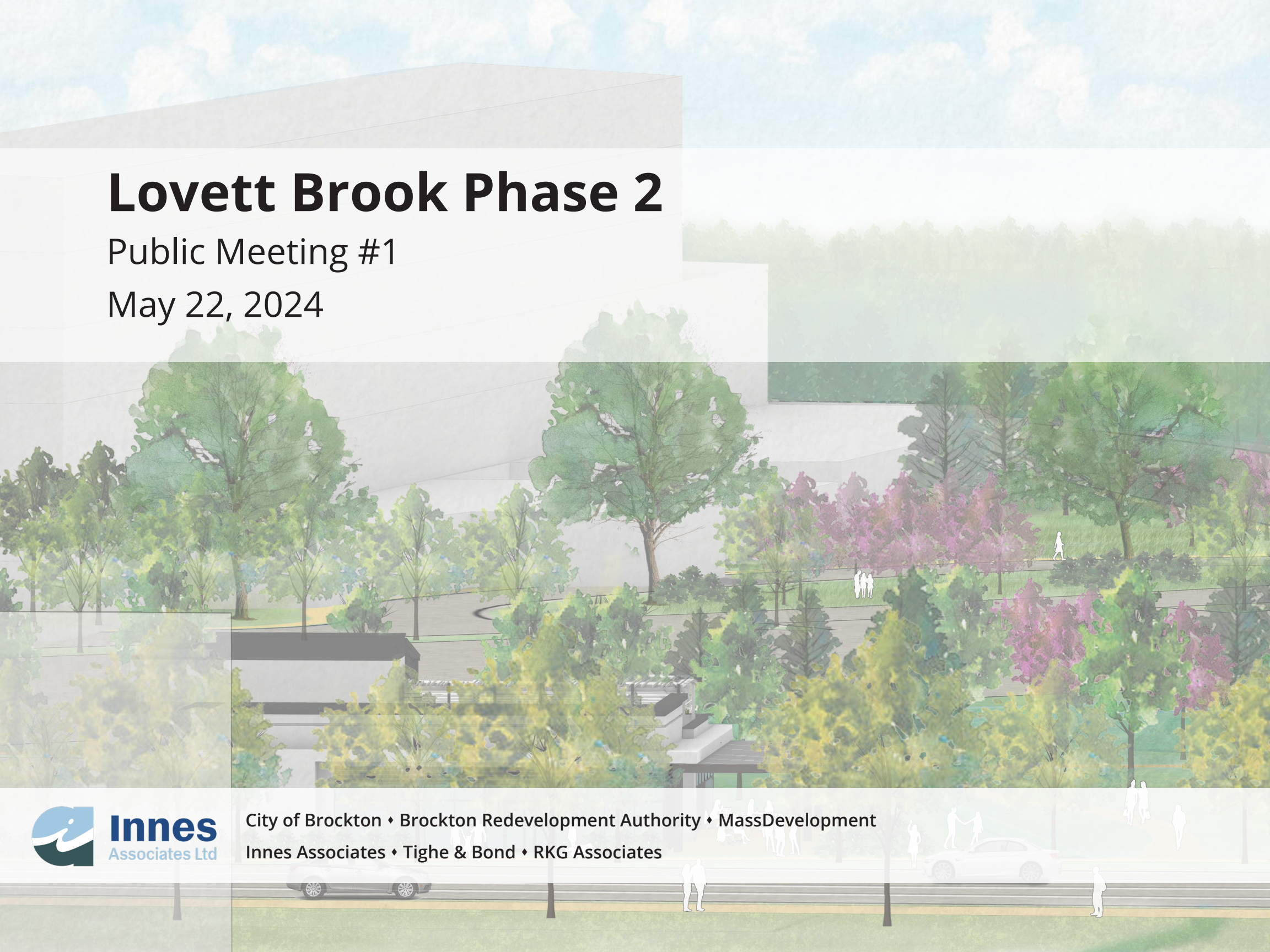


# Lovett Brook Phase 2

Public Meeting #1

May 22, 2024



City of Brockton ♦ Brockton Redevelopment Authority ♦ MassDevelopment  
Innes Associates ♦ Tighe & Bond ♦ RKG Associates

# Agenda

- **Introductions**
- **Project Schedule**
- **Overview of Phase 1:  
Lovett Brook Land Use Plan**
- **Phase 2: Implementation**
  - Urban Renewal Plan and MEPA
  - District Improvement Financing Plan and Program
  - Form-Based Code
- **June 13 City-Wide Workshop**

## Welcome and Introductions

### Steering Committee

### Brockton Redevelopment Authority

### City Staff

Rob May, Director of Planning and Economic Development

Evan Sears

John Fay, Jr.

