

Special Permit Hearing

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6 SPECIAL PERMIT HEARING
7 HAVERHILL CITY COUNCIL MEETING
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15 DATE: May 25, 2021

16 BEFORE: Haverhill City Council

17 Melinda Barrett, President

18 Colin LePage, Vice President

19 Councillors Joseph Bevilacqua, John

20 Michitson, Thomas Sullivan, Timothy

21 Jordan, Michael McGonagle, Mary Ellen Daly

22 O'Brien, William Macek
23

24 Transcribed by: Roberta Katz

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1 P R O C E E D I N G S

2 (Commencing at 00:31:21 in recording.)

3 PRESIDENT BARRETT: Next item.

4 CLERK KOUTOULAS: Document 32/B,
5 Application for a Special Permit, CCSP 21-7,
6 Zero Railroad Ave., Site Plan Review (Major). I
7 have Attorney Michael Migliori representing PE
8 Partners, LLC, to construct 290 apartment units
9 in approximately 6500 square feet, retail space
10 on existing vacant parcels owned by the city on
11 Railroad Avenue and Skateland site, also on
12 Railroad Avenue. Applicant requests, had
13 requested on April 13th to move the hearing to
14 today, May 25th, several related comments. The
15 documents are included from various departments
16 and the public.

17 PRESIDENT BARRETT: I call this special
18 permit hearing to order. We will have the
19 presentation by the Applicant. After they
20 finish their presentation, we'll open it up to
21 folks, both for and against. And if there needs
22 to be a rebuttal, that will be allowed and if
23 there is a spokesperson for those that may be
24 opposed, they will be allowed to speak and we

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1 will maintain order at all times, please.

2 MR. MIGLIORI: Sounds fair to me.

3 PRESIDENT BARRETT: Thank you.

4 MR. MIGLIORI: Good afternoon, President
5 Barrett and members of the council. For the
6 record, I am Michael Migliori and I represent
7 the Applicant this evening. My offices are
8 located at 18 Essex Street here in Haverhill.
9 I'm thrilled to be back before you this evening
10 and working on the most dynamic and
11 transformational project that I've ever been
12 involved with.

13 Mike Procopio is here this evening, along
14 with the entire team. We'll be presenting to
15 you in detail this project which has been in the
16 works for almost two years now. I won't take
17 too much of your time because of the importance
18 of everybody who comes after me, but I think it
19 would be beneficial to quickly summarize the
20 site and the project history.

21 I unfortunately am old enough to remember
22 when the project site, referred to as the
23 Ornsteen site, was an active manufacturer of
24 shoe products in the city that employed many,

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1 many people for many, many years at this site on
2 the river. Sadly, like all of the other shoe
3 manufacturers that were located in the city, its
4 day came and the plant closed down. The parcel
5 changed hands a number of times over the past 40
6 years, always with the hope that it would be put
7 back into service in some form. Unfortunately
8 over those many years, no one has had any
9 success. The buildings eventually came down and
10 we all know what it looks like now.

11 The most recent owner failed to pay taxes
12 back in the '80s and the city foreclosed on its
13 tax lien at that time. For almost 40 years the
14 city has owned the parcel and has always hoped
15 someone would come along with the right proposal
16 and create something special on the river. But
17 40 years later I think that proposal is finally
18 before you this evening.

19 In 2019 the city, at the direction of the
20 mayor, drafted an RFP for the site. In that RFP
21 the opening paragraph stated as follows, and
22 I'll read it to you: "The City of Haverhill is
23 pleased to present this request for proposals
24 for the disposition by sale and redevelopment of

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1 the Ornsteen property located at 31-35 Railroad
2 Avenue. The City of Haverhill seeks proposals
3 that will successfully convert this vacant land
4 into an active use that will also provide an
5 economic gain for the city. Specifically the
6 City of Haverhill hopes to see the subject
7 property redeveloped into a primarily market-
8 rate residential or mixed residential and retail
9 use that will utilize the adjacent commuter rail
10 services. The subject property could also be
11 potentially combined with the three adjacent
12 privately owned parcels and incorporated into a
13 more comprehensive redevelopment plan for the
14 riverfront area. The city further hopes to see
15 a portion of the property developed by the
16 proponent as an active park for the residents of
17 the development and of the city to enjoy, along
18 with improved access to the Merrimack River
19 along the rear property line.

20 With the many options that Haverhill has
21 to offer, the city expects that occupants of
22 this new development will be able to enjoy the
23 convenience of the commuter rail station across
24 the street, spend an evening walking to

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1 Haverhill's many downtown restaurants and
2 services or spend an afternoon walking or riding
3 their bike on the new rail trail along the
4 Merrimack."

5 The RFP that Mike Procopio submitted was
6 deemed to be the best of all the proposals the
7 city received, after a committee appointed by
8 the mayor reviewed the proposals and met with
9 all of the applicants. His proposal, as you
10 know, was the only proposal to successfully
11 incorporate the Skateland site and the former
12 gas station site, those privately owned parcels
13 that were referenced in the RFP.

14 The project before you this evening hits
15 on everything the RFP hoped for and in my
16 opinion more. Based upon the results of the
17 RFP, the city council held a hearing in February
18 of 2020 where we made a brief present -- excuse
19 me, brief presentation to the council and the
20 council showed its support at that time of the
21 project and declared the parcel surplus allowing
22 the process to move forward, excuse me.

23 This council in June of 2020 approved the
24 sale of the parcel and authorized the mayor to

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1 sign a purchase and sales agreement with Mike
2 Procopio. A purchase and sales agreement was
3 signed between the parties a short time later in
4 July of 2020. Since October of 2019,
5 notwithstanding a pandemic, the Procopio team
6 has worked tirelessly to deliver a one of a kind
7 development to the city. I remember personally
8 being concerned about whether the project would
9 move forward because of everything we were
10 facing back in 2020, the pandemic and everything
11 else that was going on around us in the country.
12 And I asked Mike in one conversation, you know,
13 what impact something like this pandemic and the
14 economy and everything else that was happening
15 would have on the project. And I remember, and
16 I remember it to this day, you know, he looked
17 at me and said it would have absolutely no
18 impact whatsoever; I love this project. Those
19 were his words.

20 So here we are tonight. I think you're
21 going to be impressed with what you see, and at
22 this point I am going to sit down and turn it
23 over. I think the mayor has some words to say
24 and then we'll go through the rest of the

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1 presentation. Thank you.

2 PRESIDENT BARRETT: Thank you.

3 Mr. Mayor.

4 MAYOR FIORENTINI: Thank you, again. I'm
5 making up for the meetings I missed. Thank you
6 for allowing me to speak.

7 In my years as mayor, this is one of the
8 very few times that I've ever been before you on
9 a special permit application. It might be only
10 the second time I appeared before you to get the
11 downtown started on the Beacon project and I
12 don't recall others, there may have been, but I
13 know there's been very, very few because special
14 permits are your purview.

15 But this project is that important. This
16 property once housed the Ornsteen heel factory,
17 not shoe, where 100 to 200 people worked for
18 decades. The Ornsteen family, good residents of
19 Haverhill, I knew Eddy Ornsteen myself, they
20 paid all the taxes for decades and I want to
21 stress that they never missed. But when the
22 family sold the property, the new owner didn't,
23 so the city took the property for back taxes
24 sometime I think in the 1980s. It could have

1 been before that.

2 Since then, the city has made a number of
3 efforts to sell the property, all without
4 success. We've made four efforts in my career
5 to sell the property and issued three RFP's. A
6 year or two years ago after the third RFP, we
7 got this proposal from the Procopios, easily,
8 easily the best proposal we've had in the 20
9 years that Mayor Rurak and myself were trying to
10 sell this.

11 The project does something not possible
12 in any of the earlier proposals and probably not
13 possible, at least not now if it's turned down,
14 it gives the city a beautiful waterfront park at
15 the entranceway to Bradford. Only the Procopio
16 Companies could do this because they're the only
17 ones that had the adjacent property, Skateland
18 and the abandoned gas station, under agreement.
19 Skateland was on the market anyway, I might add.

20 The waterfront park will provide a
21 beautiful gateway to Bradford. It will be the
22 first thing people see when they enter Bradford
23 and will give an incredible impression to people
24 entering the city or that area of the city from

1 coming over the bridge. It will include a
2 public playground, and we all know we need more
3 playgrounds, a walkway along the water, a rest
4 area, benches, a new dog park, the only one
5 which will be in that area of the city, and an
6 amphitheater. It will be an incredible addition
7 to our city.

8 Now, a lot of the credit for this park
9 has to go to the city council and I want to
10 credit you here tonight. A few years ago I
11 visited the Brooklyn Bridge Park in New York
12 City. I came back thrilled and wondered how
13 they did it. My daughter lived in Brooklyn at
14 the time and gave me a book about how they did
15 it. It was a public private partnership. The
16 council worked together with the mayor's office
17 to come up with a brand new waterfront zoning
18 package that included the possibility that here
19 in this subzone along the water, we could create
20 a park, and I thank you for doing that. The
21 waterfront zoning you approved allowed for
22 increased density if the developer worked with
23 us to develop a park along the waterfront, and
24 this developer had done just that.

1 So when we came before you a year or so
2 ago, you approved Procopio as the preferred
3 developer of this project, along with the park
4 they proposed. But councillors at that time
5 also expressed concerns and rightfully so. Your
6 primary concern was traffic and you asked us to
7 make it better.

8 Now, there isn't any doubt the traffic in
9 this area has been a concern for decades. This
10 project has nothing to do with it. It's been a
11 concern for decades, ever since the factory was
12 there. We heard your concerns. We applied for
13 a MassWorks grant and received over \$2 million
14 to improve traffic at that intersection. You'll
15 hear tonight from the traffic engineers that
16 Procopio hired to change the traffic pattern for
17 the better. But we didn't stop there.

18 We had our own city engineer, John
19 Pettis, and he's here tonight, he went over the
20 plan and it meets with his approval. We hired
21 an outside professional traffic expert. They
22 paid for it. We chose them and hired them to
23 review the plan, and you will hear from them
24 that this plan improves the situation. We all

1 know that traffic is challenged in that area but
2 this is a unique, once in a lifetime, at least
3 once in several decade opportunity to improve
4 it. It won't improve on its own.

5 I know that everyone here has seen some
6 negative comments on social media and we all
7 know there is no project anywhere in the country
8 that won't generate social media comments. I
9 like to say that NIMBY has been replaced with
10 some people by BANANA. Their motto seems to be
11 BANANA, build absolutely nothing anywhere near
12 anything, and if we only listen to negative
13 voices, we will never accomplish anything. And
14 if we only listen to negative voices, we'll
15 completely miss the fact that this is a popular
16 project.

17 I polled it in the newsletter I sent out
18 yesterday. I normally get 100 to 150 responses
19 to my newsletter, my new online polls. I had by
20 far and away the most responses I have ever had,
21 631 responses, 78 percent in favor and only 8.7
22 percent against, a 9 to 1 margin.

23 The Procopio Company used a social media
24 tool called coUrbanize, something we're

1 considering using for downtown, in order to
2 gauge public input, get public input and public
3 reaction. You will hear that the park was
4 designed by residents who went onto coUrbanize
5 and made suggestions and comments. The public
6 meeting -- the comments on coUrbanize were
7 almost universally favorable. There was a
8 public meeting on this project and I attended
9 it. There were maybe 20, 30 people there,
10 including some neighbors. No one at that public
11 meeting spoke in opposition to this project.

12 You're going to hear from some of the
13 people who were there tonight. You will hear
14 from the owner of the project. You'll hear from
15 our own planning director Bill Pillsbury and
16 from Tim Love of Utile, who helped us design
17 what I think is a great master plan. You'll
18 hear from traffic engineers about how they're
19 going to improve traffic and you're going to
20 hear from some neighbors. You'll hear from a
21 neighbor who lives on Laurel Avenue who drives
22 for a living and more than anyone, can't afford
23 to be stopped in traffic who welcomes this
24 project. You will hear from members of the

1 Ornsteen family that ran this for decades and
2 will tell you that traffic today is nowhere near
3 as bad as it was back then.

4 And then we'll hear from you. It will be
5 your chance to speak and to vote, and all I can
6 ask is that you listen and take everything into
7 account, as you always do. Tonight you'll be
8 asked to vote one of the best projects, maybe
9 the best project I have seen in all my years in
10 public life. A yes for this project gives us a
11 waterfront park, a dog park, an extension of the
12 rail trail, a restaurant along the park and
13 river and a beautiful entranceway to Bradford.
14 A yes vote is a vote for MassWorks money and for
15 improved traffic flow. A no vote ends the
16 chance to develop this site for the near future
17 and for the near future at least, maybe forever,
18 dooms the chance of putting in a park. A no
19 vote means that this MassWorks grant will
20 probably be lost and will make us more difficult
21 to obtain one in the future . A no vote means
22 that the traffic flow stays the same.

23 I ask only that you listen and I hope
24 that tonight you will agree with me that this is

1 one of the best projects ever to come before the
2 city. And with that, I would like to introduce
3 the owner of Procopio Companies, Mike Procopio.

4 PRESIDENT BARRETT: Welcome. Name and
5 address for the record.

6 MR. PROCOPIO: Michael Procopio, excuse
7 me, 9 Vinegar Hill Drive, Saugus, Massachusetts.

8 PRESIDENT BARRETT: Welcome.

9 MR. PROCOPIO: Thank you. Thank you, Mr.
10 Mayor. Mike Migliori is right. I do love this
11 project very much. There's a number of projects
12 that did not survive the COVID pandemic on our
13 plate. This is one of them, so I'm really
14 excited to be able to be here tonight. I
15 appreciate the opportunity, Madam President,
16 City Councillors, to be able to stand and
17 present our project, The Beck, for the Ornsteen
18 site.

19 Before I get into that, I would like to
20 make a couple of introductions, myself, my firm.
21 As I said, my name is Michael Procopio. I am
22 the CEO of the Procopio Companies. I'm third
23 generation. We're a family development firm
24 based in Lynnfield. We focus on southern New

1 England, primarily eastern Massachusetts, and
2 these are the types of projects that we do. My
3 grandfather started this firm in 1950, and we're
4 not the big national developer. We are the
5 local guys. We are the folks that come in. We
6 learn the neighborhoods. We learn what's
7 important. We become vested in the community
8 and we try very, very hard to deliver projects
9 that speak to the community, projects that
10 improve lives and projects that better the
11 places that we build.

12 One of our core values is that any place
13 can be better. We believe that about ourselves
14 and we believe that about our firm. We believe
15 that about the communities we work in and we
16 absolutely believe it about the projects that we
17 bring forward. We believe that any place can be
18 better. If you were to ask about us in the
19 places that we work, ask the municipal leaders,
20 ask the communities, what you'll discover is
21 that we as individuals and we as a team deeply
22 care about our projects and the communities we
23 work in. We deliver on what we say. Our word
24 is our bond and you have direct access to us.

1 We're the decision makers on our team and we
2 pride ourselves in being small and agile and
3 able to deliver very impactful projects in our
4 communities.

5 I do want to make a couple of
6 introductions on the wider team. Originally we
7 had contemplated a bit of a bigger presentation
8 but I think I know what's really important here
9 so we're going to focus on the core issues, but
10 I do want to introduce the team. They are all
11 available to answer questions as they come up at
12 the end, whether in response to public
13 commentary or in response to questions from the
14 council.

15 So Dan Skolski is here from DMS Design.
16 He's the project architect. Dan is also a
17 Haverhill local, born and raised. Steve
18 Martorano is here behind me hiding. He is from
19 Bohler. He's a principal there. He is the
20 primary civil engineer on the project. Matt
21 Mrva is here as well from Bohler. He is the
22 landscape architect on the project. And Bob
23 Michaud is with MDM, he's the transit consultant
24 that we engaged for both the MassWorks grant

1 application and for the overall improvements to
2 the Railroad Ave. and South Elm intersection.

3 So aside from presenting this evening on
4 the overall project details, I think there's
5 three, three key elements of community impact
6 that I want to hone in on. It was very clear in
7 our previous engagement with the council that
8 while there was a level of support for
9 redevelopment and for this project, there were
10 key issues that were a focal point and a flash
11 point in the neighborhood and for the council,
12 and I want to come right out of the gate and
13 address them.

14 We took it seriously. We heard you, and
15 the way we worked this project over the past
16 year, a lot of work has gone into it, over a
17 million dollars has already been invested into
18 this project, getting it to the point where it's
19 at. And the bulk of that was to address the
20 concerns that the council raised. We wanted to
21 take them seriously and we wanted to come back
22 to you with an impactful plan that wasn't going
23 to raise more questions but was going to garner
24 support so that you could put your weight behind

1 this project.

2 And there's three things I want to
3 address before we get into presenting the
4 project details. So first, I think we have the
5 elephant in the room, which is the traffic
6 congestion and safety issues at Railroad Ave.
7 southbound and the lower approach to the Comeau
8 Bridge, and obviously tied in with the
9 signalization on the Washington Street end of
10 the bridge and the way those signals are
11 synchronized and really inefficiently flowing
12 the traffic through there today.

13 I want to be unequivocal and state that
14 we believe we have the best solution to present
15 to you tonight to solve those problems with that
16 traffic flow at those intersections. We did not
17 come here tonight to present mitigation to you.
18 We did not come to present some sort of token
19 little fixes, change the buttons, change the
20 signs, paint some new sidewalks. We came with a
21 major infrastructure plan specifically designed
22 and thought out to solve the specific issues
23 that are there around traffic flow, around
24 timing, around vehicle queuing and around safety

1 coming through those intersections, both for
2 motorists, for pedestrians and for bicyclists.

3 Is it perfect? No, nothing is perfect.
4 These were roads that were laid out in the 1700
5 and 1800's. There's bridges there that were
6 built in the 1800's. There's not a lot that we
7 can do about some of the physical elements that
8 we're faced with there. But we believe within
9 the constraints that we have, this is the best
10 possible solution that could be put forward for
11 this. It's not a band-aid. It's detailed, it's
12 comprehensive. I think as Bob works through
13 that presentation, you'll see that this is an
14 infrastructure improvement project that has
15 received overwhelmingly positive feedback as the
16 mayor mentioned, both from the city's internal
17 review, as well as the third-party reviewers
18 that have taken a look at this and frankly, had
19 input and modified things to some extent, to
20 make sure that this was a proposal that by all
21 the stakeholders' involvement was going to be
22 viewed as comprehensive and long-term to improve
23 the traffic flow at that intersection.

24 And we believe that together, a private

1 developer, the Commonwealth providing some of
2 the funding and the city, we have a unique
3 opportunity to leverage the Commonwealth's
4 desire for additional housing at MBTA stations,
5 which has been their stated impetus for throwing
6 money at this project. We have the ability to
7 leverage their desire for transit-oriented
8 development into a meaningful improvement for
9 Bradford, for Haverhill and for folks that are
10 simply transiting that area. Whether it's folks
11 that are commuting, taking their children to
12 school, coming home at the end of the day or
13 simply trying to get from Bradford into the
14 downtown for dinner, we believe we have a
15 meaningful and impactful solution that improves
16 safety and flow.

17 You're going to hear a lot more about the
18 traffic. That's all I am going to say in intro
19 to that. I'll defer to the expert.

20 So secondly and tied to the transit, the
21 other big community issue that we heard an awful
22 lot about was the MBTA layover station and the
23 idling of trains. So we had a number of
24 conversations with the MBTA, stretching back

1 over the past 14, 15 months that we've been
2 working on this, and while to a great degree
3 it's outside of our control, I think as folks
4 have learned that have tried to deal with this
5 in the past for many years, the MBTA has
6 committed to move the layover station. They've
7 identified a parcel. They are scheduled to
8 close on that parcel in three or four months and
9 they have now viewed the movement, the transfer
10 of the layover station as a high priority
11 relative to this development and relative to the
12 neighborhood there in Bradford. So our hope is
13 that as we progress this project, we're able to
14 continue the pressure on the MBTA, execute on
15 the plan that they've already put in motion and
16 see that that issue, whether it's completely
17 dealt with or mitigated in a large part, ceases
18 to become the major issue that it is with the
19 residents in Bradford today.

20 Finally when it comes to community
21 impact, we're going to be presenting a major
22 public park project. You've heard a lot about
23 that already. There's some boards in the room.
24 You're certainly going to see it as we get into

1 the presentation. We're going to present a
2 major public park that's funded entirely with
3 private money and gifted to the city. This is
4 something we feel passionately about. I have, I
5 have -- I don't live in Haverhill but I have
6 three young kids. I have three kids under 5,
7 and I can tell you coming out of COVID, there's
8 not enough, there's not enough focus put on
9 mental health and on the need for families to be
10 able to get outside, for the need for children,
11 young people to be able to get out and do things
12 and engage in the community in a meaningful way.

13 And what you're going to see is when we
14 look at this park, as the mayor stated, we took
15 public input and designed the park, the first
16 time in my career, we designed this entire park
17 specifically around the feedback from the
18 community. The members of the community, many
19 of them are here tonight, they gave us specific
20 asks in the park. We want a dog park. We want
21 a splash pad. We want a bike path. We want a
22 quiet area. We want an area for teens. We
23 want, we want a kayak launch. All of these
24 things we were bombarded with. Through our

1 public process, we were able to take and build
2 that into basically a custom built, almost three
3 and a half acre park that we're able to build
4 and turn over to the city as part of this
5 process.

6 This is a first for us, being able to do
7 it that way. We feel really good about it.
8 We're more excited to present the park maybe
9 that we even are to present the rest of the
10 project. I love space-making. I love making
11 spaces that people want to come to that are a
12 draw for people and that are basically legacy
13 things in the communities where they're built.
14 They become an anchor for the community and we
15 believe that's what we have and are able to
16 present in this park. We believe that will be a
17 showpiece for Haverhill and for Bradford and for
18 this community for decades to come.

19 So with that intro, I'm going to get into
20 the presentation itself. So we've done some of
21 the intros. I'm going to be handling the
22 general overview. You're going to then hear
23 from Bob from MDM. He's going to present the
24 traffic improvements, and then we're going to go

1 right into, into any questions that the council
2 may have for the wider team, including Dan and
3 Matt and Steve from Bohler, and be able to
4 answer any questions when you have, and then I
5 know there's some further commentary and
6 whatnot. Sorry. There's a little bit of lag
7 with my, my remote.

8 So this is the current overview and what
9 we call plan view of the project. So obviously
10 you can see the -- oh, wow, the TV doesn't show
11 the, doesn't show the laser, okay.

12 So at the top of the screen, you have the
13 Merrimack River, obviously. You can see the
14 project orientation. You can see Railroad Ave.
15 and you can see part of the intersection that
16 we're going to talk about. On the far right of
17 the project, you see the primary park area.
18 It's almost, it's a little -- the entire park
19 area is 3.2 acres. The bulk of it is in that
20 primary area. We'll walk through that in a
21 little bit more detail.

22 That connects to what we're calling a
23 linear park. One of the major asks that we
24 heard from the community was unfettered access

1 to the Merrimack River for the public. We have
2 delivered that. The public has complete access
3 to every piece of frontage on this project.
4 It's ADA accessible and it's designed for folks
5 to be able to use at their leisure. This isn't
6 something that's restricted to residents. It's
7 not something we're gating off. This is
8 absolutely part of the public park. There's
9 active spaces. There's quiet spaces. There's
10 spaces for older folks. There's spaces for
11 kids. We really wanted this to be inclusive of
12 what the community wanted.

13 When it comes to the buildings itself,
14 there's two buildings. We'll talk a little bit
15 about how that shifted from three buildings to
16 two buildings. In some earlier materials you
17 got, there was three buildings. We've condensed
18 it into two buildings for efficiency and frankly
19 to free up more space for the park, which we
20 were able to do.

21 In between the buildings, we have what
22 we're calling a motor court. That is an area
23 for ride shares, drop-offs, pick-ups, to be able
24 to come in, get off of Railroad Ave., be able to

1 handle the drop-offs or the pick-ups in a safe
2 manner and then return out to Railroad Ave.
3 without having to park and take up space on the
4 street.

