



# Oasis Way

Plymouth, MA

## Comprehensive Permit Application

Zoning Board of Appeals - Case #3941

The Oasis at Plymouth

Planning Board Hearing  
February 11, 2019



# Picerne Real Estate Development



- Developer of over 40,000 units
  - 1,000 – 4,000 units developed annually.
- Ranked Top 25 owner/manager in the United States by Builders Magazine, National Real Estate Investor, and Multifamily Executive.
- Development markets include Florida, Texas, Massachusetts, North Carolina, and others.
- Massachusetts Development:
  - The Oasis at Plainville luxury Apartment Homes
    - 248 units, 62 affordable units, 186 market rate units
    - Completed November 2017

The Oasis at Plymouth

# Development Team

## Picerne Real Estate

- Nic Reuter – Project Manager
- Justin Hammerle – Development Associate

## Legal

- Peter Tamm – Goulston and Storrs PC
- Richard Serkey – Serkey & Kelman, PC

## Civil Engineering, Land Survey, Landscape Architecture, Structural

- Phil Cordeiro, P.E. – Allen & Major Associates, Inc.

## Traffic and Transportation

- Ron Muller, P.E. – Ron Muller & Associates

## Architecture and Interior Design

- Adam Wagner, AIA – Market Square Architects, LLC

## Mechanical Systems

- Kenneth Beck, P.E. - BLW Engineers

# Project Summary

320 residential units

- 25% - 80 units affordable
- 75% - 240 units market rate
- ❖ 100% of units will count towards Town of Plymouth's Subsidized Housing Inventory
- ❖ 70% of the Affordable Units shall be rented with a Local Preference

Six - Four story residential buildings

- Four - 56-unit buildings and Two 48-unit buildings
  - 144 – 1-bedroom units
  - 144 – 2-bedroom units
  - 32 – 3-bedroom units

