



PLANNING DIRECTOR  
TABITHA HARKIN

# CITY OF NEW BEDFORD DEPARTMENT OF CITY PLANNING

133 William Street • Room 303 • New Bedford, MA 02740  
508-979-1488 • www.newbedford-ma.gov

## HISTORICAL COMMISSION & PLANNING BOARD

# COMBINED STAFF REPORT

REPORT DATE  
November 20, 2019

HISTORICAL COMMISSION & PLANNING BOARD MEETING  
December 2, 2019

Case #2019.25 CERTIFICATE OF  
APPROPRIATENESS

Case # 19-35: SITE PLAN REVIEW

13-19 & 21-35 Commercial St  
24 Union St. &  
SW John F. Kennedy HWY

Map: 47  
Lots: 189, 44, 41, &127

Applicant: Franklin Hospitality  
Corporation  
66 State Road Westport, MA

Owners: National Downtown Club LLC  
66 State Road Westport, MA

Franklin Hospitality  
Corporation  
66 State Road Westport, MA



### CONTENTS OF THIS REPORT:

A. Project Overview	2
Meeting Purpose	2
Permitting Required	3
Existing Site Conditions	3
Existing Building Descriptions	4
Proposed Conditions	4
Master Plan Goal	5
Site Plan Review Criteria	5
B. Site Plan Review	5
Site Preparation	5
Proposed Operations	5
Parking & Loading	6
Traffic Impact Study	7
Circulation	7
Landscape	7

<b>Snow Storage</b>	<b>7</b>
<b>Stormwater &amp; Site Drainage</b>	<b>7</b>
<b>Utilities</b>	<b>7</b>
<b>Building Mechanicals</b>	<b>8</b>
<b>Signage and Lighting</b>	<b>8</b>
<b>City Department Review Comments</b>	<b>8</b>
<b>Waivers Requested</b>	<b>8</b>
<b>C. Historical Commission Design Review Criteria</b>	<b>9</b>
Standards for Rehabilitation	9
Storefronts	10
Awnings and canopies	10
Doors	10
Windows	10
Siding	11
Trim and ornament	11
Roofs	11
Gutters and Downspouts	11
Dormers	12
Roof Decks	12
Paint Color	12
Driveways and Parking	12
Sidewalks	12
Building light fixtures	13
Masonry Repointing	13
Mechanical Equipment	13
Signage	13
<b>D. Appendix/Other Materials for consideration</b>	<b>14</b>
<b>E. Birds Eye View of Site</b>	<b>15</b>

## **A. PROJECT OVERVIEW**

Request by applicant for a **Certificate of Appropriateness** from the Historical Commission and for **Site Plan Review** by the Planning Board for the rehabilitation, conversion, and expansion of three adjacent commercial buildings and an associated parking lot into a mixed-use development with twenty-eight (28) residential units, two (2) commercial units, and nineteen (19) parking spaces; located at **13-19 Commercial Street, 21-35 Commercial Street, 24 Union Street, and SouthWest John F. Kennedy Highway (Map: 47 Lots: 189, 44, 41, 127)** in an Industrial A, Mixed-Use Business, and Downtown Business Overlay zoned district.

### **Meeting Purpose**

The purpose of the joint meeting of the Historic Commission and Planning Board is to facilitate a coordinated review of a project that has overlapping review elements under the jurisdiction of both boards. This meeting is intended to streamline permitting in order to arrive at a mutual understanding between the boards and applicant for the project approval. Decisions will be drafted for each respective board based on deliberation from the hearing. Suggested conditions are contained in this report.

**Permit Reviews Required**

Historic Commission	Planning Board	Zoning Board
<ul style="list-style-type: none"> <li>• Certificate of Appropriateness</li> </ul>	<ul style="list-style-type: none"> <li>• Site Plan Review</li> </ul>	<ul style="list-style-type: none"> <li>• Special Permit for project in Downtown Business Overlay District</li> <li>• Special Permit for change to an existing nonconforming building</li> </ul>

**Existing Site Conditions:**

The subject properties are located in the New Bedford Whaling National Historic Park National Register District (NR) which is a National Historic Landmark (NHL). The boundary of the NR and NHL districts are line up with that of the Bedford Landing Waterfront Local Historic District.