5 On the opposite end of the E-shaped
6 building, to the far left you see the primary
7 entrance to the parking garage. This site has
8 underground parking. The vast majority of the
9 parking is below grade. You will not see it
10 from the street. There's very little surface
11 parking included in the project. It's primarily
12 below grade and the access is down on the far
13 left. We pushed that access as far down
14 Railroad Ave. as we could to reduce kind of that
15 vehicular clash with folks coming and going to
16 the park, temporary drop-offs and residents who
17 are coming home to park.

18 So this is what I was speaking about
19 relative to the original rendering. So on the
20 left you see the rendering you folks were
21 originally given. This is three buildings. You
22 still had the park at the end. The park was
23 about half the size of what it is today in the
24 proposal that we're presenting. We've taken

1 those two buildings. We've condensed them into
2 three buildings. We've done that in a couple of
3 ways. We've simply made the buildings more
4 efficient. We've skinnied up the amenity
5 offerings, we've become more efficient with the
6 floor plans and we've shifted the unit count to
7 an extremely heavy studio, one-bedroom count.

8 Our demographic is young professionals
9 commuting into Boston and that's the demographic
10 that we're looking to serve. While it's
11 certainly not an age-restricted project, that is
12 what we primarily see as our residents in our
13 project and in doing those shifts, what that did
14 is it freed up enough space to get this into two
15 buildings, much more efficient, opens up much
16 more of a view corridor to the river for the
17 residents, more area for the park. We felt it
18 was a win/win and that's what we're presenting
19 tonight.

20 Again, this is a before and after of the
21 park. On the left you see the original
22 rendering of the park. You can see it had a
23 couple of areas. It had a shade area. It had a
24 small playground area, some launch space and a

1 little amphitheater. On the left what you see
2 is the park that we're presenting today. This
3 is the park that was primarily designed by the
4 neighborhood in Bradford. I wish my pointer
5 really works. This is really -- yeah, this is
6 really unfortunate. Yeah, that's right. At
7 least that's a good fit for it because it's off,
8 right?

9 So just working through the uses on this
10 park, you know, part of our goal was to create a
11 space that's usable, right. We don't want to
12 create a park that has a whole bunch of uses
13 jammed into it but they are so small and they're
14 shoehorned in, that really functionally nobody
15 can use it. So what we really wanted to think
16 about was how can people use this space? We
17 wanted some active space. We wanted some
18 passive space. We wanted space that could be
19 flex space, right? A variety of uses could be
20 brought in to utilize some of these spaces, and
21 I believe that's what we achieved.

22 So starting down in the lower corner, we
23 have a plaza. This is kind of one of those flex
24 spaces. This is wide open. It could be used

1 for food trucks. It's something that could be
2 used for a farmer's market. It's something that
3 could be used for pop-up events in the summer.
4 It's something that frankly the city could take
5 or an organization could take and kind of use to
6 program in whatever way that they see fit, a
7 very flexible open public space at the very
8 entrance to the park.

9 Next to that we have a children's
10 playground, a really robust playground,
11 playground equipment, everything you would
12 imagine would be there, a rubberized surface,
13 very safe. It's fenced, kept in a separate area
14 from kind of the rest of the, the rest of the
15 park, so it's safe in terms of the road.
16 There's public parking for families to be able
17 to come and use that.

18 Just above that, we have a splash pad
19 with a water feature, something that would allow
20 families or folks to be able to engage with in
21 the summertime, create that interactivity. And
22 then there's a lot of passive uses in the park
23 as well. There's kind of an open lawn
24 recreation space, play Frisbee, very flexible,

1 set up a rink in the winter. I mean there's a
2 lot of uses when you think of the sheer acreage
3 that we're working with here in the ways that
4 this park would be programmed for the community.

5 Working towards the river from there,
6 there's some shade areas. There's some areas
7 for passive recreation, picnic. Whatever you
8 could imagine for those spaces, I think the park
9 would support it.

10 And then there's really an amphitheater
11 which is very naturally sloping down to the
12 river. There's seating that could be used for
13 performance venues. It could be used just for
14 folks to sit on and read a book, read the paper,
15 have a cup of coffee. Again, very, very
16 flexible space but space that we could envision
17 the community using in a very meaningful and
18 impactful way.

19 When you get all the way to the right,
20 there's a couple of things I want to point out.
21 You've got the entrance to the park for
22 pedestrians. So if you're walking across from
23 the rail trail, you're going to come into the
24 park at this area that Matt just indicated.

1 It's kind of a plaza area. There's space to
2 gather off of the road. It's safe. This is how
3 you'd access the park from the rail trail. This
4 is how you would access the park from the Comeau
5 Bridge if you were walking from the downtown.

6 Once you come in from there, there's a
7 dog park. That's the big round grassy thing
8 that you would see there, and that again is
9 split into a couple of areas, one for small
10 dogs, one for large dogs, well set up for
11 residents to come. We heard loud and clear that
12 having a dog park in Bradford was a major, major
13 ask of the neighborhood. This came up again and
14 again and again in the public commentary that we
15 had and really having one that's that large,
16 suitable for all dogs was a direct result of
17 those conversations with folks.

18 Finally as you get to the river, you've
19 got these paths that, you know, in this view
20 kind of look a little awkward. There's a
21 significant grade change from where the dog park
22 is down to the river. That bank is very steep.
23 What this is is a series of ADA compliant
24 accessible rampways to get down to a kayak

1 launch. There's also stairs for folks that want
2 to use those. But we've really tried to make
3 every aspect of this park accessible and really
4 folks can walk right down to the waterfront,
5 launch kayaks, launch canoes, launch paddle
6 boards, with a seasonal dock that we're
7 permitting down at the river at that end of the
8 park. So -- I think you're good. Thank you.

9 SPEAKER: I couldn't reach the kayak
10 launch.

11 PRESIDENT BARRETT: Good work, Dana.

12 SPEAKER: Thank you.

13 MR. PROCOPIO: So I do just want to run
14 through a few, a few of the project highlights.
15 So this is all in the package that you folks
16 have and has certainly been in the public domain
17 for some time as we've run the public process on
18 this project.

19 There's 290 apartment homes that are
20 contemplated here. For those that were involved
21 in the original RFP response, you will know that
22 this was originally 320 units. We reduced it to
23 290 units. We've held that count, despite
24 significant increases. This is really at an

1 inflection point for the project. There's 290
2 apartment homes, in a very, very heavy studio
3 and one-bed mix. This is a mix that we believe
4 works well. It attracts a lot of young
5 professionals.

6 This is transit-oriented development.
7 Our goal here is that people are going to have
8 less cars. They're going to walk to downtown.
9 They're going to take the train into Boston.
10 They're going to utilize that Bradford T stop to
11 make their lives more convenient and that's
12 what's going to attract them to this project.
13 Hence the large mix of studios and ones. As you
14 can see, it's nearly 200. 199 of the units are
15 studios and one-bedroom units. Only 91 are two-
16 bedroom units in the project.

17 There's 347 parking spaces. We're going
18 to go through a couple of slides to support that
19 number and work through some of the other urban
20 sites that we've done on transit and what those
21 parking ratios are. This is a higher ratio than
22 we typically do in other places, frankly because
23 the project fit the parking. So we included it
24 and it's below grade. So we're less worried

1 about kind of jamming surface parking all the
2 place up there and having that visual effect
3 and, you know, negative environmental effects
4 from that much paved and surface parking area.

5 There's 291 garage spaces, 56 surface
6 spaces, the majority of which are restricted as
7 public spaces for the park. That entire parking
8 lot that you can see down on that end of the
9 site is a parking lot for the public for the
10 park. It's not for the residents at all.

11 And then finally the park we've been
12 talking about, 3.2 acre public space, the 1.4
13 acre public park. That's the primary park we've
14 been talking about. That ties into nearly 2
15 acres, 1.8 acres of linear riverfront park.
16 That is the entire length of the site. It has
17 pocket parks along it, quiet areas, shade areas,
18 picnic areas, seating areas, way-finding
19 signage, signage on the history of the site,
20 signage telling the story of Haverhill across
21 the river, bringing people down into the site,
22 inviting them to view the river, inviting them
23 to use that space and really seeking to engage
24 the neighborhood in this project, right? We

1 want this to fit seamlessly into the
2 neighborhood and we believe this is the method
3 to do that.

4 The project has some significant offsite
5 improvement. You're going to hear a great deal
6 about that tonight relative to the
7 infrastructure improvements. There's \$2.5
8 million being proposed in offsite infrastructure
9 improvements. The bulk of that is being spent
10 at the Railroad Ave. Comeau Bridge southbound
11 intersection. We're going to walk through what
12 those improvements are, but a significant piece
13 of that has been reserved outside of the
14 MassWorks funds from the development's funds to
15 deal with the signalization updates and the
16 controller updates on the Washington Street end
17 of the Comeau Bridge. We recognize that that is
18 while not the same safety concern, a problem
19 relative to queuing of cars, flow of traffic,
20 synchronization of the traffic signals and a
21 problem with the way traffic queues up,
22 especially during rush hour on the Comeau Bridge
23 and we want to address that comprehensively as
24 part of this project.

1 There's meaningful city revenue
2 generation. This was a point in the RFP we
3 addressed. We want to reiterate that. This
4 project generates \$19 million in revenue for the
5 city over 20 years. That is significant,
6 especially considering a site that has generated
7 essentially nothing in city revenue over the
8 past several decades. We believe that's
9 meaningful. We believe that can have an impact
10 on schools, public safety, the neighborhood,
11 everywhere else where those funds can be seen as
12 impactful in the community.

13 And then finally, there's opportunity for
14 Haverhill residents. This is something that we
15 take seriously. There's a number of temporary
16 construction jobs on this project as the project
17 is getting built. We will give preference to
18 Haverhill contractors and Haverhill vendors as
19 we build out this project. And there is
20 permanent jobs at the property. Just on the
21 property management side, there's six or seven
22 permanent staff members that would be required
23 to run a project like this. We give preference
24 to Haverhill residents as well for that.

1 As an example -- we take it seriously.
2 As an example we brought a project online in
3 Lynn in the fall, the Caldwell, 260 units. It
4 has a staff of six. The manager was born and
5 raised in Lynn, currently lives in Lynn today.
6 She was a hire for that project from the
7 community in Lynn. The senior maintenance
8 supervisor has lived in Lynn his whole life. He
9 was hired for that project from the community in
10 Lynn. We take this seriously. We run a very
11 robust process and whenever possible, we want to
12 see these jobs, which are good jobs, good paying
13 jobs going to Haverhill residents who are vested
14 in their community and have a motivation built
15 in to have the project succeed, have the
16 property succeed, have the park be showing
17 nicely in the community. This is what we want
18 to see from that team.

19 So both Mike and the mayor alluded to the
20 public process we ran on coUrbanize. CoUrbanize
21 is an online platform used to get feedback from
22 the community, primarily for real estate
23 development. It's used by major national
24 developers. We used it on a number of projects.

1 It's a great way to get out in the community.
2 Folks have to register for the site, so we know
3 who they are. We have their contact information
4 and they engage in a public dialogue, whether
5 it's positive or negative, around the project
6 and we're then able to take that feedback and
7 it's able to inform the project decisions we're
8 making. We're able to actively change things
9 about the project to respond to the community.
10 In this case a lot of it was around the park and
11 around the public benefits but it affects
12 everything.

13 So I wanted to share some stats. We ran
14 this process over an eight-month period. There
15 was hundreds of comments that were received,
16 leading to hundreds of follow-on conversations
17 with individuals from Haverhill and Bradford
18 about this project. Over -- it's interesting
19 the way this stacks up with the mayor's survey.
20 84 percent of the comments that were received
21 were positive and supportive of the project, and
22 very overtly so. They said that.

23 About 10 percent of the comments, they
24 were basically neutral. They may have said,

1 we'd like to see a Cheesecake Factory here.
2 Like we don't know whether that's positive or
3 negative. It was just kind of a comment that we
4 got and about 10 percent of them were like that.
5 And then about 6 percent of the comments were
6 negative. They were, they were, you know,
7 commenting on some aspect of the project that
8 they didn't like or that they didn't want to see
9 the project happen.

10 In any event, that's overwhelmingly
11 supportive, which we take as a good sign. We
12 were able to engage the bulk of those people in
13 a meaningful dialogue. Many of them are here
14 tonight in this room and out in the overflow
15 room as well.

16 I do want to share some of the highlights
17 from that. 26 percent of the respondents
18 expressed excitement over the park and provided
19 detailed follow-on input on its uses and design.
20 This park was designed by the neighborhood,
21 completely. Every aspect that you see came out
22 of the neighborhood, came out of these
23 engagements.

24 15 percent were very focused on retail

1 and on restaurant uses and bringing those uses
2 across the river from downtown -- not taking
3 them from downtown Haverhill but creating in
4 Bradford a designation for retail and restaurant
5 uses. 15 percent of the folks were very focused
6 on that, suggesting types of uses, suggesting
7 areas, suggesting different retail offerings and
8 programming like that.

9 41 percent of the respondents were
10 expressing a high level of desire for the river
11 access, the boardwalks, and provided detailed
12 input for the design, sustainability,
13 connectivity and public access to the
14 riverfront. This was a major point. This is
15 what drove us to not simply have the park on one
16 end of the project but to take the entire
17 riverfront and essentially make it a public park
18 so that the public had access to the entire
19 length of the river.

20 A number of the comments revolved around
21 how while that site doesn't have anything built
22 on it today, you can't see the river. The views
23 are completely cut off. There is no access for
24 folks to get down to the river and enjoy it and

1 it's on that wide, nice beautiful stretch of the
2 river that I think folks obviously were
3 expressing a desire to be able to enjoy. This
4 was a comment, a set of comments that directly
5 impacted our design and what we're presenting.

6 17 percent provided detailed input on
7 community uses, festivals, food trucks, farmers
8 markets, music events. We got a ton of
9 suggestions around how this space could be
10 programmed for the community, tons. Hundreds of
11 different uses. Some of them we would never
12 even think of in a million years but it was
13 changing the way we were approaching some of the
14 flex space and how we were designing this.

15 11 percent had a high priority and
16 interest in the plan to fix Railroad Ave. and
17 South Elm, as well as the connectivity for
18 pedestrians and bikes. This was their number
19 one issue. They were very focused on -- in fact
20 in a way that we had not originally -- when we
21 approached this, we were focused on the vehicles
22 and the traffic and that was the feedback we had
23 gotten. When we began this process, what we saw
24 was there was concern about the traffic and the

1 vehicles and fixing that, but there was an equal
2 concern for bicycles and pedestrians and the
3 lack of safety in and around those intersections
4 and the connectivity to the rail trail and the
5 bridge, particularly around pedestrians. We'll
6 see how they address that in the traffic
7 infrastructure improvements.

8 1 percent of the folks commented on the
9 density in a negative manner. They thought it
10 was too dense for the area. 3 percent of the
11 respondents actually thought the density was too
12 low and they were commenting on the desire to
13 have higher density clustered around the train
14 stations, so not really meaningful statistical
15 numbers there but we thought we would include
16 them so you could see that density does
17 sometimes come up in conversations.

18 Interestingly, zero percent mentioned
19 concerns related to the impact on schools. I
20 think that's stemming out of the fact that it's
21 heavy studio and one bedrooms. The demographic
22 skew, very young professional s and
23 interestingly, absolutely no one had any
24 commentary on that.

1 2 percent of the people mentioned traffic
2 as their number one issue related to that
3 project. And nobody, in all the responses we
4 got, in the hundreds of conversations we had,
5 nobody mentioned parking or lack of parking as
6 an issue related to the development over there,
7 likely tied to the fact that the T lot is across
8 the street and generally not full, but in any
9 event it's an interesting stat that no one
10 brought that up.

11 So I do want to talk about parking for a
12 little bit over there. I've got three or four
13 projects that we've done in an urban setting,
14 similar-sized projects, similar number of units,
15 just to highlight their parking spaces per
16 bedroom. This is our Mosaic project in downtown
17 Lynn. As you can see, it's right on the train
18 station there. That's Central Square in Lynn.
19 It's 146 bedrooms. It has 40 spaces and it's
20 .27 spaces per bedroom. This project is .8 or
21 .82, I don't exactly remember what the number
22 is. We'll get it later, but in any event,
23 significantly higher than what we provided at
24 that project, .82.

1 This is the Caldwell project, also in
2 downtown Lynn. This is 309 bedrooms, 48 spaces
3 provided with that project, right across the
4 street, very similarly situated to the T. And
5 this is .16 parking spaces per bedroom. Again,
6 this project we're presenting .82 spaces per
7 bedroom.

8 Again in downtown Lynn, 372 bedrooms.
9 This is our Traverse Crossing project. You can
10 see the T right at the top of the screen. 134,
11 spaces .36 spaces per bedroom. So again,
12 significantly -- we're parking this project
13 significantly over the similarly situated
14 projects, primarily because we had the space,
15 not because we think there's necessarily even
16 the demand. It's a lot of parking for a transit
17 project.

18 290 bedrooms, 347 spaces, .27 spaces per
19 bedroom. I think that's inaccurate on the slide
20 actually. It's .82. So that's an error on the
21 slide. I apologize for that.

22 Again to demographics, I know this has
23 come up in relation to school impact and
24 concerns around that. In our entire portfolio

1 of properties that we operate, similarly sized
2 to this, across the whole portfolio only 6.2
3 percent of our residents are age 21 and below.
4 We don't break out the demographics beyond that
5 because of fair housing rules, but I can tell
6 you that even of that 6.2 percent, a number of
7 them would be aged between 18 and 21 and simply
8 live on their own. It's a very, very heavy
9 young professional demographic and just the way
10 it shakes in these kind of transit projects,
11 very few children that would be school-aged, the
12 way it shakes out, and very little impacts
13 generally seen on the schools as a result of
14 that.

15 So this is the exterior rendering along
16 the river. You can see the two buildings
17 situated. You can see the T station beyond
18 Railroad Ave. and you can see that swath of
19 land. This is not insignificant. This is not
20 some minor walking trail that we're building
21 along the river. This is a significant linear
22 park along the river, completely adding all that
23 green space and making that usable for the
24 community along the entire length of the

1 project.

2 The view from Railroad Ave. Again,
3 you've got the two buildings. You have that
4 motor court in the middle. You can see the
5 river beyond and you're seeing the landscape
6 improvement. These are set back off of Railroad
7 Ave. a little bit, so you get that urban kind of
8 townhouse feel with the buildings that fit with
9 the general esthetic in Haverhill and are
10 efficient for us with multi-family, yet you
11 still have room for green space and kind of that
12 place making along Railroad Ave. and with the
13 park.

14 This is the motor court. Again, it was
15 important to us to be able to get vehicles off
16 of Railroad Ave. for temporary drop-offs. We
17 didn't want Ubers pulling over on Railroad Ave.
18 and just letting people out on the sidewalk.
19 This was an important piece of that. It's
20 becoming more and more prevalent at our
21 properties. So we want to bring them right in.
22 There's some temporary parking in there.
23 There's some visitor parking in there. There's
24 some leasing parking in there, but it gets them

1 off the street, allows them to have a safe
2 pick-up and drop-off zone before they exit back
3 out into the traffic.

4 This is a close up of the park. Again,
5 what we looked at earlier, the same -- excuse
6 me, the same functions, the same program areas,
7 again a very healthy mix of active and passive
8 uses, most of them designed to be very, very
9 flexible for the community.

10 Again, this is the plan overview of the
11 parks and the river walk. You can see I
12 mentioned them, but what you will see along the
13 river walk, in the center by the E building you
14 see that round circle. That's a patio area.
15 It's a picnic area. There's some shade
16 structures there. There will be some seating
17 there that's public, and then again, you see
18 that at the end with this pocket park all the
19 way at the end of that river walk. Again,
20 you've got this quiet pocket park, frankly
21 designed for folks that want to get away from
22 maybe the activity of the other park, right?
23 There's a playground there, there's a splash
24 pad. We've also designed some very quiet,

1 passive spaces for folks that just want to go
2 and enjoy the outdoors and enjoy the river.

3 So that's all I have. I'll be back up
4 for the Q and A and to deal with questions, but
5 I am going to pass it off to Bob for the next
6 bit.

7 PRESIDENT BARRETT: Welcome. Name and
8 address for the record, please.

9 MR. MICHAUD: Yes, thank you, Madam
10 President, council members. For the record,
11 Robert Michaud, a principal with MDM
12 Transportation Consultants based in Marlborough,
13 Massachusetts.

14 PRESIDENT BARRETT: Thank you, sir.

15 MR. MICHAUD: Thank you.

16 I would like to start by saying that a
17 year ago, I received a call from Mike and his
18 group and he posed a question. That question
19 was: Given the location of this property, is
20 there a solution that works for the community?
21 He didn't ask me a question about whether his
22 traffic impact could be mitigated, which is a
23 common question of a development team. He asked
24 me whether this is a solution that would benefit

1 the community on a long-standing issue that
2 exists at this particular, very unique location.

3 I began to answer that by saying, let me
4 take a look. And my first experience with this
5 particular section of Haverhill and this
6 particular intersection itself was a near
7 collision in my car as a result of what is a
8 very difficult sight line, when anyone who is
9 unfamiliar with that location attempts to travel
10 under the MBTA overpass.

11 I then, having traversed this
12 intersection, attempted to do so from the
13 pedestrian's perspective to understand what
14 barriers exist and what impediments exist to
15 creating an environment that actually allows
16 people to safely, efficiently use this area for
17 that purpose, to get from this particular site
18 to any other location of the city, whether it
19 was the bike path or the downtown area. And
20 again, was faced with near calamity, frankly,
21 and having to dodge very fast moving vehicles
22 with limited sight lines and attempting not to
23 trip over sidewalks that were in disrepair.

24 I also witnessed a bicyclist attempting

1 to use this area of the city with trepidation.
2 So it's not unknown to this community and folks
3 who live here and experience this on a daily
4 basis that this location is very challenging,
5 has been for decades and really stands out as a
6 location that deserves and warrants an
7 improvement, not only to improve safety but to
8 enhance the ability for those who choose to use
9 automobiles to get safely from one side of the
10 bridge to the other.

11 Importantly, this particular solution
12 that we've developed was not done in a vacuum.
13 It was done through direct consultation with
14 city staff, department heads, fire department,
15 police department, public works, very early on
16 in the process before a MassWorks grant was
17 actually applied for. We wanted to understand
18 the local perspective and concerns from folks
19 who live with this on a day-to-day basis. If an
20 emergency response is required, what are the
21 challenges? Are there drainage issues that
22 affect this location? What are the safety
23 issues? What's the experience of the city?
24 What are your thoughts on how to solve this?

1 Mike had mentioned the community outreach
2 as well was part of that solution and
3 identifying through a public process, coUrbanize
4 in particular, specific experiences that the
5 community has with this location. While only 2
6 percent of the respondents identified traffic as
7 a principal concern, it was evident to us that
8 folks who use this on any regular basis do have
9 concerns with safety in particular and the
10 ability to get through this location, whether in
11 a vehicle or bicycle.

12 In November 2020 the state selected this
13 particular infrastructure package, which I will
14 present in a moment, as one of a select few
15 communities in the Commonwealth to receive a
16 substantial grant for infrastructure improvement
17 through what's known as the MassWorks grant
18 program. That program really is intended to --
19 for projects across the Commonwealth to support
20 economic recovery, especially in the current
21 climate, to generate local development, which
22 this does, and to create jobs and new housing,
23 particularly at transit-oriented locations such
24 as this. This is literally a poster child

1 location of all of the elements that are
2 required to present a successful multimodal
3 experience for folks who choose to use this
4 development or for the community that are left
5 to have to traverse this particular
6 intersection.

7 And I'll stress that but for the
8 MassWorks grant, this project wouldn't exist,
9 and so it's critically important that the two
10 projects, if you will, be viewed as integral to
11 one another. This \$2 million grant would not
12 have been forthcoming but for this project.

