has been unacceptable and this entire project has a feel that it is being "pushed through".

We have numerous cars every day that cut through our streets at a high rate of speed to avoid the light at Pleasant Street and N. Pearl. Despite what the flawed traffic study indicates, it's obvious to anyone that it will only increase if you add 196 apartments which could have 400-500 people directly across from Alandale Ave. Where would the overflow of cars be expected to park as there are only 298 parking spaces? We have several families that have moved in in the last few years who have young children and the thought of that many rental units and their cars either parking overnight on our street or cut through our neighborhood to avoid the light is very concerning.

We would appreciate it if our concerns were made aware to the Planning Board and the rest of the City Council.

Kris Minshall & Timothy Almeida  
31 Nylan Road



Rob May <rmay@cobma.us>

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## Building development

1 message

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**Alexandre Almeida** <alexsueiro@hotmail.com>  
To: "planning@cobma.us" <planning@cobma.us>

Sun, Jun 7, 2020 at 9:44 AM

Dear mr Rob May, my name is Alex Almeida I live at

Alexandre Almeida I live at Carrlyn road in Brockton and I am against the new building plans at the N Pearl st.

Thanks

Alex Almeida

### **Narrative for feedback form on coUrbanize website**

Date: June 7, 2020

From: Paul Ware & Susan Westhaver, 161 Healey Terrace

On June 6<sup>th</sup>, 2020, I personally visited the homes of 21 residents on Healey Terrace and Carrlyn Road. In addition, for another 19 residents not at home at the time, I left information on the 34-48 N. Pearl Street apartment complex development project in their mailbox.

Almost without exception, the residents I talked to voiced their opposition to this project's development. Reasons given included the following:

- The project will create structures that will be totally different and obtrusive to the appearance of the surrounding area where there are no multi-floor buildings. The property should be utilized for either residential homes or small commercial businesses in keeping with the current zoning.
- This apartment rental project will attract more transient occupants and thus will create a totally different demographic than the current demographic of the surrounding area which is standalone homes and small businesses. This will include occupants for whom a "pride of home ownership" attitude will not exist. This could potentially lead to a higher level of poor maintenance of the property and crime in the surrounding community.
- With almost 200 apartments, there may not be adequate parking on site for all occupants' vehicles. This could lead to parking in unauthorized locations adjacent to the property and perhaps on N. Pearl Street.
- Substantially more vehicle traffic will occur on N. Pearl Street and at the N. Pearl/Pleasant streets intersection, leading to an increase in delays for local traffic and current through traffic, especially during morning and afternoon rush hours and also especially for current residents on ALL side streets of N. Pearl Street between the N. Pearl/Pleasant streets intersection and the Route 27 intersection.
- Traffic on Healey Terrace and Carrlyn Road will also increase dramatically because vehicles will use these streets (as they do now !) to bypass the N. Pearl/Pleasant streets intersection in BOTH directions, especially during the daily rush hours. This will create an increased hazardous condition on these streets due to the higher vehicular volume AND the inevitable speeding of these vehicles on these streets. For additional feedback on this traffic issue, please refer to my other separate feedback regarding the flawed and inadequate Traffic Impact Assessment that has been published.
- Increased traffic bypassing the N. Pearl/Pleasant streets intersection may also occur on Nylan Road and Alandale Avenue, as well all the other side streets off of N. Pearl Street.
- As a result of the above, current home valuations could potentially decrease and perceptions of potential buyers of homes in the surrounding area could be negatively influenced resulting in unknown losses to sellers.

All of the above feedback must be considered by the Planning Board and City Council during the public hearings and meetings involving this proposed project.





Rob May <rmay@cobma.us>

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## Braemore Nursing Home Development

1 message

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rjcre via Planning <planning@cobma.us>

Sat, Jun 6, 2020 at 7:01 PM

Reply-To: rjcre@aol.com

To: "planning@cobma.us" <planning@cobma.us>, "tcruise@cobma.us" <tcruise@cobma.us>

Dear Mr. May and Mr. Cruise

It has been brought to my attention about the development of this area. I have lived on Healey Terrace for over thirty years and have enjoyed the area

as to the quiet and residential living. I have serious concerns about this development as to the traffic and number of units being built. This project will put a massive apartment complex right next to Pearl Street. I visited the one in East Walpole and the four story buildings will consume an enormous amount of land. This complex will consume the entire Pearl Street section and destroy the looks of this area. The homes that abut this area will take a massive hit in value. The traffic pattern is also not designed for such a facility. This is a residential area and is only design for certain small commercial properties. We cannot allow the development of this massive apartment complex. We moved and stayed in this area because of the very quiet surrounding. This area is not design for a massive apartment complex let alone adding 400+ people and 300+cars to this area. These are exactly the projects that have put a massive strain on all the resources of this city and does not add to the value of living here. I am sure there are other developers that can make use of this property for certain small businesses.

