

PLANNING BOARD
JUNE 23, 2020
MINUTES¹

Bob Pelaggi introduced himself and called the June 23 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. There being four voting members of the planning board in attendance constitutes a quorum. Toni Goncalves was not in attendance.

Acceptance of Minutes

A motion was property made (Pina) seconded (Thomas) and unanimously passed by a roll call vote to accept the minutes from 3/3/20.

Endorsement of ANR Plans, Subdivision Plans and/or Lot Releases

973 Crescent St. - Plan endorsement needed

ANR Plans

568 Montello St.

The secretary stated that this ANR corrects an error in the lot lines (noted by the chair) and the site review plan which will be heard tonight reflects that change.

616 Centre St.

The secretary stated that this ANR is the old "Bonnie Glenn" property; the property is being sold and they want to separate the home from the commercial building (the property is zoned commercial).

710 Oak St.

The secretary stated that ANR is the Cumberland Farms on Oak St. She said that Michael Coffman was available if there were any questions. The chair noted that the zoning district does not have a requirement to provide frontage on a public way but there has to be legal access; he said you cannot create a landlocked property. He said he would like to hear from Mr. Coffman regarding the access.

Michael Coffman said that they have an easement and that there are two means of access: through the front lot that currently is the gas station, as well as the Walmart driveway itself. He said they are under contract to sell the gas station to a third party so that transaction will be happening sometime in the next couple of weeks. Bob Pelaggi asked if there was an end user for the new parcel and was told not as of yet.

¹ The video recording of this meeting is available for viewing on the department website.

The chair said that he would like a motion to approve all three ANR's under one motion. A motion was properly made (Pina) seconded (Hassan) and unanimously passed by a roll call vote to endorse the plans.

Lot Releases: 728,738 & 744 N. Cary St. (correction) - The secretary explained that the initial releases contain an error in the plan recording number which has been corrected on this document.

Lot Releases: Curtin Farm Estates: Lot 12 and Lots 1 through 7 - The secretary said the developer is requesting half of the approved lots; the utilities are in and road has paved to base coat; she said that the developer has submitted the estimates for the remaining work road work.

257 Bellevue Ave - Duplicate Release - The secretary explained that the release was originally issued in 2005 but never recorded. The house is being sold and the closing attorney has requested a duplicate release.

A motion was properly made (Pina) seconded (Thomas) and unanimously passed by a roll call vote to release the lots as listed above.

As city hall is closed to the public, there was discussion as to how to obtain the board's signatures on the documents and plans. Rob May said that we can leave the documents at the security desk in the basement and they would notify the guard that they would be coming in. He said if they ring the bell the guard will come to the door. A date and time was arranged for the signatures and the secretary said she would speak with the guard.

1. Proposed Street Acceptances for Royal Road and Endicott Street

Rob May said that these streets are in Ward 6. Bob Pelaggi asked if these two streets are in bad need of repair...why are they looking to make them public now. Rob May said that accepting them as a public street would allow chapter 90 funds to be spent on them and puts them in the cue.

Craig Pina said Councilor Lally has been before the board many times with streets in his ward.

A motion was properly made (Pina) seconded (Thomas) and unanimously passed by a roll call vote to recommend this favorable to the city council.

2. Zoning Changes

Sec. 27-28. C-1 Zones, neighborhood commercial zones, Paragraph 3, Special Permitted Uses, is hereby amended.

Rob May said that if you want to open a restaurant right now you need to apply to the ZBA for a special permit. He said this ordinance change will make the use by right; drive through facilities will still require a special permit through the ZBA. He said that this change also recognizes outdoor dining. He said that right now under the governor's order for social distancing we are allowing outdoor dining. Without this change all those outdoor dining situations would have to disappear once the emergency is lifted; he said the city is looking to allow outdoor dining as a use. The chair said that this change would make restaurants an

allowed use instead of a special permit. He asked what zoning district does this change effects and was told C-2.

