

BROCKTON PLANNING BOARD MINUTES

Tuesday, June 6th 2023 - 6:00 PM

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 ask 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 indicate that you are present; the members present are Toni Goncalves, Larry Hassan, Jim Sweeney, and Marty Crowell. Also present were Director Rob May, Evan Sears (Planner 1), and Admins Rhode Germain and Isaiah Thelwell.

Items Requesting Continuances

5. Site Plan Review

Property: : 1315 Main Street

Applicant: Teen Challenge

Representative: J.K. Holmgren Engineering

Review and Acceptance of Minutes

The Board reviewed the minutes of the last Planning Board meeting that took place on 05-16-23.

A motion to approve the minutes was properly made by Larry Hassan, seconded by Jim Sweeney. The motion was unanimously approved (4-0).

ANR Applications

Lot Releases

Requests For Extension

Street Acceptances

Lawson Terrace

Per Evan Sears, Lawson Terrace is located in a Dead End neighborhood near the Country Club. No issues were reported.

A motion to accept the street was properly made by James Sweeney and seconded by Larry Hassan and unanimously approved (4-0)

Fields Avenue

Per Evan Sears, Fields Avenue connects Prospect to Pleasant and is close to DW Field Park. Marty Crowell expresses the need to accept the street as she lives nearby.

A motion to accept the street was properly made by James Sweeney and seconded by Larry Hassan and unanimously approved (4-0)

Ida Avenue

Per Evan Sears, Ida Avenue is located near Brockton Hospital. No issues were reported.

A motion to accept the street was properly made by James Sweeney and seconded by Larry Hassan and unanimously approved (4-0)

Proposed Zoning Change

1. Amended Approval

Property: 41 & 53 Arlington St

Applicant: Steve Torrey

Representative: E.T Engineering Inc

Per Evan Sears, the representatives for 41 & 53 Arlington Street didn't need to attend the meeting, as it was simply to address a typographical Scrivener's error on their plan. The error was a wrong number written on their Zoning table, where they had written 1,200 instead of 2,000 as the square footage per unit. The calculations were correct, and they had already fixed the error.

A motion to amend the approval with standard conditions was properly made by Jim Sweeney, seconded by Larry Hassan, and unanimously approved (4-0).

2. Amended Approval

Property: Industrial Boulevard Expansion

Applicant: Brockton Industrial

Representative: Eugene Sullivan

Gene Sullivan, engineer representing Brockton Industrial explains after receiving approval for the project to connect roadways in the previous month's meeting, the City Engineer requested a change to add an overflow for the detention basin on the property. This addition was made to ensure that water would not flow onto the road. Sullivan requested that the updated plan be accepted as the official plan of record.

A motion to amend the approval with standard conditions was properly made by Jim Sweeney, seconded by Larry Hassan, and unanimously approved (4-0).

3. Amended Approval

Property: Crescent Street Parcel 143-260

Applicant: Montar Group

Representative: J.K Holmgren Engineering

Evan Sears explains that the project had received Planning Board approval, but during the building permit process, some changes were requested by the city engineer regarding Stormwater Management. These changes involved grading adjustments and addressing the elevation of a catch basin. Scott Faria finally joined the meeting and provided a brief review of the changes made to the plans. He shared his screen to demonstrate the modifications, which included additional spark rates and addressing the catch basin issue. The request was made for the board to reapprove the project with these minor changes, allowing the issuance of a stormwater permit and subsequently obtaining a building permit. It was noted that the building itself would remain the same, with only engineering notes added to the plan.

A motion to amend the approval with standard conditions was properly made by Jim Sweeney, seconded by Larry Hassan, and unanimously approved (4-0).