Durreshahwar Ali

### MassDevelopment

Amanda Gregoire, VP Real Estate Services

### Consultant Team

Emily Keys Innes, Innes Associates

Paula Ramos Martinez, Innes Associates

Eric Halvorsen, RKG Associates

Jessica Roberts, Tighe & Bond

Briony Angus, Tighe & Bond



# Project Schedule

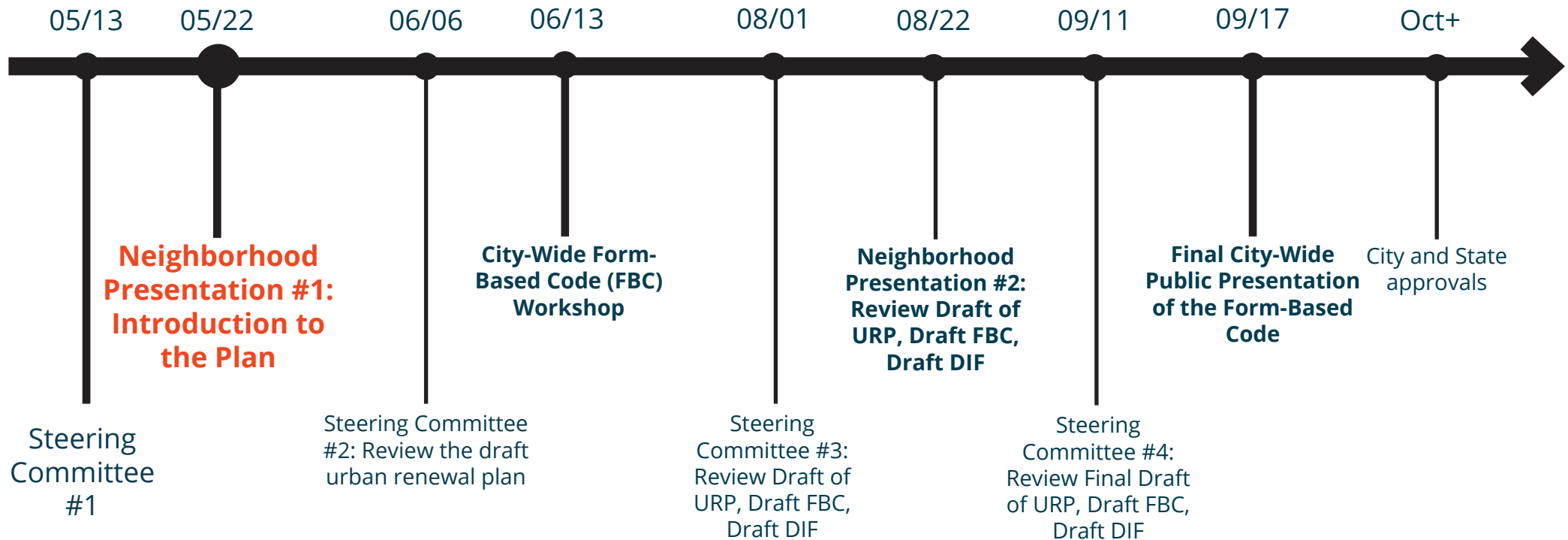
## Phase 1: April - December 2021

Development of the land use plan.

Presentations to the Project Advisory Committee, Neighborhood Focus Group, the BRA, the Planning Board, and the Metro South Chamber of Commerce.

Report adopted February 2022.

## Phase 2: May - December 2024

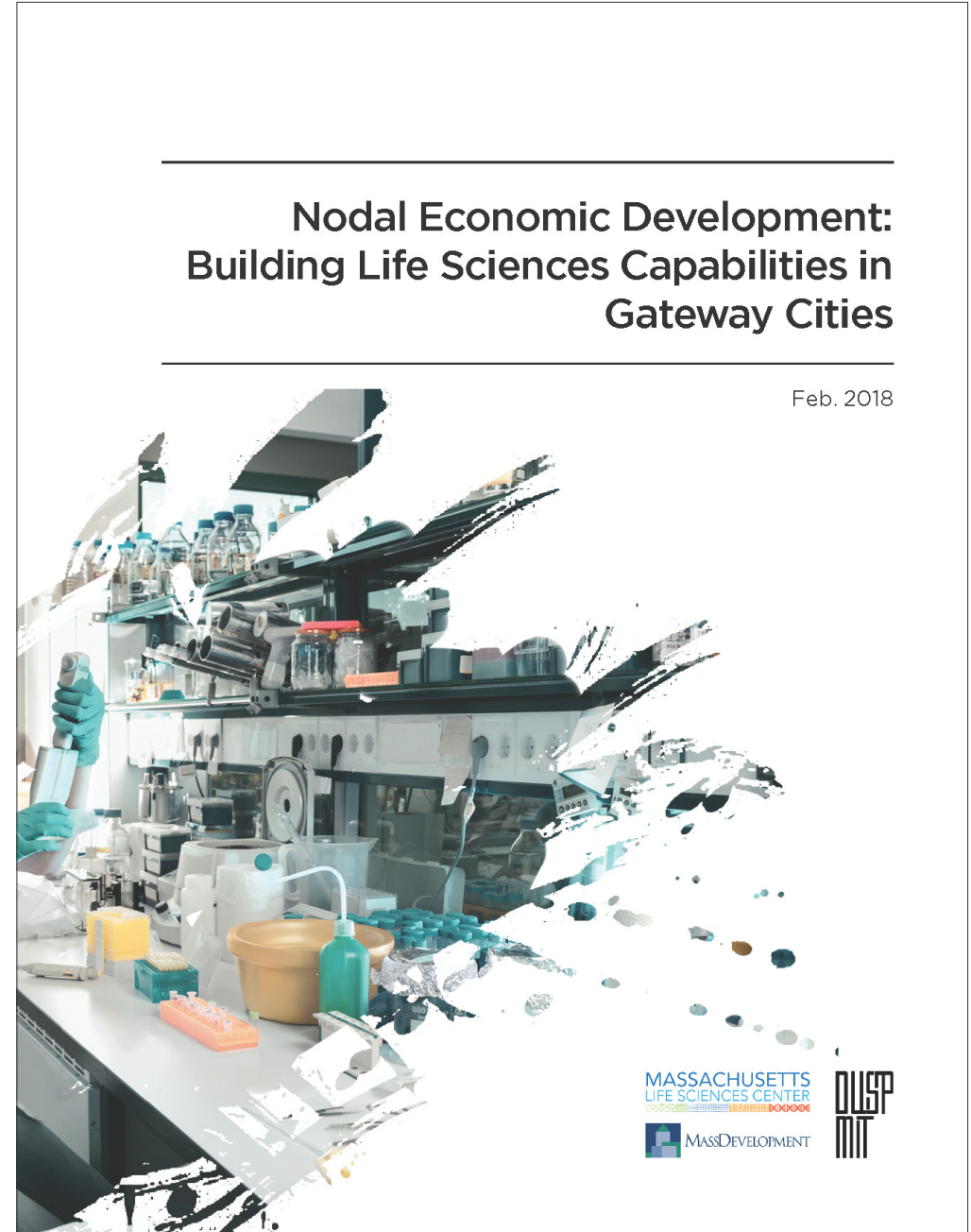
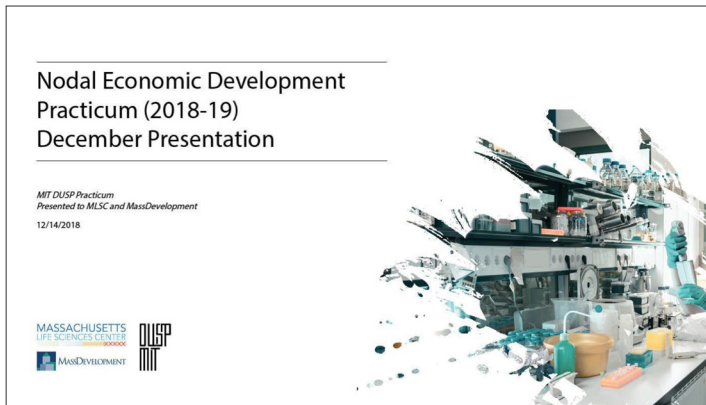


**Overview of the  
Lovett Brook Land Use Plan  
Existing Conditions**



# Genesis of this Project

Partnership with MIT DUSP, City of Brockton, Massachusetts Life Sciences Center and MassDevelopment for student research project.