13 That said, what I would like to do is
14 present to you a simulation model that would
15 indicate some of the primary elements of the
16 infrastructure plan that we developed. This is
17 a color-rendered representation at a very
18 conceptual level, of course, of what we're
19 intending to do. And it shows the orientation
20 of Railroad Avenue, the Comeau Bridge on the top
21 of the screen, South Elm Street to the right and
22 Laurel Avenue to the bottom corner, left corner,
23 as well as Blossom Street. And what we're
24 intending to do is not only realign roads in a

1 way that's more beneficial and easier for the
2 motorist to use, but also as importantly, the
3 ability to knit certain pieces of infrastructure
4 together to make sure that they're effective,
5 specifically bicycle and pedestrian
6 accommodation features.

7 As we begin on the Railroad Avenue side,
8 we are entirely realigning that approach to the
9 terminal point of the bridge where it meets
10 South Elm Street. Today if one sees a MVRTA bus
11 attempt to use the underpass to make a turn from
12 Railroad Avenue, they can't. They entirely
13 swing into the opposing lane. They block
14 traffic. They potentially impact pedestrians.
15 I saw one bus almost have to climb the sidewalk
16 below the overpass to make that movement, very
17 difficult. Fire trucks would have the same
18 issue. So we've realigned that. We've pulled
19 Railroad Avenue further from the overpass so
20 that it meets at a 90-degree alignment with
21 South Elm Street.

22 The Laurel Street approach also comes in
23 at a very sharp or skewed angle. It is a
24 location that is very difficult to make a

1 maneuver from, after coming to a stop. It's in
2 direct conflict with higher speed movements from
3 the bridge. There is no pedestrian
4 accommodation in that area and it's a very
5 difficult alignment. We've also realigned that
6 so that it is also better aligned with the
7 overpass at more of a 90-degree alignment,
8 improves sight lines and visibility.

9 As we proceed to Blossom Street, which
10 requires a pedestrian to cross over 70 feet of
11 paved area to get from one side of that
12 intersection to the other, and for vehicles that
13 literally slingshot the right turn movement
14 without necessarily stopping but proceeding at a
15 rather high rate of speed, we've aligned,
16 realigned that to a 90-degree alignment,
17 introduced a central island feature that allows
18 pedestrians to cross with refuge at the midpoint
19 of that intersection and requires that anyone
20 using an automobile come to a stop and make a
21 90-degree turn, rather than a so-called
22 slingshot movement onto South Elm Street.

23 Finally as we proceed further to the
24 east, the trail head to the Bradford Rail Trail

1 is in that vicinity. We are proposing to
2 provide an enhanced crossing to that location,
3 pedestrian crossing that will be controlled by
4 what are known as Rapid Rectangular Flashing
5 Beacon controls, so that anyone attempting to
6 get to the trail head from the neighborhood or
7 from the bicycle lanes that will be built from
8 the project to that location can cross at that
9 location safely and with clear visibility to
10 motorists who are approaching it.

11 These sets of improvements are not
12 insubstantial, required extensive input from
13 city staff, were subject to peer review as the
14 mayor had indicated funded by the developer but
15 working on behalf of the city, and they've given
16 this a thumbs up as being appropriate at
17 addressing safety-related issues and concerns
18 and presenting what we would call a multimodal
19 opportunity to use this Ornsteen intersection
20 area, whether on a bicycle, as a pedestrian or
21 as a motorist.

22 This series of improvements was the
23 subject of the \$2 million grant from the state.
24 The state believes that through the issuance of

1 this money, that this can be brought to bear in
2 the near term to the benefit of the project but
3 more importantly to the benefit of the
4 community. This isn't all about how we can
5 serve a project. It's about how we can solve a
6 long-standing community issue and need.

7 Beyond these improvements, Mike Procopio
8 had mentioned that there will be enhancements to
9 the Railroad Avenue corner, which we'll review
10 in a moment, as well as the integration of these
11 improvements to the signal on the north side of
12 the Merrimack River at Washington Street.
13 You'll see two colored nodes here at the two
14 intersections. Those are new signals. Those
15 signals will work in coordination with one
16 another to ensure that vehicle queues are
17 managed very efficiently at this location,
18 without creating what people currently
19 experience as they travel over the Comeau Bridge
20 toward Haverhill Center, which is in today's
21 parlance long queues, potentially longer delays.
22 This series of signal controls will not create
23 extensive queuing. They will allow vehicles to
24 make safe and unimpeded movements through this

1 interaction in a way that also respects the
2 pedestrian environment and the bicycle
3 environment as well.

4 On the north side of the bridge, the
5 commitment goes well beyond the \$2 million
6 grant. There's an additional half million
7 dollar commitment by this developer to improve
8 portions of Railroad Avenue, as well as the
9 signal equipment at that Washington Street
10 location. We estimate that the upgrading of
11 equipment and bringing that signal to current
12 standards and efficiencies is north of \$200,000
13 of new and improved equipment, all of which will
14 be coordinated and connected to these signals so
15 that they are able to communicate with one
16 another, not only for the benefit of traffic
17 flow but for the benefit of preemption for
18 emergency vehicles, the fire department. The
19 fire department can activate these signals when
20 they approve them to make them go green so that
21 they can get to where they need to in an
22 efficient manner and they can do so with the
23 geometry that we've shown here, as far more
24 efficiently than they can today.

1 The next slide I would like to show is a
2 fly-through. This is a computerized model of
3 what this intersection will look like when it's
4 built and functional. Beginning at Railroad
5 Avenue, this is the site on the left, the
6 Bradford rail station on the right. You will
7 see the multi-use path, the trail system on the
8 north side of Railroad Avenue as it traverses
9 the site frontage. You will see occasionally
10 bicyclists as well as pedestrians all modeled in
11 this fly-through. The orientation to the park,
12 the realignment of Railroad Avenue where it
13 meets with the Comeau Bridge. You will see the
14 phasing of the new signalized locations and how
15 that phasing allows for the unimpeded movement
16 of traffic, without coming into direct conflict
17 with opposing traffic.

18 It well manages vehicle queues. Again,
19 you will see pedestrians and bicyclists move
20 along here in a very efficient manner, finally
21 terminating on the easterly end of the project
22 at the new pedestrian crossing that leads to the
23 trail head of the rail trail.

24 The next slide or fly-through, if you

1 will, focuses a little bit more on the
2 intersection itself and will demonstrate some of
3 the vehicles that were modeled to go through
4 here. You will see again Laurel Street in the
5 lower portion of the model, an occasional train
6 that goes over. The separation of conflicting
7 vehicle movements, we've modeled MVRTA buses
8 here. We've modeled single unit trucks and
9 Amazon-type vehicles that would be traveling
10 through here and this is a very good
11 representation of what we know will occur once
12 this is built and operating.

13 And that this not only reflects today's
14 traffic condition. This reflects seven years of
15 growth in the City of Haverhill. It represents
16 the full development of the property at The Beck
17 and was all subject to a rigorous peer review
18 process. And so what you're seeing is a
19 representation of what this is going to look
20 like seven years from now, with additional
21 traffic above and beyond what the project is
22 estimated to add. Very efficient operation.

23 We're very pleased to say that we have
24 submitted the 75 percent design drawings for

1 these improvements to the city. Those have been
2 reviewed by the engineering department. They
3 will continue to be reviewed through the peer
4 review process that has been applied to date,
5 and I believe John Pettis is able to represent
6 his department's position on what these
7 improvements represent and what benefits they'll
8 bring. But in conclusion, I'm very pleased to
9 be standing before this council representing a
10 project that is really, truly a city project
11 that is being moved forward by private
12 development through a very collaborative effort
13 and through very rigorous input from city staff.
14 Thank you.

15 PRESIDENT BARRETT: Thank you very much.

16 I have a question from Councillor
17 Michitson on the fly-through.

18 COUNCILLOR MICHITSON: Yes, thank you,
19 Madam President. Just could you give people
20 that are listening a little bit of a description
21 of the simulation model that you used, that its
22 not a video game?

23 MR. MICHAUD: Thank you for that, yes.
24 In the conduct of doing transportation analysis,

1 the consulting industry relies on very well
2 established computerized models that were
3 developed through vast research conducted
4 through Federal Highway, through the Institute
5 of Transportation Engineers that have been
6 accepted by the Massachusetts Department of
7 Transportation and transportation departments
8 throughout the country.

9 One of those models is referred to as the
10 Synchro model. The Synchro model is a
11 computerized version of what's referred to as
12 the Highway Capacity Manual that is published by
13 Federal Highway, and that manual and the
14 techniques for analyzing traffic are all
15 memorialized within the context of this computer
16 program called Synchro.

17 This model that is presented takes all of
18 the inputs to the Synchro modeling and imports
19 them into a more advanced graphical
20 representation of traffic movement that is known
21 as VISSIM. This is a VISSIM model. It was
22 developed by a private company. It's actually
23 an internationally recognized model that is well
24 used and accepted, again by Mass. DOT and

1 throughout the country and the world actually.
2 It's a very high level model. It is not a
3 computer game. It actually relies on specific
4 traffic inputs that reflect actual traffic
5 counts, actual truck percentages, actual
6 pedestrian volumes, bicycle volumes, roadway
7 geometry, signal timing and phasing inputs, a
8 lot of variables go into it.

9 This model, in terms of person hours to
10 produce, represents the outcome of about 200
11 person hours of time, and a lot of input from
12 department, department heads.

13 COUNCILLOR MICHITSON: So I did a little
14 research on the model and it does have
15 credibility, no doubt about that. But a couple
16 of questions. What I noticed during I guess you
17 call them fly-bys.

18 MR. MICHAUD: Yes.

19 COUNCILLOR MICHITSON: Backed up traffic
20 on the bridge. If you go back and look at those
21 fly-bys, right, they all show back up traffic on
22 the bridge.

23 MR. MICHAUD: Yes, absolutely, yes. And
24 I can address exactly that question.

1 COUNCILLOR MICHITSON: Okay.

2 MR. MICHAUD: But is that the extent of
3 the question? We'll focus on that.

4 COUNCILLOR MICHITSON: That's the first
5 question.

6 MR. MICHAUD: Okay. So I want to be
7 clear that any time a traffic signal is
8 introduced anywhere in the Commonwealth, that it
9 will require that vehicles stop and that will
10 result in vehicle queuing. That's just a fact.

11 COUNCILLOR MICHITSON: Okay, but you had
12 said earlier in your presentation that there is
13 no queuing.

14 MR. MICHAUD: No, no --

15 COUNCILLOR MICHITSON: Based on your
16 assessment. Did I read -- did I hear you wrong
17 or did I misinterpret what you said?

18 MR. MICHAUD: I want to be very clear
19 that what I was representing, and I hope I
20 didn't cause confusion. It was that vehicle
21 queues will be properly managed at this
22 location, all right. And what I mean by that is
23 that if one were to go over the Comeau Bridge
24 during an evening peak hour, it wouldn't be

1 uncommon to see 10 or 20 vehicles in front of
2 you attempting to get over that bridge. The
3 ability to travel on the Comeau Bridge is very
4 much connected with the ability of a signal to
5 work efficiently.

6 The modelling that we've done, which
7 again was subject to peer review as well as city
8 departmental review, indicates that queuing does
9 occur, and we anticipate that between six and
10 ten vehicles will be queued at any given time
11 they have to stop for that signal.

12 COUNCILLOR MICHITSON: At any one of the
13 signals?

14 MR. MICHAUD: In particular for the
15 bridge approach, so that's the focal point. If
16 we were to look at Railroad Avenue, we would
17 expect between two and four vehicles to be
18 queued there. If we looked at Laurel Avenue, we
19 would expect about six to eight vehicles to be
20 queued there. The queuing itself does not mean
21 that those vehicles will experience long delays
22 but as is the case in any signal in the
23 Commonwealth, you will be required to stop
24 because the right-of-way is being granted to an

1 opposing approach. And the idea behind a signal
2 is that it reduces vehicular conflict and allows
3 right-of-way to occur which today, if you
4 attempt to make certain movements, is very
5 difficult to do, particularly as an example,
6 South Elm Street approach.

7 If you want to go through South Elm
8 Street to Laurel Avenue, which I did my very
9 first time through this intersection, you really
10 can't see vehicles coming from the bridge side
11 through the underpass which are going in certain
12 cases in excess of 40 miles an hour. There's
13 very little ability for someone to properly
14 react to high-speed vehicles because of the
15 limited sight line. The concept of
16 signalization is to allow for a dedicated green
17 movement by someone on South Elm Street who
18 wants to go straight to Laurel, without having
19 to worry about whether a 40-mile-an-hour car is
20 approaching them in a very little space. So
21 queuing will result here but it will be very
22 manageable and it will be balanced among the
23 various legs of these intersections.

24 COUNCILLOR MICHITSON: And that's based

1 on a maximum load?

2 MR. MICHAUD: Yes.

3 COUNCILLOR MICHITSON: That you put into
4 the assumptions?

5 MR. MICHAUD: Precisely. And I mentioned
6 the seven-year growth horizon, so our firm went
7 out and actually obtained existing traffic
8 volume information. We had the benefit of
9 having historical traffic volume information for
10 Haverhill in the downtown area, including the
11 Washington Street signal through prior studies
12 that were conducted pre-pandemic. We had the
13 benefit of having historical information from
14 ridership at the Bradford station and the
15 associated traffic pre-pandemic. We put all
16 that together to ensure that what we're
17 representing not only represents a pre-pandemic
18 traffic condition but that it also includes
19 seven years of area growth, in addition to this
20 particular project.

21 And that's important to understand
22 because when this type of an investment is being
23 made, whether through a MassWorks grant or
24 private money or a combination of both, you need

1 to get it right and it can't be something that
2 works year one and doesn't work year two. It
3 has to work long term and that's what this does.

4 COUNCILLOR MICHITSON: Last question, and
5 this one I'm not sure that you have done the
6 analysis but I'm going to ask. So how can you
7 compare those queuing numbers that you gave me
8 here to what exists today? What is the queuing
9 time today?

10 MR. MICHAUD: At Ornsteen intersection?

11 COUNCILLOR MICHITSON: At these same
12 intersections that you just gave me the
13 information.

14 MR. MICHAUD: We have done an analysis of
15 today's condition which relies on stop control,
16 stop signs.

17 COUNCILLOR MICHITSON: Yes.

18 MR. MICHAUD: Stop signs, which aren't
19 necessarily completely effective.

20 COUNCILLOR MICHITSON: Right.

21 MR. MICHAUD: So the vehicle queues, if
22 you were to look at the Comeau Bridge, for
23 instance, traveling over the bridge through
24 these intersections is -- has limited queuing

1 but it does occur, and the reason it occurs is
2 because of the confusion that often arises
3 through movements, whether vehicular or
4 pedestrian, through that area. And
5 unfortunately what happens today is that while a
6 queue might not develop, it creates other very
7 distinct safety concerns in travel through the
8 intersection. So you know, I don't mean to be
9 evasive on the question of queuing.

10 COUNCILLOR MICHITSON: You're not. I
11 have hands-on experience in what you're
12 explaining.

13 MR. MICHAUD: Yes, okay. So the idea
14 here is not what kind of queues are we going to
15 create but what kind of right of way and ability
16 to safely travel through the intersection, what
17 are we creating? Particularly from the
18 pedestrian and bicyclists' perspective. You
19 know, those are as important as vehicular flow,
20 so this is much about safety. We're very
21 cognizant of the need to efficiently process
22 traffic for sure. And I can say that on a
23 letter grade rating, which is something that
24 traffic engineers use to qualify how well an

1 intersection will function, that we always
2 attempt to achieve what's known as a level of
3 service D or better operation, right. It's a
4 bit like a report card and it has to do with the
5 average delay that someone would experience as
6 they travel through a location.

7 This design will achieve of level of
8 service B operation. This is going to be a very
9 efficient location. It doesn't mean that
10 queuing won't occur. It will. But certainly
11 not to the extent you see on the north side of
12 the bridge and we believe that we can actually
13 improve the ability for that signal to work more
14 efficiently as a function of this project.

15 COUNCILLOR MICHITSON: And you've shown
16 that as well?

17 MR. MICHAUD: We are -- we've submitted a
18 traffic study that evaluates the north
19 Washington Street interaction that was subject
20 to peer review. In the conduct of that, and we
21 do report levels of service and queuing in that
22 report that was subject to review, it became
23 apparent to us that in the course besides the
24 analysis itself, the reality of that signal is

1 that it's complicated. And there was a mast arm
2 that had been hit and was down within the past
3 year. We know that the fire preemption
4 equipment was not functioning properly at some
5 period of time and that the signal controller
6 itself can be improved in terms of its ability
7 to better manage traffic. So we're looking at
8 this very practically and we have a solid
9 commitment to make that location better through
10 investment and ongoing technical review by the
11 city.

12 COUNCILLOR MICHITSON: Well, thank you
13 very much. Thank you, Madam President.

14 PRESIDENT BARRETT: Councillor Daly
15 O'Brien, you have a question?

16 COUNCILLOR DALY O'BRIEN: Yes, just a
17 follow-up on him. My interest is also on
18 back-up on the Washington Street side because
19 it's a mess right now at certain times of the
20 day. And that certain time of day has been
21 growing because we've got more people living
22 downtown on that side of the river. Is there --
23 do you see -- what did you see about that? I
24 mean was there any outcome?

1 MR. MICHAUD: That particular location
2 has a high level of pedestrian activity and
3 that's not an unknown thing. About three or
4 four, five years ago, the city undertook a road
5 safety audit of the downtown Haverhill area in
6 which they attempted to identify ways to better
7 accommodate pedestrian activity. That study
8 really didn't quite reach to this particular
9 intersection but this intersection has the same
10 needs as the downtown area in terms of
11 pedestrian accommodation, making sure that
12 vehicles can get through safely, first and
13 foremost, and certainly to the extent possible,
14 to make it work better.

15 Today, I absolutely understand that
16 there's longer queues and delays that exist
17 there but I also can say that through the use of
18 technology, improved signal controller,
19 optimization of what's known as vehicle
20 detection --

21 COUNCILLOR DALY O'BRIEN: Mm-hmm.

22 MR. MICHAUD: -- and allowing the signal
23 to communicate properly with the south side of
24 the bridge, that it will work better. And this

1 project, notwithstanding it will add some
2 traffic, it certainly will, is not the project
3 that's going to create more problems for that
4 intersection.

5 COUNCILLOR DALY O'BRIEN: Okay.

6 MR. MICHAUD: This project is going to
7 create a solution.

8 COUNCILLOR DALY O'BRIEN: And my only
9 other question is about bike travel. I notice
10 that we have a bike trail coming along Elm
11 Street. How do you get, if you've been -- when
12 you get to the end of Elm Street opposite Laurel
13 Ave., how do you get your bike over to Railroad?

14 MR. MICHAUD: Okay.

15 COUNCILLOR DALY O'BRIEN: Because it
16 looks like you can only go one way or the other
17 underneath the overpass.

18 MR. MICHAUD: Right. So there are
19 actually supplemental slides in the back that
20 present the design that we've submitted to the
21 city that make it a little more clear than some
22 of these color-rendered drawings, and Angelo is
23 going to find those. So if you scan to the back
24 of the design plan set, there we go, go a couple

1 more sheets down, okay. Hopefully the
2 councillors can see this but this is actually
3 the engineering design that is representative of
4 what we want to do. And you can see Laurel
5 Avenue on the bottom.

6 COUNCILLOR DALY O'BRIEN: Yes.

7 MR. MICHAUD: Railroad on the top and
8 you've got South Elm to the right. If you're
9 coming from the bike trail, you will have a
10 dedicated bike lane along South Elm Street that
11 goes all the way to the new signal. That lane
12 proceeds to the underpass as a separate lane,
13 separate from traffic, and terminates at the
14 signal at the foot of the bridge. You will also
15 notice that at the foot of the bridge, there's a
16 new pedestrian crossing that allows you to cross
17 from one side of the bridge to the other, to the
18 Railroad Avenue side.

19 COUNCILLOR DALY O'BRIEN: So the bike
20 would proceed to that cross?

21 MR. MICHAUD: Yes.

22 COUNCILLOR DALY O'BRIEN: Okay, okay. It
23 just wasn't clear that the bike could do this
24 and then go across. That's what I couldn't see.

1 MR. MICHAUD: Right.

2 COUNCILLOR DALY O'BRIEN: Because we have
3 a lot of biking in Haverhill and I hope it gets
4 to be more. And I think that this is -- because
5 we're trying to really promote the outdooriness
6 of all of this, and what a gift this will be to
7 that section of the city, that I want to make
8 sure that not just the pedestrian needs are met
9 but clearly that the bike needs are met too.

10 MR. MICHAUD: Absolutely. And one of the
11 things I can say about a MassWorks grant is that
12 it is a very competitive process and you need to
13 have the right elements of a plan for it to even
14 be competitive in that program. There are over
15 200 applications that were submitted, 35 of
16 which get picked, this one among, if not the top
17 selection in that program, for the very reason
18 that it includes bicycle accommodation features,
19 enhances pedestrian sidewalks and connections,
20 introduces pedestrian crossings, as well as, and
21 I didn't mention this before and this was an
22 outcome of local peer review for the city, also
23 a new crossing of Laurel Avenue to the T
24 station.

1 COUNCILLOR DALY O'BRIEN: Mm-hmm.

2 MR. MICHAUD: You will see in the left
3 corner, that is a new crossing or an enhanced
4 crossing that will also be equipped with Rapid
5 Rectangular Flashing Beacon controls. So we're
6 very much top of mind on bicyclists and
7 pedestrians here.

8 COUNCILLOR DALY O'BRIEN: And so how will
9 the pedestrian get from your development to the
10 T station?

11 MR. MICHAUD: Walk across the street, it
12 is right across the street. And there is a
13 pedestrian crossing that is in the plan set.

14 COUNCILLOR DALY O'BRIEN: I guess I'm not
15 seeing it.

16 MR. MICHAUD: Angelo, if you can back a
17 couple of slides --

18 COUNCILLOR DALY O'BRIEN: I think it's --
19 is it towards the end of the third building?

20 MR. MICHAUD: Yes. So you will see the
21 primary entrance to the Bradford parking area is
22 on the right half of that drawing, and you will
23 see a new pedestrian crossing exactly at that
24 location which brings you directly to the

1 loading platform.

2 COUNCILLOR DALY O'BRIEN: So everyone who
3 lives in that building that wants to use the T
4 will go there?

5 MR. MICHAUD: Absolutely, sure.

6 COUNCILLOR DALY O'BRIEN: That's all my
7 questions for now. Thank you, Madam Chair.

8 PRESIDENT BARRETT: Thank you, Councillor
9 Daly O'Brien.

10 Council Vice President LePage.

11 VICE PRESIDENT LePAGE: Thank you, Madam
12 President.

13 Just a quick question. When you're
14 talking about the MBTA lot, you said you have
15 data of who has been there and how long they've
16 been there. So you have like a three-year
17 average or the five-year average of the parking
18 rate in that lot?

19 MR. MICHAUD: Yeah. So we actually went
20 back through MBTA records of ridership which
21 actually indicate boardings and alightings from
22 that station over -- I don't have the exact
23 years, it was pre-pandemic. I believe it was
24 several years of data and we picked the highest

1 year of ridership for that location. My
2 recollection, I don't have it right in front of
3 me. My recollection is that there were
4 approximately 60 boardings or alightings during
5 the highest hour of activity for that station.
6 And those trips equate to essentially a vehicle
7 and those vehicles were then added to the
8 Railroad Avenue corridor as a trip in the
9 modelling to make sure that we're properly
10 reflecting the historical parking and trip
11 activity that is associated with that station,
12 above and beyond what we're likely to add for
13 trips from this particular project.