# Site Amenities

10,900 S.F. clubhouse

- Game room
- Fitness Center
- Common Space
- Package Pickup
- Outdoor pool

649 parking spaces with 100 covered spaces in 13 garages

Dog Park

Walking Paths

Full ADA site accessibility

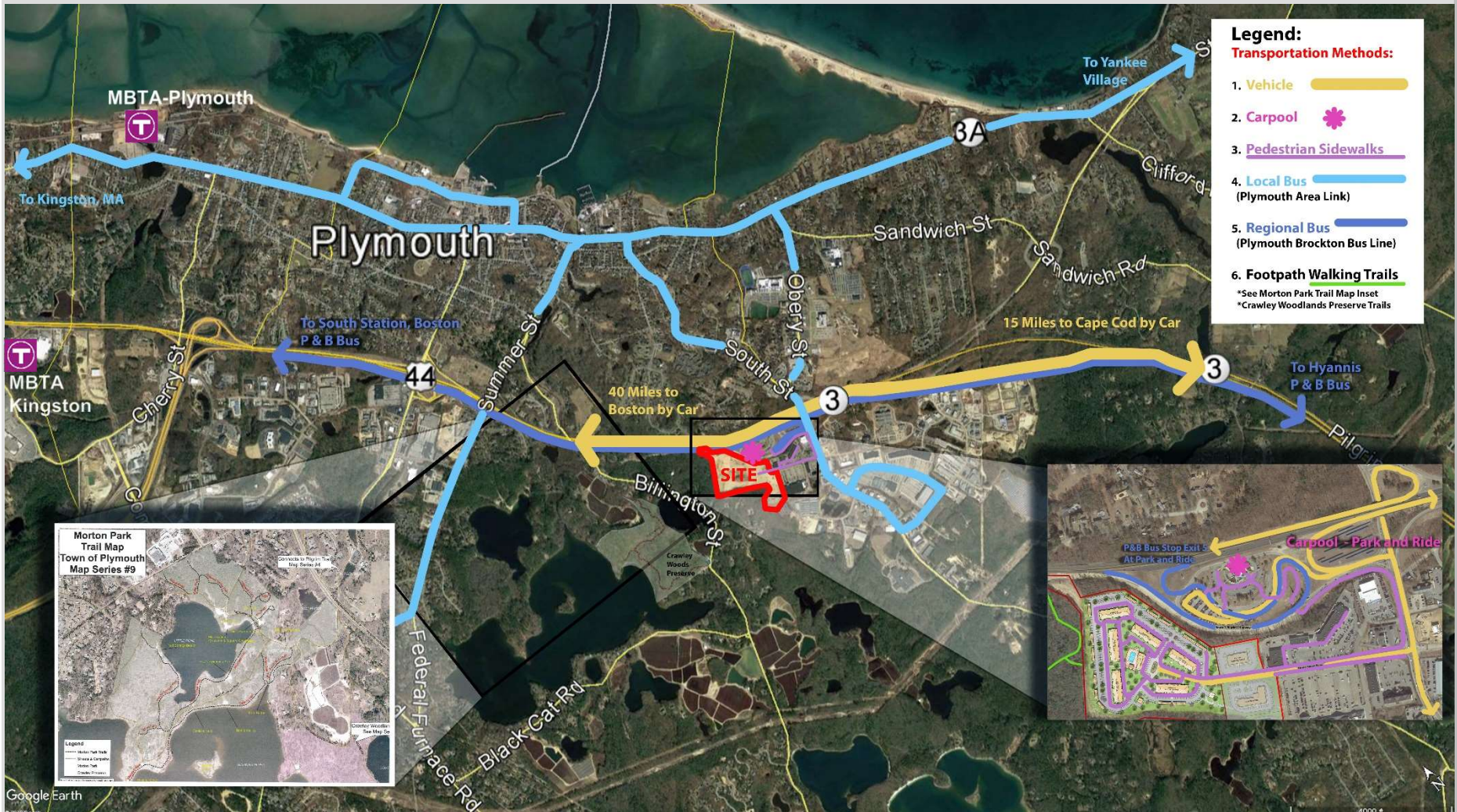
Adjacent retail shopping center

# Locus Map



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# Regional Connectivity Map



**Legend:**  
**Transportation Methods:**

1. Vehicle (Yellow line)
2. Carpool (Pink flower icon)
3. Pedestrian Sidewalks (Purple line)
4. Local Bus (Plymouth Area Link) (Light blue line)
5. Regional Bus (Plymouth Brockton Bus Line) (Dark blue line)
6. Footpath Walking Trails (Green line)

\*See Morton Park Trail Map Inset  
 \*Crawley Woodlands Preserve Trails

**Morton Park Trail Map**  
 Town of Plymouth  
 Map Series #9

Connects to Regional Trail Map Series #8

Legend:  
 - Morton Park Trail  
 - Regional Connector  
 - State Trail  
 - County Preserve