The surrounding area to the properties has transitioned over the last few decades from primarily industrial use to a mix of residential, commercial, cultural and institutional uses. The site has water views, highway access, bus transportation and is within walking distance to nearby parking structures.

The properties consist of four adjacent property parcels situated adjacent to and on the east side of the John F. Kennedy Memorial Boulevard which forms the eastern edge of the District and fronting Commercial Street. The project involves rehabilitating four buildings: a brick building at 24 Union Street, a wood-framed building at 13-19 Commercial Street and two stone buildings at 21-35 Commercial Street. For the purposes of this report, the two connected stone buildings will be considered a single structure and the subject buildings will be referred to as the “BRICK”, “FRAMED” and “STONE” buildings to simplify descriptions. An existing asphalt parking lot is also part of the proposal.



All of the buildings abut the sidewalk with no setback. Circulation within and through the District is via the gridded street pattern. The street surfaces within the District are generally paved with granite Belgian blocks and the pedestrian sidewalks within the District are paved with bluestone, have brick edging, granite curbing and copper gas lamps. The exception to this is Commercial Street which has asphalt street pavement and cement sidewalks on both sides of the street. Commercial Street runs east to west between South Water Street and JFK Boulevard and terminates in a cul-de-sac with parking in the center. Two copper gas lamps exist on the southwest portion of Commercial Street with two cobra style lights on the southeast portion of the street. No post lighting exists within the parking lot area. A public realm of brick and bluestone plaza exists on the east side of the project area ranging from Union Street to Commercial Street, fronting the brick and framed buildings, potentially allowing for outdoor café seating.

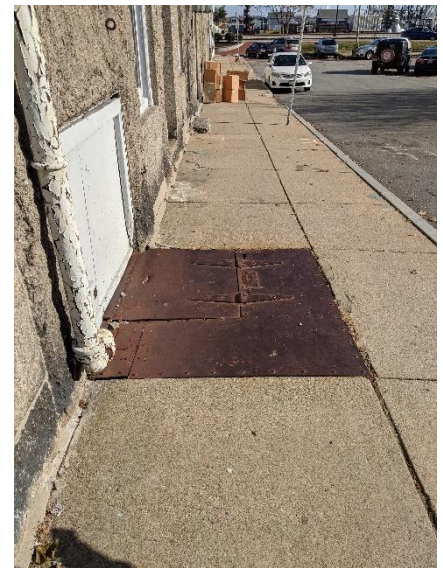
All of the buildings' existing egresses are direct to the sidewalk. **Three coal chute doors** exist on Commercial Street's north sidewalk in front of the stone and framed buildings, as well as two curb cuts into the north side sidewalk. An additional coal chute and curb cut exists in the sidewalk just west of the project area, in the rear of the Moby Dick Brewery Building.

The parking lot is located on the south side of Commercial Street with a curb-cut entrance from Commercial Street. Another access point is located on the southwest side of the parking lot which appears to be shared with the Plumber's Supply Building. There may be a discontinued public way or easement that exists here that should be reviewed by the property owner. The parking lot currently has vegetative screening along the JFK Boulevard boundary. Public on-street parking is provided along Commercial Street and in the cul-de sac. Parking on the north side of Commercial Street is limited to 1-hour parking from 9am-6pm daily except Sunday and Holidays.



**Existing Building Descriptions:**

The **Shuster Brothers Building (BRICK BUILDING)** at 22–24 Union Street was constructed in 1927. Constructed as a produce warehouse, the two-story, flat-roofed, brick building on a poured concrete foundation is currently vacant. The main entrance to the building, consisting of a metal door set into a trapezoidal recess with an eight-light transom, is at the approximate center of the north elevation and sheltered by a full-width, corrugated-metal, shed-roof overhang. Four entrances are in the first story of the east elevation.



The **C. E. Beckman Co. Buildings (FRAMED and STONE BUILDINGS)** at 11–35 Commercial Street is a connected three-story, side-gable, stone and wood-frame commercial building that spans nearly the length of the north side of Commercial Street. The massive warehouse is the result of multiple building campaigns, beginning c. 1842 when the westernmost portion of the stone building, six bays wide, was constructed of ashlar granite blocks. Three loading doors are arranged vertically along the center line of the south elevation. The next portion of the stone building, nine bays wide, was constructed c. 1845, also of ashlar granite blocks. Two sets of vertically arranged loading doors are in this section of the building. The easternmost, wood-frame section of the building was likely built c. 1851 around a c. 1790–1800 building moved to the site, possibly from the south side of Commercial Street. The two-and-one-half-story frame building is clad in asbestos shingles on the east and south elevations and wood shingles on the north elevation, which is obscured by the brick commercial buildings fronting onto Union Street.

