

Environmental Notification Form

For Office Use Only

EEA#: _____

MEPA Analyst: _____

The information requested on this form must be completed in order to submit a document electronically for review under the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: Downtown/Trout Brook Redevelopment Plan		
Street Address: Not applicable		
Municipality: City of Brockton	Watershed: Taunton	
Point furthest North: Puffer Playground & Teele Street UTM: 333777 E; 4662094 N Point furthest East: Elliot Street UTM: 333908 E; 4661813 N Point furthest South: Centre Street & Plymouth Street UTM: 333568 E; 4661050 N Point furthest West: Elliot Street & North Montello Street UTM: 333228 E; 4661243 N	Point furthest North: Puffer Playground & Teele Street Latitude: 42° 05' 36" N Longitude: 71° 00' 36" W Point furthest East: Elliot Street Latitude: 42° 05' 27" N Longitude: 71° 00' 30" W Point furthest South: Centre Street & Plymouth Street Latitude: 42° 05' 02" N Longitude: 71° 00' 44" W Point furthest West: Elliot Street & North Montello Street Latitude: 42° 05' 08" N Longitude: 71° 00' 59" W	
Estimated commencement date: 2021	Estimated completion date: 2038	
Project Type: New Urban Renewal Plan	Status of project design (% complete): Not applicable	
Proponent: Brockton Redevelopment Authority (BRA)		
Street Address: 50 School Street		
Municipality: Brockton	State: MA	Zip Code: 02301
Name of Contact Person: Rob May, CECD, Director of Planning and Economic Development		
Firm/Agency: City of Brockton	Street Address: 45 School Street	
Municipality: Brockton	State: MA	Zip Code: 02301
Phone: (508) 580-7113	Fax: N/A	E-mail: rmay@cobma.us
Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
If this is an Expanded Environmental Notification Form (ENF) (see 301 CMR 11.05(7)) or a Notice of Project Change (NPC), are you requesting:		

- a Single EIR? (see 301 CMR 11.06(8)) Yes No
a Special Review Procedure? (see 301CMR 11.09) Yes No
a Waiver of mandatory EIR? (see 301 CMR 11.11) Yes No
a Phase I Waiver? (see 301 CMR 11.11) Yes No

(Note: Greenhouse Gas Emissions analysis must be included in the Expanded ENF.)

Which MEPA review threshold(s) does the project meet or exceed (see 301 CMR 11.03)?

301 CMR 11.03 (1)(b) 7. Approval in accordance with M.G.L. c. 121B of a New urban renewal plan.

Which State Agency Permits will the project require?

The Department of Housing and Community Development (DHCD) must review and approve the *Downtown/Trout Brook Redevelopment Plan* . No other State Agency Permits are required at this time.

Identify any financial assistance or land transfer from an Agency of the Commonwealth, including the Agency name and the amount of funding or land area in acres:

Please note that the *Downtown/Trout Brook Redevelopment Plan* does not have an immediate specific development project. The Brockton Redevelopment Authority or the project developer will file a revised ENF as required by each project. If the BRA files a major plan update with DHCD, it will also file a revised ENF. The information below is provided for sites within the redevelopment plan boundary.

The City of Brockton and MassDevelopment sponsored this study process. The *Downtown/Trout Brook Redevelopment Plan* assumes that the Brockton Redevelopment Authority will apply for state grants and other funding programs throughout the 20-year life of the Plan in order to implement the actions proposed in the Plan.