**Carpool - Park and Ride**

P&B Bus Stop Exit At Park and Ride

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# Site Development Plan



The Oasis at Plymouth



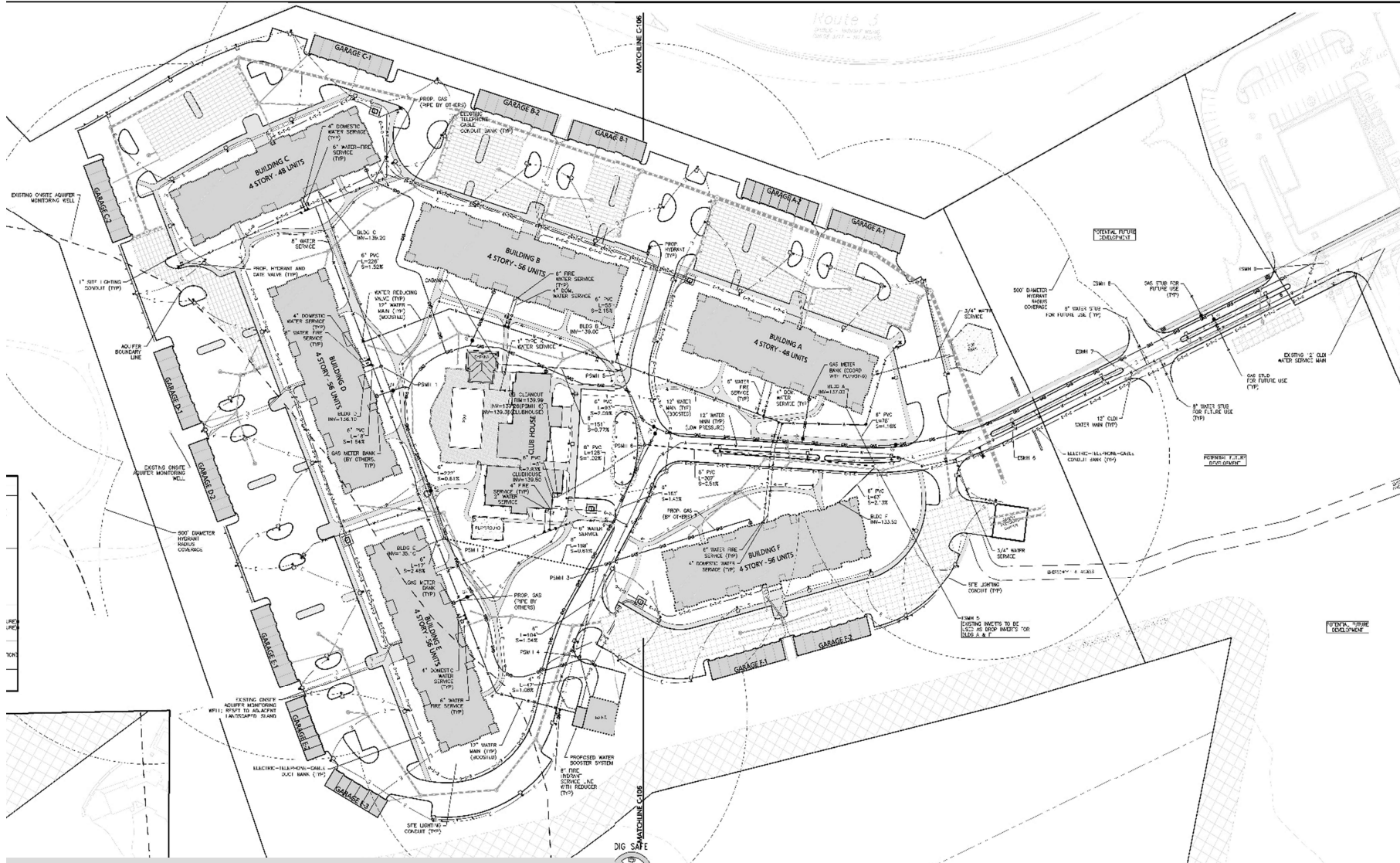






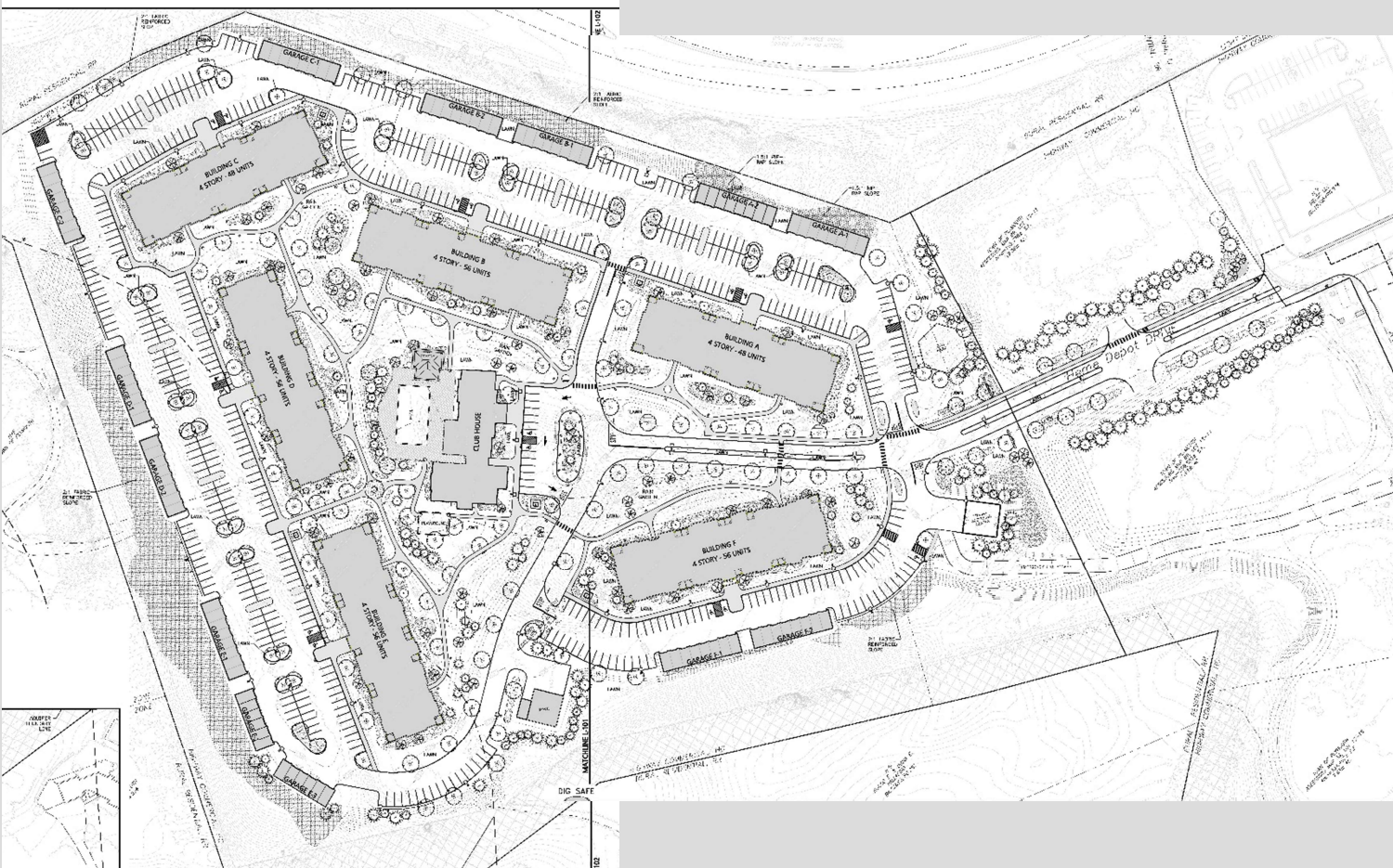


# Utilities Plan



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# Landscape & Planting Plan



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# Building Architecture



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# Building Architecture



MARKET  
SQUARE  
ARCHITECTS

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# Building Architecture – 48 unit