**Proposed Conditions**

The proposed project will adapt the FRAMED and STONE buildings to four stories of residential with a small retail component on the first story. The BRICK building proposes to rehabilitate the first story to an unidentified commercial use with the addition of two residential units on the second floor. Full basements exist in all of the buildings, with the exception of the FRAME building, which will be excavated to accommodate a new basement. The basement areas will be utilized for mechanical space and residential storage. Roof dormers are proposed on the FRAME and STONE buildings and a roof deck on the BRICK building.

Eleven (11) geo-thermal wells are proposed under the existing parking lot with a connection line through Commercial Street to the building. The geothermal system is proposed for supplemental building heating.

### **Master Plan Goal**

The proposal is consistent with the master plan's goal to promote a mixed-use environment in Downtown New Bedford, and in other commercial centers and corridors to ensure a vibrant community during the day, evening and weekends, that creates walkable village like neighborhoods throughout the city.

### **Site Plan Review Criteria**

In considering Site Plan Approval for the proposed project, the Board must find that the plan meets a number of objectives identified in Section 5470 of the City's (c.9) Zoning Ordinance including:

- **Adequate access to each structure for fire and service equipment;**
- **Adequate provision for utilities and stormwater drainage;**
- **Site alteration shall be designed after considering the qualities of the specific location, proposed land use, the design of building form, grading, egress points and other aspects of the development so as to:**
  - Minimize cut/fill volumes, removal of 6" caliper trees and larger, removal of stone walls, displacement of wetland vegetation, extent of stormwater flow increase from the site, soil erosion and the threat of air/water pollution;
  - Maximize pedestrian/vehicular safety to/from the site;
  - Minimize the obstruction of scenic views from publicly accessible locations;
  - Minimize visual intrusion by controlling layout/visibility of parking, storage and outdoor service areas viewed from public ways and residential areas;
  - Minimize glare from vehicle headlights and lighting fixtures;
  - Minimize unreasonable departure from the character, materials and scale of buildings in the vicinity;
  - Minimize contamination of groundwater from on-site wastewater disposal systems or operations on the premises involving the use, storage, handling or containment of solid/liquid wastes and hazardous substances;
  - Ensure compliance with the Zoning Ordinance;
  - Minimize damage to existing adjacent public ways;
  - Promote orderly and reasonable internal circulation within the site so as to protect public safety.

## **B. SITE PLAN REVIEW**

### **Site Preparation (Demolition & Erosion Control).**

A demolition and erosion control plan has not been submitted with the application. Staff have requested a construction control plan be submitted to identify areas where saw cutting may occur in the parking lot for the installation of the geothermal wells, identify any outdoor stockpile areas during construction, site access/security, and erosion and dust control measures.

The applicant has provided a Construction Control Document. The documents indicates the following during construction:

- Republic Services will provide trash containers and hauling services.
- Trash chutes will be utilized for all demolition and trash removal for 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> floors.
- Trash containers will be covered as needed to avoid bird/pest activity.
- Dust control will be provided as necessary throughout the project.
- Asbestos abatement has been conducted by SAGE Environmental.
- All identified asbestos will be removed and handled by General Environmental Services, Inc.
- All concrete that is disturbed will be replaced to City of New Bedford specifications.

### **Proposed Operations.**

According to the Site Plan application, the proposed commercial units are expected to have ten (10) employees, serving 50-100 customers per day. The proposed hours of operation are 8am-10pm Monday-Sunday. Deliveries are anticipated between 8am-5pm. No further information is provided about the proposed site operations. **The board may wish to seek more information about the site operations for each commercial unit. Further, staff note the plans have two residential**

units listed as Bed and Breakfast type rentals (the two second story units at 24 Union Street). The board may wish to seek more information about this proposed use.