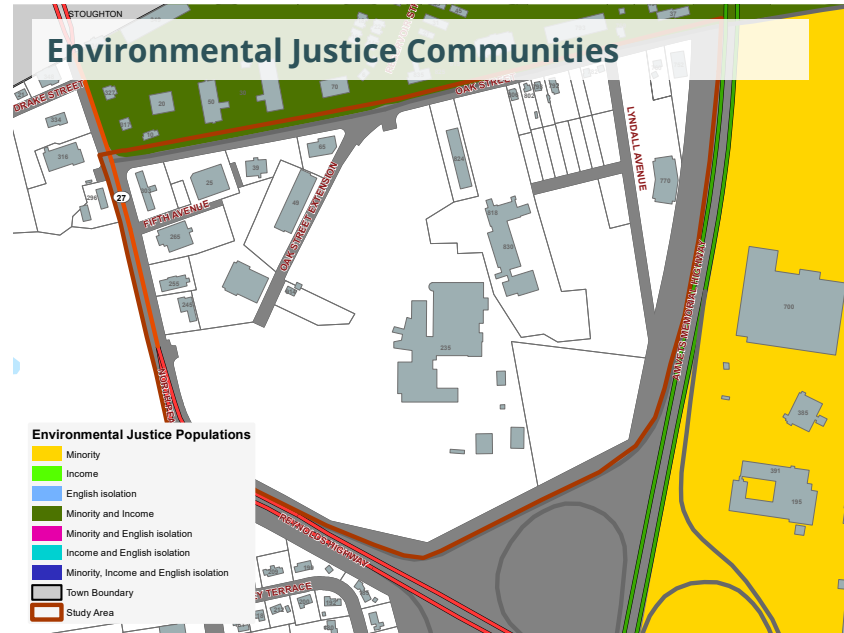


# Selected Analysis of Existing Conditions

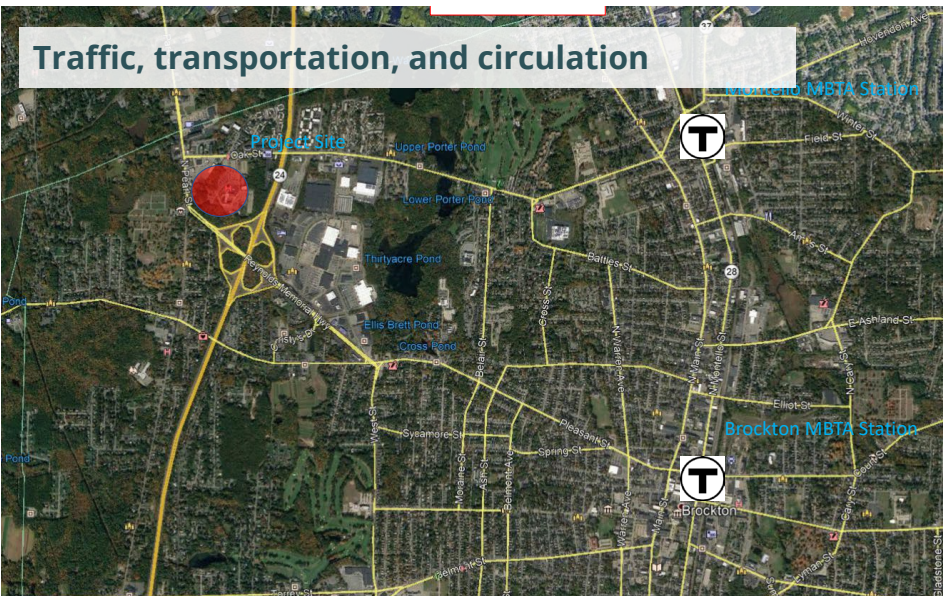
Impervious (paved) surfaces



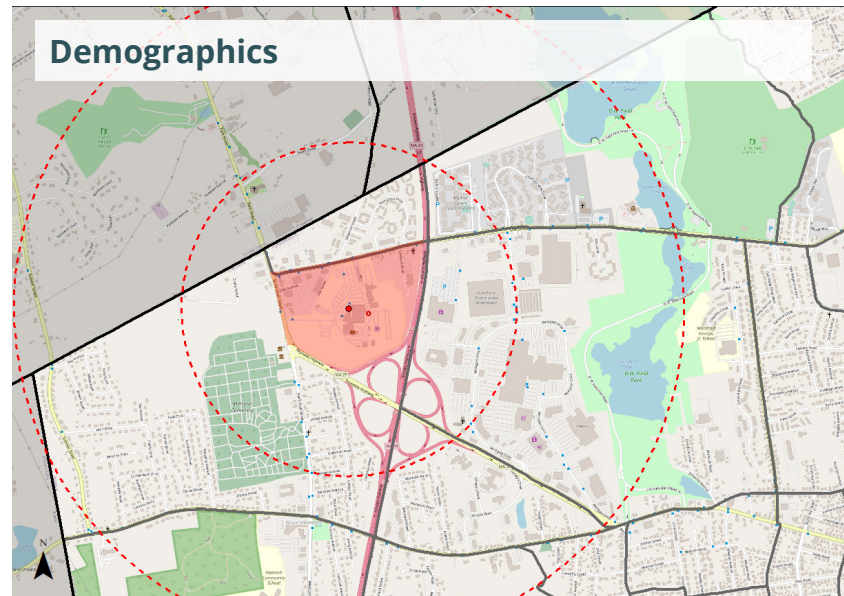
Environmental Justice Communities



Traffic, transportation, and circulation



Demographics



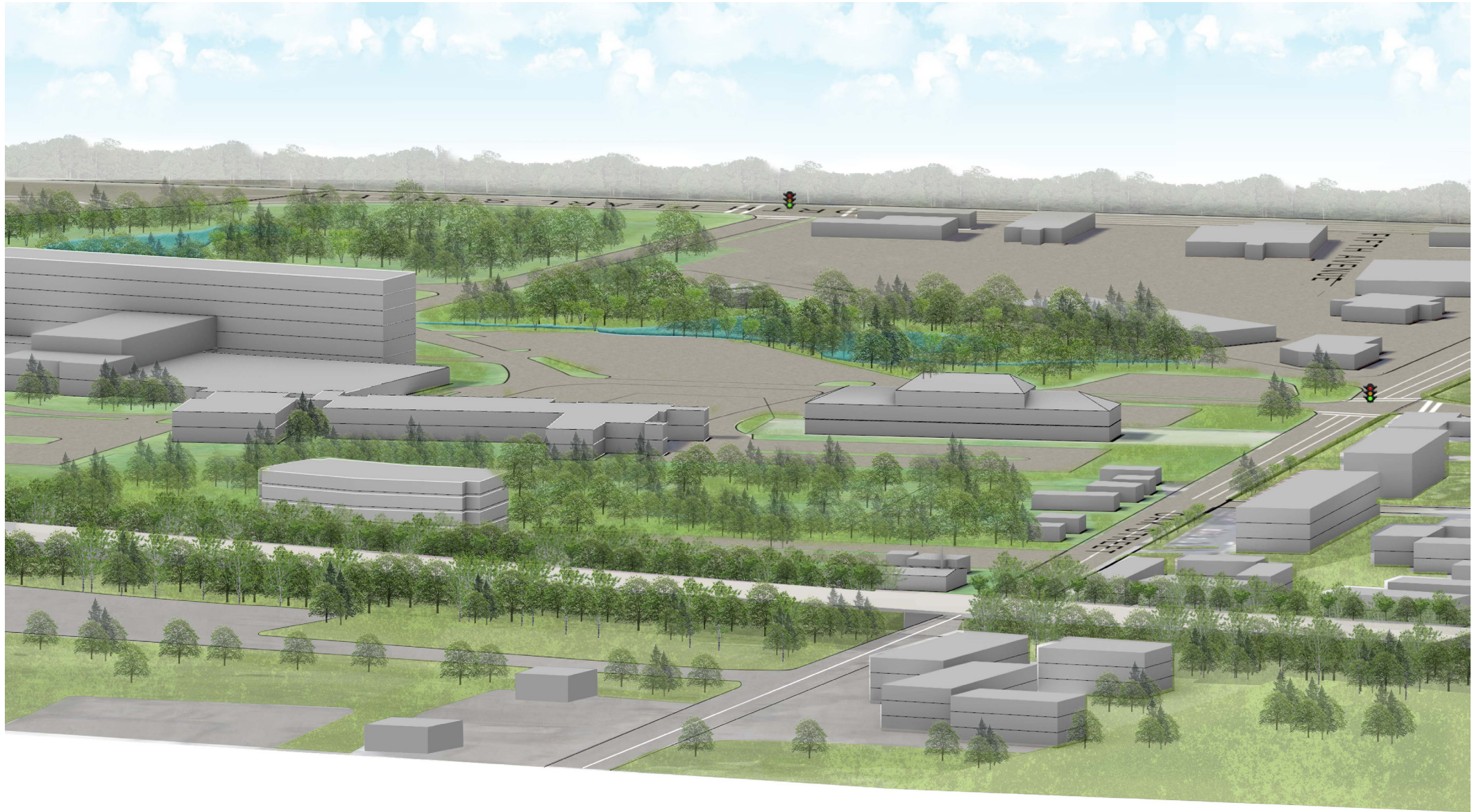


# Existing Land Uses





# Existing Land Uses



**Overview of the  
Lovett Brook Land Use Plan  
Life Sciences and  
Development Scenarios**



# Market Demand: Key Points

- Brockton's strength likely lies within the Health Care industry, with an estimated 10,861 jobs and 32 percent share of the city's workforce in 2020, which may prove to be its largest asset in providing complementary employment opportunities, including jobs within the life sciences domain.
- There is an opportunity for Brockton to become a regional leader within the life sciences in southeastern Massachusetts. Because the current market does not project much near-term organic growth, strategic partnerships and workforce development initiatives will be key forces in creating more demand at a regional level.
- Partnerships with educational institutions will be incredibly helpful in directing a path towards growth in life sciences.
- With limited industry activity across all of southeastern Massachusetts, Brockton has an opportunity to leverage its assets (including its location, the strength of the healthcare industry, and Brockton High School's internship program) to foster growth and become a regional life sciences leader.

**Projections in the report are based on historic trends in the market and do not take into account potential shifts in future work trends or actions that may be taken to foster growth in any particular sector across the region.**

**Brockton's capture of the region's growth is also based on the city's historic capture by sector. These numbers could look different if steps are taken to attract a greater share of regional employment growth.**

# Market Demand: Projections

Land Use	City of Brockton		Notes
	Existing Conditions (SF)	10-year Projections for Demand (SF)	
Life Sciences	0	50,000	
Drugs and Pharmaceuticals Manufacturing/ Bio-Science Distribution	0	40,000	
Medical Office	507,240	19,950	
Office	76,440	16,625	
Retail/Restaurant	66,907	7,450	Within 10-minute drive time
Residential	8,774	~137,000	Assuming 1,000 SF/unit
<i>Residential Units</i>	7	<i>1,370 units</i>	
Auto-oriented	7,307		
Church	4,800		
<b>Gross Square Footage</b>	<b>671,468</b>	<b>271,025</b>	Projected Demand within the City