Craig Pina said the city has needed this for a long time. Larry Hassan asked if we have anyone actually doing the outdoor dining in Brockton and was told that Brockton has several restaurants that are opening up to outdoor dining.

Larry Hassan said in doing so they are probably demonstrating proper requirements; Rob May said that the licensing commission is regulating how those restaurants open.

A motion was property made (Pina) seconded (Thomas) and unanimously passed by a roll call vote to recommend the ordinance change favorably to the full City Council.

3. Section 27-5 of the City Ordinances the City of Brockton, Massachusetts Zoning District Map dated November 10, 1967, and thereafter amended, be amended to reflect zoning changes from C-2/R-2 (current) to C-2 (Relative to Quincy St. and Centre St.)

Bob Pelaggi said that it looks like the proposed change is targeting a specific area on Quincy & Centre St.

Rob May said although this again would be a non binding recommendation, the proposal would rezone several split lots that are commercial in the front and residential in the back to make the lots all commercial. He said right now an applicant would need to file with the ZBA for relief and the change makes it a little bit easier for those properties to get redeveloped. The original ordinance contains provisions for commercial properties abutting residential and those would stay in force.

A motion was property made (Pina) seconded (Thomas) and unanimously passed by a roll call vote to recommend the ordinance change favorably to the full city council.

Continued from 6/17/20

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

Bob Pelaggi said that this matter was continued from the prior meeting to allow interested parties to send comments or concerns. The public comment portions was closed off at 4pm yesterday. He said all comments and concerns that were sent to the planning department by that date and time were made part of the public record. He stated that the planning board only makes a non binding recommendation to the city council. He said if approved by the city council it would go through a full site plan review; he said he himself has some concerns.

Rob May said he heard from Councilor Cruise today and that he is unable to be part of the meeting as the council is in budget hearings.

Craig Pina said they heard a lot of discussion at the prior meeting and said he would like to make a motion to accept the written comments received by 4 pm on Monday into the record.

The secretary stated that there were actually some comments emailed today that she added to the file. She said she sent a separate spread sheet with everyone's name, property address, the date that they submitted letters said and as you can see, many of them submitted, not one, not two, sometimes three letters.

A motion was properly made (Pina) seconded (Hassan) and unanimously passed by a roll call vote to accept the comments as part of the permanent record to be attached to the minutes. .

Rob May reminded the board this their recommendation is non binding and that they are not necessarily approving a specific project; this project will require sit plan approval.

A motion was properly made (Pina) seconded (Thomas) and unanimously passed by a roll call vote to recommend the property overlay favorably to the city council.

5. 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.

Bob Pelaggi said that Ch 40V is a tax incentive to the developer; he said he understands the need for this in the downtown area but this is prime property in the west side of Brockton. He said he wishes he had the comfort of knowing whether or not this was a deal breaker for the developer.

Rob May said that the minimum requirement from the state is a five year incentive. He said the city would collect 90% of the \$530,000 (taxes) per year. He said it also unlocks a possible \$2 in state funding. He said this is only available to gateway city communities. This was because typically legislation that was specifically tasked to support market rate housing development in communities that need it.

Larry Hassan asked if the incentive does not get approved which this be a different proposal?

Bob Pelaggi said under 40R we are giving up some control. Rob May said that the planning board will have control through the site plan approval process. He said the applicant is building to the design guidelines that the city council and the planning board have created in the ordinance that was produced. He said that gives us a significant amount of control over what we see.

Rob May said that Mr. Lambert has asked to speak and would the board make an exception and allow him to address some of the questions.

Jim Lambert said that HDIP allows for a maximum of 20 years and up to 100% per year of financing and they are actually looking for the bare minimum. He said this deal would give them access to state funds and that is what they are looking for.

Craig Pina said in the long run he thinks this could be a benefit to the city; the difference is only 10% of \$530,000 over five years.

A motion was properly made (Pina) seconded (Hassan) and unanimously passed by a roll call vote to recommend to proposed HDIP zone favorably to the city council.