14 VICE PRESIDENT LePAGE: So you're saying
15 60 for a day or 60 --

16 MR. MICHAUD: During an hour, during a
17 particular hour.

18 VICE PRESIDENT LePAGE: Do you know what
19 the number was for a day of how many folks park
20 in that lot?

21 MR. MICHAUD: I don't. We do have that
22 information in the submitted traffic report that
23 was subject to peer review. It's in the
24 technical attachments to that report, which I

1 don't have here. But the highest period of
2 activity of course would be boardings in the
3 morning and alightings in the afternoon. The
4 alightings in the afternoon, which would drive
5 the demand for traffic on Railroad Avenue,
6 actually do not occur in a way that's coinciding
7 with commuter traffic. It's actually either
8 just before or just after that commuter peak,
9 which was an interesting trend to us. It's just
10 the way the train is scheduled. But we did take
11 that highest hour of activity and we loaded that
12 into the volumes. We can certainly provide that
13 but it is in the record in the traffic report.

14 VICE PRESIDENT LePAGE: I would just like
15 to know because they charge parking there, and
16 quite a few folks don't park there.

17 MR. MICHAUD: Yes.

18 VICE PRESIDENT LePAGE: They park along
19 Laurel Avenue.

20 MR. MICHAUD: And we have had that
21 discussion with the police department and other
22 city staff as to what that trend is, and it's
23 not uncommon for someone to park on Laurel
24 Avenue because it's free and they can walk

1 across the street to the platform. This plan
2 will reenforce that bicycles are more important
3 than free parking along Laurel Avenue, and so
4 you will see in the design that there are
5 bicycle paths, lanes if you will, along Laurel
6 Avenue as well that lead all the way from South
7 Elm Street to the new crossing at the MBTA
8 station. So if you're on a bicycle to get to or
9 from the station, there's a direct way of
10 accommodating that trip.

11 So we're aware that people don't
12 necessarily use the Bradford station lot because
13 it costs money and there is free parking in the
14 neighborhood. And our design, by design through
15 input from police and others at the city,
16 specifically will reduce the parking, the free
17 parking there, and encourage the use of the MBTA
18 parking itself, as it should be.

19 VICE PRESIDENT LePAGE: As I look at it
20 now, are you pretty much eliminating all that
21 parking along --

22 MR. MICHAUD: Yes, we are, from -- we're
23 not eliminating -- I want to be very, very clear
24 about this. We are not eliminating resident

1 parking. We are not eliminating resident
2 parking. But what we're eliminating is free
3 parking that is regularly used as a by-pass to
4 the Bradford.

5 VICE PRESIDENT LePAGE: It's kind of a
6 misnomer, the signs that we have because we
7 really don't have resident stickers in parking.
8 It's just been there to eliminate a problem with
9 -- my understanding of creeping up into the
10 neighborhood when the police would enforce no
11 parking there. So it's been allowed to be there
12 but at least now in my opinion that would be
13 great to eliminate that.

14 MR. MICHAUD: Mm-hmm.

15 VICE PRESIDENT LePAGE: All right, thank
16 you. I would like to know, like I say, that's
17 been a very under-utilized in my opinion parking
18 lot.

19 MR. MICHAUD: I would agree. And even
20 tonight, understanding it's still, we're still
21 in the tail end of the pandemic at least, that
22 it's uncommon to see any more than a dozen cars
23 parked there, but historically it has been
24 higher than that. And the premise of this

1 project because of the amenities that it's
2 creating and the energy that it's creating in
3 cleaning up that area and making it more viable
4 will, in fact, attract more use of that station.

5 VICE PRESIDENT LePAGE: Thank you, Madam
6 President.

7 PRESIDENT BARRETT: Thank you, Councillor
8 Vice President LePage.

9 Councillor Jordan.

10 COUNCILLOR JORDAN: Thank you, Madam
11 President.

12 Just questions for you looking at the
13 fly-over, it looks like you are doing a lot to
14 try to address the traffic issues which for
15 those of us who live here knew, know definitely
16 do exist and particularly going from Bradford on
17 South Elm to go over the Comeau Bridge, really
18 between 4:00 to 6:00 p.m. That's the time when
19 it's a real issue.

20 I did it last Friday, just going through
21 a couple times in those windows just to get a
22 sense of when the backup starts, which can be as
23 far back as the liquor store. Theoretically it
24 can be as bad as Mal's where the barber shop is.

1 It took me at one point like seven minutes just
2 to get from when I first backed up to get over
3 the bridge to the Haverhill side and the second
4 time it was actually 13 minutes. It was that
5 bad.

6 Your modelling, obviously you're creating
7 queuing. Right now if you're coming from the
8 Haverhill side to go over the Comeau Bridge,
9 there is no backup. You go, you basically fly
10 right over. And you look at your modeling, do
11 you have it that tight to get a sense of how
12 long it will take now, you know, in peak hours
13 to get over that?

14 MR. MICHAUD: As we continue to finalize
15 the design for this, this is at the 75 percent
16 design stage and we will be subject to site plan
17 review, should we be successful in securing an
18 appropriate vote from this council, that we know
19 that the 13-minute delay that you're
20 experiencing can be vastly improved.

21 COUNCILLOR JORDAN: I would certainly
22 hope so.

23 MR. MICHAUD: Period. Yeah, it can.
24 Will it be perfect? Will queuing be eliminated?

1 No. We're certainly realistic about what's
2 possible at that location, and it's always a
3 balancing act between how much delay River
4 Street might get versus Washington Street versus
5 the bridge. And that's critically important,
6 not only because of the convenience or lack
7 thereof by folks like you who try to get over
8 the bridge but it's critically important from
9 the perspective of emergency response, fire
10 response.

11 COUNCILLOR JORDAN: Sure.

12 MR. MICHAUD: First and foremost in my
13 view. Those types of conditions need to be
14 addressed and will be addressed through this
15 project. And we know, while those delays will
16 exist in some form, they're certainly not going
17 to be 13 minutes long.

18 COUNCILLOR JORDAN: I just, my sense
19 would be, again as a person who is not an
20 engineer, is that when you put in these
21 improvements, it's going to make it a lot
22 better. My question, which I don't know the
23 answer to, is what will the impact be when you
24 add 290 units that are now flowing into there?

1 So on the first step when you put in all this,
2 you know, changes to the intersection, add the
3 lighting, it should make it a lot better for
4 people like me going from Bradford over to
5 Haverhill. I just wonder if it's temporary
6 until the people come in and then how much do
7 they add to it? Does it end up being a wash in
8 the end? That's what I'm unclear on.

9 MR. MICHAUD: Yeah, it's an excellent
10 question because folks will oftentimes correlate
11 the number of units to a high level of traffic
12 impact. And one of the reasons that we've taken
13 the time, that Procopio has taken the time to
14 fund and have us complete a detailed traffic
15 study, which was subject to peer review, was to
16 identify and quantify how much more traffic
17 might impact the bridge in particular.

18 I can say that because this is a transit-
19 oriented project, that one of every five trips
20 that will be made here during peak hours is
21 likely to be transit related. We know that from
22 U.S. Census data for folks who live in this
23 neighborhood today who use public transportation
24 that don't have as easy access as this project

1 will have to commuter rail.

2 We also know that, you know, the number
3 of trips that will be generated which is
4 estimated using industry standards, well
5 established standards, is measured at about one
6 additional vehicle per minute over that bridge
7 at most. The higher percentage of trips will be
8 actually oriented to Laurel Street and
9 Route 125. There will be people who use that
10 bridge, for sure. If they have employment
11 centers within Haverhill, they want to drive to
12 DeMoulas Supermarket, those trips will occur.
13 But the number of trips relative to the volumes
14 that currently exist there are inconsequential.
15 Yes, it will add traffic but it's on the order
16 of about one vehicle per minute.

17 Now if you were to stand at the Comeau
18 Bridge and just watch traffic and try to feel
19 what that's like, wait a whole minute. It's not
20 a lot of traffic, right, and it's not -- and
21 this is shown in our analysis. It's not going
22 to materially affect how long the delays of the
23 queues are at that signal.

24 So that was something we very much paid

1 attention to, but more importantly for the
2 delays that do exist and the traffic that does
3 exist, as well as the growth in traffic,
4 regardless of this project, that signal needs to
5 be improved and it can be, as a function of this
6 project. This project is more than mitigating
7 its impact.

8 COUNCILLOR JORDAN: Thank you.

9 PRESIDENT BARRETT: Thank you, Councillor
10 Jordan.

11 I do have a question. You compared the
12 October -- you used the October 2007 data and
13 added 34 percent it says. Volumes collected in
14 July 2020 with available data from October 2007
15 to determine an appropriate -- how come so far
16 back?

17 MR. MICHAUD: We actually use a
18 combination of factors. We had the benefit of
19 having what are known as peak season, peak hour
20 traffic volume counts for the Haverhill downtown
21 area. In the conduct of our study, because it
22 was in July of 2020 and during a pandemic, we
23 knew that we had to make corrections to
24 represent, fairly represent what the actual

1 conditions at these locations would be
2 pre-pandemic, without that effect.

3 So we went back to the road safety audit
4 that was conducted in the downtown area which
5 had October traffic data. We did counts at that
6 exact same location in 2020, in July of 2020.
7 We looked at the growth or difference in trip
8 activity from our count in July 2020 to the
9 October counts that were published and relied
10 on, and it demonstrated that it was between a 26
11 and a 34 percent difference in trips. Those
12 were the factors, the corrections that we made
13 to the data.

14 In addition to that correction factor, we
15 have looked at historical data that's published
16 by Mass. DOT for area roadways generally, and we
17 see this throughout the Commonwealth, that the
18 difference in trip activity during peak hours,
19 commuter hours pre-pandemic to during pandemic
20 were on average 25 to 30 percent below a typical
21 condition. So when we viewed the historical
22 information for the downtown area and compared
23 that to the count at the very same location in
24 2020, we knew that that 26 to 34 percent factor

1 was entirely consistent with the adjustments
2 that were made in literally dozens of other
3 communities and dozens of other projects that
4 we've worked on in the Commonwealth, and that
5 are consistent with what Mass. DOT has
6 recommended as adjustment to reflect pre-
7 pandemic conditions.

8 So the conclusion here is we've not only
9 made that adjustment, but we've taken that one
10 step beyond and looked seven years from now to
11 add traffic growth. So the volumes which were
12 peer reviewed, independently they concur with
13 our approach. They agree with it. It's
14 consistent with the Mass. DOT methodology, it's
15 consistent with what we've actually observed in
16 the field in other communities and that's the
17 basis of the correction.

18 PRESIDENT BARRETT: Okay. And so you're
19 eliminating parking on South Elm in front of
20 those businesses from probably what is now a
21 barber shop down to a garage that is now a
22 bikeway?

23 MR. MICHAUD: The liquor store, the
24 garage, that's correct. There's a handful of

1 curbside parking spaces there that quite
2 honestly create a lot of friction for folks who
3 are traveling along that corridor, and if they
4 were to remain there would be in direct conflict
5 with the objectives of the MassWorks grant
6 itself which is to provide bicycle accommodation
7 features, improve pedestrian accessibility and
8 to allow for proper vehicular flow. But we've,
9 we've addressed that very specifically through
10 ongoing discussions with department heads,
11 police, public works, and we know that the
12 liquor store, as an example, has adjoining
13 parking, both behind and adjacent to the
14 building. We know that the corner property
15 which was formerly an auto repair shop has,
16 recently at least, attempted to provide surface
17 parking within the confines of its own property.

18 The design very specifically recognizes
19 that and accommodates the potential for a
20 driveway connection to that surface parking. We
21 are continuing to work with the city on how that
22 particular land use, that particular property
23 can have viable parking off street. We believe
24 that it is possible but there are likely to be

1 changes that are necessary for that particular
2 property on its own property to accommodate that
3 need. And that landowner is aware through its
4 discussions with city staff of this project and
5 what the objectives are in the reduction or the
6 elimination of parking, so they're aware of
7 this.

8 PRESIDENT BARRETT: Going northbound over
9 the bridge, the queuing up onto the bridge and
10 right now it goes, it snakes around to South Elm
11 and Laurel, how do you alleviate that with no
12 lane for a right-turn lane? I mean, back before
13 they did the bridge over, there were two lanes
14 that you could kind of queue up there and people
15 would peel off to the right as they could, and
16 that's gone. So that's not available. It's
17 going to be solely on signalization?

18 MR. MICHAUD: Yes. The models that we
19 presented and the geometry that we're proposing
20 are more than adequate to account for that, all
21 right. So I'm going to actually turn to an
22 exhibit that I have here. I want to be clear
23 that we are actually introducing two lanes on
24 South Elm Street. There is a right-turn lane

1 and there is what's shown as a left-turn lane.

2 PRESIDENT BARRETT: Yeah, I was talking
3 about the bridge itself.

4 MR. MICHAUD: Oh, okay.

5 PRESIDENT BARRETT: That causes the
6 backups.

7 MR. MICHAUD: Oh, on the north side of
8 the bridge?

9 PRESIDENT BARRETT: Yeah, the north side,
10 going north.

11 MR. MICHAUD: Yeah, we're not proposing
12 to change the geometry there, the lane
13 designations.

14 PRESIDENT BARRETT: I don't think you
15 can.

16 MR. MICHAUD: We can't. But what we can
17 do, what's within the realm of grasp here is to
18 make sure that the signal that is there is
19 working as efficiently as it can. And it's not
20 uncommon to have signals be timed in a way that
21 reflected patterns that might have existed three
22 or four years ago, and those patterns change.
23 It's one of the reasons that this applicant is
24 willing to commit to upgrading the equipment at

1 that location so that it has proper vehicle
2 detection, current technology and that the
3 technology is able to communicate as well to the
4 signals on the south side of the bridge. And so
5 the technology is really the answer.

6 PRESIDENT BARRETT: Okay.

7 MR. MICHAUD: And that can be improved.

8 PRESIDENT BARRETT: Okay, because I've
9 attended many traffic and safety meetings over
10 the years and this Laurel Ave., South Elm,
11 Railroad intersection has come up a few times
12 over the eight years of meetings. And the
13 answer was always, oh, no, we can't put a light
14 there, that would -- you can't put a light
15 there; there's no way to put a light there. So
16 now there's a way to put a light there? Is it
17 just technology in the last couple years?

18 MR. MICHAUD: No. Again, I go back to
19 the very first conversation we had with Mike
20 Procopio. He said this project doesn't exist
21 unless there's a solution and a solution that
22 benefits the community, not just the project; it
23 just won't happen. So we were challenged with
24 developing a solution that is viable, and that's

1 what this represents. So I don't know the
2 history of other prior studies or analysis of
3 this intersection, whether or not the type of
4 design we're showing here was even considered.
5 But we like to pride ourselves on thinking
6 outside the box at the firm MDM.

7 I'm joined by my business partner Dan
8 Mills who is here tonight. We're supported by a
9 very well qualified compliment of staff. We've
10 been in the industry now for more than 30 years.
11 And so when we looked at this, we knew it would
12 be a challenge but we knew that there was a
13 solution, and that's what this is. So signals
14 do create queues. They do. But they have a
15 purpose in managing those queues and managing
16 those delays, not only for traffic operations
17 but for safety. And this can exist absolutely
18 in concert with that other signal.

19 PRESIDENT BARRETT: And what happens when
20 some day in the near ten-year future the
21 Basiliere Bridge is worked on and it becomes a
22 two-lane probably so they can work on half of
23 it? What happens to your scenario then?

24 MR. MICHAUD: I wouldn't hazard a guess

1 right now. You know, we're focused on what we
2 know exists for infrastructure in this area and
3 what the constraints are and the opportunities
4 are for that existing infrastructure. I can't
5 speak to whether or not Basiliere Bridge is
6 going to be improved or not or when. But
7 certainly to the extent that happens, they'll
8 obviously have to consider what exists at this
9 location at that time as well. You know, the
10 idea here is to solve what is a very difficult
11 safety-related issue, to balance it against the
12 transportation needs of having motorists get
13 through here and to make sure that we're
14 properly getting -- making opportunity for folks
15 who want to use alternative modes to do so
16 safely.

17 PRESIDENT BARRETT: Thank you. I think
18 that's it for questions on the traffic.

19 MR. MICHAUD: Thank you.

20 PRESIDENT BARRETT: Thank you.

21 MR. PROCOPIO: As a follow-up to your
22 question, one of the reasons that the current
23 solution is viable and wasn't necessarily viable
24 in prior studies or examinations of this is that

1 the realignment of Railroad Ave. to come in at a
2 90-degree angle and create that new geometry is
3 using the private land. It would not have been
4 possible without essentially using the Gulf
5 station property and part of the Skateland
6 property in the past. So what's allowed us to
7 do that is because we basically put it all on
8 the table and said, what do we need to do? And
9 the solution from Bob was, you need to bring
10 Railroad Ave. kind of over your land and make
11 that connection and increase the geometry. So I
12 think in previous studies of that, that probably
13 wasn't on the table and it's unique to kind of
14 the way we're looking at this now.

15 PRESIDENT BARRETT: Okay.

16 Mr. Pillsbury, are you part of the
17 presentation or are you speaking in support or
18 what's -- I'm not quite sure.

19 MR. PILLSBURY: I'm speaking in favor,
20 Madam President, of the project.

21 PRESIDENT BARRETT: Okay. Are we at that
22 point --

23 MR. PILLSBURY: I believe we are.

24 PRESIDENT BARRETT: -- on your

1 presentation?

2 MR. PROCOPIO: The only other thing that
3 we have in terms of our presentation is if
4 there's other questions, not related to traffic.

5 PRESIDENT BARRETT: We'll have questions
6 probably after. Councillor Michitson had asked
7 specifically to ask questions during the
8 hearing. You're all right with that?

9 Would anyone like to speak in favor?
10 Would anyone like to speak in favor?

11 MR. PILLSBURY: Madam President --

12 PRESIDENT BARRETT: Would anybody like to
13 speak in favor?

14 MR. PILLSBURY: I welcome the
15 opportunity, Madam President. Thank you so
16 much. Again --

17 PRESIDENT BARRETT: Name and address for
18 the record, please.

19 MR. PILLSBURY: Bill Pillsbury, Economic
20 Development and Planning Director. I will be
21 extremely brief, because you have my four-page
22 letter. I basically wanted to focus on the
23 zoning, the waterfront zoning that was created
24 for this particular subzone and how this project

1 complies with it. You have that in front of
2 you. I would be happy to answer any questions
3 that you have.

4 But very specifically, I think it's
5 important to note that the city departments have
6 reviewed this and find it to be in compliance
7 with the requirements of the ordinance, and
8 there's a number of different requirements of
9 the ordinance. We've looked at the waiver
10 requests as well. I believe that the waiver
11 requests are appropriate based on the
12 requirements of the zone and some of the
13 emphasis of the zone, the purposes of the zone.
14 And I think it really, the design guidelines are
15 complied with and I think, you know, we all know
16 that the real, the real issue before us is to
17 put a project that makes the most sense for the
18 City of Haverhill into play and I think what we
19 have seen here tonight is that type of a
20 project.

21 I've been involved with a number of
22 projects over the years, as you know, and we've
23 brought a lot of projects forward. I
24 specifically when we walked out of the last

1 hearing we had with the council, I called Mike
2 Procopio and I said, look, we don't want your
3 regular, standard, off-the-shelf traffic
4 engineer. We want you to get somebody that is
5 going to give us a solution, and those were the
6 terms that we laid out to them. And Attorney
7 Migliori heard that loud and clear.

8 And I think what you've heard tonight is
9 that Mike Procopio did that. He went and got an
10 engineer that was going to put together a
11 package that was not simply focused on straight
12 up mitigation. Obviously, we get a lot of
13 traffic studies that show mitigation, we're
14 going to put a stop line and we're going to put
15 a stop sign and we're going to leave it at that.
16 I think what we have tonight, and I think it's a
17 testament to the team that Mike has put together
18 and how they've worked with the city, I think
19 that's another important element, that they have
20 worked extensively with John and his office and
21 the rest of the city departments. You have
22 recommendations in favor of this project from
23 the police, from the fire department, and I
24 think that's very important and very telling

1 about the nature of the way this team has worked
2 with us and worked with the city over the last
3 period of time.

4 And again, one thing I would also mention
5 is that this project going forward is a city
6 project, city/developer program. This is not a
7 state project. I had conversation with one of
8 the councillors earlier today to mention at
9 least, that this is not a state, Mass. DOT-
10 authored project. The design is being handled
11 by MDM and it's being handled through the
12 MassWorks program and evaluated and peer
13 reviewed and implemented by the city. So we're
14 not going to get any Mass. DOT surprises as we
15 did on Route 125 and other projects. So I know
16 that that was a concern in some corners and I
17 want to point that out right away.

18 But I think in general, we have a
19 solution before us tonight that's consistent
20 with the master plan. And I want to just take a
21 minute and recognize the fact that Tim Love, who
22 did the master plan, was also in the review
23 committee here, is online, is on the line and I
24 would like to briefly hear from Tim, Madam

1 President. And I'll be here to answer any
2 questions that you might have that relate to the
3 zoning but I think in general at the appropriate
4 time, Madam President, I would recommend your
5 approval of this project at the appropriate
6 time. Thank you.

7 PRESIDENT BARRETT: Thank you.

8 Mr. Love.

9 MR. LOVE: Thank you, Madam President.

10 PRESIDENT BARRETT: Name and address for
11 the record.

12 MR. LOVE: Tim Love, 122 F Street, South
13 Boston.

14 PRESIDENT BARRETT: Thank you.

15 MR. LOVE: My name is Tim Love. I'm the
16 founding principal of Utile. We're a planning
17 and urban design firm, and I led with my
18 colleague Will Cohen who is also at the meeting,
19 the master plan process that I think you were
20 all involved with. We also were the consultant
21 to the committee that reviewed the proposals
22 that were submitted in response to this RFP, and
23 so we're very familiar with the alternative
24 proposals that looked at the site and the

1 reasons why the Procopio proposal came out ahead
2 as the preferred proposal.

3 I think since a lot of the things I was
4 going to cover have already been covered by the
5 speakers, I wanted to focus on some of the
6 design attributes of the project, speaking as an
7 urban designer and an architect, in addition to
8 the fact that the project fulfills the vision of
9 the master plan. I know a lot has been said
10 about the park but I want to emphasize a few
11 points.

12 First, the park is located at the
13 junction of an expanded riverfront trail
14 network, the bridge, and as a result of that and
15 some of the parts between the existing bridge,
16 the new park and the expanded trails, a unique
17 and memorable civic designation will be created.
18 It's the combination of the trails, the park and
19 the bridge coming together to create in a way
20 a new symbol for the city.

21 Secondly, the park includes uses and
22 attributes that will attract people from across
23 the city, including killer views across the
24 river framed by an amphitheater, a playground,

1 and seamless access to the riverfront trail
2 network. Lastly, the residents of the
3 development will ensure that the park is busy
4 across all hours of the day and days of the
5 week. This will make the open space feel safe
6 and welcoming to all.

7 I also want to reenforce again the
8 complimentary nature of the MassWorks grant and
9 the development proposal itself, and the fact
10 that a private parcel was used to solve what
11 before was an intractable transportation
12 problem. So for all those reasons, I'm in
13 strong support of the proposal.

14 PRESIDENT BARRETT: Thank you.

15 Mr. Cohen, did you want to say anything?

16 MR. COHEN: No, just that I support it as
17 well and happy to answer any questions if anyone
18 has any.

19 PRESIDENT BARRETT: Thank you.

20 Anybody else would like to speak in
21 favor?

22 Mr. Callahan. Name and address for the
23 record.

24 MR. CALLAHAN: Good evening, Dan

1 Callahan, 57 Lowell Ave. in Bradford. I've been
2 -- I've owned a home up there for the last 42
3 years. I've seen a lot of traffic go up and
4 down my street. I can remember back in the
5 early '80s, you know, when Western Electric had
6 8 or 10,000 people employed and I would have to
7 wait to back out of my driveway.

8 Traffic has always been something that's
9 gone on on Laurel Ave. and it shouldn't stop us
10 from -- I was excited about the project before,
11 and after watching the presentation with these
12 guys, I'm even more excited about it. To see
13 something happen in my neighborhood that I
14 haven't seen happen in 42 years, it's a great
15 project, you know. I think it's worth a real
16 good look at, you know.