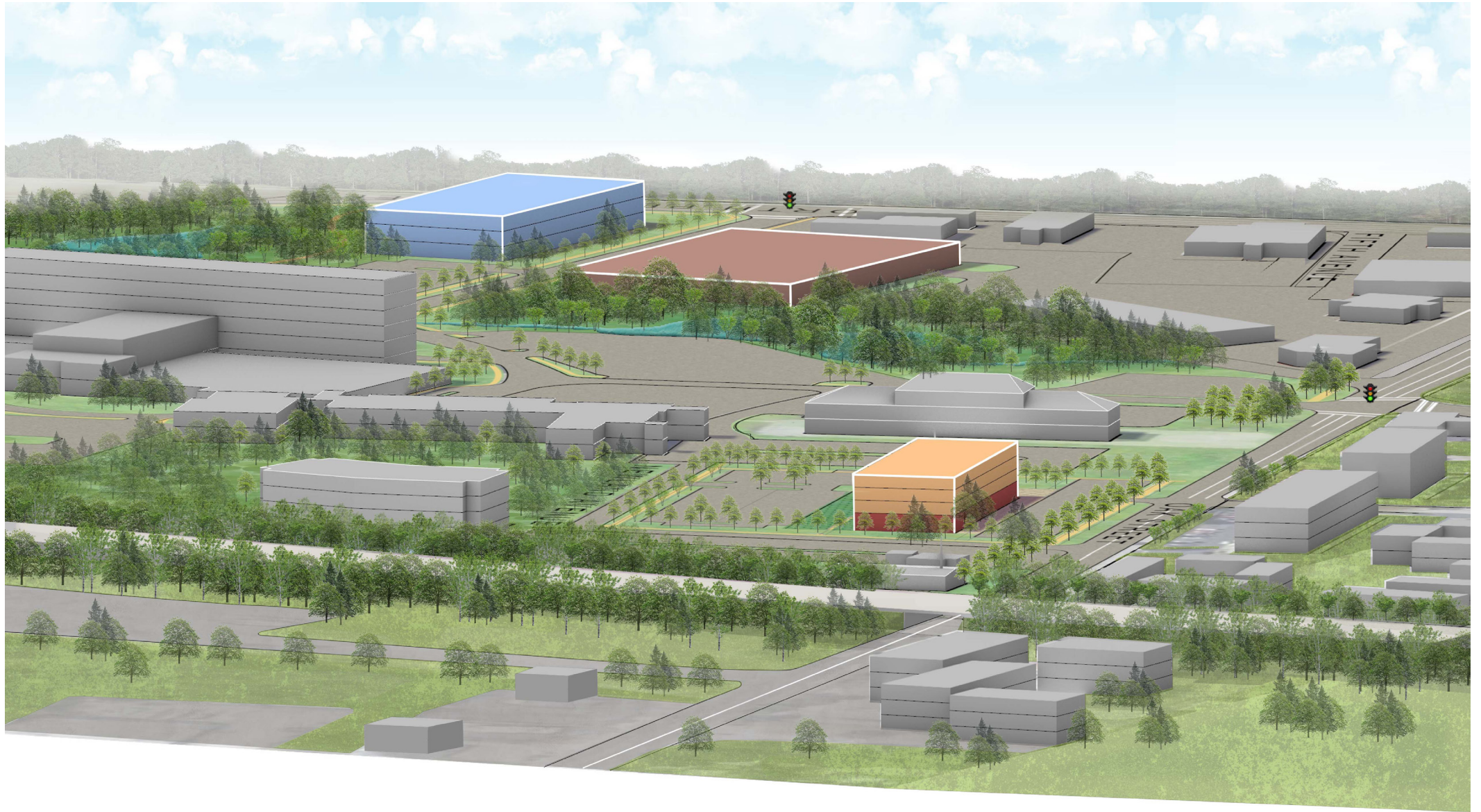


# Development Scenario 1A





# Development Scenario 1A



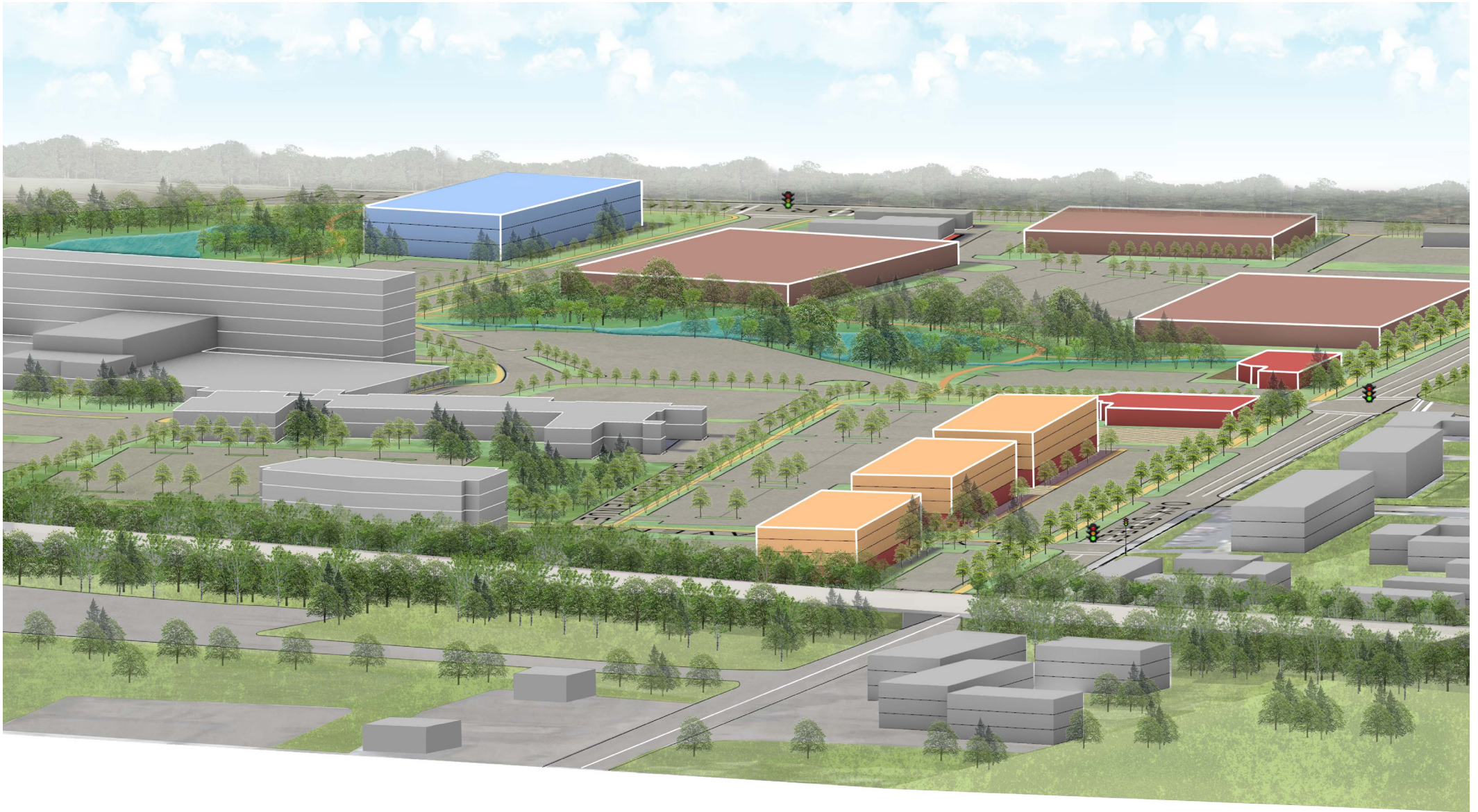


# Development Scenario 1B





# Development Scenario 1B





# Development Scenario 1C





# Development Scenario 1C





# Projected Demand and Scenarios

Land Use	Existing Conditions	Scenario 1A	Scenario 1B	Scenario 1C
Drugs and Pharmaceuticals Manufacturing/Bio-Science Distribution	0	60,000	150,000	150,000
Medical Center and Offices	507,240	0	-20,050	-20,050
Office/Lab	76,440	60,000	60,000	150,000
Retail/Restaurant	66,907	18,400	7,793*	7,793*
Residential	8,774	49,426	156,826	156,826
Automotive	7,307	0	0	0
Church	4,800	0	-4,800	-4,800
<b>Total Change in Square Footage</b>	0	<b>187,826</b>	<b>349,769</b>	<b>439,769</b>
<i>Gross Square Footage</i>	671,468	859,294	1,021,237	1,111,237
<b>Parking Spaces</b>	1,846	2,079	2,346	2,616