4. Preliminary Subdivision

Property: 549 Copeland Street

Applicant: Rabindram & Surendran Abraham

Representative: J.K Holmgren Engineering

Scott Faria provides an overview of the Preliminary Subdivision Plan, which includes 28 residential lots at the White Pines golf course located at the end of Copeland Street, near the Brockton-West Bridgewater town line. He mentions that the lots meet Zoning requirements and there are Wetlands on the property that will be addressed with a filing to the Conservation Commission. The main concern raised by neighbors is the traffic impact, particularly at the intersection of Copeland Street and North Elm Street. Scott Faria explains that they have conducted a traffic study and propose two roadways coming off Copeland Street to address the traffic concerns. The southernmost roadway would be an exit-only right turn, preventing cars from entering Copeland Street from West Bridgewater. Jeffrey Durk, a traffic consultant, provides additional details on the proposed traffic improvements and safety measures. He

mentions the relocation of the access point, an island to channelize traffic, and potential extensions of the medium to accommodate fire department access. The traffic study indicates minimal impact on delays and queues at the intersection. There is a discussion about the need for physical improvements on Copeland Street, such as angling the road, extending the medium, and ensuring fire department access. The participants mention the requirement for underground utilities and the possibility of sidewalks on both sides of the road as per the zoning regulations.

Marty Crowell asks about the preservation of existing foliage in the area, and Scott Faria assures that the wooded perimeter will remain intact, as the developers aim to maintain a natural buffer.

Public Comment

Peter Lynch - A neighboring resident who had concerns about fire truck access and the current configuration of intersections in the area were made. The possibility of having a gate for emergency vehicle access only, while keeping it closed for residents to prevent any potential issues were also made.

Chairwoman Toni Goncalves, inquired about the signage at the intersection, to which Jeffrey Dirk explains that the north-westbound approach is under stop control, while the through movement from Copeland Street heading South to North has the right of way. Scott Faria agrees with the idea of making the proposed second entrance an emergency access only, stating that most residents can use the northern entrance. He mentions potential issues with maintaining a gate during snowstorms and emphasizes that the preference would be to keep the access open.

Jack H - a neighboring resident who expressed concerns about the second entrance located adjacent to his property. He mentions that part of the stone wall in the area extends into his yard, and any improvements in sightlines would need to address that section. He also mentions that a portion of the island between Copeland Street and North Elm Street is in the city of Brockton, while the majority is in West Bridgewater, suggesting the need for lengthening the island to prevent cars from turning right onto Copeland Street.

Philip Nessralla, acknowledges the input from the neighborhood and expresses willingness to make tweaks that would enhance the project's design based on community feedback. He states that the development conforms to current zoning requirements.

Councilor Nicaastro - mentions that the area experiences significant traffic difficulties, and she shares that she has accident reports from the Brockton Police Department and intends to involve the West Bridgewater Fire Chief in providing input on the traffic concerns in the future. She mentions that people often speed down North Elm Street, and accidents occur when drivers from Brockton fail to use their turn signals. She believes that the second exit will not be effective because drivers will disregard the designated turns and create potential dangers.

Councilor Nicastro also mentions that the proposed second entrance does not align with the existing street in the SkyView Drive community, which has been there for about 15 years. She believes that the Planning Board should reconsider the design and ensure it addresses the concerns of both existing residents and those who will live in the new development. Scott Faria explains that the second exit primarily serves one house in the new development, as most residents can use the northern entrance without inconvenience. He acknowledges the challenges of enforcing right turns only and mentions that an offset intersection is considered safer than a four-way stop. The discussion shifts to the possibility of extending the island between Copeland Street and North Elm Street to prevent cars from turning right onto Copeland Street. The idea is to work with the city and the Traffic Commission to address speeding and improve safety in the area. The Traffic Commission would be the appropriate authority to consider implementing new stop signs and other traffic control measures.

Gordon - a resident, questions the necessity of accommodating one house with a separate exit and suggests eliminating the second exit altogether. However, it is clarified that the second exit is required by the city and serves emergency vehicle access as well. In response to Gordon's question about the project timeline, Scott Faria explains that the approval process includes steps such as the Conservation Commission review, technical review, and subsequent filing with the Planning Board. He estimates that the entire process could take several months to complete.

A motion to approve with special conditions was properly made by Larry Hassan and seconded by Jim Sweeney.

Special Conditions:

- Island Extension with proper signage reviewed by Traffic Commission

A motion was made to adjourn the meeting.