17 And I love traffic by the way. I love
18 traffic. Traffic is a sign of a healthy
19 economy. It means people are going places and
20 doing things, contributing to our neighborhoods,
21 you know. Oh, yeah, I'm the guy that drives for
22 a living, but I want to thank you for your time
23 this evening.

24 PRESIDENT BARRETT: Thank you.

1 COUNCILLOR DALY O'BRIEN: I can't wait to
2 tell Tom, you're the limo guy.

3 PRESIDENT BARRETT: Anybody else that
4 would like to speak in favor?

5 MR. PETTIS: John Pettis.

6 PRESIDENT BARRETT: Here, and then to
7 you. And I do have some people online that want
8 to speak, so I am going to let them jump in at
9 some point.

10 MR. PETTIS: Good evening, President
11 Barrett and members of the council. John
12 Pettis, city engineer.

13 I have had the opportunity to meet with
14 the design team quite a few times, including
15 today. I did come into this with a lot of
16 reservations, you know, the traffic across the
17 bridge especially in the afternoon, the safety
18 at the intersection on both sides of that
19 railroad bridge and the path, pedestrian safety
20 at that location. But all along the way,
21 everything that I have had, everything that
22 police, fire, the other departments have worked
23 with, have met with them as well, they've
24 addressed everything really, really thoroughly.

1 We also had the BSC Group, which is an
2 engineering firm that we use sometimes for
3 traffic-related matters, do the peer review, and
4 Michael Santos had quite a few comments
5 initially. His review letter of January to this
6 date, to date, every one of his comments has
7 been satisfactorily addressed, and I would like
8 to introduce him now. I think he's online.

9 PRESIDENT BARRETT: He's online.

10 Hello, Mr. Santos.

11 MR. SANTOS: Hi, this is Mike Santos.
12 Can you hear me?

13 PRESIDENT BARRETT: Yes, we can. Name
14 and address for the record, please. I can't see
15 you but I can hear you.

16 MR. SANTOS: Okay. I did turn on my --
17 oh, one sec. There we go. How's that?

18 PRESIDENT BARRETT: There you are.

19 MR. SANTOS: Okay. My name is Michael
20 Santos. I am a traffic engineering consultant
21 for BSC Group. I'm based out of Worcester.
22 We're based out of Boston so we kind of cover
23 all of Massachusetts and southern New England.

24 I've been working with John Pettis, not

1 only on this project but on other projects to do
2 system peer reviews of developments like this.
3 This is, obviously this is the biggest one that
4 I've had a chance to look at. I don't have a
5 presentation prepared or anything but I'm just
6 going to briefly go over our peer review, the
7 process. So what we do, you know, we provide an
8 objective review of the traffic analysis
9 presented in the traffic study and any
10 transportation-related issues with the site
11 plans.

12 So we initially took a look at the
13 traffic study back in January. We had a
14 substantial amount of comments related to, you
15 know, related to the traffic study. So the
16 scope of our review, it includes the review of
17 the study methodology to ensure that it's done
18 in accordance with professional standards. You
19 know, through that we look at the data
20 collection, the existing traffic volumes, which
21 that was actually pretty tricky for this project
22 because they did data collection in July. But
23 we did review all of the adjustments that they
24 made.

1 Mr. Michaud spoke to that earlier and,
2 you know, we have no issues with how they, how
3 they grew the traffic volumes to reflect
4 hopefully where we will be very soon. We also
5 reviewed the safety and motor vehicle crash
6 analysis and then the project-generated trips
7 and the trip generation associated with the
8 project to make sure that they are accurately
9 projecting how many, how many vehicles are going
10 to and from the site.

11 And then the biggest part of the review
12 is to take a look at the proposed mitigation and
13 the proposed intersection work, the MassWorks
14 project that is currently at the 75 percent
15 design stage. So we first provided our comment
16 letter, our initial comment letter on January
17 26th of 2021. MDM provided responses to all of
18 our comments, I'm not going to go through every
19 single one of them, in a letter on March 3rd
20 which addressed all of our comments.

21 So the outstanding issues that they did
22 address were, you know, like I said, we did have
23 some questions on the traffic volume
24 adjustments, just because it was kind of a

1 complicated process to, you know, to take
2 traffic counts from last summer and to adjust
3 them to make sure that they're accurate. The
4 other thing that we looked at was safety and
5 making sure that they have adequate sight lines
6 and they do. There's plenty of sight distance
7 along Railroad Avenue, so we don't see any
8 issues with the site access.

9 A couple other important things to note,
10 and again, Mr. Michaud spoke to this earlier, is
11 that part of our, part of our review was to
12 ensure that, you know, we understand that
13 there's some traffic issues at the northern end
14 of the Comeau Bridge at Washington Street and
15 River Street. So they had committed to
16 contributing to funding traffic signal
17 improvements there. So that's something that we
18 recommend the city, you know, you codify that
19 and make sure that that's part of the conditions
20 of the project, just so that happens. We think
21 that, you know, there could be some significant
22 improvements just by looking at, looking at the
23 detection there and looking at the traffic
24 signal timing.

1 You know, we also looked at the proposed
2 traffic signals at South Elm Street and Railroad
3 Avenue and South Elm Street at Laurel Avenue,
4 with the understanding, you know, right now it's
5 unsignalized, so there's really no delays on
6 South Elm Street over the bridge. But with the
7 addition of this project we feel that, you know,
8 the analysis that they presented shows that the
9 signals can handle, you know, they can process
10 the traffic. There will be enough capacity for
11 that. And again, you know, you will see queues
12 on South Elm Street that don't currently exist
13 today but that's typical of any traffic signal.

14 And more importantly, we wanted to make
15 sure that, you know, none of the movements are
16 going to be over capacity, where you have queues
17 just building up that can't, can't clear through
18 the intersections. So we did look at that and
19 we're comfortable with, with what they
20 presented. And we're also available to the city
21 to review, you know, the ongoing design to make
22 sure that the traffic signal timing is fine-
23 tuned to what it should be to make sure that the
24 detection there is, is properly designed.

1 You know, another thing that I don't know
2 if it was pointed out but it's going to be fully
3 actuated. So what that means is that, you know,
4 when there's a slug of traffic that comes out of
5 the commuter rail station when a train drops off
6 passengers, you know, there will be actuation
7 there to allow the appropriate time for that,
8 for those vehicles to clear through the
9 intersection. So that's another thing that
10 we'll, we'll also be looking at through the
11 remainder of the design process.

12 Another thing that we looked at that's
13 also important is to make sure that the site
14 itself can handle fire trucks, delivery
15 vehicles, moving trucks and other vehicles that
16 will be serving the site. So they did, they did
17 provide diagrams, I'm not sure if you have
18 those. But they did provide diagrams showing
19 that all of those vehicles will be able to
20 maneuver throughout the site efficiently without
21 any issues and, you know, that's a safety issue
22 that we always, that we always make sure to look
23 at.

24 And one other thing that we did ask them

1 to do, it wasn't in their original traffic
2 study, is there is a mid block crossing on
3 Laurel Avenue, you know. As you come down the
4 hill you have, vehicles can be traveling at a
5 higher rate of speed. So we did recommend that
6 they install a Rectangular Rapid Flashing Beacon
7 which Mr. Michaud spoke about before, so they're
8 also committed to that as well.

9 And just one other thing. I don't think
10 that this came up but they did, they did provide
11 a list of transportation demand management
12 measures that they're going to do, such as, you
13 know, it's not limited to this but transit
14 subsidies and I'm not sure what else. But
15 that's a very important thing, especially for
16 transit-oriented developments like this. You
17 know, this development, it's going to be, in my
18 opinion it's going to be at the commuter rail
19 station. It's going to be attractive to people
20 that do want to commute into Boston, so it's a
21 great location for it.

22 And just one other thing. They did, you
23 know, when they did the trip generation
24 estimates, they did account for some transit

1 usage which I think it was about 19 percent, 19
2 percent of the people in this area use public
3 transportation. In my professional opinion,
4 just because of the location of the project,
5 that will probably actually be a lot higher. So
6 I think that they may have, you know,
7 overestimated the number of trips that this
8 project will generate which, you know, we call a
9 conservative estimate, so everything that is
10 designed will be able to handle that higher
11 level of traffic.

12 So we don't have any additional comments
13 on this and everything has been addressed. We
14 feel that this project can be constructed safely
15 and all of the proposed offsite roadway and
16 intersection improvements, it's going to be a
17 big change. It's going to be better pedestrian
18 connections and bicycle connections, you know.
19 Adding two signals is definitely going to add
20 some, some delay on South Elm Street but, you
21 know, for the larger transportation network,
22 these signals will be able to process the
23 traffic more safely, most importantly, and
24 efficiently. So we don't have any other

1 additional comments on this project.

2 Everything, all of our comments have been
3 addressed and I think the Board should have our
4 most recent letter that I just sent out
5 yesterday, it's dated May 24th, just confirming
6 that all of the issues have been resolved.

7 PRESIDENT BARRETT: Thank you.

8 MR. DOHERTY: Steve Doherty. You all
9 know me. I'm from the city here, but I recently
10 moved to Windham, New Hampshire but I think I'm
11 coming back.

12 I'm with him over there. I like traffic
13 but just not in front of me, okay. But I would
14 like to say that looking at it from a different
15 perspective, I know traffic is huge to everybody
16 here tonight. But I also own real estate
17 downtown Haverhill and we lease it out to G's
18 Restaurant, and I think that having this type of
19 a project across the river, okay, I think a lot
20 of these people will walk to downtown, will help
21 the downtown area and it will really help the --
22 everybody in business down there. I think it
23 would help tremendously from these amount of
24 people coming to that area.

1 And that won't be giving more traffic to
2 the Comeau Bridge headed downtown. That will be
3 foot traffic. And I think that will be
4 important that if we can get this amount of
5 people to come over to this side of the bridge
6 and spend their money downtown, it will be great
7 for the economy. It's great for the city. It's
8 a wonderful project. It's really, it's really a
9 stellar job, if you see what they put together.
10 I mean this is, I think this is a good one. So
11 if you could find it in your hearts, we, we got
12 to get this thing going. Okay. And I'm in
13 favor of this project. Thank you.

14 PRESIDENT BARRETT: Thank you. Cassie, I
15 think we have somebody online.

16 Go ahead, sir. We'll queue up somebody
17 online. Your name and address for the record.

18 MR. GAGLIARDI: Thank you, Madam
19 President. Michael Gagliardi, 103 Cedar Street,
20 Haverhill. And for those of you that don't know
21 me, I'm the business manager for the Laborers'
22 International Union, and one of the communities
23 that we represent here is Haverhill.

24 And I'm here with my brothers from the

1 International Brotherhood of Electrical Workers
2 who support this project. As you see, our
3 members that live in the City of Haverhill are
4 here supporting this project. This developer is
5 a little bit unique. He wants to ensure that
6 Haverhill residents are on the project. And
7 what we've committed to as building trades is to
8 go into the inner cities and also get some of
9 the kids from some of the underserved
10 communities that may not be college-bound and
11 put them into our apprenticeship programs. And
12 that's how we repay the city for helping to get
13 the jobs.

14 And I think that this council should be
15 thrilled that we finally have a developer here
16 that wants to ensure Haverhill residents go to
17 work, because that hasn't been the same for all
18 of the projects. We've had to force them to do
19 it reluctantly, as they come and take their
20 money back home, but this developer wants to
21 keep it here. And us as a building trade union,
22 we're totally in support of this project and we
23 think that it would be a shame to not give the
24 opportunity to some of the kids of this

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1 community to get into the trades and have a
2 career that travels outside of the city where
3 they can work for their own, for entire career.
4 Thank you, Madam President.

5 PRESIDENT BARRETT: Thank you.

6 Is Steve Pascoe still online? Steve?

7 MR. PASCOE: I am here.

8 PRESIDENT BARRETT: Hi, Steve. Name and
9 address for the record.

10 MR. PASCOE: Steve Pascoe, 52 Colby Road,
11 Danville, New Hampshire.

12 PRESIDENT BARRETT: Welcome.

13 MR. PASCOE: Thank you for giving me the
14 opportunity, President Barrett, other council
15 members, anybody who is listening. This is such
16 a huge opportunity for the City of Haverhill to
17 revitalize another distressed area. We've got a
18 totally increased housing demand which everybody
19 is aware of. Really, it blew up more in the
20 last year but it's been going on for at least
21 five years that I know of.

22 And it offers, this project, all of the
23 amenities, the kayaking, the boating, the
24 amphitheater, the dog park, the water, you know,

1 the waterfront area, boardwalk. You can't say
2 no to this. This is an amazing opportunity. I
3 know it's late but I'm in total, I'm a big yes
4 on this project.

5 I'm a developer and I'm a landlord in the
6 city, and I think that this is just a tremendous
7 opportunity to make things much better, add to
8 the revenue to the city for taxes and will give
9 people a great, great park to enjoy. And the
10 sincerity from Mr. Procopio, who I don't know
11 and his firm, and the things that I have heard
12 about their organization just gives me a great
13 feeling about the future of Haverhill, and this
14 project is amazing. That's pretty much all I
15 have to say.

16 PRESIDENT BARRETT: Thank you very much.

17 MR. PASCOE: Thank you.

18 PRESIDENT BARRETT: Have a good night.

19 There was one other person. There she
20 goes.

21 MS. SMIDA: A really quick statement.

22 PRESIDENT BARRETT: Name and address for
23 the record.

24 MS. SMIDA: Danielle Kravetz Smida, 17

1 Lexington, Haverhill. A little over 20 years
2 ago, my husband and I moved to Haverhill to live
3 in the Bixby Building downtown so we could park
4 our cars and walk to the train station for our
5 daily commute to Boston. We love seeing the
6 river from your deck, walking downtown for
7 dinner and being a short drive to Boston or the
8 mountains. We liked it so much we stayed.

9 And as you know, I liked it so much I got
10 involved in a couple projects downtown and one
11 of these projects being the Bradford Rail Trail.
12 It's always been our vision for our trail to
13 connect to the Bradford train station. As you
14 know, the current intersection at South Elm and
15 Railroad Ave. is quite dangerous for
16 pedestrians. The MassWorks grant to mitigate
17 traffic will address these pedestrian issues.
18 And additionally, it's my understanding that the
19 proposed developer will contribute additional
20 funding to these enhancements. However, it
21 doesn't happen one without the other.

22 I believe that if the council does not
23 approve this project tonight, it risks signaling
24 development that -- to the development community

1 that this parcel is not developable due to
2 traffic concerns that are unable to be mitigated
3 to the city's satisfaction. Without this type
4 of development, it's unlikely that we'll be able
5 to leverage funding opportunities to address
6 serious pedestrian issues connecting the rail
7 trail to the train station without significantly
8 foregoing phases to expand the trail east. In
9 other words, it took ten years to have what we
10 have now and it will take much longer to
11 reconnect to Groveland if we need to -- funding
12 to replace what is proposed as part of the
13 project to the west end.

14 As a long-time member of the Rail Trail
15 Committee, I urge you to consider how this
16 proposal benefits and builds upon an asset that
17 each of you have supported in the past. As a
18 resident, I think it's an opportunity. I am
19 encouraged by what I have seen from the
20 developer's project and approach to the
21 community feedback. And just as my husband and
22 I came to Haverhill to ride the train, I think
23 many of the residents who choose to live at the
24 proposed project will do just that. They'll

1 come to Haverhill for the river views, for the
2 downtown restaurants, for the rail trail and
3 eventually for an art center just down the
4 street. Thank you.

5 PRESIDENT BARRETT: Thank you.

6 Okay. One more, and then we'll go to the
7 other side.

8 MS. HERLIHY: Good evening. I'm Kay
9 Herlihy. I live at 4 Riverdale Terrace, and I'm
10 one of the fortunate few who live on the banks
11 of the Merrimack. My backyard is the Merrimack.
12 I think that was, this proposal will give a lot
13 of people in our city the opportunity to be
14 close to the river and enjoy it, as I do.

15 I am one of three people here from our
16 walking group who walk the rail trail, and when
17 we get to the end, we keep saying, well, soon
18 we're going to be able to walk across and go to
19 a wonderful park. And I hope that the city
20 council will think about the residents of
21 Haverhill and the opportunities this gives us,
22 all of us, not just those in Bradford, those in
23 Haverhill as well. I hope you will vote in
24 favor. Thank you.

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1 PRESIDENT BARRETT: Thank you.

2 MR. FOURNIER: Good evening, Madam
3 President and members of the panel. My name is
4 Robert Fournier. I live at 76 Pleasant View
5 Ave. here in Haverhill, and I want to speak in
6 favor of this job, of this project because of
7 all the jobs it will create in construction.
8 I'm in construction myself. I'm currently
9 working on a similar project in East Boston, and
10 it's good work and puts a lot of people to work.
11 And if they are committed to using local people,
12 Haverhill residents for labor, we'll earn the
13 money here. We'll spend it here in town. It
14 will be very good for the economy, not just for
15 the people who will move to Haverhill but for
16 people who already live in Haverhill and will
17 work in Haverhill to construct this project.
18 Thank you.

19 PRESIDENT BARRETT: Thank you.

20 How -- all right, one more. We're going
21 to lose, we'll lose the council here and they're
22 getting upset.

23 FEMALE SPEAKER: I'm wondering, did
24 anybody talk about to mitigate the traffic

1 problem of using the MassWorks grant to enlarge
2 and widen the streets on River Street and
3 especially the Merrimack Street, at the end of
4 Merrimack Street between Gerson and the
5 overpass? It seems to me that if you widen that
6 area, you might have to take out two businesses
7 but that would really improve the traffic flow
8 over the bridge from the south to the north.
9 And I haven't heard anybody talk about it. All
10 he said was somebody tried to mention it and the
11 developer said we can't, and I would like to
12 know why can't we use the Mass. grant or
13 something to widen the street on the north side.

14 PRESIDENT BARRETT: Thank you.

15 We have one more person that I can't say
16 no to. Is Ted connected?

17 FEMALE SPEAKER: There's no answer to my
18 question.

19 PRESIDENT BARRETT: I'm going to ask it
20 again, ma'am.

21 Ted, are you on?

22 (Pause.)

23 Mr. Gaiero, give him a couple seconds to
24 unmute.

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1 MR. GAIERO: It's a lousy connection.

2 PRESIDENT BARRETT: We got you.

3 MR. GAIERO: Oh, you're still there.

4 Good.

5 PRESIDENT BARRETT: Yes, go ahead, Mr.

6 Gaiero. Name and address for the record.

7 MR. GAIERO: Just call me Kid, please.

8 PRESIDENT BARRETT: Yes, sir.

9 MR. GAIERO: Okay. Who do I have the
10 pleasure of talking to?

11 PRESIDENT BARRETT: Melinda Barrett.

12 MR. GAIERO: Hey, Melinda. How are you
13 doing?

14 MR. MICHAUD: Good, thank you. How are
15 you?

16 MR. GAIERO: You had phenomenal parents.

17 PRESIDENT BARRETT: Thank you.

18 MR. GAIERO: They were very friendly with
19 the Costellos, and I am going to join the race
20 for City Council this year.

21 PRESIDENT BARRETT: Okay.

22 MR. GAIERO: This fall, yeah.

23 PRESIDENT BARRETT: Excellent. And
24 you're in favor, Mr. Gaiero?

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1 MR. GAIERO: I have a very formal
2 education. I have ideas to enhance the best
3 city east of the Mississippi, from the Gulf of
4 Mexico to the Great Lakes.

5 PRESIDENT BARRETT: Thank you, Mr.
6 Gaiero.

7 MR. GAIERO: No. What's my name again?

8 PRESIDENT BARRETT: Ted.

9 MR. GAIERO: Sergeant Ted, if you'd like.

10 PRESIDENT BARRETT: Okay, Sergeant Ted.
11 Thank you so much.

12 MR. GAIERO: Is your brother going to
13 open up Kelly's again?

14 PRESIDENT BARRETT: No. I wish but no.

15 MR. GAIERO: One and done, right? They
16 had a wonderful success there.

17 PRESIDENT BARRETT: Thank you.

18 MR. GAIERO: Are you still living in the
19 family house on Salem Street?

20 PRESIDENT BARRETT: I am for the moment,
21 yes. Thank you very much.

22 MR. GAIERO: Where are you going to move
23 to? That's a great place.

24 PRESIDENT BARRETT: It's beautiful, yeah.

1 Thank you very much.

2 All right. Anyone opposed? Is there
3 anyone who would like to speak in opposition?

4 MR. KATZULIS: Michael Katzulis, 119
5 South Elm Street. I have a few questions.

6 One, the parking. According to the codes
7 in Haverhill, we need to have 1.5 spaces per
8 unit, that's 435 spaces, which brings us a
9 deficiency of 88, and that's including whatever
10 businesses are going to be there. I'm just
11 trying to -- so I'm trying to find out what --
12 are they going to be using the MBTA parking at
13 all? Are they going to be leasing spaces for
14 that?

15 Also I'm just, one thing I thought about
16 listening, this is a former manufacturing plant,
17 correct? Who was there? Has the EPA been there
18 to see if there's any issues? I know it's been
19 40 years I guess since the building has been
20 there but I'm just concerned. Are there any
21 safety issues that need to be cleaned up? Also
22 there was a gas station that was previously
23 there.

24 I'm just concerned about the

1 infrastructure as well. Do we have enough
2 infrastructure to -- now we have this big
3 building. Do we have enough fire? I don't
4 think we do, and we only have one little fire
5 station at Bradford. If we have any major
6 issues, are we going to have a way to cover
7 everybody?

8 And obviously, our police have always
9 been strained. We know that. That's just a lot
10 more, you know. I'm concerned some place like
11 Skateland, it's been there for years. I've been
12 here for 19 years. I have never heard a problem
13 there. I mean, it's where kids are there,
14 they're staying out of trouble and now we're
15 losing more places. I know they want the park.
16 Traffic obviously is a problem. I live up the
17 street where there's another intersection. It's
18 got a lot of traffic as well. I'm wondering how
19 much this is going to back up when they start
20 queuing with the new lights they want to put in
21 there. Thank you.

22 PRESIDENT BARRETT: Thank you very much.

23 MS. HOBBS EVERETT: Katrina Hobbs
24 Everett, I live at 41 South Central Street and

1 pretty much work at 293 Washington Street.

2 So I came here actually to speak to
3 oppose, but I'll be honest. The presentation
4 was very impressive and I am very much looking
5 forward to like the park and things of that
6 nature. But I did want to just kind of ask,
7 well, I guess say one statement to the council,
8 and that's while this project seems like it will
9 be great for a transient population, you know,
10 coming into Haverhill working in Boston, it does
11 not address the housing needs for the population
12 that is currently in Haverhill. But aside from
13 that, I do think it's a great project. Thank
14 you.

15 PRESIDENT BARRETT: Thank you.

16 Anyone else that would like to speak in
17 opposition? Anyone in opposition? And I know I
18 have somebody online too.

19 Name and address for the record.

20 MR. FOSSARELLI: My name is Louis
21 Fossarelli. I have a place of business at 297
22 South Main Street in Bradford.

23 PRESIDENT BARRETT: Welcome.

24 MR. FOSSARELLI: Madam President, members

1 of the council, it's always a pleasure to be
2 here. I thought I would shed a little light on
3 the gentleman's question about safety. I am
4 going to reveal my age. In 1988 I was chairman
5 of the Conservation Commission. Before the city
6 foreclosed on the property, they wanted to make
7 sure they were not foreclosing on a hazardous
8 waste site. So they did a 21E, and we were
9 involved in that on the Commission and it had a
10 clean 21E at that time, which was a surprise to
11 everyone because it had been a factory for a
12 long, long time.

13 With that, I would like to really address
14 my primary concern which is probably everyone
15 else's is traffic. You know, there's an old
16 cliché: You can rearrange the chairs on the
17 Titanic; the Titanic's problem was that it had
18 the Atlantic Ocean. The intersection of
19 Railroad and South Pleasant Street has the
20 railroad. It has the railroad bridge, is not
21 getting any wider. They softened some of the
22 radiuses, they improved line of sight but they
23 haven't changed the problem.