**Overview of the  
Lovett Brook Land Use Plan  
Benefits and  
Recommendations**

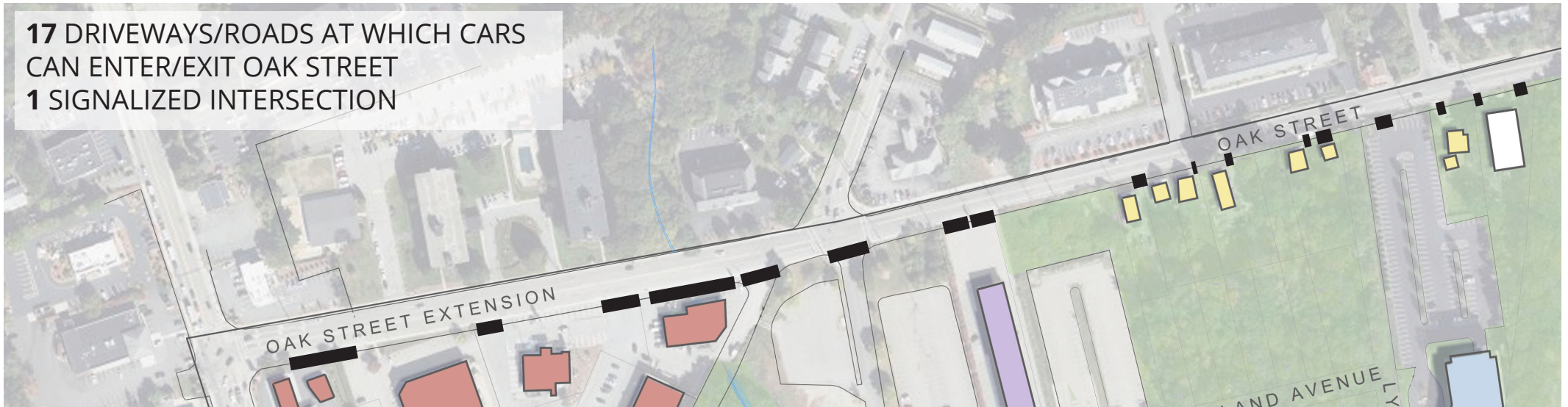


# Project Benefits




- **Jobs for Brockton residents coupled with workforce development into new industries.**
- **Increase in the commercial tax base – and thus revenue – for the City.**
- **Traffic Improvements.**
  - Consolidated driveway entrances.
  - New signal at Lyndall Avenue.
- **New locations for existing businesses.**
  - Better visibility from Oak Street.
  - Closer to on-site employees, existing residents, and new residents.
  - Outdoor dining opportunities near brook or plaza for existing restaurants.
- **New recreational areas for residents and employees.**
  - Daylighted Lovett Brook and improved wetlands/woodland opens up opportunities for walking paths and seating areas.
  - Trees along the sidewalk on both sides of Oak Street and Oak Street Extension create a safer and more attractive environment for walking.
- **Improved safety for the entire area.**
  - New and better-placed buildings provide eyes on the area, including security cameras.
  - Wider sidewalks and improved internal circulation creates added safety for drivers and pedestrians.
  - Lighting of paths and parking areas increases security for area residents and employees.
  - Increase in activity also provides additional safety.



# Reduction in Traffic: Scenarios B and C



## LEGEND

-  NEW SIGNALIZED INTERSECTION
-  EXISTING DRIVEWAY/ROAD
-  PROPOSED DRIVEWAY/ROAD



# New Amenities: Scenarios B and C

- Provision of amenities is tied to the successful development of the site; more development is linked to a higher level of amenities.



**ABOVE: NEW RESTAURANT PADS WITH OUTDOOR SEATING AREAS CONNECTED BY TRAILS TO JOBS AND RESIDENCES.**

**LEFT: TRAIL SYSTEM LINKS OAK STREET (BOTH SIDES) TO DAYLIGHTED LOVETT BROOK AND NEW BUILDINGS.**



# Recommendations

## ■ Continue outreach to critical partners

- Incorporate specific aspects of the Life Sciences sector into the City's overall economic development plan.
- Integrate this site and the Downtown into a package that offers future employers opportunities for start-up (Downtown) and expansion (Lovett Brook).
- Identify training and workforce development needs for Brockton's current and future workforce and partnerships to provide and promote those options.

## ■ Enhance Lovett Brook as a Neighborhood Asset

- Daylight Lovett Brook; remove it from its culvert.
- Develop shared use paths through the wetland area, connecting businesses, residences, and the Good Samaritan Medical Center to the wider sidewalk proposed for Oak Street/Oak Street Extension.
- Include wayfinding and informational signage to help guide people through the area and inform them about natural habitats.
- Restore the wetlands so they can act as appropriate stormwater storage during increased precipitation events.
- Develop a revegetation plan for areas impacted by past and future construction.



# Recommendations - continued

## ■ **Create Opportunities for New Development**

- Identify and engage critical partners in actively marketing this site and the opportunities it provides for jobs for Brockton residents in the Life Sciences sector.
- Use components of this land use plan to market the area to companies who may wish to expand or relocate their operations to this site.
- Continue discussions with brokers and company officials about appropriate amenities that would attract the employers necessary for this vision and demonstrate how those amenities can be incorporated into the development of this site.
- **Create an urban renewal plan to give the Brockton Redevelopment Authority the tools for the redevelopment of the site,** including acquisition, disposition, the ability to make public improvements, and the ability to set standards for the redevelopment of the site. The urban renewal plan should

include design standards and recommend the specific changes to zoning required for implementation of this vision.

- **Change zoning to allow for the mix of uses envisioned by this land use plan.** Development standards should help address community concerns about negative impacts of development, as expressed in the comments from the online surveys.
- **Create a District Improvement Financing (DIF) program** to help fund the public infrastructure improvements and leverage that financing with available grants for traffic improvements, stream restoration, climate resiliency, public parks, and other funding sources applicable to the goals of this plan.



# Recommendations - continued

- **Develop a Long-Term Transportation Improvement Plan**
  - Expand the Pearl Street/Oak Street Extension intersection.
  - Consolidate driveway entrances.
  - Install a new signal at Lyndall Avenue when that area begins to develop.
  - Improve the intersections and signalization at the site entrances off North Pearl Street and across from Reservoir Street.
  - Plant trees along the sidewalk on both sides of Oak Street and Oak Street Extension to create a safer and more attractive environment for walking.
  - Evaluate bus routes and connections to commuter rail to ensure access to the site by a regional workforce that reduces single-occupancy vehicles.



# Phase 2: Implementation



# Urban Renewal Plan and MEPA Process

Urban Renewal Plans are governed by MGL Chapter 128B and 760 CMR 12.00. The CMR requires specific content and format.

The BRA, Planning Board, and City Council have roles in the review and approval process before the plan goes to the state.