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# Building Architecture – 56 unit



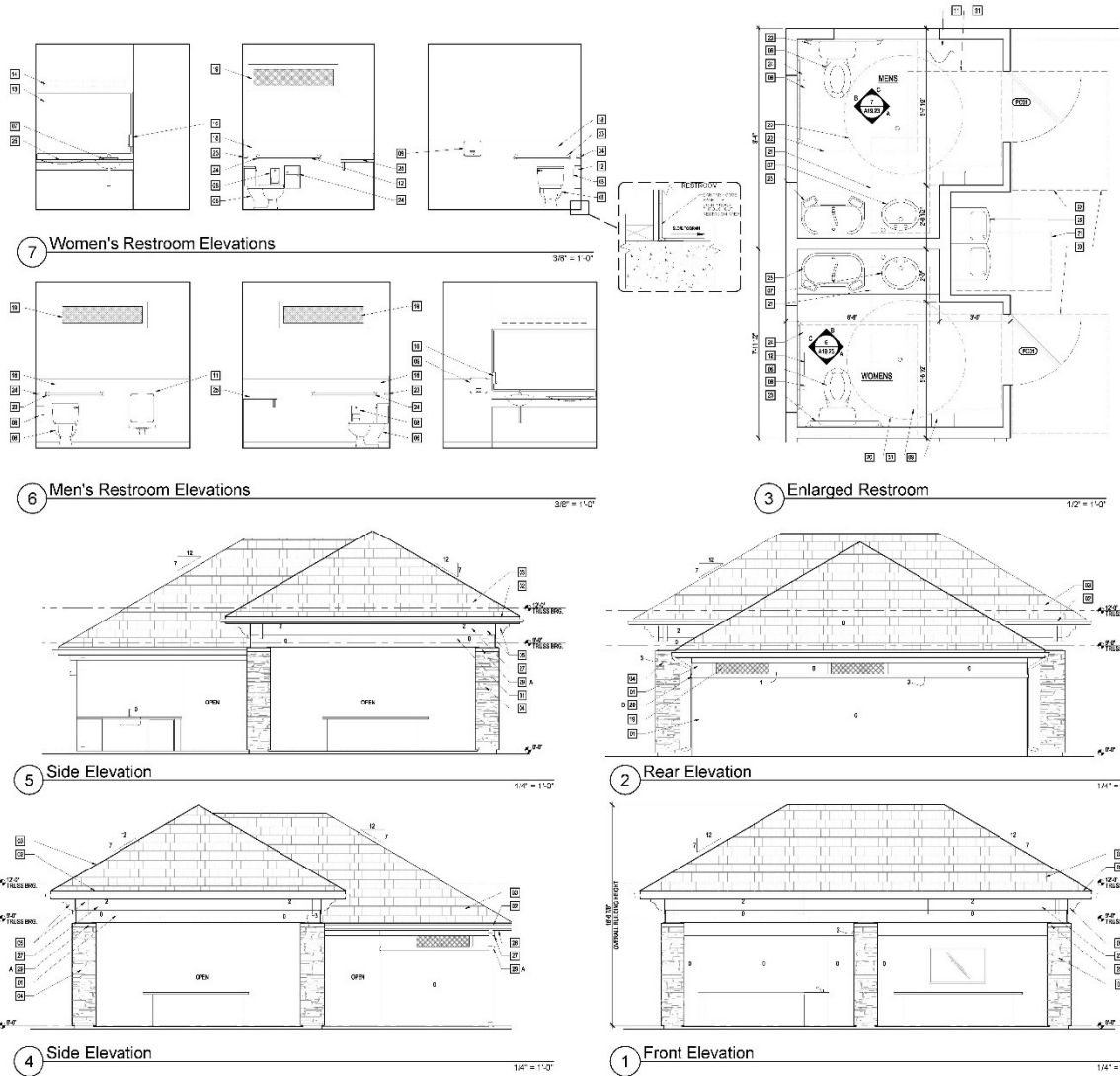
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# Building Architecture – Clubhouse



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# Building Architecture – Cabana