**Parking & Loading.**

The proposed project is providing nineteen (19) parking spaces. Under the zoning ordinance the proposal requires seventy-eight (78) parking spaces and one (1) loading space. The application therefore requires a Special Permit for a parking reduction. In this case, the parking relief will be sought through a Special Permit request with the Zoning Board of Appeals as the project falls under the Downtown Business Overlay District (DBOD) which indicates the ZBA as Special Permit granting authority.

As proposed the parking is situated on a triangular lot located directly across Commercial Street from the proposed development. **The board should note the circular parking area is part of the public right of way layout.** The applicant's lot is accessible from Commercial Street; further, the applicant's parking lot connects to an adjacent private parking lot which may have an easement or discontinued public way, however no documentation has been provided. The applicant proposes to restripe the existing lot to have five (5) parking spaces on the west side of the lot and fourteen (14) spaces on the east side of the lot for a total of nineteen (19) parking spaces. No handicapped parking spaces are proposed. A bicycle rack is proposed in the landscaped northwest corner of the lot. The bicycle capacity of the rack is unknown as no specifications have been provided. The site plan application indicates that 12 long-term bicycle parking spaces and one short term bicycle parking space are provided. It is unclear where these spaces are proposed.

The board may wish to inquire about the inclusion of an ADA accessible parking space, specifications for the bicycle rack, and more details about the bicycle storage. Further the board may wish to have the applicant clarify whether all parking spaces proposed will be limited to residential parking only or how they will be assigned for the units. Staff noted some spaces are currently reserved for a commercial business not located in the proposed site buildings.



USE	PARKING REQUIREMENTS	LOADING REQUIREMENTS
Multi-family (3) or more per structure	Two (2) spaces per dwelling unit	One (1) loading space for each multifamily dwelling containing more than ten (10) dwelling units, or more than twenty (20) housekeeping units
Bed and Breakfast/Hotel	One (1) space per each employee per shift, who does not reside on the premises; one (1) space per guest room, dwelling parking requirements, if applicable	One (1) loading space for each building containing more than 20 guest rooms
Businesses engaged in retail sale of goods and services, not elsewhere enumerated herein	One (1) space per each 200 sq. ft. of gross floor area, but not less than two (2) spaces for each business use intended to occupy the premises. After 20,000 sq. ft. gross floor area, one space per 400 sq. ft.	One loading space for each building containing more than 5,000 and less than 10,000 sq. ft. of gross floor area. Thereafter, one (1) additional loading space shall be required for each additional 25,000 sq. ft. of gross floor area
Places of assembly	One (1) space per five (5) seats for which the building is designed or one (1) spaces for each 200 sq. ft. of gross floor area whichever results in the greatest number	One (1) loading space for each building containing 10,000 sq. ft. or more of gross floor area. Two (2) loading spaces for buildings containing 100,000 sq. ft. or more of gross floor area

<b>Parking Calculations</b>	
52 parking spaces (2 per dwelling unit x 26)	
6 parking spaces (5 guest rooms+1 employee)	
3 parking spaces (1 per 200 GFA: 516 SF/200)	
17 parking spaces (85 occupants/5 per space)	
1 Loading space(s)	
<hr/>	
<b>78 Total parking spaces required</b>	
<b>1 Loading space(s) required</b>	

**Traffic Impact & Access Study.** A traffic impact and access study has not been submitted with the application. A traffic impact and access study is not required unless requested by the board. **While a full traffic impact and access study may not be warranted for this project, given the multiple site uses proposed, the applicant should provide traffic demand estimates and evidence why a parking reduction may be warranted. Further, the board may wish to have the applicant provide a Transportation Demand Management Plan detailing how anticipated vehicular traffic will be handled and or diverted to alternative transportation modes.**

**Circulation.**

As there is no on-site parking, an auxiliary parking lot is proposed south across Commercial Street as earlier described. Vehicles will access the parking lot via Commercial Street. Vehicles will exit the parking lot via the same. The board may wish to inquire if a possible shared access easement through another privately-owned lot to the west would allow vehicles to exit onto South Water Street.