HLC will undertake an informal review; the schedule for this process assumes that review will take place over the summer.

~ Executive Office of Housing and Livable Communities (HLC)

[HTTPS://WWW.MASS.GOV/INFO-DETAILS/URBAN-RENEWAL-UR](https://www.mass.gov/info-details/urban-renewal-ur)

- Urban renewal plans have changed since the 1950s and 60s. The focus is now on finding the demonstration project(s) that will spur private investment.
- Community engagement is important to develop support for the plan and identify unexpected impacts on the local neighborhood.
- The new MEPA process includes addressing climate change and the needs of Environmental Justice Communities.

The Executive Office of Housing and Livable Communities (HLC) approves urban renewal plans on behalf of the state after the City has approved it. The MEPA requirements are established in a different part of the General Laws.

Brockton has two urban renewal plans: one for the Downtown and one for Trout Brook.

# Form-Based Code

A form-based code is a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. A form-based code is a regulation, not a mere guideline, adopted into city, town, or county law. A form-based code offers a powerful alternative to conventional zoning regulation.

~ Form-Based Code Institute

[HTTPS://FORMBASEDCODES.ORG/](https://formbasedcodes.org/)

- Zoning that controls land use primarily by form rather than by use or density
- Growing in popularity as a replacement for traditional zoning
- Intended to reflect community character and enhance the public realm.

The focus of this type of zoning is on the relationships a building has with the street and its neighbors. Form-Based Codes support a vibrant area by controlling those relationships while relaxing some of the use-based restrictions.

Brockton is working on Form-Based Codes for several areas within the city.



# District Improvement Financing Plan and Program

Through District Improvement Financing (DIF), a town or a city can establish a funding stream for economic development activities that is linked to, and derived from, the results of economic development. DIF is a locally enacted tool that enables a municipality to identify and capture incremental tax revenues from new private investment in a specific area and direct them toward public improvement and economic development projects. DIF is not a new tax or special assessment and it does not increase a municipality's tax rate.

~ MassDevelopment

[HTTPS://WWW.MASSDEVELOPMENT.COM/WHAT-WE-OFFER/REAL-ESTATE-SERVICES/TECHNICAL-ASSISTANCE/DISTRICT-IMPROVEMENT-FINANCING](https://www.massdevelopment.com/what-we-offer/real-estate-services/technical-assistance/district-improvement-financing)

- **Marketing Tool:** The City has targeted this area for investment and improvements.
- **Investment Tool:** Funds from the DIF will be reinvested in the area to support continued value creation.
- **Financing Tool:** Revenue can be matched more closely to related bond payments allowing for a flexible structure for investments in infrastructure and other improvements.

Tax revenues on the **increase in the value** of a property after redevelopment are captured and used to continue to invest in the area.

Brockton has been developing a DIF for its downtown.



# June 13, 2024 City-wide Form-Based Code Workshop

**NORTH MIDDLE  
SCHOOL  
108 OAK STREET  
6-7:30 PM**



# Brockton's Existing Zoning: Example: Residential Use

## Sec. 27-9. Standards for residential zones (Table 1).

TABLE 1. STANDARDS FOR RESIDENTIAL ZONES

All Items Listed Below Are Identified as Maximum or Minimum for Standards Imposed	R-1A	R-1B	R-1C	R-2	R-3	R-4
Building height (Maximum)						
Principal building	2½ stories or 35 feet	2½ stories or 35 feet	2½ stories or 35 feet	3 stories or 45 feet*	3 stories or 45 feet*	3 stories or 45 feet
Accessory building	20 feet	20 feet	20 feet	30 feet	30 feet	
Lot area per dwelling unit (Minimum in square feet)	30,000 single family	30,000 single family	30,000 single family	7,500 single family 5,000 two family	7,500 single family 5,000 two family	5,000 single family 7,500 two family
Lot frontage (Minimum in feet)	175	175	175	100	100	50 single family 75 two family
					One, two and three family	Multi-family
Yards (Minimum in feet)						
Front	30	30	30	20	20	35
Side						
Total	50	30	30	20	20	40
One side	20	15	15	10	10	20
Rear	50	30	30	25	25	50
Lot coverage (Maximum)	20%	25%	25%	30%	30%	25%
Off-street parking	1 space per housing unit	1 space per housing unit	1 space per housing unit	2 spaces per housing unit	2 spaces per housing unit	1 space per unit
Signs (Maximum)	In all districts as per Article XIV, section 27-67(1).					

\*Building height modifications: In the R-2 and R-3 Districts, buildings may be erected to a height of 6 stories or 80 feet, provided the yard requirements in each district are met and, in addition to these requirements, the rear and side yards shall be increased by one foot for each 5 feet of building height above 45 feet.

(Code 1965, § 27-9; Ord. No. D128, 8-27-81; Ord. No. E007, § III, 9-26-00)

(Supp. No. 26)

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## Sec. 27-13. Lot frontage.

The frontage of any lot shall be the horizontal distance between the side lot lines measured between the points where said side lot lines intersect the street right-of-way. Said frontage shall be continuous and unbroken and shall be measured along the constructed portion of the way only. On all corner lots, the frontage set forth above shall be measured on one (1) street only, and when the two (2) streets are connected by a radiused corner, said frontage may include one-half (½) the length of arc connecting the two (2) streets. In the event that a lot is situated on a cul-de-sac, the frontage, as set forth above, shall be measured along the minimum setback line for the zone in which said lot is located.

(Code 1965, § 27-13; Ord. No. E016, § 2, 1-26-01)

## Sec. 27-13A. Minimum lot width.

The minimum width of any lot shall be maintained for a distance of one hundred (100) feet.

(Ord. No. E016, § 3, 1-26-01)

## Sec. 27-14. Through lots.

Where a single lot under individual ownership is subdivided except in conformity with minimum lot area requirements.

(Code 1965, § 27-14)

## Sec. 27-15. Required area or space covered.

The area or dimension of any zone lot shall be not less than the minimum required by this chapter; and, if all dimensions are not met, the lot shall not be subdivided.

(Code 1965, § 27-15)

## Sec. 27-16. Height regulation excepted.

Height limitations stipulated elsewhere in this chapter shall not apply to spires, belfries, gas holders, cupolas and domes, bulkheads, elevator enclosures, fire towers, chimneys, and other structures, provided that such features do not exceed an aggregate less than ten (10) percent of the area of the lot and that no parapet wall may extend more than ten (10) feet above the roofline.

(Code 1965, § 27-16; Ord. No. D273, 9-28-89)

## Sec. 27-17. Yard regulations.

- Where the side wall of a building is not parallel to the side yard may be varied. In such case the required minimum width; provided, however, that the side yard shall not be less than one-half the otherwise required minimum width.