6. Permission to Return to the ZBA - **Postponed to the August 4, 2020 meeting.**

Property: 587 Centre St. (Unit 7)

ZBA Denial: 1-14-20

Applicant: Ruben Pierre

7. Definitive Subdivision - **Postponed to the August 4, 2020 meeting.**

Property: Map 37, Plots 4, 6 & 18 Augusta Ave. and Plot 36 Prospect St.

Lots: 18

Owner/Representative: Frederick Hebshie/Curley & Hansen

8. Site Plan Approval – Two Commercial Buildings

Property: 568 Montello St.

Applicant/Representative: Gen 3 Realty LLC/JK Holmgren

Bob Pelaggi said that this plan needed a lot line correction and that there were some minor housekeeping issues with the site plans that were addressed.

Scott Faria said this is the Niccoli Oil site on Montello St. He said as the chairman said they had a couple of housekeeping issues to take care of. He said they needed to adjust the lot lines to match up with that the ANR plan.

There was no public comment.

A motion was properly made (Thomas) seconded (Hassan) and unanimously passed by a roll call vote to grant site plan approval to the proposed project plan as submitted.

9. Definitive Subdivision

Property: Plot 2 Belgravia Ave. - **Postponed to the September meeting.**

Lots: 4

Owner/Representative: Silva Engineering

10. Definitive Subdivision

Property: 678 East Street

Lots: 2

Owner/Representative: Benjamin Carroll/Munden Engineering

Bob Pelaggi said that this subdivision is in Brockton and East Bridgewater. He said that the original proposal goes back about 10 years.

The secretary stated that the original subdivision provided for one house, maybe two lots in Brockton; she said this is an old commercial site...Knights of Columbus. She said that Michael Haikal had a proposal years back there that went nowhere; she said that the Carroll's purchased the property and were the prior applicants. She said that the bulk of the property and the homes were in East Bridgewater. She said that proposal was denied by the planning board and there was a subsequent law suit; she said there was a court remand with specific conditions and it was subsequently approved by the planning board. She said that the plans were never submitted by the applicant for signature by the board, so never recorded.

Bob Pelaggi said that they were all in receipt of the ward councilor's letter outlining her concerns.

Gigi Munden said this proposed plan is not very different than what was submitted originally. She said they have made some improvements to the road on the Brockton side with lightning and sidewalks. She said that the reason the owners didn't follow through with the plan was that East Bridgewater requires a subdivision to be formed only as an extension of a public way and the Brockton section was to be kept private. Keeping the portion in Brockton as a private way they couldn't go East Bridgewater. She said that the lots in Brockton will now be unbuildable per the remand, but they would seek to make the portion of the road in Brockton a public way.

Bob Pelaggi said that the applicant was not successful in gaining those radii at the street. He said that the proposed road meets at 90 degrees.

Gigi Munden said they may have a safety analysis done and/or then ask for a waiver for the radius...unless they purchase a property next door. She said that would be the only way to connect to East St. She said there is a 50 foot layout.

Bob Pelaggi said that he would like to see the plan showing where the proposed pavement meets East St. to see what the turning radius is.

Rob May said that in Brockton it is the lot that has to have that turning radius. He said on the old plan the actual road makes that 30 degree radius and asked if the new plans show the same.

Bob Pelaggi asked that the plan show the radius geometry at the street line and at the 30' setback to the lot.

Gigi Munden said from the past documents it looks like there was a discussion as to how to interpret the turning radius.

Bob Pelaggi said he didn't think there was a lot of room for interpretation of Brockton regulations on turning radius, but would like to see what they propose. He asked what the proposed roadway will be in East Bridgewater and was told 40' but the pavement is 26' gutter line to gutter line. He asked if a preliminary plan was submitted in East Bridgewater. Gigi Munden said no, they need a decision from Brockton first.

Bob Pelaggi asked if there was any feedback from East Bridgewater planning at all and was told they have approached them.

Rob May asked if she could explain what the difference is between the plan that is sitting in front of them now and the plan that was approved by the planning board.