24 I go through that intersection probably

1 five, six, seven times a day. At certain times
2 of the day, Councillor Jordan had it right on
3 the money. I've waited at the stoplight, at the
4 stop sign rather on South Pleasant Street to
5 enter the traffic flow going across the bridge.
6 If you're on River Street, you're at least a
7 half to three-quarters of a mile down the road
8 at certain times of the day. And those aren't
9 the worst spots. The worst spot is if you want
10 to take a left off of Washington Street across
11 the bridge to go to Bradford. If you don't make
12 the first four spots in the staging lane, it's a
13 disaster. It's a nightmare, especially if
14 someone is moving into the viewpoint.

15 Now, back any of those up and you have a
16 worse problem. And right now, there's nobody in
17 the train station. There's nobody in the 300,
18 291 units. There's nobody in the restaurants or
19 commercial space. There's no people in the
20 park. We're going to improve pedestrian traffic
21 which pedestrians press the light, it stops
22 everything. Bike paths, we're going to have
23 bike paths, enhance bike use in that area, slows
24 everything down further.

1 I found it interesting. There's two
2 little things that I didn't know but I was
3 watching the presentation. One of them was
4 you're not going to take away residential
5 parking on Railroad Avenue, but residential
6 parking is in the same place where the bike path
7 is going to be and you're going to eliminate the
8 people who park there and ride the train. I
9 think that's, that's impossible.

10 The second thing is, which is really even
11 more serious, if you come out of Blossom Street,
12 excuse me, if you come out of -- yes, Blossom
13 Street and you try to take a left to go across
14 the bridge, you have to enter a staging lane.
15 The staging lane you're entering is the staging
16 lane that goes straight up Laurel Avenue. It's
17 not even the staging lane you need to get to in
18 order to go across the bridge. So if you're
19 going to Haverhill, you can't come down Blossom
20 Street. You're going to have to go somewhere
21 else. And if, if the traffic backs up
22 seriously, you're going to be at Bradford Avenue
23 with the same problem.

24 It's just, it's almost unmanageable. And

1 it would seem -- I love the project. I'll tell
2 you what I like more than the project. I like
3 the enthusiasm of the developer. I'm convinced
4 it's, it's as good as it gets. I'm convinced he
5 believes everything he says and I think he's
6 right on all of it, except the traffic. You put
7 that train station back in business without a
8 pandemic. You add 300 condominiums with, and we
9 can speculate forever who has got a half a car,
10 three-quarters of a -- I'll just give you any
11 number. I'll take his number. You add those
12 cars. You have retail activity on the lower
13 level. You have people going to the park. You
14 have people trying to get off the rail trail
15 with bicycles and walking, stopping the traffic
16 in a two or three and a half, two and a half,
17 three and a half out, and you have a nightmare.

18 Nothing against the project, love the
19 project. Think it's great. I wish it wasn't
20 where it is. It always has been the problem.
21 It will be the problem as long as they're unable
22 to improve the opening that's there, that they
23 have to deal with, the railroad track. I guess
24 that's a very expensive thing and very difficult

1 but essentially we're going to have a lot of
2 traffic lights. They're going to slow
3 everything down. We're going to do very touchy
4 feely, wonderful things that we all want to do,
5 we inspire to do those things, outdoors, enjoy,
6 walk, ride bicycles, that's going to slow it
7 down further. This is a very heavily traveled
8 commercial area.

9 And I'm not sure, you know, the more I
10 think about it, which is worse, the other end of
11 the bridge or the trestle part of the bridge?
12 It's really a toss-up. But I can see this
13 project only exacerbating it by its existence,
14 not by what it's doing wrong or that it's
15 designed incorrectly or it's not sensitive to
16 the community's needs.

17 I just think, and Madam President, your
18 point is well taken and undiscussed. We're all
19 here, because I sat there with you when we did
20 the Comeau Bridge. Five years of nightmare. At
21 least a half a dozen streets changed direction,
22 made into one-ways. Remember, you couldn't go
23 down Merrimack Street from Bradford? That's
24 because the traffic was so bad. We got it five

1 years at least, and I don't care if they put one
2 lane or two lanes and they pass by, people avoid
3 that stuff and they go to the other bridge.
4 It's a nightmare that's going to be made worse
5 by that situation.

6 And who even knows what the schedule is
7 for that situation. Certainly I don't. I know
8 it's been delayed at least once or twice
9 already. I would love to do a temporary bridge
10 from Taylor Goodwin to the old, the old
11 restaurant but that's another story for another
12 day. I had my say. Thank you for listening to
13 me and I know you'll do the right thing.

14 PRESIDENT BARRETT: Thank you, thank you.

15 We have somebody else in opposition
16 online. Paul Abreau, are you still there, Paul?

17 MR. ABREAU: Yeah, I'm here.

18 PRESIDENT BARRETT: Welcome. Name and
19 address for the record.

20 MR. ABREAU: Paul Abreau, 53 Boston
21 Street.

22 PRESIDENT BARRETT: Go right ahead.

23 MR. ABREAU: Okay. I grew up on Laurel
24 Ave. I live on Blossom Street. I had a lot of

1 houses in Haverhill, so I kind of wear Bradford
2 underwear. We would love to see something
3 there. It's an awesome project. I really like
4 the park. But, so I would like to say that to
5 the development team and I would like to address
6 the balance of my comments to the council.

7 This is a big, big project, as you think
8 to vote on it. And not, I think Mr. Fossarelli
9 said, there's a lot that's kind of undiscussed.
10 Now, the school and the school's concerns,
11 right, with 91 two-bedrooms, you got to figure
12 we're looking at another classroom or two. So
13 these are concerns that we're going to have to
14 address, if you move forward with this.

15 I mean so much has been said about the
16 traffic so I really don't want to rehash any of
17 that. But those models, we've all been down
18 there. They look nothing like the traffic and
19 the backup that we have there, at all. I mean I
20 just took a walk down there today and it was
21 just backed up past what used to be Quality
22 Liquors.

23 And that's another thing. I mean,
24 there's friction between the businesses and the

1 project is what they said. And that's, you
2 know, some of us, we do business with those
3 people at the barber shop, so I know it's only
4 two businesses, and they're not here. So they
5 must not care, right? But there's a lot of
6 neighborhood concerns with the traffic, which
7 we've already, you guys have already discussed.
8 So with the amount of variances that we have,
9 parking and height and capacity and stuff, I
10 really think that the council needs to think why
11 we have so many regulations and why they are
12 what they are, if we're always going to be
13 granting, you know, preferential treatment to
14 certain groups. So thank you.

15 PRESIDENT BARRETT: Thank you.

16 Is there anybody else that would like to
17 speak in opposition? Anybody in opposition? I
18 don't think there's anybody else online.
19 Anybody else in the room?

20 With that I will -- oh, do we want to
21 answer the woman's question about the north side
22 of the bridge, that you can't adjust the north
23 side?

24 MR. MICHAUD: Thank you, Madam President.

1 I addressed the issue of that intersection by
2 stating that this developer is committed to the
3 equivalent of \$200,000, maybe even a little bit
4 more, to improving the technology and the
5 operation of that location. What we're not
6 proposing to do is widen roads, eliminate
7 parking or make any kind of those what we would
8 call structural changes to the intersection. We
9 don't believe that they're warranted as a basis
10 of the project. They're clearly outside of the
11 realm of a MassWorks grant but they, the
12 developer is not holding back anything either,
13 you know. They're providing substantial
14 financial support to have our firm working under
15 the auspices of the city and the objectives and
16 needs of the city through a review process, peer
17 review, to make it better. And we're going to
18 more than offset the impact of this project.

19 But the project itself is not going to
20 solve every ill of the city. That's an example.
21 They're going to make it better but they can't
22 solve every issue. Thank you.

23 PRESIDENT BARRETT: Thank you very much .
24 I appreciate that.

1 Councillor Daly O'Brien.

2 COUNCILLOR DALY O'BRIEN: No, I thought
3 we were getting ready to --

4 PRESIDENT BARRETT: We're going to.

5 COUNCILLOR DALY O'BRIEN: That's why I
6 put it on. I'll do it after.

7 PRESIDENT BARRETT: Put it back on, put
8 it back on. All right. With that, I'll close
9 the hearing.

10 Council, what is your wish? Councillor
11 Daly O'Brien.

12 COUNCILLOR DALY O'BRIEN: I would like to
13 call for a vote in positive for this project.

14 COUNCILLOR McGONAGLE: Second.

15 PRESIDENT BARRETT: I have a motion by
16 Councillor Daly O'Brien and a second by
17 Councillor McGonagle, and we have many
18 questions.

19 Councillor McGonagle.

20 COUNCILLOR McGONAGLE: Thank you, Madam
21 President, and thank you for the presentation,
22 thanks for the interest, thanks for the
23 thoroughness. The traffic explanations were
24 outstanding. It is a tough area. I came into

1 this with concerns about traffic. Traffic is
2 going to be there.

3 The one car per minute number that you
4 used I think is manageable for the benefits of
5 how I see this project. When the mayor was
6 talking about all the attributes, good
7 attributes of this project, he forgot to say one
8 of the most important things in my eyes, Mr.
9 Mayor. There's 290 more housing units going to
10 be added to our city. We always are in here
11 saying there's not enough housing. We need more
12 housing, we need housing of every type in this
13 city. That's a big asset, I believe.

14 And then we talk about trying to keep our
15 taxes low and the cost of water and wastewater
16 low, and then when we have an opportunity to
17 bring in the type of revenue that this project
18 will bring in and we let this go by the boards,
19 I think that's a mistake. We've had many
20 opportunities. We've had a few opportunities
21 over the years to have developers come in and
22 talk to us about this project, and this is by
23 far the best one that I have seen.

24 It does have, you know, no disrespect to

1 the people who spoke in opposition. Those are
2 concerns. But this group is trying to and I
3 believe them, that they're going to try to
4 mitigate those concerns and will use some modern
5 technology to try to alleviate and try to, try
6 to take the back-ups out of those areas.

7 Every time you stop a car with
8 signalization, it's tough for me to say that,
9 you're going to have that queuing, but that's
10 going to, you know, I listened to Councillor
11 Jordan and Mr. Fossarelli, and they're right,
12 that it's going to take some time. But with
13 signalization, you actually get to go before
14 maybe that 13 minutes I think, if the process is
15 working the way. I don't know how many cars
16 they're going to allow to pass. That will be
17 worked out, I believe, and that will hopefully
18 stop the 13-minute wait or get it down to a
19 number that's feasible.

20 And again, I want to thank our city
21 department heads who spoke in favor tonight, Mr.
22 Pillsbury, who comes in before us with many good
23 projects, and I think we're pretty good at
24 accepting them and I think this is a great one.

1 I think you should be commended and our city
2 engineer, John Pettis, who spoke in favor after
3 sitting down and doing the reviews and listening
4 to the experts. These are the experts that are
5 talking to us about how solid this proposal is.
6 And I'm going to support it because that's what
7 we have these department heads here for is to
8 give us advice on what is a good project. You
9 know the revenue numbers. You know the job
10 opportunity, you know the housing benefits and
11 that's why I will support this tonight. Thank
12 you, Madam President.

13 PRESIDENT BARRETT: Thank you, Councillor
14 McGonagle.

15 Councillor Daly O'Brien.

16 COUNCILLOR DALY O'BRIEN: Yes, thank you.
17 I was lucky enough to be the council
18 representative that oversaw all the proposals
19 and worked with that committee very closely, and
20 from the very beginning, you could tell that
21 this was the best, even with all the concerns we
22 had at the time, and traffic was definitely
23 number one. You could tell that they thought a
24 lot of Haverhill and they were going to do what

1 they could to remediate anything that came up.

2 So when it came before us to give the
3 mayor the authority to do a purchase and sale, I
4 encouraged my fellow councillors and said that I
5 thought we should do it, and we were able to
6 pass it. So this gave the mayor the ability to
7 move forward with the Procopio Group.

8 What I'm most impressed with is, one,
9 they are moving that horrible MBTA layover,
10 which we as a council working with our state
11 delegation have tried for at least 10 or 12
12 years, maybe longer. I mean --

13 PRESIDENT BARRETT: The state delegation
14 moved the layover, Councillor.

15 COUNCILLOR DALY O'BRIEN: Yes, but we, we
16 were not able to successfully do it. It took
17 this and that together.

18 PRESIDENT BARRETT: They had it, they had
19 it moved. I think --

20 COUNCILLOR DALY O'BRIEN: Well, then, it
21 was a secret. So I can't give you any props for
22 that, so.

23 I love the preference for resident
24 workers. I think that that is key and it's

1 something that other developers have always
2 shied away from. I think that is really
3 wonderful. And the fact that they're actually
4 offering a solution to the longstanding,
5 intractable traffic problem, I think it's worth
6 a try. They really have tried to make a
7 difference. I don't think it's going to be
8 perfect, and I agree that I think the other side
9 of the river, Washington Street and River
10 Street, that is a problem that we're going to
11 have to address. But that's also a sign of
12 growth and we've had a lot of growth on that
13 side of the river, a lot of residential growth.
14 We've had a lot of restaurants. We have a lot
15 of businesses going on, so in a way, it is that
16 kind of good growth that you want.

17 And we've got old streets. The way those
18 streets have come together on either side of the
19 river is crazy. It is the 1800's. It's wagons
20 being pulled by horses to get to and from the
21 railroad stations on both sides. It doesn't
22 work this way. All the businesses were downtown
23 then. All the shoe shops were downtown, the
24 tanneries. Everything was downtown. That's why

1 it was the way it was. It was a convenience for
2 those businesses, and now we have residents. So
3 we will adapt and do what we can, and I know the
4 mayor will always try to do what he can to get
5 the money to help the city mitigate these
6 problems.

7 So in all, I think the other big plus is
8 that park. Everybody in Haverhill is going to
9 be able to use that park. Everybody in
10 Haverhill is going to be able to have access to
11 the river. They're not taking away from
12 viewpoints of the river and I think that that is
13 absolutely fabulous. It's a place where
14 families and children can enjoy the river and
15 enjoy the outdoors.

16 I do have a couple of questions that
17 don't have to be answered immediately. You can
18 -- how many of those units are going to have
19 balconies? Because I really believe in outdoor
20 space and I think that's an interesting
21 question. And how many public parking spaces
22 will there be and where? And that's really it.
23 Other than that, if you can answer those
24 questions, I'm already in support of it but I

1 would like those two answers if possible.

2 Thank you, Madam President.

3 PRESIDENT BARRETT: Thank you. I'm sorry
4 for interrupting a few times. I apologize.

5 COUNCILLOR DALY O'BRIEN: That's all
6 right. It was a secret.

7 PRESIDENT BARRETT: Councillor Jordan.

8 COUNCILLOR JORDAN: Thank you, Madam
9 President. First, I do have a question as well
10 that I actually had a resident text me to ask
11 it. It's for Mr. Procopio. I don't know if he
12 wants to wait again until the end to answer it
13 or he's ready to answer it now. It was actually
14 regarding the park and specifically, would there
15 be any barriers to prevent children from getting
16 down to the river? That was the question the
17 resident had.

18 MR. PROCOPIO: What would you prefer?
19 Would you prefer me to answer as they come up?

20 COUNCILLOR JORDAN: Now.

21 PRESIDENT BARRETT: You can come up.
22 Come on up. Thank you.

23 MR. PROCOPIO: Perfect. I'm going to
24 punt the balconies. Public parking spaces, I

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1 believe the number is 36 but I'm going to -- 30,
2 okay, 30 on the public parking spaces. 20
3 percent of the units have balconies.

4 Barrier access to the river, yes and no.
5 There's not a firm kind of wall, where you would
6 have to undo a gate to get to the river, but
7 most of the children's areas are segregated with
8 fences. The playground is fenced, both for
9 river safety and for road safety. The splash
10 pad, those types of things have their own kind
11 of barriers but in general, there's not really a
12 wall going down to the river, just for flow and
13 access.

14 COUNCILLOR JORDAN: Yeah, I think the
15 question really was related to the splash park
16 and where the younger kids are likely to be.

17 MR. PROCOPIO: Yes, secured and gated,
18 and areas for adults to be seated and have shade
19 and be able to watch and kind of keep an eye on
20 them. But yes, very secure.

21 COUNCILLOR JORDAN: Okay, thank you. Is
22 it okay, my comments?

23 PRESIDENT BARRETT: No, no, no, go ahead.

24 COUNCILLOR JORDAN: All right, thank you.

1 So yeah, just to give you my two cents on
2 the whole thing, maybe a little more than two
3 cents. I do have some concerns. One, the
4 impact on the schools. As we know on the
5 council, most of the schools are at capacity,
6 and certainly Hunking, the primary one here in
7 Bradford, is already capacity. I just have to
8 say, I really doubt that 91 two-bedroom units
9 will only yield, what you had in here, less than
10 15 children. So I do think as we continue, not
11 just this project but, you know, in talking to
12 the superintendent as well, all the projects we
13 keep approval, we have to make sure we have a
14 plan, you know, for the impact it's going to
15 have on the school system.

16 I very much appreciated the presentation
17 related to the traffic and the plan, the
18 solution. I'm still skeptical. I'll be honest.
19 I think Mr. Fossarelli raised some very good
20 points, that a lot of the queuing, the lights
21 are going to create backups that don't currently
22 exist. I don't think it's going to be nearly as
23 smooth as indicated in the fly-over.

24 That said, there's a lot that I do love

1 about the project. I think the waterfront park
2 is fantastic, the kayak launch, the
3 amphitheater, the park, the dog park, removing
4 what's currently an absolute eyesore that's been
5 there for a long time of the former gas station.
6 I do love the river walk and letting people from
7 the public as well as residents there walk all
8 the way down along it. It's a great enhancement
9 and as we saw the pictures from Mr. Herlihy
10 today, at least the councillors removing the
11 dangerousness of the homeless tent park that
12 exists in that area right now is certainly
13 great.

14 The extension of the Bradford Rail Trail
15 is fantastic, as Ms. Kravetz Smida referenced.
16 I think that's a great enhancement for our city.
17 I do think the redesign, clearly I am very
18 impressed. I had more skepticism about the
19 solution. Again, I'm still using solution there
20 in quotes, but there's a lot clearly positive
21 from it. Namely, the fire trucks and buses will
22 be able to safely make that turn which they
23 can't right now. You know, for people who
24 currently are coming down from South Elm to go

1 over to Laurel Ave. as the gentleman mentioned,
2 I mean you're taking your life in your hands,
3 hoping that a car is not coming out from
4 underneath the railroad trestle really fast. So
5 having lights there definitely is going to help
6 make it a lot safer as he mentioned.

7 I am, as I stated when you guys first
8 presented, a big fan of market rate housing on
9 the waterfront. The most desirable property we
10 have should be, you know, at market rate. And
11 also from the people I have talked to in the
12 development community, Procopio certainly has a
13 great reputation for the work that you do, so.

14 I would want to add, I think it was the
15 gentleman from BSC Consulting who mentioned that
16 we should have in the criteria --

17 PRESIDENT BARRETT: Flashing pedestrian?

18 COUNCILLOR JORDAN: No, I was going to
19 say the \$200,000, it sounds like they're
20 amenable to it. They were saying they were
21 going to do it but I think if it's in the
22 proposal or in the approval, we should have that
23 specifically stated that they're going to
24 provide that money for the light synchronization

1 on the Haverhill side.

2 So bottom line for me, I mean again, no
3 project is going to be perfect. I mentioned my
4 concerns. They're real concerns, but there's so
5 much positive from this project that I plan to
6 support it tonight. Thank you, Madam President.

7 PRESIDENT BARRETT: Thank you,
8 Councillor. Councillor Macek.

9 COUNCILLOR MACEK: Thank you, Madam
10 President. I think this project provides a
11 great deal of amenities to the city, not just on
12 their property but even in the vicinity and the
13 linkage, as it used to be called, is something
14 that is more than I expected with all the
15 signalization and road redesign. I think that
16 we couldn't ask anybody else, if we don't
17 approve this, to even come close to what is
18 being offered here tonight in total.

19 I do have a few questions that I would
20 just like to go through the checklist right now.
21 Maybe Mr. Procopio or somebody else could just
22 -- and because this is stuff we normally see in
23 presentations, we didn't really see this kind of
24 stuff tonight about the actual construction

1 project. So one of them would be in this day
2 and age, we're seeing more need for electric
3 charging stations for cars. Are you planning to
4 maybe have some installation of driving
5 stations?

6 MR. PROCOPIO: Absolutely. Yeah, there
7 will be some ratio. We're not far enough along
8 in the actual design to know.

9 COUNCILLOR MACEK: I'm not saying that.

10 MR. PROCOPIO: But I mean I would imagine
11 with that many garage parking spaces, probably
12 12 or 18 of them.

13 COUNCILLOR MACEK: And you'll have some
14 for the general public and some for your own
15 residents?

16 MR. PROCOPIO: Yes.

17 COUNCILLOR MACEK: Okay. What about bike
18 storage? When we're talking about bikes, is
19 there going to be easy access for the tenants to
20 have someplace to --

21 MR. PROCOPIO: Yes, it will be on the, it
22 will be on the river side on the exterior of the
23 parking garage, there will be, there will be
24 storage for a sufficient number of bikes for the

1 resident population.

2 COUNCILLOR MACEK: Okay. Unfortunately
3 sometimes during the year, we get something
4 called snow. What about snow removal and
5 storage? Do we have areas planned?

6 MR. PROCOPIO: There will be areas, areas
7 planned. I'm not sure whether we've
8 specifically gotten to that stage yet but
9 certainly as with any large scale dense,
10 relatively urban project, it's a big factor. We
11 plan for onsite storage safely in a way that the
12 Conservation Commission signs off on and if we
13 can't accomplish that, we have to do snow
14 removal and we have to get it offsite. It's
15 just an operating factor.

16 COUNCILLOR MACEK: Right. And the same
17 thing for rubbish and recycling. Are you going
18 to be providing access for the tenants?

19 MR. PROCOPIO: It would all be, it would
20 all be internal. There's not going to be
21 dumpsters, with the exception of any retail
22 dumpsters that are required. Those would be
23 shrouded. The tenant refuse would be internal
24 through trash chutes into compactors. There

1 will be private pick up. They would come,
2 remove the canisters from the building, put them
3 right in the truck and take them out, and all of
4 that would be happening off the street in the
5 loading area.

6 COUNCILLOR MACEK: Great. And one final
7 question. Would you, are you planning to do a
8 complete build out or are you going to do it in
9 phases?

10 MR. PROCOPIO: This is not a non-answer.
11 So it's not really a phased project but just
12 because of the size of the project and the fact
13 that it's two buildings, it would inherently be
14 phased. So what likely would happen is
15 construction would start on one building. It
16 would progress to a point where the next
17 building can start. It wouldn't be a
18 significant lag. Maybe, maybe it's four months,
19 maybe it's five months. It's not a matter of
20 build one building, see how it does and maybe we
21 start the other one, maybe we don't.

22 COUNCILLOR MACEK: Okay. That's what I
23 was really looking to find out.

24 MR. PROCOPIO: We start, we're going to

1 finish the entire project.

2 COUNCILLOR MACEK: Okay, great. What's
3 your plan with -- just kind of relative to this.
4 What's your plan with the park? Are you
5 planning to donate it to the city for upkeep and
6 use at some point? Or how do you plan that? I
7 know there was a mention that there was going to
8 be city involvement.

9 MR. PROCOPIO: Yeah. So the plan is,
10 it's very, very difficult for us to operate the
11 park privately. So in our initial proposal what
12 we proposed is we'll build the park out. We'll
13 get the park stabilized. We'll turn the park
14 over to the city as a gift. What the mechanism
15 looks like, I won't pretend to understand what
16 that legal mechanism is. But the city
17 ultimately would have to take it over. Our
18 focus in designing the park is that to the
19 extent possible, it's as low maintenance, as
20 durable and as long lasting as it possibly can
21 be. It's not in our best interest or the city's
22 to have a park that decays because the city
23 can't keep up with it.