Pedestrian access from the parking lot is not well defined. Sidewalks are provided on both sides of Commercial Street however no crosswalks are present and the sidewalk along the cul – de – sac is not continuous to the north side of Commercial Street. The sidewalk on the north side of Commercial Street has multiple curb cuts that likely served as delivery areas for the previous warehouse uses. These curb cuts should be closed, and sidewalk made level for safer pedestrian access. A wide bluestone and brick paver sidewalk is provided along the Union Street frontage and a large public bluestone and brick plaza is along the Front Street/JFK HWY frontage. Pedestrian access is therefore available on all frontages directly into the buildings. **The board may wish to request a circulation plan be submitted. The circulation plan should allow for safe pedestrian and ADA accessible pathways from the parking lot to the proposed site.**

**Landscaping.** A landscaping plan has not been submitted with the plan. **Staff has requested a landscape plan be provided for review.**

**Snow Storage & Waste Receptacles.** Snow storage and removal areas are not identified on plans. **The board may wish to inquire where snow storage areas are proposed for the parking lot.**

An enclosed dumpster is proposed in the parking lot area. Details and specifications have not been provided for the enclosure. **The applicant should provide details and specifications about the dumpster enclosure.** The board may wish to seek more information about waste management and whether the dumpster is enough for waste disposal for all the proposed site uses. Further, staff recommend the dumpster be placed on a concrete pad as it is a more durable material than asphalt.

**Site Drainage and Stormwater.** The applicant has requested a waiver of the stormwater management requirements as no additional impervious area is proposed. Storm drains and sewer lines are available in Commercial Street, Union Street, and JFK Highway. It is unclear where the roof drainage goes currently or will be in the proposal. **The board may wish to inquire further about the roof drainage.**

A catch basin is located in the southern end of the parking lot. It is shown as connecting to the sewer line located in JFK Highway. Planning Staff defers to DPI for any comments on this drainage connection. **The applicant will need to seek a**

**waiver of this requirement from the Department of Public Infrastructure and provide evidence of such waiver to the Planning Board.**

**Utilities.** Utilities are available and currently serve the site from Union Street, Commercial Street, and Front Street. These include water, gas, and underground electric service. The narrative acknowledges that upgrades to utilities may be necessary for the project. **If any exterior utility boxes (such as transformer, meters, etc. are required), location and specification will need to be provided and approved.**

Eleven (11) geo-thermal wells are proposed under the existing parking lot with a connection line through Commercial Street to the building. The geothermal system is proposed for supplemental building heating. The applicant will be required to seek the appropriate permits from DPI for the disturbance in the public right of way and seek an easement for the lines through public property. Details and specifications for the geo-thermal system have not been submitted. **The applicant must provide details and specifications for the proposed geo-thermal system.**

**Mechanicals.**

**Rooftop Mechanicals are shown in plan, but no specifications are provided. Further information is required.**

**Signage.** No signage information has been provided. Any future signage will require review by the Historical Commission for the issuance of a Certificate of Appropriateness. The signage may require review by the Planning Board.

**Lighting.** Two copper gas lamps exist on the southwest portion of Commercial Street with two cobra style lights on the southeast portion of the street. No post lighting exists within the parking lot area. Five copper gas lamps are proposed on the north side of Commercial Street and two parking lot lights are proposed in the northwest landscaped area of the parking lot. Specification have not been provided. **The applicant must provide details and specifications for the proposed light fixtures. Further, a photometric plan is required.**

**City Department Review Comments**

As required under city ordinance, the case submittal documents were distributed to City Clerk, City Solicitor, Health Department, Inspectional Services, Engineering, Public Infrastructure, Conservation Commission, Fire Department and School Department.

No comments were not received as of the publication of this report; any comments received will be made available at the public meeting.

**Waivers.**

The applicant has requested the following waivers:

- Stormwater Management Report



## C. HISTORICAL COMMISSION DESIGN REVIEW STANDARDS

The NBHC has published Design Guidelines and follows the Secretary of the Interior's Standards for the Treatment of Historic Properties. The Standards address four treatments: preservation, rehabilitation, restoration, and reconstruction. Based on the subject property's significance, existing physical condition, the extent of documentation available, and the proposed adaptive reuse, the Standards and Guidelines for **Rehabilitation** would apply to this project.