PLEASE do not give this project your approval.

I would like to meet with you at your convenience and discuss this unsupported project from all our neighbors.

Thank You

Ray Creeden

120 Healey Terrace

Brockton, MA 02301



Rob May <rmay@cobma.us>

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## Zoning change Proposal (34 & 48 North Pearl St.)

1 message

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Carrie <carrie.ruit@gmail.com>  
To: planning@cobma.us

Sat, May 30, 2020 at 2:55 PM

Dear City Planner,

I am a resident of Nylan Road, Brockton located just off of North Pearl Street. I am highly concerned that a very large apartment complex is slated to be built by Wood Partners at the former site of the Braemoor Nursing home. This type of structure does not belong in this neighborhood.

My first and foremost concern is traffic. Nylan Road is a very short road consisting of only 10 residences. As it is we currently have reckless drivers constantly using our road as a shortcut to avoid the North Pearl traffic light (I believe you had this looked into and did not observe what we see on a daily basis now that I am working from home). My young children often have to be very wary of these drivers as they ride their bikes in our neighborhood. If this apartment complex moves forward our streets will only become more dangerous. The children in this neighborhood must walk to school, because of the proximity to Hancock Elementary School busses are not provided. We deal with cars that do not even adhere to the crossing guard who helps children cross the North Pearl traffic light. I see this problem getting exponentially worse if you allow this many apartments to be constructed.

Brockton has other spaces where a complex of this size would be a better fit. Downtown Brockton already has large buildings that should be reconstructed to serve this purpose. The MBTA Commuter rail is readily available there making it an ideal spot to attract renters. It would better serve our community to turn the space at Braemoor into a veterans home or to a quality elderly care facility which in these times we all see is a very important part of a community.

Please reconsider your support of this project.

Sincerely,

Carrie Ragion



Rob May <rmay@cobma.us>

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**RE: Braemoor site apartments**

1 message

**Paul Ware** <pwrpaul@comcast.net>

Fri, May 29, 2020 at 4:06 PM

To: Rob May <rmay@cobma.us>

Cc: Timothy Cruise <tcruise@cobma.us>, planning@cobma.us, gracie2222@comcast.net

Thanks, Rob. Appreciate your replies.

Will be sure to attend the June 16<sup>th</sup> Planning Board meeting.

I didn't realize the TIA review was not complete. I thought Beta had already finished its review. But will await that final review.

Paul

**From:** Rob May <rmay@cobma.us>

**Sent:** Friday, May 29, 2020 1:08 PM

**To:** Paul Ware <pwrpaul@comcast.net>

**Cc:** Timothy Cruise <tcruise@cobma.us>; planning@cobma.us

**Subject:** Re: Braemoor site apartments

Mr. Ware,

Below are the answers to your questions.

1. Will the residents of Healey Terrace and the surrounding streets such as Carrlyn, Lovett, Cashman, Bower, Allandale and Nyland ALL be involved and notified as this project progresses as to meetings and the availability of documents? Public Hearings initiated by the City or City Council are noticed in the local newspaper of record, the Enterprise, as well as physical copy posted by the City Clerk with an electronic copy on the City's website. As of today, the Planning Board will be holding its Public Hearing on the proposed zoning and the proposed Housing Development Incentive Plan (HDIP) district on Tuesday, June 16, 2020 at 6:00 pm on ZOOM. Registration information will be posted on the City's web page.
2. Is the traffic impact report finished now and being reviewed? The traffic Impact Analysis has been submitted to the Planning Board and referred to its third party reviewer, the Beta Group. Is that report available for the residents to see prior to the review being finished? A copy of BETA's analysis will be posted when complete.
3. As I mentioned below about the traffic/speeding concern that already exists on Healey Terrace, does the traffic report include that concern and the action that was taken last year? I will make sure that BETA and the Planning Board have a copy of your email.

Rob

Rob May, CEcD  
Director of Planning and Economic Development  
City of Brockton  
45 School Street  
Brockton, MA 02301  
508-580-7113  
rmay@cobma.us  
He/Him/His



On Tue, May 26, 2020 at 4:58 PM Paul Ware <pwrpaul@comcast.net> wrote:

Many thanks for getting back to me so fast, Rob. I appreciate it.

I'll review the information at those websites as soon as I can.

Just a couple of questions:

Will the residents of Healey Terrace and the surrounding streets such as Carrlyn, Lovett, Cashman, Bower, Allandale and Nyland ALL be involved and notified as this project progresses as to meetings and the availability of documents?

Is the traffic impact report finished now and being reviewed? Is that report available for the residents to see prior to the review being finished?