Bob Pelaggi asked why she believed that they needed to refile. Gigi Munden said that it has been more than two years and there is the issue of the private way in Brockton. The East Bridgewater regulation states that under no circumstances can a road extending from for a subdivision from a private road. She also said that they have added sidewalks and made some small changes, but the main reason is to get approval for a public way in Brockton.

Dep. Ch. Edward Williams said he understands the need for the turning radius but said fire would rather see more pavement and a little sharper radius, he said more pavement gives fire more room on blacktop to pull into. Bob Pelaggi asked if he was speaking of the Brockton or East Bridgewater sections.

Craig Pina said the problem is it narrows down when it gets into East Bridgewater. Ed Williams said that it looks like they want to reduce the Brockton pavement down to 26' of roadway.

Gigi Munden said its a 50' roadway; Bob Pelaggi said that's the width of the layout. He said it looks like the prior approval was for 26' which is undersized for Brockton's equipment. Ed Williams said that they have a waiver request on this plan that says that they're looking for a Brockton waiver request to go from 34 to 26. Bob Pelaggi asked if there was a minimum recommendation from fire and was told 34'.

The secretary said that the original approval contained letters from the fire and police departments stating that they will be the ones to respond. Ed Williams said Brockton will be going in at some time....everyone has mutual aid. He said that if they get a call for a house fire they will respond, they won't turn around at the town line and leave.

Gigi Munden said that they are asking for a waiver between stations two and three; the first 200' are to Brockton regulations... 34' with sidewalks on each side.

Bob Pelaggi said it looks like 650' of roadway; he said it is also reasonable and fair to say that if you want to make the road wider in East Bridgewater they could. Gigi Munden said the biggest issue driven in any development project is the cost building a road; a 10' difference per foot of road makes a great deal of difference in cost and would include increased impervious surfaces area and a runoff.

Larry Hassan said that in viewing that waiver request and the amount of roadway that's in there, it doesn't seem to satisfy what the fire department would want or need. He said you're basically using the City of Brockton to enter into the subdivision.

Bob Pelaggi said we are talking about 650' of roadway expanding the layout from 40 to 50'. Rob May asked the secretary what the remand said and was told that the judge said the road in Brockton should be built to East Bridgewater standards. Bob Pelaggi said that the remand did not take away all jurisdiction.

There was further discussion relative to the proposed narrowing of the roadway. Ed Williams said that if the first 200' is 34'...that will give fire enough turning radius. He noted that the original plan showed a fire hydrant on the Brockton side said he didn't see it. Gigi Munden said it was not removed and pointed out the detail on the plan. He asked that it be moved to the northern side of the road.

Rob May asked if the board would like to see the applicant submit a plan that shows the wheel base of in Brockton fire engine and it making that radius.

Bob Pelaggi said he would like that submitted and to identify the particular equipment. He asked Ed Williams what the largest piece of equipment that could be sent was. He said he would send a ladder truck but did not have the exact dimensions.

The secretary asked if the board would like updated letters from the police and fire chiefs in East Bridgewater; the board asked that the applicant obtain updated letters.

Public comment:

Janice, 126 Peterson Ave. asked if the wetlands/conservation land going to remain intact or will they be able to see the subdivision from where they are. The chair said it looks like they are some distance away. Gigi Munden said that there will be nothing built in the wetland and very unlikely there's going to be any construction within the 100 foot zone or any conservation regulated protected resource area.

Pam Linquist, 744 East, said she received an abutter notice; she said her husband will be speaking and had three questions/concerns: George Linquist asked about traffic on East St. and said they don't need any more traffic; he asked where they were getting water and sewer.

Gigi Munden said that they are hoping to connect to the water and sewer Brockton; she said regarding sewer they have already done the septic tests and they were witness by the East Bridgewater health agent...so the sewage and wastewater could be handled by leaching areas.