***Rehabilitation** is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values. The Rehabilitation Standards acknowledge the need to alter or add to a historic building to meet continuing or new uses while retaining the building's historic character.*

### STANDARDS FOR REHABILITATION

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

**Note regarding funding restrictions:** This project is seeking **Federal and State Historic Rehabilitation Tax Credits** and the associated plans and specifications will be reviewed by the Massachusetts Historical Commission (MHC) and the National Park Service (NPS) using the Secretary of the Interior's Standards for Rehabilitation. Any modifications made to the plans and specifications based on the Tax Credit review will be forwarded to the NBHC.

**STATEMENT OF APPLICABLE GUIDELINES:** *The Bedford Landing District Design Guidelines* state the following relative to this proposal:

**STOREFRONTS:** Retain and preserve the variety of storefronts that contribute to the overall historic character, form, and vitality of the district's commercial buildings including their functional and decorative features and details. Repair or replace damaged elements with in-kind materials, matching details and finish. If possible, reuse existing original hardware and locks.

If an entrance will no longer be used, leave the door in place and secure it. Removal of the door and elimination of the opening is not recommended. Any alteration should be reversible, so that doorways can be used in the future with minimal work.

If a storefront is completely missing, replace it with a new feature that is based upon historical research and physical evidence of the original or is a new design compatible in scale, material, and detail with the historic character of the building and district.

**STAFF REVIEW:** The project meets this guideline as many aspects of the original storefronts are being reestablished based on historic research.

- **BRICK BUILDING:** Doors and transom are reestablished on the north elevation which match the original doors and a new door is added to access the second floor apartment.
- **FRAME BUILDING:** Door and window openings are reestablished on both elevations based on historic research, including the use of fixed doors where necessary.
- **STONE BUILDING:** An existing window opening at the far west part of the south façade will be replaced by a door to access the second story residences.

**AWNINGS AND CANOPIES:** Awning and canopies are considered attachments to buildings and are subject to review.

**STAFF REVIEW:** A metal awning exists on the north façade of the BRICK BUILDING. There is no information provided for the paint color of the awning.

**DOORS:** Existing doors and door openings, including architecturally significant surround details such as transoms and sidelights, should be repaired, not replaced.

If an entrance will no longer be used, removing the door and filling in the opening is not recommended. The door should remain in place and be secured. Any alteration should be reversible so that a doorway can be used in the future.

Replacement of original or historically significant doors shall match the existing in material, size, design and location. If doors that are not original or architecturally significant are to be replaced, the replacement door, including design and material of the surround details and other decorative trim should be appropriate to the style and use of the building.

**STAFF REVIEW:** The project meets this guideline as many of the original door openings are being reestablished and existing door openings being repaired or retained as un-operational.

**WINDOWS:** In many historic buildings, the window sash, frame, and surround are a major character defining feature of the building. It is important to retain the original window details, such as the size of the opening, type of sash, sills, lintels, and decorative moldings. Windows in the district are typically double-hung. The exceptions are large storefront display windows and awning basement or gable windows.

**RETENTION OF HISTORIC WINDOWS** Historic window sash and window surrounds should be retained and repaired if necessary to preserve the historic fabric. Deteriorated pieces of wood sash or surrounds should be replaced in-kind, using wood of the same species, dimensions, and appearance.

**WINDOW REPAIR** Generally, the repair and rehabilitation of existing windows, including the installation of weather-stripping and good quality storm windows, can be accomplished at no greater cost than replacement with new insulating glass windows and, if properly maintained, original windows will last much longer.

**WINDOW REPLACEMENT** If replacement is necessary, new windows shall match the existing window pattern, proportions and scale, and be in character with the building's style.

- All parts of the replacement windows (such as exterior molding and/or casing, exterior frame, and exterior sash members) should match the original or existing historic windows.
- The muntin thickness and profile should closely match those of the original. Muntins, whether structural or applied, must have an exterior three-dimensional profile and a width appropriate to the building's style. New windows with interior applied or removable muntin bars are not acceptable.
- Glass should be clear, not tinted or frosted and have minimal reflectivity. Low-e glass should appear as standard clear glass and not be visually apparent.
- Wood replacement sashes are preferred. Aluminum clad exteriors are acceptable, provided the profile reasonably matches the existing window muntins.