Summary of Project Size & Environmental Impacts	Existing	Change	Total
LAND			
Total site acreage	Approx. 66.1 acres		
New acres of land altered ¹		Approx. 28 acres	
Acres of impervious area ¹	Approx. 15 acres	Approx. 18 acres	Approx. 33 acres
Square feet of new bordering vegetated wetlands alteration		Approx. 0.33 acres	
Square feet of new other wetland alteration		Approx. 1.87 acres	
Acres of new non-water dependent use of tidelands or waterways		No change	
STRUCTURES			
Gross square footage ²	Approx. 250,900	Approx. 596,000	Approx. 846,900
Number of housing units ²	Approx. 87	Approx. 326	Approx. 413
Maximum height (feet)	7 stories (~80 F)	No change	7 stories (~80 F)
TRANSPORTATION			
Vehicle trips per day ³	*	~5,200	*
Parking spaces ¹	*	~1,200	*
WASTEWATER			
Water Use (Gallons per day) ⁴	*	142,022	*
Water withdrawal (GPD)	*	0	*
Wastewater generation/treatment (GPD) ⁴	*	129,111	*
Length of water mains (miles) ¹	*	0	*
Length of sewer mains (miles) ¹	*	0	*
* This is an urban renewal plan for a significant area of the Downtown/Trout Brook area in Brockton. Certain information was not collected for the preparation of this plan as it was not relevant to the goals and purpose of this urban renewal plan. This information has been indicated by an asterisk.			
¹ Based on an estimate of full build-out as shown on the illustrative plan on page 5 in the <i>Downtown Trout Brook Urban Redevelopment Plan</i> . Parking spaces calculated from zoning requirements of scenario.			
² Based on City Assessor's Database for existing and the estimate of full build-out a shown on the illustrative plan on page 5 in the <i>Downtown Trout Brook Urban Redevelopment Plan</i> .			
³ Based on the estimate of full build-out as shown on the illustrative plan on page 5 in the <i>Downtown Trout Brook Urban Redevelopment Plan</i> and the ITE Trip Generation Rates (2010), unadjusted for urban areas.			

⁴ Based on the estimate of estimate of full build-out as shown on the illustrative plan on page 5 in the *Downtown Trout Brook Urban Redevelopment Plan* and the generation rates by use identified in 310 CMR 15.00.

Has this project been filed with MEPA before? Yes No

Has any project on this site been filed with MEPA before? Yes (See below) No

GENERAL PROJECT INFORMATION – all proponents must fill out this section

PROJECT DESCRIPTION:

Describe the existing conditions and land uses on the project site:

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The boundary of the redevelopment area includes the CSX property, which is a former railyard for freight rail, and surrounding properties. The area is bisected by Trout Brook. This redevelopment area is directly adjacent to Downtown Brockton, Massachusetts and is generally located between the MBTA Commuter Rail Tracks on the west and Parker Street on the east. Portions extend north from Elliot Street towards Puffer Playground and south along Plymouth Street towards Snow Park.

The redevelopment area has a variety of land uses, as identified by the City's geographic information system (GIS) layers: residential, commercial, forest, industrial, open land, and water.

Residential uses are found within the southern portion of the redevelopment area. multifamily residential buildings are found on Court Street. Additional residential buildings are found adjacent to the southeastern portion of the redevelopment area, and along Elliot Street, Carter Street, and Teele Street.

A small amount of commercial use is found within the redevelopment area on North Manchester Street, and adjacent to the redevelopment area on Court Street.

A significant portion of the largest parcel within the redevelopment area is identified as being forested land. However, CSX Transportation worked with the City to clear the forested land during the summer of 2016. The City's GIS data does not reflect this land use change.

Industrial uses are found along Freight Street, North Manchester Street, and Court Street within the southern portion of the redevelopment area, and two parcels along Elliot Street. A few additional industrial uses are found adjacent to the redevelopment area along Elliot Street, Court Street, and Plymouth Street.

The City's GIS data indicates open land is found along the northern portion of the redevelopment area and a small portion at the end of North Manchester Street. The location on North Manchester Street is a parking lot serving the neighboring industrial use. The forested land within the CSX parcel adjacent to the Elliot Street parcel with open land could be recategorized as open land following the vegetation clearance in 2016.

The current land uses within the redevelopment area include undeveloped land; however, there is no designated open space for active or passive recreation within the redevelopment area; however, the

redevelopment area near two parks, Puffer Playground to the north and Snow Park to the south.

Describe the proposed project and its programmatic and physical elements:

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The preferred scenario combines several land uses to transition the area from the density of the downtown to the lower density of the neighborhood. The objectives of this Plan are as follows:

- Develop a major underutilized site that is adjacent to the Downtown, within walking distance of multimodal public transit, and currently separate existing neighborhoods from the Downtown
- Mitigate existing environmental contamination to the level appropriate for the type of development
- Implement infrastructure improvements that support multimodal users - trucks, cars, pedestrians, bicyclists, and commuter rail riders.
- Add a mix of commercial flex uses, residential uses, and other supporting uses to this area to create jobs and market-rate housing, strengthening the existing neighborhoods and increasing the ability to revitalize the Downtown
- Create a multi-use path that connects Puffer Playground to Snow Park along the eastern edge of Trout Brook to provide an amenity for a neighborhood that does not have access to public open space
- Expand open space and remove invasive species along the regulatory floodway to provide stormwater management and flood storage capacity for an area that regularly floods

Allowing a new use – commercial flex – in the redevelopment area will create the opportunity along the rail tracks for new buildings for businesses and jobs which will support the overall economy of the City and the specific economy of the downtown by providing demand for food, goods, and services. Commercial flex is commonly defined as a mix of industrial, office, and sometimes retail space that can be easily rearranged to meet the needs of the business without additional permitting or licensing required.