As I mentioned below about the traffic/speeding concern that already exists on Healey Terrace, does the traffic report include that concern and the action that was taken last year?

Thanks, Paul

**From:** Rob May <rmay@cobma.us>  
**Sent:** Tuesday, May 26, 2020 2:56 PM  
**To:** Paul Ware <pwrpaul@comcast.net>  
**Cc:** Timothy Cruise <tcruise@cobma.us>; planning@cobma.us  
**Subject:** Re: Braemoor site apartments

Good afternoon Mr. Ware.

In response to your email, I would like to let you know that you can find more information about the proposed zoning amendment and the project itself on the city's website at <https://brockton.ma.us/city-departments/planning/planning-the-future/> A date for the hearing has not been set, but we anticipate a June date.

Additional information can be found at the project's web page at <https://courbanize.com/projects/34-north-pearl/information>. At the coUrbanize page you can also provide feedback to the developer.

All of the planning documents, including the traffic impact report, are being sent to an independent consultant firm for review. Once the review has been completed, the results will be posted on the City's website.

Should you have any questions or concerns please do not hesitate to contact me.

Rob

Rob May, CEcD

Director of Planning and Economic Development

City of Brockton

45 School Street

Brockton, MA 02301

508-580-7113

[rmay@cobma.us](mailto:rmay@cobma.us)

He/Him/His



On Mon, May 25, 2020 at 4:08 PM Paul Ware <[pwrpaul@comcast.net](mailto:pwrpaul@comcast.net)> wrote:

Hi Tim,

Just sent you a text regarding this subject that I found out about only yesterday from a Nyland Street resident.

This is Paul Ware. 161 Healey Terrace.

Remember our activity regarding traffic and speeding on Healey Terrace last year?

I was surprised that this project was in progress without having been notified to be able to provide input and feedback on it. Glad the meetings in March were cancelled because now we may be able to participate.

This is especially important because of the potential effect on increased traffic on not only Healey Terrace, but also all the surrounding side streets that allow for a cut around of N. Pearl Street and the N.Pearl/Pleasant Streets intersection..

Traffic is still speeding on Healey Terrace notwithstanding what was done last year with the speed sign and some police surveillance. The situation really has not gotten any better.

All of the nearby residents should be involved in participating in discussions and decisions about this apartment complex and the substantial increase in car volume it will inevitably create for all of us.

Please call me to discuss this issue and provide some additional information to me.

I would appreciate it.

Thanks.

Paul Ware

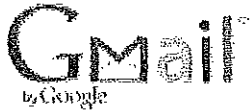
161 Healey Terrace

Brockton, MA 02301

617-513-7253

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Pamela Gurley &lt;pgurley@cobma.us&gt;

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**North Pearl Street overlay**

1 message

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frank gurley <frankg02301@gmail.com>

Wed, Jun 17, 2020 at 10:14 AM

To: "PLANNING@COBMA.US" &lt;planning@cobma.us&gt;

I took part in the meeting on June 16th. I just wanted to add some new information so we have fact and not fiction to deal with.

There were comments made about "those people" going into the cemetery to party and drink. I find it interesting that the neighbors think that way. The fact is the people who will reside at the new facility will be paying market rate rents which would be HIGHER than most peoples mortgage payments who live in the area. To me that means these would be responsible, productive people looking to live in a good area and contribute to the greater good. The site is attractive as it has close access to Route 24 so people can go to work in Boston or along the Route 93/ 128/95 corridor. There is also BAT access so folks can go to the train station. We need to be more receptive about bringing good people to Brockton.

Another comment was made about the school system and overcrowding. I hear this all the time. I also hear comments about the strain on city services such as water and sewer. It is time to bring out the cold hard facts.

Schools - The cold hard fact is the Brockton school system has experienced a decline in school population over the past 5 or 6 years. As a result we lose state and federal money. Past history dictates that if the facility is built and fully rented, the addition to the school system would be insignificant as evidenced by 50 Centre Street project. Similar size and density but it only amounted to an increase of a handful of students.

Water - Brockton has plenty of water despite what the naysayers would lead you to believe. Silver lake is full, the facility in Dighton, despite the many concerns, is a viable source. Brockton does not have a water problem. In fact, we are looking to sell water to other towns.

Sewer - Many years ago when the city built the treatment plant, the city fathers decided to build the plant to accommodate future growth. As a result the facility runs at less than 50% capacity. In fact, Brockton has sold capacity to other towns and facilities. There is no problem with sewer capacity.

Finally, congratulations on a well run meeting. Everyone had their say and the meeting flowed as if we were there in person. I know having participated in many online meetings that they can get out of hand. Good job.

All the best and stay safe,

Frank Gurley