# Traffic Mitigation



**Ron Müller & Associates**  
Traffic Engineering and Consulting Services

Study Area



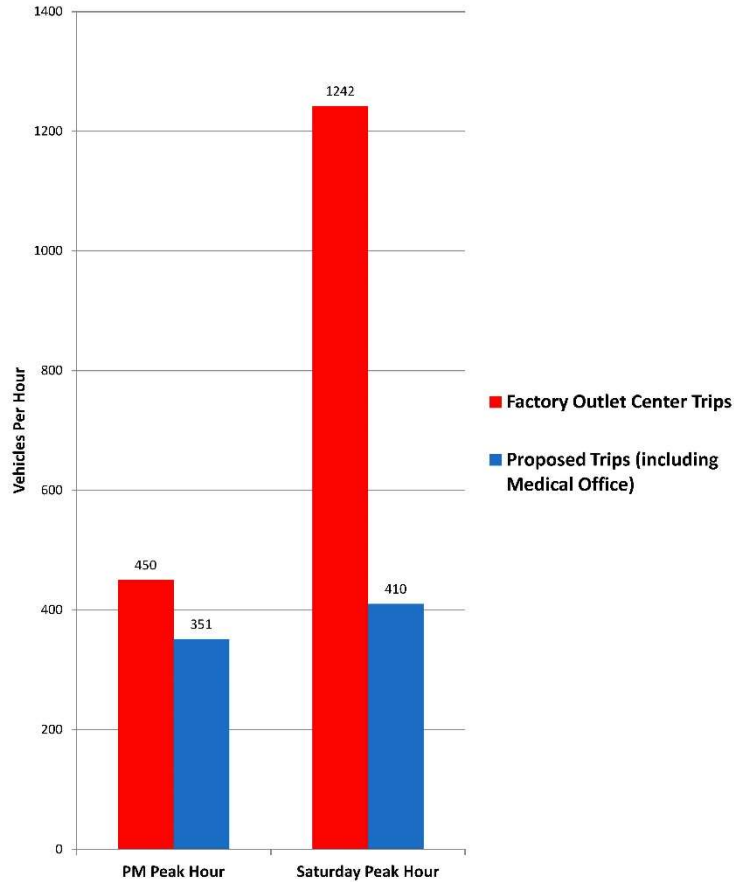
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# Traffic Mitigation



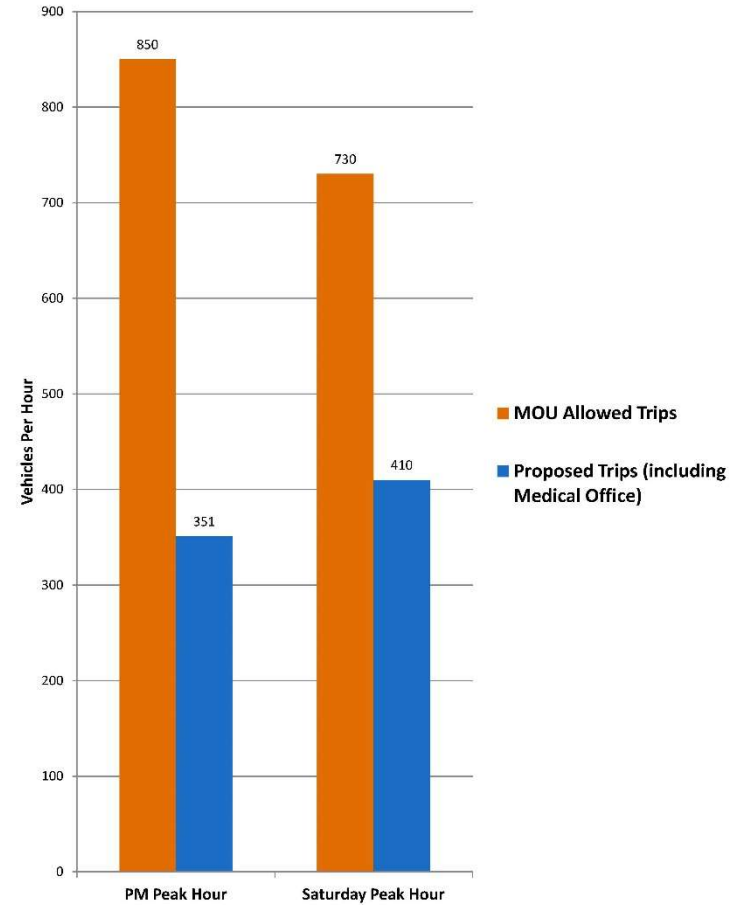
**RMA** *Ron Müller & Associates*  
Traffic Engineering and Consulting Services