Existing windows that are not original or in keeping with the style and character of the building shall be considered non-contributing features. They might be repaired, replaced in kind, or restored with appropriate materials based on historic documentation. Alteration of the number, location, size, or glazing pattern of windows by cutting new openings, infilling windows, or installing historically inappropriate replacement sash is typically not recommended. New windows may be introduced on secondary facades if they result in no erosion of significant architectural features or patterns.

**STAFF REVIEW: The intent is to repair the existing original metal windows in the BRICK BUILDING and the existing original wood windows in the FRAME and STONE BUILDINGS where possible. Otherwise the windows will be replaced to match with custom windows. Specifications for the metal windows were not provided and the wood windows proposed muntins are inappropriately sized. The NBHC will defer to the NPS on this matter and the window assessment/survey and schedule provided to MHC and the NPS is to be provided to the NBHC.**

**SIDING:** Original siding materials shall be retained whenever possible and deteriorated siding shall be repaired or replaced with new materials that duplicate or match the original materials as closely as possible.

Appropriate siding materials are clapboard, brick, and on certain historical building styles; wood shingles. Siding materials such as aluminum, vinyl, asphalt, mineral or synthetics that were unavailable when a building was originally constructed are not appropriate and their installation will not be approved. Removal of inappropriate siding is encouraged.

**STAFF REVIEW: The project meets this guideline.**

**TRIM & ORNAMENT:** Trim and ornament are essential architectural features that give scale to the exterior of a building and identify the historical style. Trim and decorative elements shall be retained. Property owners considering rehabilitation should preserve existing trim or replace it to closely match the original. Applicants are strongly encouraged to replicate missing trim or ornamentation and shall base restoration design on historic photographic evidence.

**STAFF REVIEW: The project meets this guideline.**

**ROOFS:** Retain and preserve roofs that contribute to the overall historic character. Preserve the integrity of the original or later important roof shape(s) and roof pitch. All distinctive roof features, such as cornices, metalwork, and chimneys shall be retained. Replace in-kind any portion of a roof that is damaged or deteriorated beyond repair. Match the original in design, material, dimension, pattern, detail, texture, and color. Limit replacement to the damaged area if possible. Consider substituting compatible roof materials for the original only if it is not technically feasible to replace in kind.

**STAFF REVIEW: The existing roof lines remain with the addition of dormers. Existing chimneys appear to be removed.**

**GUTTERS AND DOWNSPOUTS:** Drainage systems constructed of historic materials should be retained and repaired as necessary. Repairs should be made using in-kind materials, matching the profile and finish as closely as possible. If replacement of gutters or downspouts is required, the new gutter should match the original in color, dimensions, and shape.

**STAFF REVIEW: The project will utilize fiberglass gutters however there is no information provided for the downspouts and their locations.**

**DORMERS:** Existing original or architecturally significant dormers should be preserved and not altered in scale or form. If repair or replacement is necessary the materials should be in-kind, matching the details and finish of the original as closely as possible.

Careful consideration should be made before dormers are added to a historic building. The overall roof shape should not be altered. The dormers should be designed in correct proportion with the original building, and the materials and details should be compatible with the historic structure. Dormer windows should be of the same style as those on the building, and in proportion for the dormer.

New gable dormers should be narrow, usually one window in width. The details of the dormer, such as the window surround, rake boards and roofing material, should match the details of the historic structure. New wall or shed dormers should be placed on secondary elevations. The details of the dormer, such as the window surround, rake boards and roofing material, should match the details of the historic structure.

**STAFF REVIEW:** The **STONE BUILDING** adds three shed dormers to the south roof and skylights on the north roof which are not visible from the public way. In 1909 very large shed dormers were installed on the **STONE BUILDING**. They were removed in 2009 with the addition of four skylights in their place. The **FRAME BUILDING** adds a full shed dormer to the rear. No windows exist on this dormer and materials to match the main **FRAME BUILDING**. This dormer has limited visibility on the east elevation from the **JFK Boulevard** and **MacArthur Drive**. Refer to *Site Line Study Plan*.

**ROOF DECKS:** Adding a deck to the roof of a historic building is very difficult without altering the character of the property. Decks should be located so that they are not visible from the public way, do not significantly alter the massing of the property, and do not result in the alteration or loss of significant architectural features. Roof access structures/stairs should not be visible from the public way. If a roof deck will be visible from the public way, the design of the portion of the deck visible from the street should be compatible with the proportion, scale, materials, color and other character-defining elements of the building.