Bob Pelaggi asked if they have spoken with the city council regarding an intermunicipal agreement. She said they spoke in February but were told it needed planning approval first. She said she has

the agreement drafted from 2015 between the city of Brockton and town East Bridgewater. She said that there was also a letter approving 3000 gallons per day to be provided to the subdivision.

Bob Pelaggi asked if she could address the traffic question and noted that for seven home there was probably no traffic study. She said they would look at doing a traffic study.

Mr. Linquist also asked what the upside of this would be.....he said he doesn't see any tax revenue coming from it. Gigi Munden said the existing dwelling is not being used and is not in good shape. It will be demolished and all the pavement will be removed. She said that the entire road surface will be directed to the drainage area and re introduced to the ground by infiltration.

Bob Pelaggi said that she is stating the removal of the existing surface and the additional of the road are about an equal exchange of impervious area and he was told yes. She said the existing parking lot is a lot of pavement.

Craig Pina said that Brockton will have to maintain the road, provide services and get no tax revenue. Bob Pelaggi said that there was going to be a homeowner's association for maintenance and plowing. He said they can do a traffic study, but we have seen enough of them to know seven houses will not cause a lot of traffic.

Craig Pina said we are holding developers to a standard on roadways; we are a complete streets city.

Bob Pelaggi said that one thing that jumps out is the severe reduction in pavement.

Craig Pina said there is granite curbing and sidewalks in Brockton then it switches to cape cod bern in East Bridgewater.

Ed Williams said that he homeowner's association was proposed before they wanted the road in Brockton to become a public way; if it is a public way the DPW will have the responsibility to maintain the road.

Rob May said that this is obviously going to be continued; he said a continuance will maybe give the applicant a chance to come up with some ideas for maintenance....maybe a payment in lieu.

Gigi Munden said she is aware of the complete streets requirements and that's why the initial part of the street meets the full requirements with sidewalks, lightning and ADA. She said she will look at the radius and getting a traffic study and look at meeting the Brockton road regulations to the line.

Rob May asked if the board would consider some sort of payment in lieu for road maintenance and Bob Pelaggi said they could discuss it. He also said they should be looking at feathering the transition of roadway.

The chairperson had the secretary read the letter from the ward councilor into the record (see attached). He asked that the letter be emailed to the applicant.

Larry Hassan asked about the old water agreement and whether or not the DPW was in favor of granting water use again. He said it looks like East Bridgewater will not approve it unless Brockton's road is a public way.

Bob Pelaggi said it looks like its a Brockton responsibility and there is no revenue. He asked if there will still be a homeowners association. He said funding from the homeowners association could

direct money to Brockton for maintenance of the Brockton portion of roadway. He asked about the mechanism of water billing and was told the residents will pay East Bridgewater and then East Bridgewater pays Brockton. He said the account is with the municipality not the homeowner. He reminded the members that all the documents have been posted and that this was a remand from court. He pointed out that there is more than one reference in there to the judge saying that Brockton has not lost all control.

Continued to the August 4th meeting by agreement of the parties.

The secretary said she had a tentative meeting scheduled for July 7th, but right now there is only a return to the ZBA scheduled and they have not notified her that they are ready to proceed. She said it was tentatively scheduled because she thought there might be items from this agenda that would be ready to move forward in July but they all went to August. She said she will contact the applicant and see if August would work for them as well.

She said there are some new items that have come in but they do not have to be scheduled until the state of emergency is lifted and after that we have 45 days. She said once the backlog is cleared up they can move onto those. She said they will be scheduled the way they have come in.

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	phone call	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>

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

1 message

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>

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

1 message

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 <pgurley@cobma.us>

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 <pgurley@cobma.us>

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

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 <pgurley@cobma.us>

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 <pgurley@cobma.us>

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

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

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:

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 Carrlyn Road to Healy Terrace and right onto North Pearl.