(Supp. No. 26)

- The side street setback line of any corner lot platted on the assessor's tax map as the lot existed at the time of adoption of this chapter or any corner lot shown on any subdivision plat which received final approval prior to the adoption of this chapter shall not be less than one-half of the depth of the minimum front yard required on any adjoining lot fronting on a side street. Any corner lot delineated by subdivision after the adoption of this chapter shall provide a side street setback line which shall not be less than the minimum front yard required on any adjoining lot fronting on the side street.
- When a vacant lot in a residential zone is situated between two (2) improved lots, each having a principal building within twenty-five (25) feet of any side lot line of such unimproved lot, the front yard may be reduced to the greatest depth of the front yard of the two (2) adjoining improved lots, but shall be not less than ten (10) feet. However, that where any lot shall front on a right-of-way which is proposed, on the official map of the city, to be widened, the front yard of such lot shall be as required in the district where such lot is located and shall be measured from such proposed future right-of-way.
- Certain architectural features may project into required yards as follows:
  - Cornices, canopies, eaves or other similar architectural features may project into side yards a distance not exceeding two (2) inches per one foot of side yard width but may not exceed a total of three (3) feet.
  - Fire escapes may project into side and rear yards a distance not exceeding four (4) feet six (6) inches.
  - Bay windows, balconies, fireplaces, uncovered stairways and necessary landings, and chimneys may project a distance not exceeding three (3) feet, provided that such features do not occupy, in the aggregate, more than one-third of the length of the building wall on which they are located.
  - Patios may be located in side and rear yards provided that they are not closer than three (3) feet to any property line.
- Notwithstanding the provisions in Tables 1, 2, and 3, the yard requirements for a "child care facility" as defined in M.G.L. chapter 40A, section 3, and M.G.L. chapter 28A, section 9 and with more than ten (10) children shall be as follows:
  - Front yard: Fifty (50) feet.
  - Side yard: Fifty (50) feet.
  - Rear yard: One hundred (100) feet.

## Sec. 27-18. Maximum coverage.

Land coverage by principal and accessory buildings or structures on each zone lot shall not be greater than is permitted in the district where such principal and accessory buildings are located.

Every lot shall contain a certain percentage of space reserved for green areas. Such areas shall not be paved or hardtop surfaced and shall be used for landscaping and storm drainage purposes.

Green Space Requirement Per Zoning Classification

R-1-A	Requires a minimum of 25% green space
R-1-B	Requires a minimum of 25% green space
R-1-C	Requires a minimum of 25% green space
R-2	Requires a minimum of 25% green space
R-3	Requires a minimum of 25% green space

(Supp. No. 26)

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# Brockton's Future Zoning: Example: Residential Use

## 5. Residential Districts

## 5. Residential Districts

### 5.5.1 Detached 1-unit

Lot Dimensions		Min.
A	LOT WIDTH	60 ft
B	LOT DEPTH	100 ft

Lot Development		Max.
C	LOT COVERAGE	60%
		Min./Ideal
D	GREEN SCORE	0.35   0.40

Parking Setbacks		Min.
E	Primary FRONT SETBACK	20 ft
F	Secondary FRONT SETBACK	10 ft

Building Setbacks		Min.   Max.
A	Primary FRONT SETBACK	10 ft   20 ft
B	Secondary FRONT SETBACK	10 ft   20 ft
		Min.
C	SIDE SETBACK	5 ft
	Sum of Side SETBACKS	10 ft
D	REAR SETBACK	20 ft
	Building Separation	10 ft

### 5.5.1 Detached 1-unit

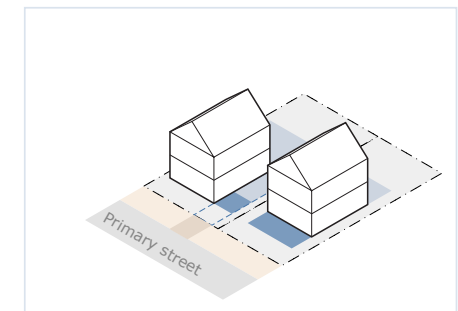
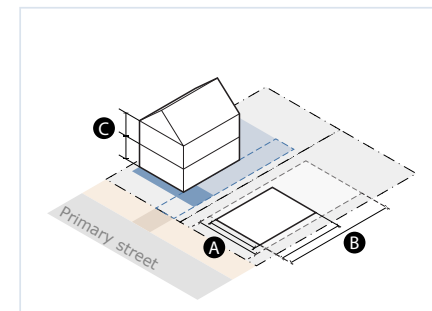
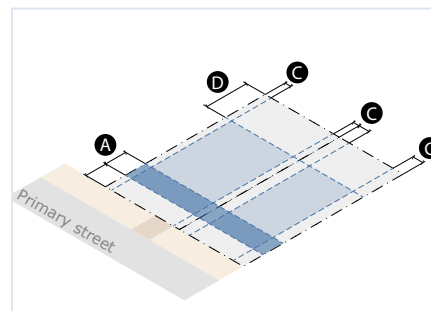
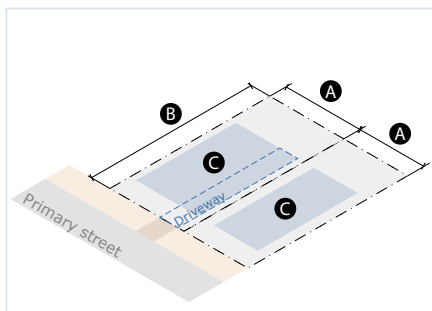
Main Mass		Min.   Max.
A	BUILDING WIDTH	22 ft   28 ft
B	DEPTH	28 ft   48 ft
C	Story Height	10 ft   12 ft
		Max.
D	Number of Stories	2.5
		Min.
	GROUND STORY Elevation	2 ft
	FAÇADE Build Out	50%
	Roof Type	Flat, GABLE, GAMBREL, HIP, MANSARD

Façade Composition		Min.   Max.
A	GROUND STORY FENESTRATION	15%   50%
B	UPPER STORY FENESTRATION	15%   50%

Use + Occupancy		Max.
	DWELLING UNITS per LOT	2
	DWELLING UNITS	1
		Min.
	Outdoor AMENITY SPACE	1/DU

[Note: LOT WIDTH  
Suggestion=40 ft.

If the Min lot width is 60 ft, the MAX Building width needs to be adjusted or the Façade Built Out has to be less than 50%.





# Similar Workshops in Pittsfield









# Thank you!



**Innes**  
Associates Ltd

**RKG Tighe & Bond**  
ASSOCIATES INC