24 COUNCILLOR MACEK: And also you're

1 planning to build out all of the walking paths
2 and everything? Everything we're seeing --

3 MR. PROCOPIO: That's correct.

4 COUNCILLOR MACEK: -- is going to be
5 done?

6 MR. PROCOPIO: Yes.

7 COUNCILLOR MACEK: Okay. I personally --
8 thank you for your questions, for your answers.

9 I personally see this project as
10 something that doesn't come along every year or
11 very often actually as a life-long resident of
12 Haverhill. I think it's going to be
13 transformational in that area and maybe for the
14 larger portion of the city than some people
15 believe. I think that this is another project
16 that is, you know, it's comparable to what was
17 done downtown with The Heights, with Harbor
18 Place and AJ Lane. Oh, AJ Lane, what's that?

19 AJ Lane was a huge project proposed right
20 off of 495 at Elliot Street and 110. They had,
21 as this project does, had commitments from the
22 -- I think it was probably the federal
23 government to actually put the access ramp that
24 currently exists and existed back then right

1 into the project and right into their grounds.
2 Unfortunately, I won't go into it any more, but
3 it was going to bring city water and city sewage
4 down there for their project. It was going to
5 be a Sheraton Tara Convention Center. It would
6 be operating today. It would create jobs, tax
7 revenue, and it's not there.

8 And the reason it's not there is because
9 of skepticism, NIMBYISM, and people that were
10 afraid to try something. And the only thing
11 that I can compare this to recently, and it's a
12 little touchy subject but I'm going to say it
13 anyway, we thought we were going to have chaos
14 with our pot shops. There hasn't been one story
15 on the radio or in the newspaper or talk to any
16 police officer, there's been no problems. And I
17 think that this project is going to end up the
18 same way. All of the fears are not going to
19 happen and if anything does happen, I know that
20 a company such as Procopio will fix it and
21 they'll do whatever they have to do to smooth it
22 out.

23 Let's not make the same mistake that the
24 city made with AJ Lane on this one. We've got a

1 couple of good ones starting. I think this is
2 another riverfront project that at some point in
3 time, the city is going to be known for mid-
4 rises and projects like this all up and down the
5 river in Haverhill on both sides. Maybe it
6 won't even happen in my lifetime but that's
7 what's going -- that's the future of this city.
8 I want to make the future of this city, you
9 know, I want to keep it happening because we
10 need to have the change, and anybody with a
11 smaller or lesser project can't give us the
12 amenities and the, the amount of greatness that
13 this project is really going to have, with the
14 park and the walking areas connected to the rail
15 trail, all of those things are fantastic.

16 I'm going to support this project and I
17 would just like to make sure that we properly
18 put all of the conditions necessary into this
19 approval before we vote on it, Madam President.
20 Thank you.

21 PRESIDENT BARRETT: Thank you, Councillor
22 Macek.

23 Councillor Vice President LePage.

24 VICE PRESIDENT LePAGE: All right. Thank

1 you, Madam President.

2 Mr. Procopio, I just, I have a few
3 questions for you. You might want to stay at
4 the podium.

5 Thank you for your interest and what
6 you're doing, and a couple of questions, as
7 Councillor Macek said. So park maintenance is
8 one of my concerns and very frankly, I wish you
9 would take care of it. Because we haven't done
10 a real good job to be honest with you as a city
11 with maintenance but that's another issue.
12 That's not your concern.

13 But one of those things it makes me think
14 of, when they did the rail trail and again,
15 you're taking suggestions I guess and say, will
16 there be some things there that they have call
17 boxes if there's any issues on the rail trail?
18 Will they be able to incorporate those also, as
19 we have on the Bradford Rail Trail that's up
20 there?

21 MR. PROCOPIO: That's actually not
22 something that we thought of, frankly, but we
23 would be happy to do that. I don't know what
24 the mechanics of that would be. We certainly

1 would build that in. The emergency boxes?

2 VICE PRESIDENT LePAGE: Yes, just as a
3 continuation on.

4 MR. PROCOPIO: I don't see why that would
5 be an issue.

6 VICE PRESIDENT LePAGE: Okay. And also
7 another question Councillor Macek said. So the
8 construction site would not be in phase, but how
9 many folks roughly would you think, construction
10 workers you'd have on the site at one time?

11 MR. PROCOPIO: So that's like throwing a
12 dart, so let's have that caveat. I don't know.
13 But I can tell you that we just completed a
14 project in Lynn. It was 260 units, a high-rise
15 downtown at the train station. We averaged
16 around 175 workers a day on that job. And I
17 want to be very careful, that's not 175 cars. I
18 mean there's a lot of car pooling. COVID was a
19 big challenge related to that. Folks come to
20 work together. On that particular project, it
21 was very urban, there was no parking. We parked
22 them all in the MBTA garage. We handled their
23 parking passes. We made sure they weren't
24 parked on neighborhood streets and stuff like

1 that. That's certainly commitments we could
2 make here. We believe on this particular
3 project, there's sufficient room on the site to
4 park the workers because there's room
5 essentially on the site. If there was any
6 overflow, we would ensure that it wasn't
7 overflowing into the neighborhood and it was
8 contained in the MBTA lot and we would strike
9 that deal with the --

10 VICE PRESIDENT LePAGE: I just saw some
11 of the numbers you had. I think it said 700
12 construction jobs, obviously all different
13 trades but not all at one time?

14 MR. PROCOPIO: All different trades, not
15 all at one time. And frankly, that's a
16 calculation that we enter the size of the
17 project in dollar volumes and there's an
18 industry standard that kind of spits out and
19 says, okay, you've got a project that's a
20 hundred million dollars, it's going to generate
21 this many jobs in construction.

22 VICE PRESIDENT LePAGE: What was also in
23 the thought is the train. I mean we're talking
24 the train station. We also have the bus stop.

1 Would there be a bus stop along the way?

2 MR. PROCOPIO: We haven't addressed that.
3 That's not something we looked at.

4 VICE PRESIDENT LePAGE: Okay. I'm just
5 thinking of folks, again not everyone is going
6 to take the train in. If someone wants to --
7 you have some workforce housing and others like
8 that, if some folks are not walking or whatever,
9 like that, if there is something to be done that
10 way.

11 MR. PROCOPIO: I think that's right.
12 That's certainly a conversation we'd be willing
13 to have with them. As I said, we've got that
14 kind of drop-off, pick-up/drop-off thing.
15 There's some convenience there. We could try to
16 work through that with them.

17 VICE PRESIDENT LePAGE: So, and looking
18 at the site plan, I think it was the second
19 slide where you had the two buildings, the C
20 shape and the E shape. On the right-hand side,
21 that's all public parking? I think it's the
22 second slide.

23 MR. PROCOPIO: That's correct, so that is
24 public parking. One of the things that we

1 didn't touch on really is that C-shaped or in
2 this orientation, U-shaped building, the upper
3 leg of the right-hand leg where it appears as
4 one big box, that's what's -- that's the retail
5 area. We were kind of anticipating having a
6 restaurant or a food and bev operation that
7 would front out to the river. It abuts the
8 public parking that's there, and then that
9 parking also serves the park and public uses on
10 the trail. And that would absolutely be
11 restricted from resident use. It's not guest
12 parking. It's not resident parking. It's not
13 leasing parking. That is public parking and
14 only public parking.

15 VICE PRESIDENT LePAGE: So on the
16 left-hand side, is that resident or is that --

17 MR. PROCOPIO: So on the left-hand side
18 is resident. The bulk of that is actually some
19 service parking. That's where move-ins would
20 occur. That's where trash pick up would occur.
21 So the rest of that is resident parking. The
22 bulk of the resident parking is all below grade.

23 VICE PRESIDENT LePAGE: So the retail is
24 just in that one, that one section on the

1 right-hand side?

2 MR. PROCOPIO: That's correct.

3 VICE PRESIDENT LePAGE: And again on
4 this, it shows the parking all along Laurel Ave.
5 You said that is one of the things that's
6 changing? It will be now a bike lane?

7 MR. PROCOPIO: No, I think the parking on
8 the one side of the street remains.

9 [Simultaneous speech.]

10 MR. PROCOPIO: That's Blossom or Laurel?

11 SPEAKER: That's Laurel.

12 MR. PROCOPIO: Right. So the crosswalk
13 to the street on the right-hand side of the
14 street where we're showing parking in the
15 graphic, that remains.

16 SPEAKER: The parking from the crosswalk
17 to the signal will be eliminated. (Inaudible).

18 MR. PROCOPIO: It's shown as parking on
19 this graphic but it is being eliminated. Okay,
20 okay.

21 PRESIDENT BARRETT: Yeah, it's on the
22 east side of Laurel, right?

23 MR. PROCOPIO: Correct.

24 VICE PRESIDENT LePAGE: So like I said,

1 this is where the folks park to go --

2 MR. PROCOPIO: To the train.

3 VICE PRESIDENT LePAGE: -- to the train
4 station, okay. Okay. With that, the one other
5 thing that I will say at this moment in time is
6 it hasn't been recently but when you first came,
7 I went and looked and I drove around. It's one
8 of the things I like to do and I went to see the
9 projects in Lynn. I haven't seen them all so I
10 don't know if they're completed. I believe the
11 one downtown, the ten-story one --

12 MR. PROCOPIO: That's done.

13 VICE PRESIDENT LePAGE: -- is done. The
14 one where the hospital, adjacent to the
15 hospital?

16 MR. PROCOPIO: The hospital one, we're
17 not doing. Another developer is doing that. We
18 were involved in the beginning. We're no longer
19 involved in that.

20 VICE PRESIDENT LePAGE: Okay. And then
21 so like I said, I saw three in Lynn.

22 MR. PROCOPIO: Yeah.

23 VICE PRESIDENT LePAGE: I traveled to
24 Merrimack. Is that completed also?

1 MR. PROCOPIO: Merrimack is completed,
2 correct.

3 VICE PRESIDENT LePAGE: All right. So
4 from what I could see what was going on and
5 looked at the pictures, again, what I have heard
6 of the reputation, it all seems to be stellar.
7 You do great work and the investment is from
8 what I have heard good. At this moment I'm just
9 going to -- that's all the comments I have at
10 this moment and questions, but again, thank you
11 for the presentation.

12 PRESIDENT BARRETT: Thank you, Council
13 Vice President LePage.

14 Councillor Sullivan.

15 COUNCILLOR SULLIVAN: Thank you, Madam
16 President, and thank you to the Procopio
17 Companies for this amazing transformational
18 project in a blighted area of Bradford. I'm the
19 only one who can say that I grew up in the
20 neighborhood. I grew up in the neighborhood. I
21 was born in '61. I hung around those tracks in
22 the '70s. It was our stomping ground back in
23 the day.

24 I never envisioned a project of this size

1 or magnitude or scope would come to this area
2 because it was such a blighted, troubled spot.
3 It was used for partying back in the days. Now
4 it's used for worse, homeless camps which is
5 unfortunate. We need to do more for our
6 homeless population. They deserve better than
7 to live on a dirty riverbank.

8 I have heard all the remarks tonight.
9 I'm not going to go on and on. I don't like to
10 repeat what everyone else has already said. I
11 can tell you I agree with everything that was
12 positively stated here tonight. This proposal
13 is amazing. No other applicant comes before us
14 with a \$2 million traffic solution. It doesn't
15 happen. And I have opposed projects in the past
16 because they don't come to us with any real
17 traffic solutions. But you guys tried hard, you
18 tried really hard, and a \$2 million MassWorks
19 grant is incredible. It's very competitive.
20 You just don't get those.

21 The fact that you're going to use union
22 construction workers and you're going to give
23 Haverhill residents a preference, that's huge.
24 That's huge for the local citizens who work in

1 the trades. Not every developer does that.

2 The fact that you're taking a blighted
3 area and turning it into an amazingly beautiful
4 area with a public park, that the city will
5 maintain. The city has gotten much better at
6 maintaining its public parks and I'm one of the
7 reasons why. It's the truth. And I love this
8 public park. I love the amphitheater. I love
9 the various features of it. I love the fact
10 that you're putting a public park where a gas
11 station existed. I used to go to that gas
12 station. I knew the people who worked there.
13 We would hang out there. That gas station has
14 been gone for a long, long time.

15 Skateland, I know there's a lot of
16 sentimental emotions about Skateland. I used to
17 go to Skateland. I love Skateland. Everyone
18 loves Skateland. But when Skateland's owner
19 decides it's time to move on, then it's up to
20 somebody else to say I want to buy Skateland and
21 I want to continue to run Skateland. But nobody
22 came up, stepped up and wanted to do that. It's
23 time for a change in this area.

24 I love the transit-oriented model here.

1 It's definitely going to attract people who work
2 in Boston. It's definitely going to attract
3 young people. Yeah, there will be some children
4 in there I'm sure. It's our obligation to
5 handle the school issue and we try to work on
6 that all the time. And we are trying to build
7 new schools and expand our school capacity.
8 It's not like we're not trying to do that and
9 it's not like we're not going to succeed. We're
10 already being successful. We have some of the
11 best schools, I think, in the state.

12 Anyway having said that, I am certainly
13 going to propose this -- support this. I thank
14 you for your proposal. I thank you for having
15 and making transformational change come to this
16 area of Bradford. Again, never thought I would
17 see it in my lifetime. I'm not worried about
18 losing a few parking spaces on Laurel Avenue for
19 people who don't want to pay to take a train.
20 It's stuff like that that doesn't bother me at
21 all, the little things. I don't like when
22 people say we can't do things here in Haverhill,
23 we can't do that here. That's very, very old
24 school. And I might be getting older but I'm

1 not old school. So with that I'll be supporting
2 your proposal. Thank you very much.

3 PRESIDENT BARRETT: Thank you, Councillor
4 Sullivan.

5 Councillor Michitson.

6 COUNCILLOR MICHITSON: Thank you very
7 much, Madam President. I've got a couple of
8 comments to make and then a couple of questions
9 to ask.

10 So I think that transit-oriented behavior
11 has changed as a result of the pandemic and I
12 think for the better for Haverhill. And here's
13 what I mean by that. I think that young
14 knowledge workers will go into Boston two days a
15 week, and then they'll enjoy remote working at a
16 really nice place and in Haverhill. So I think
17 that, you know, the future to me is brighter for
18 this kind of approach, you know, the transit-
19 oriented approach.

20 I think the traffic study has
21 credibility. I think the gentleman was pretty
22 much upfront, your consultant. It's likely, you
23 know, a tad bit optimism but, you know, that's
24 the way, that's the way it goes, so. But a lot

1 more creditable than what I've seen in all my
2 years here at the city council, and I say that
3 very honestly, very thorough, and he did have
4 very direct answers to all of the questions.

5 But I am concerned about the traffic, no
6 doubt about that. So in terms of traffic
7 mitigation you had, you had a list of potential
8 mitigation measures that you would be applying.
9 And I don't know if your consultant can answer
10 these questions better, but I do have a couple
11 of questions on the transportation demand
12 management that you were, you earlier referred
13 to but we didn't really get into it in any kind
14 of detail.

15 So along with the behavior that is going
16 to be changing, I think more people are going to
17 spend time in Haverhill, I like some of these
18 mitigation approaches and I just want to know
19 what kind of a commitment you're willing to
20 make, for example, on the Zipcar, on the car
21 sharing spaces. I mean is that just pie in the
22 sky or do you think it can work in this kind of
23 environment? And if you could explain what
24 Zipcar is. Yes.

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1 MR. MICHAUD: Exactly. So the TDM, which
2 is actually outlined in the traffic study that
3 we prepared --

4 COUNCILLOR MICHITSON: Yes.

5 MR. MICHAUD: -- does identify that as
6 one of a number of different programs, that
7 would be under that umbrella. The way that
8 Zipcar works is that, you know, a proponent, an
9 applicant if you will, would commit to reserving
10 spaces for that purpose but ultimately the
11 decision to place vehicles at a site is really
12 ultimately up to them.

13 COUNCILLOR MICHITSON: Yes.

14 MR. MICHAUD: And it's market driven.

15 COUNCILLOR MICHITSON: Correct. And
16 that's why I'm asking the question.

17 MR. MICHAUD: Yeah.

18 COUNCILLOR MICHITSON: Is this a
19 realistic market for that? I know Salem, Mass.
20 has been very successful at using Zipcar.

21 MR. PROCOPIO: There are two big things
22 that in our experience with Zipcar they will
23 consider, size of the project, this clearly
24 qualifies. The rest of the potential usage in

1 the neighborhood, we believe is walkable enough
2 where that would qualify as well. And is there
3 a public surface spot available?

4 PRESIDENT BARRETT: Could you go to the
5 microphone? Because nobody, nobody on TV could
6 hear you probably.

7 MR. PROCOPIO: So the way Zipcar looks at
8 it, and again, it's kind of up to them, whether
9 they decide to place it.

10 COUNCILLOR MICHITSON: Right, which you
11 can rent a car for an hour.

12 MR. PROCOPIO: Right. You join a
13 membership and you can go just pick up the car.
14 You look on your app. It says, hey, there's a
15 car parked on Railroad Ave. next to the park,
16 you can use it. And you go and your key unlocks
17 it and you can use the car for an hour, two
18 hours, a weekend even.

19 They look at how big the project is.
20 This would certainly qualify. They look at how
21 walkable the neighborhood is in terms of are
22 they going to get people that aren't associated
23 with the project. Are just other residents
24 going to use it or residents perhaps walking

1 across from downtown? We believe that would
2 bode favorably for this project.

3 And then they look for a public surface
4 parking space. So on this project, we would
5 need to likely restrict one of the spaces in
6 like the park area parking, because it needs to
7 be accessible to everybody. It can't be in the
8 parking garage. It can't be private for the
9 residents, or one of the few street spots that
10 are there. But if we're able to do that, which
11 we think we should be able to do, there's a
12 decent likelihood. We'll certainly run it down
13 with them. It's in our interest to get it
14 there.

15 COUNCILLOR MICHITSON: Yeah, and I think
16 if the city also coordinates with the downtown
17 Parking Commission, right, I think there's a lot
18 of opportunity downtown, right, and that can
19 help the traffic, you know, coming over the
20 bridge. Now I don't know if -- I mean I haven't
21 done the model so I don't know, you know, how
22 significant that could be but it has worked .
23 You know, I have researched it and it has worked
24 in certain scenarios. College campuses, for

1 example, use Zipcar all the time.

2 MR. PROCOPIO: They're very, very
3 successful on urban projects.

4 COUNCILLOR MICHITSON: So I think, you
5 know, maybe you pairing with, you know, the
6 downtown Parking Commission and taking, and
7 working with Zipcar and seeing, you know, what
8 you can, you can draw in from them. Whatever
9 their criteria is, I have a feeling that we
10 should be able to meet it.

11 MR. PROCOPIO: I would agree.

12 COUNCILLOR MICHITSON: What other
13 measures with regards to the TDM can you
14 actually get traction on?

15 MR. MICHAUD: Sure. So I'll run down the
16 list that we've outlined and through the site
17 plan review process, this isn't necessarily, you
18 know, everything that would be included in the
19 TDM but it's a pretty good outline of it.

20 COUNCILLOR MICHITSON: Yes.

21 MR. MICHAUD: First and foremost, there's
22 a regional transportation management association
23 called Merrimack Valley TMA. The applicant
24 here, Procopio has committed to becoming a

1 member of that. And what that allows is access
2 of the residents of The Beck to have ride
3 matching opportunities through that program,
4 transit promotional programs that are offered
5 through the TDM, et cetera. So there are a
6 whole host of programs that are then made
7 available to the residents as a member of the
8 TMA.

9 COUNCILLOR MICHITSON: So this company
10 would become a member?

11 MR. MICHAUD: Correct, that's right. And
12 the same process they've done on other projects.
13 They've become a member, opens up opportunities
14 for those, ride matching, ride sharing, car
15 pooling opportunities for residents and other
16 programs.

17 Secondly, the parking that's being
18 proposed is not -- it's what we call unbundled.
19 It means that if you want a parking space,
20 you've got to pay for it. And what that does is
21 it encourages tenancy by folks who maybe either
22 don't own a car or rather than owning two cars,
23 decide that this project is for them because
24 they only need one car. And that's not an

1 insignificant issue. It's one that is
2 oftentimes pointed to as the primary element of
3 a TDM program in an urban environment. And we
4 do a lot of urban projects.

5 Other programs would include of course
6 the multiuse path, if you will, that is being
7 proposed and developed. So there's
8 infrastructure that becomes part of this TDM
9 program that links up with other available
10 amenities, right. We've discussed all of that.

11 There's a transit subsidy program that
12 would essentially be an incentive to new tenants
13 in the first year of occupancy to try out public
14 transportation. Procopio would essentially buy
15 a one-month pass on them, so that the new
16 residents of this could give it a try, see how
17 it is and what it entails.

18 COUNCILLOR MICHITSON: I see. And have
19 you used this in Lynn, for example?

20 MR. PROCOPIO: Yes.

21 COUNCILLOR MICHITSON: Successfully?

22 MR. PROCOPIO: Very successfully.

23 MR. MICHAUD: There's other -- and Mike
24 had mentioned this, way-finding opportunities

1 within the property itself, not only to define
2 the history of the river and the site and to
3 provide, you know, areas to sit down, relax and
4 contemplate perhaps, but way-finding signs that
5 would indicate how to get to the bike path,
6 where bicycle parking is provided, to provide
7 bike parking for public use within the context
8 of the retail use, for example. So if there's a
9 restaurant that goes there, there will be
10 bicycle parking available to the public. So if
11 you want to use the bike path to get to that
12 restaurant, you have that opportunity and you
13 feel comfortable and safe doing so.

14 Promotional packets that would be
15 provided at time of lease, that would indicate
16 public transportation schedules, routes, that
17 includes MVRTA routes, where bicycle amenities
18 are provided, you know, et cetera. So a
19 lease-up package that promotes that. And
20 finally a designated transportation coordinator
21 would be named, who could be the point of
22 contact for residents if they have questions
23 about any of that. How do I get a free T pass?
24 Where are the bikes provided, located? How do I

1 get to the path, et cetera? So there would be a
2 dedicated resource for that.

3 COUNCILLOR MICHITSON: Well, thank you.
4 That's well thought out. Did you have another
5 point?

6 MR. PROCOPIO: There's a couple of other
7 things we like to do. We have a technology
8 integration with the MBTA and likely would be
9 able to do the same thing with MVRTA, that allow
10 both the screens in our common areas and the
11 resident's app to show them when the train is
12 coming, when it's at the previous station, so
13 they can walk across to the platform. It
14 encourages use, so they're not kind of doing it
15 blindly and waiting out on the platform. They
16 can wait in the lobby, they can wait in the
17 building and run across kind of just in time.

18 And then there's two other things that
19 we, we like to integrate but we always defer to
20 the city and we will only do it in partnership
21 with the city, because different cities have
22 different experiences with them and different
23 tolerances for them. That's bike shares and
24 scooter shares. So if it's something that the

1 city is embracing and utilizing successfully, we
2 will jump on that bandwagon. We will, we will
3 involve ourselves in that. We will use our
4 property as one of their hubs, one of their
5 stations. We'll put money into that. If it's
6 something that the city is not interested in,
7 some cities have had poor experiences, we back
8 off and we don't do it. But it is something
9 that we, we find the residents like it but we
10 defer to the city on that and we would work with
11 the city for those types of offerings as well.

12 COUNCILLOR MICHITSON: Okay, thank you
13 very much.

14 The last point I want to make on the
15 traffic, you know, even though you're going to
16 be creating or increasing queues, it's
17 undeniably, you know, it's 100 percent certain
18 for me that you're improving safety and I don't
19 think that, you know, you can put a value on
20 that. As I said earlier, you know, I've been
21 through that intersection many times and, you
22 know, it's difficult, no doubt about it. And
23 you know, the city engineer is behind it, is
24 behind this approach. I don't think it's going

1 to solve all the problems with traffic but the
2 bottom line is that the rest of the project is
3 very good and I'm going to support it. Thank
4 you.