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

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

6/22/2020

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 <pgurley@cobma.us>

Zoning overlay & Apartment Proposal on N. Pearl Street

1 message

rbboucher2 via Planning <planning@cobma.us>

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

6/22/2020

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 <pgurley@cobma.us>

Braemore Project

1 message

Ron DiMarzio <radimarzio42@gmail.com>

Sun, Jun 21, 2020 at 10:46 AM

Cc: planning@cobma.us, Paul Ware <pwrpaul@comcast.net>, 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

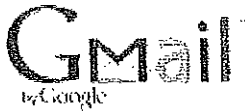
As always, Tim, thank you for your attentiveness.

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 <pgurley@cobma.us>

34-48 North Pearl St

1 message

Kayla Byrnes <kaylabyrnes07@gmail.com>

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 <pgurley@cobma.us>

Braemoor Nursing Home Project

1 message

rjcre via Planning <planning@cobma.us>

Mon, Jun 22, 2020 at 1:11 PM

Reply-To: rjcre@aol.com

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

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 16th and 17th.

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 17th 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 <pgurley@cobma.us>

Brockton Heights Resident

1 message

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 <pgurley@cobma.us>

Proposed zoning overlay at N.Pearl Street

1 message

rbboucher2 via Planning <planning@cobma.us>

Wed, Jun 17, 2020 at 2:00 PM

Reply-To: rbboucher2@aol.com

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

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 <pgurley@cobma.us>

THE BRAEMOOR PROPOSAL/ZOOM MEETING ON 6-16-201 message

Ron DiMarzio <radimarzio42@gmail.com>

Wed, Jun 17, 2020 at 11:12 AM

To: tcrulse@cobma.us, planning@cobma.us, Paul Ware <pwrrpaul@comcast.net>, 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.

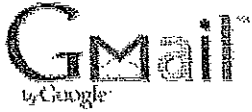
Thank you for your time.

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>

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

1 message

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 <pgurley@cobma.us>

Re: June 17, 2020 City Ordinance Mtg Brockton, MA1 message

Tim <tim@greenmonsterguy.com>

Tue, Jun 16, 2020 at 7:12 AM

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

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:

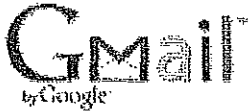
To Whom It May Concern.

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 <pgurley@cobma.us>

June 17, 2020 City Ordinance Mtg Brockton, MA

1 message

Tim Almeida <Timothy.Almeida@phillipsnet.com>

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 17th 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 <pgurley@cobma.us>

Zoning change- Proposed N. Pearl St. Overlay District Property: 34 & 48 N. Pearl Street1 message

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.

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,

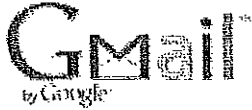
Stephen R. Morris

Stephen R. Morris

Laurie Choate Morris

Laurie Choate Morris

16 Nylan Road, Brockton



Pamela Gurley <pgurley@cobma.us>

June 17, 2020 City Ordinance Mtg Brockton, MA1 message

Kris Minshall <kris.minshall@comcast.net>

Mon, Jun 15, 2020 at 6:02 PM

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

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>

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

1 message

Carline Mathe <mathecarline@gmail.com>

Thu, Jun 11, 2020 at 3:20 PM

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

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>

Re: 34-48 North Pearl Street project traffic implications

1 message

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.
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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>

34-48 North Pearl Street project traffic implications

1 message

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,

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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>

Re: 34-48 North Pearl Street project traffic implications

1 message

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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Please let me know any questions.

Thanks, Paul Ware

161 Healey Terrace



Rob May <rmay@cobma.us>

N. Pearl Street Development

1 message

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>

Building development

1 message

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 6th, 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>

Braemore Nursing Home Development

1 message

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>

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

1 message

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>

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 16th 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

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508-580-7113

rmay@cobma.us

He/Him/His



On Mon, May 25, 2020 at 4:08 PM Paul Ware <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

pwrpaul@comcast.net



Pamela Gurley <pgurley@cobma.us>

North Pearl Street overlay

1 message

frank gurley <frankg02301@gmail.com>

Wed, Jun 17, 2020 at 10:14 AM

To: "PLANNING@COBMA.US" <planning@cobma.us>

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