## Proposed Trips vs. Factory Outlet Center



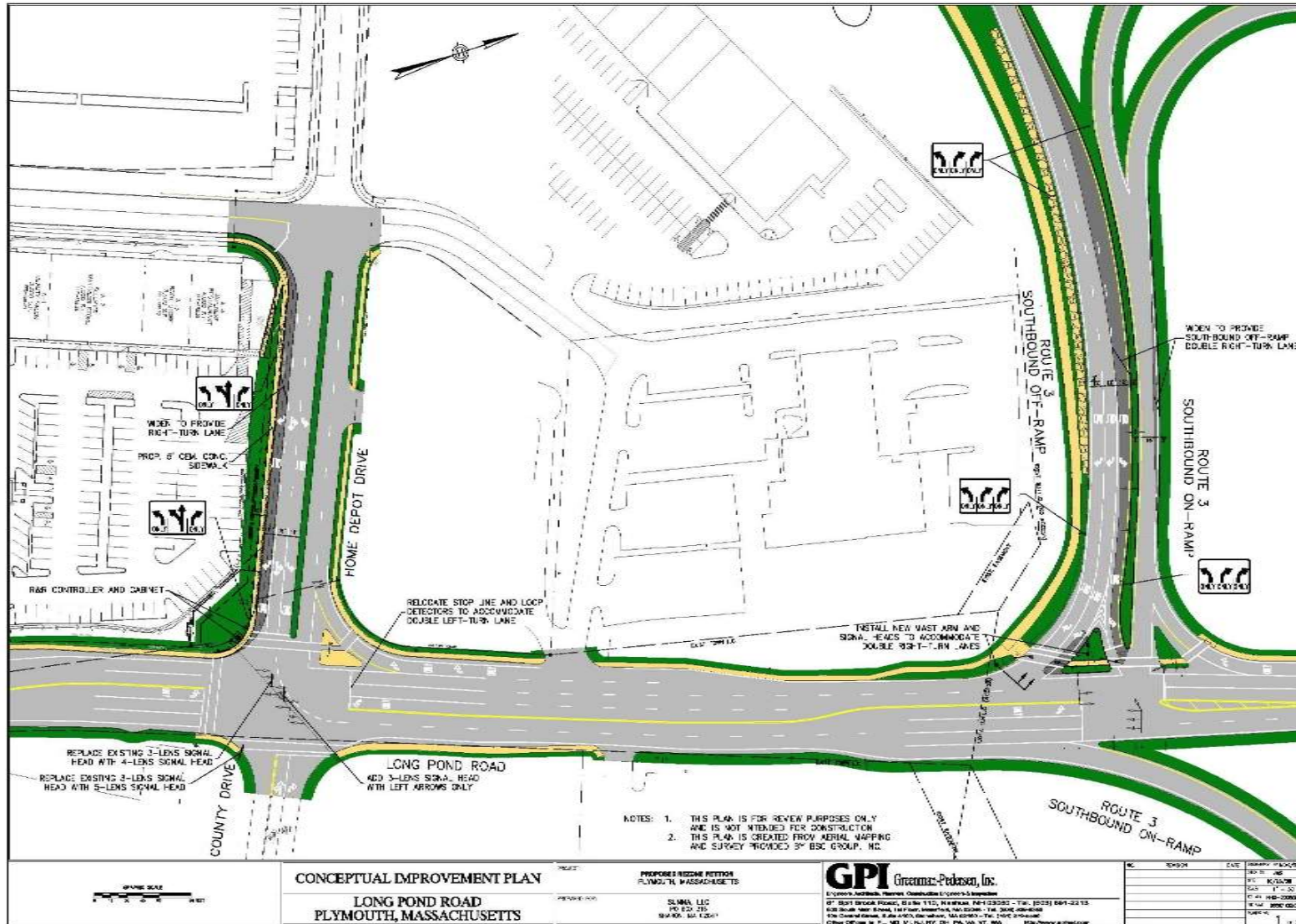
**RMA** *Ron Müller & Associates*  
Traffic Engineering and Consulting Services