5 PRESIDENT BARRETT: Thank you, Councillor
6 Michitson.

7 COUNCILLOR MICHITSON: Thank you, Madam
8 President.

9 PRESIDENT BARRETT: Councillor
10 Bevilacqua.

11 COUNCILLOR BEVILACQUA: Thank you.

12 I drive through this area every week,
13 nighttime, daytime, and one of the things that I
14 particularly watched for these last several
15 months when the project was filed was what would
16 happen to the project in terms of improvements?
17 What would happen to the intersection and the
18 roadways if nothing took place? What would
19 happen to the vacant land if this project were
20 not approved and what would happen to Skateland?
21 And I looked at this project literally for years
22 and watched the disinvestment and the blight
23 that occurred, were times when the bushes were
24 higher than I, and saw nothing but problems.

1 And I listened intently. I read all the
2 materials. I listened intently to the
3 presentation. I watched the movies, and one of
4 the things that I think will happen is that you
5 will make the intersection better, and I believe
6 that's true. I'm not -- I'm more concerned
7 about the bike lanes causing more problems. I
8 think that's going to prove to become a problem
9 for us. I definitely would not support scooters
10 because of all the problems that cities and
11 towns have had with scooters running wild in the
12 downtowns and create all kinds of issues in
13 cities and towns.

14 But I do think the improvements, the
15 signalization, the reinvestment, the new
16 technology is going to make that intersection
17 better and safer, and I think it's going to
18 provide for much better visual access. The
19 sight distances based on the plans that I could
20 see seem definitely improved, and as Councillor
21 Michitson mentioned, our city engineer and the
22 police department and fire department and our
23 planning director have all looked at it with a
24 keen eye and have given their approvals and

1 obviously, any and all conditions of the city
2 department should definitely be made part of the
3 special permit.

4 The highest and best use of this site for
5 decades has really been abandonment and
6 disinvestment. And one of the things that I
7 think is going to be important is that we're now
8 going to find a public use for that land that
9 will allow Bradford residents and residents from
10 all over the city to access the river, to access
11 the play areas, to access the amphitheater and
12 the multitude of potential uses, and I think the
13 fact that we're continuing to capitalize upon
14 the access which we have and the beauty that we
15 have in the Merrimack River I think is very,
16 very important.

17 This is different from a project that I
18 think is stuck on a site that is far too dense,
19 far too large, far too high, far too tall, far
20 too few parking spaces, as we've been presented
21 with a couple months ago and prior to that.
22 This is a project that I think is better thought
23 out. And the difference as well, we've heard
24 people tell us that projects that are a mile and

1 two miles away are going to utilize the train
2 station, and I just can't envision someone like
3 me walking in a snowstorm to the train station
4 in a mile and a half or taking a bike and
5 sloshing through 6 feet of snow.

6 I do believe this project will generate
7 transit usage, because the train station is
8 literally right there. I like what you
9 mentioned about the app. I could wait inside
10 the building and not have to wait on the cold
11 platform. I think it's going to be an asset. I
12 do see the bus stop being right there as well
13 because it's a natural for them and I think it
14 takes you throughout the region, which I think
15 is very, very important. I like utilizing the
16 transit authority and the MVRTA for the
17 ride-sharing in the off peak hours which they
18 utilize in terms of their employees working.
19 That's one thing that I'm very, very familiar
20 with in terms of what they do.

21 I think this is an opportunity for the
22 city that the city can't pass up, because I'm
23 not sure when the next project of this
24 significance comes by. And I'm not just saying

1 the million dollars of purchase price, because
2 I'm always concerned that the city not keep
3 spending all its money, but actually utilize it
4 to help taxpayers reduce their tax burden, help
5 reduce their other costs to living here.

6 And I think that this is the kind of
7 project that I think will better utilize the
8 site, the access to your natural resources and
9 will be an asset to the neighborhood. You know,
10 far too often housing projects become a burden
11 to neighbors. I think this one gives the
12 neighbors a better chance for amenities because
13 one thing that I think we're seeing and we
14 learned this through the pandemic, that too many
15 people are locked up too long, they don't have
16 an open space park to go to. They don't have
17 large yards, for example. Many of the younger
18 families have more concerns about taking care of
19 the kids and mowing the lawn or shoveling snow,
20 so they can now utilize this public park and
21 access to the river.

22 But I do have a couple conditions I would
23 impose and I have a request for you. Because
24 while your construction crews, your landscape

1 crews are out there doing all this beautiful
2 landscaping, I would like to ask if you would
3 consider sending them up to the Wood School
4 playground which for so many years, it's just a
5 neighborhood school which for so many years has
6 been waiting for some public landscaping
7 improvements and some public recreational
8 improvements to benefit that neighborhood. But
9 I think that's something that I think while your
10 crew is there, it's just up the street and I
11 would ask if you would consider making that part
12 of your project, making some investment that the
13 neighborhood would appreciate because obviously,
14 they're going to feel the brunt of the project
15 more than anyone else. And then I have a couple
16 conditions I would suggest.

17 MR. PROCOPIO: Certainly.

18 COUNCILLOR BEVILACQUA: So I'd like your
19 thoughts on that.

20 MR. PROCOPIO: That's -- we're happy to
21 do that.

22 COUNCILLOR BEVILACQUA: That's great. I
23 think, I think the Wood School, the former Wood
24 School, you know, it's a small neighborhood

1 school and the people went to school, they lived
2 around there, and I think they would appreciate
3 seeing those improvements. I appreciate that.

4 MR. PROCOPIO: We're happy to do that.

5 COUNCILLOR BEVILACQUA: And I would make
6 that a condition of the special permit.

7 One issue that I have which we all share
8 and which again, I appreciate the people that
9 spoke in opposition as well as those that spoke
10 in favor, is the traffic improvements. And I
11 would ask, as a condition of the special permit
12 from my fellow councillors, that all the traffic
13 improvements are in place and functional before
14 we issue occupancy permits. And the reason why
15 I say that is because once -- first of all,
16 we're going to see some impact during the
17 construction, not obviously a huge amount but
18 we're suggesting that this is a great project
19 and it's going to make an improvement to the
20 traffic but if the traffic improvements are not
21 in place and they're not functional, then
22 obviously we're going to get whatever impact
23 there may be without any of the improvements.

24 So I would ask that be a condition of the

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1 special permit. I think that's for the benefit
2 of the city and a benefit for the neighbors. I
3 don't see that as being a problem to you,
4 because obviously, you're going to make that
5 improvement anyways.

6 MR. PROCOPIO: We're fine with that.

7 COUNCILLOR BEVILACQUA: So I would make
8 those, I would make those two conditions from my
9 point -- actually three. I think the council at
10 the end --

11 PRESIDENT BARRETT: What was the third
12 one?

13 COUNCILLOR BEVILACQUA: -- already
14 mentioned the one about the city departments
15 being mandatory.

16 PRESIDENT BARRETT: Oh, yes.

17 COUNCILLOR BEVILACQUA: I would make that
18 condition that they make the improvements, and
19 again whatever Vinnie Ouellette, the
20 Recreational Director, thinks is appropriate,
21 would be appropriate for the Wood School
22 playground at your cost, and that before any
23 occupancy permits are issued, all traffic
24 improvements that are proposed and approved will

1 be in place and functional.

2 PRESIDENT BARRETT: Thank you.

3 COUNCILLOR BEVILACQUA: And I would make
4 that as a motion or an addendum, an amendment.

5 PRESIDENT BARRETT: We have a whole bunch
6 of conditions.

7 COUNCILLOR BEVILACQUA: I would add
8 those.

9 PRESIDENT BARRETT: Councillor
10 Bevilacqua, you made a condition that the Wood
11 School playground sees an investment for
12 improvements, depending on what Vinnie
13 Ouellette --

14 COUNCILLOR BEVILACQUA: The Recreation
15 Department, yeah. And the developer has agreed
16 to undertake that.

17 PRESIDENT BARRETT: And traffic
18 improvements in place and functional before
19 occupancy permits are issued.

20 COUNCILLOR BEVILACQUA: Yes, and that
21 would be the signalization, the realignments,
22 all that type of thing. And much of that is
23 going to be paid for by the state anyway, so.

24 PRESIDENT BARRETT: Can I have a -- you

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1 made the motion.

2 COUNCILLOR BEVILACQUA: Yes, I made that
3 motion.

4 PRESIDENT BARRETT: Could someone second?

5 COUNCILLOR JORDAN: Second.

6 PRESIDENT BARRETT: I have a second by --
7 I have a motion by Councillor Bevilacqua, a
8 second by Councillor Jordan.

9 Madam Clerk, please call the roll.

10 CLERK KOUTOULAS: Councillor LePage.

11 VICE PRESIDENT LePAGE: Yes.

12 CLERK KOUTOULAS: Councillor Bevilacqua.

13 COUNCILLOR BEVILACQUA: Yes.

14 CLERK KOUTOULAS: Councillor Michitson.

15 COUNCILLOR MICHITSON: Yes.

16 CLERK KOUTOULAS: Councillor Sullivan.

17 COUNCILLOR SULLIVAN: Yes.

18 CLERK KOUTOULAS: Councillor Jordan.

19 COUNCILLOR JORDAN: Yes.

20 CLERK KOUTOULAS: Councillor McGonagle.

21 COUNCILLOR MCGONAGLE: Yes.

22 CLERK KOUTOULAS: Councillor Daly

23 O'Brien.

24 COUNCILLOR DALY O'BRIEN: Yes.

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1 CLERK KOUTOULAS: Councillor Macek.

2 COUNCILLOR MACEK: Yes.

3 CLERK KOUTOULAS: President Barrett.

4 PRESIDENT BARRETT: Yes.

5 CLERK KOUTOULAS: Nine yeas, zero nays.

6 That is a condition that passes.

7 COUNCILLOR BEVILACQUA: Thank you.

8 PRESIDENT BARRETT: Councillor Macek, I'm
9 just going to do some housekeeping here.

10 COUNCILLOR MACEK: Sure.

11 PRESIDENT BARRETT: You made a condition
12 that the project meet all conditions of all
13 departments?

14 COUNCILLOR MACEK: Correct.

15 PRESIDENT BARRETT: And that snow removal
16 is appropriate, I think you mentioned.

17 COUNCILLOR MACEK: Right, right.

18 PRESIDENT BARRETT: Councillor Macek,
19 could you make that a motion?

20 COUNCILLOR JORDAN: Second.

21 COUNCILLOR MACEK: I would move that snow
22 removal be adequate for the project and that the
23 -- what was the first one?

24 PRESIDENT BARRETT: Conditions of all the

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1 department heads.

2 COUNCILLOR MACEK: I'm looking at my
3 notes, and that, yeah, all the conditions of all
4 department heads be conditions of the permit.

5 COUNCILLOR: Second.

6 PRESIDENT BARRETT: I have a motion by
7 Councillor Macek, and I believe Councillor
8 Jordan already did that. Thank you, though.

9 COUNCILLOR: That's fine.

10 PRESIDENT BARRETT: Madam Clerk, please
11 call the roll.

12 CLERK KOUTOULAS: Councillor LePage.

13 VICE PRESIDENT LePAGE: Yes.

14 CLERK KOUTOULAS: Councillor Bevilacqua.

15 COUNCILLOR BEVILACQUA: Yes.

16 CLERK KOUTOULAS: Councillor Michitson.

17 COUNCILLOR MICHITSON: Yes.

18 CLERK KOUTOULAS: Councillor Sullivan.

19 COUNCILLOR SULLIVAN: Yes.

20 CLERK KOUTOULAS: Councillor Jordan.

21 COUNCILLOR JORDAN: Yes.

22 CLERK KOUTOULAS: Councillor McGonagle.

23 COUNCILLOR MCGONAGLE: Yes.

24 CLERK KOUTOULAS: Councillor Daly

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1 O'Brien.

2 COUNCILLOR DALY O'BRIEN: Yes.

3 CLERK KOUTOULAS: Councillor Macek.

4 COUNCILLOR MACEK: Yes.

5 CLERK KOUTOULAS: President Barrett.

6 PRESIDENT BARRETT: Yes.

7 CLERK KOUTOULAS: Nine yeas, zero nays.

8 PRESIDENT BARRETT: Great. And Council
9 Vice President LePage, you mentioned call boxes
10 on the rail trail as a condition?

11 VICE PRESIDENT LePAGE: Sure, I'll take
12 that.

13 PRESIDENT BARRETT: All right. So we
14 have a motion by Council Vice President LePage.

15 COUNCILLOR McGONAGLE: Second.

16 PRESIDENT BARRETT: A second by
17 Councillor McGonagle.

18 Madam Clerk, please call the roll.

19 CLERK KOUTOULAS: Councillor LePage.

20 VICE PRESIDENT LePAGE: Yes.

21 CLERK KOUTOULAS: Councillor Bevilacqua.

22 COUNCILLOR BEVILACQUA: Yes.

23 CLERK KOUTOULAS: Councillor Michitson.

24 COUNCILLOR MICHITSON: Yes.

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1 CLERK KOUTOULAS: Councillor Sullivan.

2 COUNCILLOR SULLIVAN: Yes.

3 CLERK KOUTOULAS: Councillor Jordan.

4 COUNCILLOR JORDAN: Yes.

5 CLERK KOUTOULAS: Councillor McGonagle.

6 COUNCILLOR MCGONAGLE: Yes.

7 CLERK KOUTOULAS: Councillor Daly

8 O'Brien.

9 COUNCILLOR DALY O'BRIEN: Yes.

10 CLERK KOUTOULAS: Councillor Macek.

11 COUNCILLOR MACEK: Yes.

12 CLERK KOUTOULAS: President Barrett.

13 PRESIDENT BARRETT: Yes.

14 CLERK KOUTOULAS: Nine yeas, zero nays.

15 PRESIDENT BARRETT: And that passes.

16 And then we had \$250,000 for the lights

17 on the north side of the Comeau Bridge.

18 Councillor Jordan.

19 COUNCILLOR JORDAN: That's my motion.

20 COUNCILLOR MACEK: Second.

21 PRESIDENT BARRETT: I have a motion by

22 Councillor Jordan and a second by Councillor

23 Macek.

24 Madam Clerk, please call the roll.

Special Permit Hearing

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1 CLERK KOUTOULAS: Councillor LePage.

2 VICE PRESIDENT LePAGE: Yes.

3 CLERK KOUTOULAS: Councillor Bevilacqua.

4 COUNCILLOR BEVILACQUA: Yes.

5 CLERK KOUTOULAS: Councillor Michitson.

6 COUNCILLOR MICHITSON: Yes.

7 CLERK KOUTOULAS: Councillor Sullivan.

8 COUNCILLOR SULLIVAN: Yes.

9 CLERK KOUTOULAS: Councillor Jordan.

10 COUNCILLOR JORDAN: Yes.

11 CLERK KOUTOULAS: Councillor McGonagle.

12 COUNCILLOR MCGONAGLE: Yes.

13 CLERK KOUTOULAS: Councillor Daly

14 O'Brien.

15 COUNCILLOR DALY O'BRIEN: Yes.

16 CLERK KOUTOULAS: Councillor Macek.

17 COUNCILLOR MACEK: Yes.

18 CLERK KOUTOULAS: President Barrett.

19 PRESIDENT BARRETT: Yes.

20 CLERK KOUTOULAS: Nine yeas and zero

21 nays.

22 PRESIDENT BARRETT: Councillor Michitson,
23 you mentioned traffic mitigation with the Zipcar
24 as a possibility to be installed.

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1 COUNCILLOR MICHITSON: Yes, and I think
2 they made the commitment to join -- was it TVM.

3 SPEAKER: Merrimack Valley TMA.

4 SPEAKER: Yes, correct.

5 PRESIDENT BARRETT: And can I also throw
6 at you the one that the consultant for the city
7 traffic said, a flashing pedestrian crossing
8 light at the midpoint of Laurel Ave. at the
9 crosswalk?

10 COUNCILLOR MICHITSON: Yes.

11 PRESIDENT BARRETT: I have a motion by
12 Councillor Michitson.

13 COUNCILLOR MACEK: Second.

14 PRESIDENT BARRETT: A second by
15 Councillor Macek.

16 Madam Clerk, please call the roll.

17 CLERK KOUTOULAS: Councillor LePage.

18 VICE PRESIDENT LePAGE: Yes.

19 CLERK KOUTOULAS: Councillor Bevilacqua.

20 COUNCILLOR BEVILACQUA: Yes.

21 CLERK KOUTOULAS: Councillor Michitson.

22 COUNCILLOR MICHITSON: Yes.

23 CLERK KOUTOULAS: Councillor Sullivan.

24 COUNCILLOR SULLIVAN: Yes.

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1 CLERK KOUTOULAS: Councillor Jordan.

2 COUNCILLOR JORDAN: Yes.

3 CLERK KOUTOULAS: Councillor McGonagle.

4 COUNCILLOR MCGONAGLE: Yes.

5 CLERK KOUTOULAS: Did I miss Councillor
6 Sullivan?

7 COUNCILLOR SULLIVAN: I said yes.

8 SPEAKER: Say it again.

9 COUNCILLOR SULLIVAN: Yes.

10 CLERK KOUTOULAS: I'm not as fast as I'm
11 writing. Councillor Daly O'Brien.

12 COUNCILLOR DALY O'BRIEN: Yes.

13 CLERK KOUTOULAS: Councillor Macek.

14 COUNCILLOR MACEK: Yes.

15 CLERK KOUTOULAS: President Barrett.

16 PRESIDENT BARRETT: Yes.

17 CLERK KOUTOULAS: Nine yeas, zero nays.

18 PRESIDENT BARRETT: And that passes.

19 And I think that was all the conditions
20 that anyone mentioned.

21 COUNCILLOR: Can I move for passage of
22 the special permit with -- as conditioned?

23 PRESIDENT BARRETT: Certainly.

24 COUNCILLOR: Second.

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1 MR. PILLSBURY: Madam President, I would
2 recommend that you take all of the conditions
3 that you've just approved and kind of bundle
4 them under the idea that these would be passed
5 through to the development review process.

6 PRESIDENT BARRETT: Okay.

7 MR. PILLSBURY: Okay, so that they're
8 actually, they're conditions to the special
9 permit which will be now moved forward as
10 conditions into the development review process.

11 PRESIDENT BARRETT: Okay. Can someone
12 make a motion to bundle those all together?

13 VICE PRESIDENT LePAGE: So moved.

14 COUNCILLOR JORDAN: Second.

15 PRESIDENT BARRETT: All right. We had a
16 motion by Council Vice President LePage and a
17 second by Councillor Jordan.

18 COUNCILLOR BEVILACQUA: Could I, could I
19 just make one question?

20 PRESIDENT BARRETT: Certainly.

21 COUNCILLOR BEVILACQUA: But the
22 conditions are not waivable by any city
23 department or by any subsequent review?

24 MR. PILLSBURY: No, but they become

1 enforceable because they're going through the
2 development review process.

3 COUNCILLOR BEVILACQUA: Yes, but no city
4 department can waive any of those conditions.

5 MR. PILLSBURY: No, but the reason I'm
6 suggesting this, Madam President.

7 COUNCILLOR BEVILACQUA: I agree, I
8 understand.

9 MR. PILLSBURY: Is that I don't -- I want
10 them to be able to be included but they have to
11 be included somewhere and I'm recommending that
12 that is the appropriate place is the development
13 review process.

14 PRESIDENT BARRETT: Okay.

15 MR. PILLSBURY: Which is where the
16 project goes next.

17 PRESIDENT BARRETT: All right. So we had
18 a motion by Council Vice President LePage, a
19 second by Councillor Jordan.

20 Madam Clerk, please call the roll. We'll
21 do it really --

22 CLERK KOUTOULAS: Councillor LePage.

23 VICE PRESIDENT LePAGE: Yes.

24 CLERK KOUTOULAS: Councillor Bevilacqua.

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1 COUNCILLOR BEVILACQUA: Yes.

2 CLERK KOUTOULAS: Councillor Michitson.

3 COUNCILLOR MICHITSON: Yes.

4 CLERK KOUTOULAS: Councillor Sullivan.

5 COUNCILLOR SULLIVAN: Yes.

6 CLERK KOUTOULAS: Councillor Jordan.

7 COUNCILLOR JORDAN: Yes.

8 CLERK KOUTOULAS: Councillor McGonagle.

9 COUNCILLOR MCGONAGLE: Yes.

10 CLERK KOUTOULAS: Councillor Daly

11 O'Brien.

12 COUNCILLOR DALY O'BRIEN: Yes.

13 CLERK KOUTOULAS: Councillor Macek.

14 COUNCILLOR MACEK: Yes.

15 CLERK KOUTOULAS: President Barrett.

16 PRESIDENT BARRETT: Yes.

17 CLERK KOUTOULAS: Nine yeas, zero nays.

18 PRESIDENT BARRETT: And that passes.

19 And I'll just say my piece here. While I
20 appreciate the professionalism, the enthusiasm,
21 the presentation really was impressive, my first
22 concerns with this project was its size, its
23 impact on the traffic, not only on Laurel Ave.
24 and South Elm and the bridge but the feeder

1 streets that people will peel off when they get
2 frustrated and go through Blossom instead of
3 waiting in line and go back up to 125. The
4 queuing up doesn't alleviate that. It may
5 exacerbate it.

6 The impact on schools, I too have, you
7 know, question the 15 number that has been
8 thrown around here. The Hunking School is
9 already at or over capacity. I have issues
10 with, you know, almost -- I was relieved that
11 Mass. DOT isn't doing this, even though I have
12 many friends at Mass. DOT, because almost every
13 project they've touched has sus, sus -- I can't
14 even say it, has been panned after the fact by
15 residents.

16 So, you know, none of that really has
17 changed, even though it was really a lovely
18 presentation and I love the park and I love the
19 boardwalk. But, you know, the waiver for
20 parking, waiver for height, waiver for units,
21 and then you think, well, what happens when they
22 replace the Basiliere Bridge, the Basiliere
23 Bridge? And what happens to Bradford? It
24 becomes like an island that you cannot get off

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1 of and it's also a food desert because we don't
2 have any supermarkets. So for that reason, I
3 will go not support this.

4 Madam Clerk, I believe, if I have it
5 written down here, we had a motion by Councillor
6 Daly O'Brien.

7 COUNCILLOR DALY O'BRIEN: We can call for
8 a vote?

9 PRESIDENT BARRETT: Yeah, I'm going to
10 call for a vote, and a second by Councillor
11 McGonagle on this item.

12 Madam Clerk, please call the roll.

13 CLERK KOUTOULAS: Councillor LePage.

14 VICE PRESIDENT LePAGE: Yes.

15 CLERK KOUTOULAS: Councillor Bevilacqua.

16 COUNCILLOR BEVILACQUA: Yes.

17 CLERK KOUTOULAS: Councillor Michitson.

18 COUNCILLOR MICHITSON: Yes.

19 CLERK KOUTOULAS: Councillor Sullivan.

20 COUNCILLOR SULLIVAN: Yes.

21 CLERK KOUTOULAS: Councillor Jordan.

22 COUNCILLOR JORDAN: Yes.

23 CLERK KOUTOULAS: Councillor McGonagle.

24 COUNCILLOR MCGONAGLE: Yes.

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1 CLERK KOUTOULAS: Councillor Daly
2 O'Brien.
3 COUNCILLOR DALY O'BRIEN: Yes.
4 CLERK KOUTOULAS: Councillor Macek.
5 MR. MICHAUD: Yes.
6 CLERK KOUTOULAS: President Barrett.
7 PRESIDENT BARRETT: No.
8 CLERK KOUTOULAS: Eight yeas, one nay.
9 PRESIDENT BARRETT: And that passes.
10 Thank you.
11 (Ending at 3:57:54.)

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C E R T I F I C A T E

COMMONWEALTH OF MASSACHUSETTS

I, Roberta Katz, do hereby certify that
the foregoing transcript represents a complete,
true and accurate transcription of the
electronic recording furnished to me in the
above-entitled matter, to the best of my
knowledge, skill and ability.



ROBERTA KATZ

June 11, 2021