

BROCKTON PLANNING BOARD MINUTES
Wednesday November 6th - 6:00 PM

Chair Toni Goncalves opened up the meeting with a Roll Call...

Members present are

- Toni Goncalves - Planning Board Chair
- Iolando Spinola - Planning Board Vice-Chair
- James Sweeney - Planning Board Member
- Rob May - Director of Planning & Economic Development
- Evan Sears - Planner II
- Isaiah Thelwell - Administrative Assistant

Review and Acceptance of Minutes

The Board reviewed the minutes of the last Planning Board meeting that took place on **10-01-24**

A motion to approve the minutes was properly made by James Sweeney, seconded by Iolando Spinola. The motion was unanimously approved (3-0).

Continuance Requests

1. Return to ZBA - Property: 454 Copeland Street

2. Return to ZBA - Property: 244 & 252 Warren Ave

3. Definitive Subdivision

Property: 90 Leyden Park

Parcel ID#: 122-14, 122-1A

Applicant: Isaias Andrade

Representative: J.K Holmgren Engineering

Scott Faria with J.K Holmgren Engineering presented the Definitive Subdivision Application for 90 Leyden Park. Faria outlines a plan to divide the subject property into two lots, seeking approval from The Bopard. The key revision to the plan addresses concerns raised by Deputy Fire Chief Edward Williams regarding the adequacy of a turnaround space for emergency vehicles. The updated plan includes an expanded turnaround in front of the garage. Williams,

however, expresses strong disapproval of the plan, citing the impracticality of maneuvering fire trucks within the tight layout and declaring the fire department's opposition.

A motion to approve was properly made by James Sweeney seconded by Iolando Spinola. The motion was unanimously approved (3-0).

4. Definitive Subdivision

Property: 0 Field Street

Parcel ID#: 171-027

Applicant: Gary Lawcewicz

Representative: J.K Holmgren Engineering

Scott Faria with J.K Holmgren Engineering presents the Definitive Subdivision Application for 0 Field Street. Faria proposed the revised roadway improvement plan for accessing Lot 89A. The plan involves creating frontage and improving an existing unconstructed private roadway. Key changes include a shorter paving section from Field Street to the proposed house (approximately 160 feet) rather than extending to North Avenue, minimizing disruptions to existing properties and avoiding creating a cut-through. The road will be paved 24 feet wide, leaving space for potential sidewalks. A catch basin drainage system was incorporated to handle runoff, replacing a larger drainage facility that would have impacted nearby homes. Additionally, the sewer connection was rerouted to Field Street to reduce disturbances. Deputy Chief Edward Williams noted concerns about fire truck maneuverability but supported the plan due to the house being sprinklered. A fire hydrant will also be installed near the house, and the water line will loop between Field Street and North Avenue, addressing safety and utility needs. The fire department ultimately approved the plan with these modifications.

Public Comment

Ghia McLean, a resident of 36 North Avenue, voices concerns about the proposed roadway and development near her property. Her key issues include stormwater drainage, potential flooding due to the area's existing elevation differences, and snow removal responsibilities. She also raises questions about traffic flow, public access to the road, and whether the narrowness of the area will affect emergency services or waste management access. Additionally, she expresses concerns about congestion, noise pollution, and the general impact of having houses built close together, including fire risks and overall quality of life.

Faria responds, clarifying that the new roadway will be a private, two-way road, 24 feet wide, and open to adjacent property owners for access if they choose. However, the maintenance, including snow removal, will be the responsibility of the owner of the newly developed lot. The city will not maintain the road as it remains a private way. These measures aim to balance development needs with minimizing disruptions to the existing neighborhood. Faria provides further clarification on the project's drainage and infrastructure design. He explains that the proposed roadway and subsurface drainage system will significantly reduce groundwater and surface runoff issues in the area by intercepting rainwater that currently flows from Field Street to North Avenue. Regarding proximity concerns, he highlights that the proposed development

maintains distances similar to existing houses in the neighborhood, ensuring it aligns with the area's layout.

In response to Ghia McLean, Scott clarifies that while space is being reserved on either side of the roadway for potential sidewalks, no sidewalks are currently planned. Lighting will be limited to a lamp post near the driveway entrance, with existing streetlights on Field Street providing adequate illumination. He also notes that as a private way, street lighting and pedestrian safety measures will be minimal and tailored to the private nature of the roadway.

Planner Evan Sears raises technical questions about the sewer line's placement and capacity. Faria explains that the sewer line is designed as a force main, which does not require manholes at bends due to its smaller, flexible pipes. The water and sewer lines are intentionally kept apart for safety reasons. He confirms that the leaching pits are designed to handle the roadway's drainage needs and could accommodate potential future development on the opposite side, provided individual properties manage their own roof drainage through infiltration systems.

Sweeney raises a question about the topography and lot layout, specifically the management of drainage for the lot itself, given the sloping terrain. Faria clarifies that most of the lot's drainage will be managed through a swale directing water into the driveway, which will flow into the roadway's drainage system. He notes that a small back corner of the property, untouched by development, will continue to drain as it does currently, but the majority of runoff near Field Street will now be captured and managed by the new system.

A motion to approve was properly made by James Sweeney and seconded by Iolando Spinola, the motion was denied with James Sweeney and Iolando Spinola voting unfavorably (2-3).

Faria responds to discussions by asserting that the project is not a subdivision but rather involves building out an unconstructed private way. He references a June planning department staff report, which concluded that the planning board lacks authority to deny the submission outright. Instead, revisions and construction suggestions can be made, and he highlights adjustments already incorporated into the plan. Director May explains that if a board member wishes to vacate the prior decision, they must motion to vacate, have it seconded, and secure two affirmative votes. Following that, a new motion would be required to either approve or continue the case to the next meeting.

A motion to vacate the motion and continue to the December 3rd meeting was properly made by James Sweeney and seconded by Iolando Spinola, and unanimously approved (3-0).

A motion to adjourn was properly made by James Sweeney and seconded by Iolando Spinola, and unanimously approved (3-0).