## Proposed Trips vs. MOU



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# Traffic Mitigation

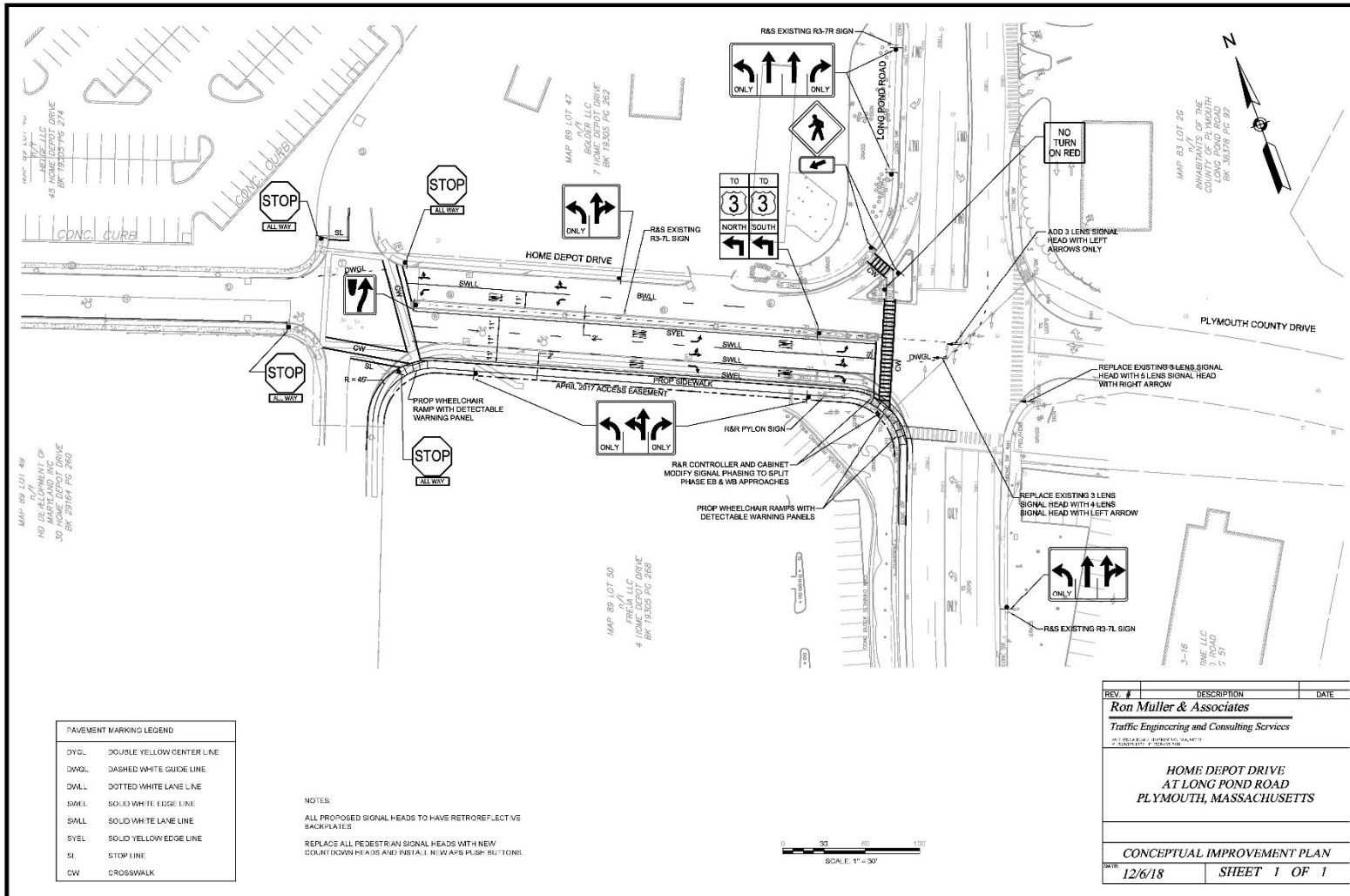


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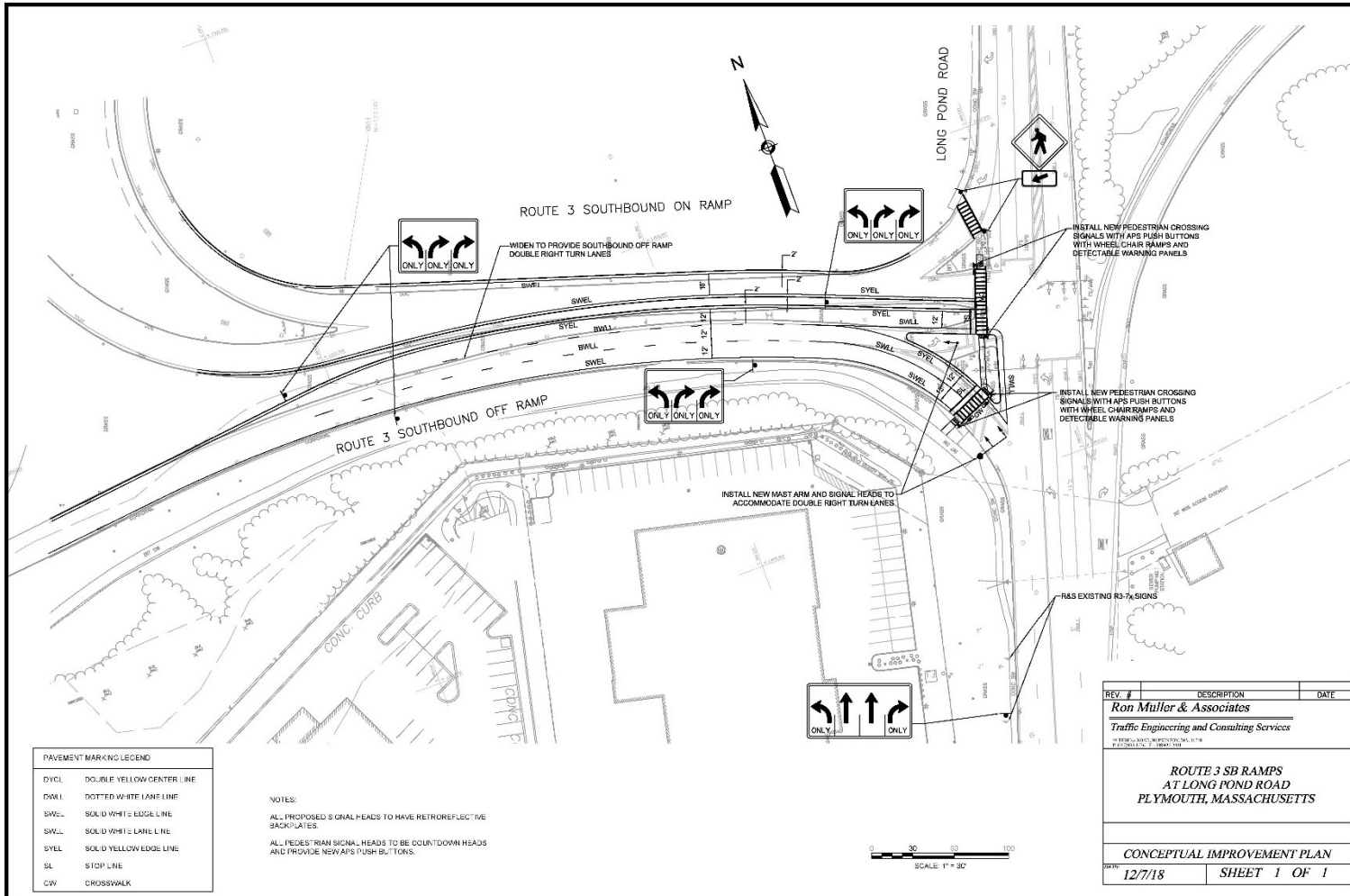