Mixed-use and multifamily development along Court Street provides office, retail space, and residential units within easy walking distance of commuter rail and bus services. The demand for goods and services from the office workers and residents will also help support further revitalization of the businesses along Main Street, located a block west from Montello Street and the Commuter Rail. Active ground floor uses, such as a café or small convenience store, could support the needs of both residents and commuters.

In this area, a site has been reserved for a potential public safety building for a new police station.

This site is one of two that the City is considering. If this site is not used for a municipal purpose, it could also become commercial flex. The presence of hazardous materials, as those conditions are understood today, would prevent residential uses without additional environmental remediation of the site.

Trout Brook becomes a significant asset to this area. Removing trash and invasive plants will help restore the function of the brook. To the west of Trout Brook, this plan identifies flood storage areas to help mitigate existing and anticipated flood conditions. The east side of the Brook would become a shared pathway for pedestrians and bicyclists. This pathway would connect Puffer Playground to the north of the CSX site and Snow Park to the south of the site. This pathway would become a significant amenity for several neighborhoods in the area.

To the east of the pathway, the preferred plan includes a local playground, connected to the multi-use path, and a single-family development that knits the existing neighborhood together by extending streets now unconnected to each other. The additional connections will create more access to public transit by fostering a better pedestrian network.

Under current market conditions, some of these proposed uses may require additional subsidies and/or creative financing to stimulate redevelopment. In particular, additional multifamily units will create higher risk and a longer absorption period.

Potential Build-out from this Plan

- Residential Apartments: 250-300 units (3-6 years); monthly rent: \$1,350-\$1,900/month
- Single-Family Detached Houses: 31 lots; sale price: \$305,000 to \$335,000
- Commercial Flex: ~185,000 square feet; annual rent: \$8/square foot/year triple net
- Retail/Office Ground Floor: ~14,000 SF
- Public Safety Building or Commercial Flex: ~63,000 square feet public safety building or commercial flex

In addition to new land uses, the BRA plans for several public improvements to support new developments in the Redevelopment Area:

- Pedestrian path on the east side of Trout Brook connecting Puffer Playground to Snow Park
- Expanded open space adjacent to the Trout Brook floodway to increase stormwater management and flood storage capacity
- New streets and utilities dividing the larger parcels into smaller, more developable parcels
- New streets connecting to existing neighborhood streets
- Streetscape improvements throughout the redevelopment area
- Expanded utilities under the new street network

Public improvements will be built by a combination of efforts by the BRA, City, and selected

developers. Prior to the installation of these improvements, the acquired land would need to be cleared. Environmental testing and/or remediation of the land may be undertaken by either the BRA or a preferred developer.

NOTE: The project description should summarize both the project's direct and indirect impacts (including construction period impacts) in terms of their magnitude, geographic extent, duration and frequency, and reversibility, as applicable. It should also discuss the infrastructure requirements of the project and the capacity of the municipal and/or regional infrastructure to sustain these requirements into the future.

Describe the on-site project alternatives (and alternative off-site locations, if applicable), considered by the proponent, including at least one feasible alternative that is allowed under current zoning, and the reasons(s) that they were not selected as the preferred alternative:

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There is no specific construction project associated with the ***Downtown/Trout Brook Redevelopment Plan*** .

NOTE: The purpose of the alternatives analysis is to consider what effect changing the parameters and/or siting of a project, or components thereof, will have on the environment, keeping in mind that the objective of the MEPA review process is to avoid or minimize damage to the environment to the greatest extent feasible. Examples of alternative projects include alternative site locations, alternative site uses, and alternative site configurations.

Summarize the mitigation measures proposed to offset the impacts of the preferred alternative:

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There is no specific construction project associated with the ***Downtown/Trout Brook Redevelopment Plan***.

If the project is proposed to be constructed in phases, please describe each phase:

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The activities described in the Implementation Plan in the ***Executive Summary, Implementation Plan*** and Sections 8 of the attached ***Downtown/Trout Brook Redevelopment Plan*** are anticipated to take