# Traffic Mitigation



# Traffic Mitigation



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# Traffic Mitigation Summary



## All improvements required under the MOU including:

- Widening Home Depot Drive to provide double left-turn lane
- Installing “No Turn on Red” sign for County Drive
- Moving the southbound stop line back no longer required due to Gas Station improvements
- Installing new signal heads to accommodate new geometry
- Split-phasing Home Depot Drive and County Drive to improve safety
- Widen Route 3 southbound off-ramp to provide double right-turn lane
- Install signal control for Route 3 southbound off-ramp right turns
- Update traffic signal coordination along Long Pond Road corridor

## Additional improvements resulting from the Road Safety Audit:

- Install signalized pedestrian crossing across the Route 3 southbound ramps
- Install new ADA-compliant wheelchair ramps at both intersections
- Install new APS-style pedestrian push buttons at both intersections
- Replace all pedestrian signal heads with new count-down pedestrian heads
- Install new lane use signs along Long Pond Road to minimize sign clutter
- Install pedestrian warning signs at uncontrolled crossings
- Update signal clearance intervals at all signals to improve safety

## Additional improvements recommended in the traffic study:

- Install lane use signs on Home Depot Drive to direct motorists to Route 3
- At the internal Home Depot Drive intersection:
  - Provide lane use striping and arrow pavement markings to better define traffic flow
  - Install “All Way” plaques at all four stop signs
  - Install “Keep Right” sign on the Home Depot Drive median
  - Monitor traffic operations throughout full build-out of the project to determine additional improvements
- Pedestrian linkages between Home Depot Plaza and the site
- Bicycle storage within apartment buildings
- Coordinate with GATRA to provide new bus stop within the site
- Promote car pooling through promotional materials within the clubhouse

# Offsite Mitigation\* (pending review)



1. Offset additional demands by eliminating water losses such as leak detection and repair efforts, or by reducing existing and proposed demands via the installation of low-flow fixtures.
2. Rehabilitate one or both of the Bradford Wells to regain lost capacity and maintain the existing mechanical equipment.
3. Facilitate the removal of pumping restrictions on the Darby Pond Well.
4. Complete an interconnection between the Northern and Eastern pressure zones via the Pine Hills pressure zone.
5. Provisionally approve only the residential demands.
6. Devise a revised control strategy that more effectively balances water across the Northern pressure zones. This would provide additional redundancy but would not solve the firm capacity issue.
7. Provide an interconnection between the proposed development and the Plymouth Center Zone neat the Lout Pond Well (extend the proposed 12” water main to the western extent of the parcel). This would provide additional redundancy but would not solve the firm capacity issue.

\*Excerpted from Environmental Partners letter dated January 15, 2019

# Neighbor Mitigation 296 Billington Street



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Proposed Corridor View  
Abutter View #1 - Neville  
Plymouth, Massachusetts



# Neighbor Mitigation 296 Billington Street



The Oasis at Plymouth



Proposed Corridor View  
Abutter View #1 - Neville  
Plymouth, Massachusetts



# Neighbor Mitigation 312 Billington Street



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Proposed Corridor View  
Abutter View 2 - #312 at elevation 145  
Plymouth, Massachusetts



# Neighbor Mitigation 312 Billington Street



The Oasis at Plymouth



Proposed Corridor View  
Abutter View 2 - #312 at elevation 145  
Plymouth, Massachusetts





# Neighbor Mitigation 314 Billington Street



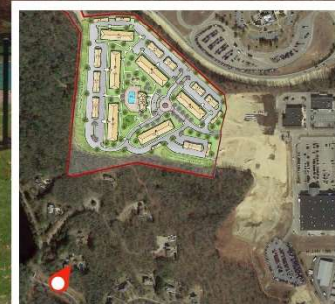
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**Proposed Corridor View**  
Abutter View 3 - #314 at elevation 115 Rear Yard  
Plymouth, Massachusetts



# Neighbor Mitigation 314 Billington Street



**Proposed Corridor View**  
Abutter View 3 - #314 at elevation 115 Rear Yard  
Plymouth, Massachusetts



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