**STAFF REVIEW:** A roof deck is being added to the **BRICK BUILDING** and due to stair access from two second floor apartments below, necessitates the use of two rooftop structures to house the stair access points. The roof deck railing is set far enough back to most likely not be visible, however the stair structures will likely be visible. The board may wish to suggest further site line study should be instituted here.

**PAINT COLOR:** The primary purpose of paint is to prevent moisture penetration, and paint is one of the least expensive ways to maintain a building's historic fabric. Paint color also helps give the building its identity, and a good color scheme accents a building's architectural features. A Certificate of Appropriateness is required to change the color of any structure in the District.

Avoid painting surfaces that have never been painted. Unpainted stone lintels, sills, and foundations should remain unpainted.

Paint color, appropriate for the structure's age and architectural style, is recommended. Original paint color can sometimes be determined by scraping underneath clapboards or in corners where paint has built up. Laboratory paint analysis provides the most accurate means of determining original color. Paint analysis is recommended for selecting finish color on architecturally significant buildings.

**STAFF REVIEW:** Paint analysis may be considered due to the significance of the **Beckman buildings**.

**DRIVEWAYS AND PARKING LOTS:** Off-street parking lots tend to break the rhythm and consistency of a streetscape, and they should therefore be placed at the rear (or side) of a building or lot whenever possible and should be screened from view. The design and materials for parking lots must be approved by the Commission prior to construction.

**STAFF REVIEW:** The existing parking lot is located across **Commercial Street** from the buildings and has associated vegetative screening.

**SIDEWALKS:** Existing historic sidewalks should be retained and maintained. Replace only those portions that are deteriorated beyond repair. If replacement is necessary, the replacement shall replicate the original design. A new sidewalk should align with those that already exist along a block. Use materials that match existing in design and appearance to reinforce the historic character of the district's features.

**STAFF REVIEW:** The applicant has proposed the installation of five copperhead gas lamps on the north sidewalk of Commercial Street along with the removal of the existing coal chute doors and several granite curb cuts. With this extensive work, patching of the existing concrete sidewalks is not feasible. Staff is recommending the replacement of the existing north sidewalk concrete with bluestone and brick to match the south sidewalk and the rest of the District.

**BUILDING LIGHT FIXTURES:** If the light fixtures are missing, use light fixtures appropriate to the building's style. When appropriate fixtures are not available, simple designs and detailing are preferred to large, ornate reproductions. Attached fixtures should be small-scale (generally no more than 12" to 16" in height) and have a dark or burnished finish.

**STAFF REVIEW:** The proposed lighting fixtures will be located at the door entrances only. Staff feels that the proposed lighting is appropriate for the FRAME and STONE buildings and would like the applicant to explore different lighting for the BRICK building.

**MASONRY REPOINTING:** Masonry repointing shall be appropriate in terms of the type, color and aggregate of the mortar to be used and the width and profile of the joint. Old mortar shall be duplicated in composition, color, and texture. Joints should not be widened when cutting out old mortar. New mortar should be kept off the face of masonry. Laboratory analysis of samples of original mortar is recommended to ensure that a compatible formula is used in repointing and repair. Deteriorated mortar should be removed by hand raking the joints. Chisels should be selected that are smaller than the masonry joints, and care should be taken not to damage the edges of the brick. Do not use power tools, such as electric saws to remove mortar. They offer limited control and may cut into the masonry and destroy historic fabric. The use of power grinders may be acceptable along horizontal joints; however, only professionals with demonstrated experience

**STAFF REVIEW:** The proposed specifications meet this guideline.

**MECHANICAL EQUIPMENT/UTILITIES:** Modern equipment includes utilities and other equipment outside a building, such as air conditioning (central and window units), antennas, satellite dishes, utility meters, plumbing and mechanical vents, fire alarms, solar collectors and their associated means of attachment. Modern equipment should, in general, be located to minimize visibility from a public way. Visible elements should be designed or use colors to blend the equipment into its surroundings and/or be screened by an appropriately designed and scaled fence or plant material.

**STAFF REVIEW:** Mechanical and utility equipment specifications and locations are required.

**SIGNAGE:** No specifications have been provided at this time and will require a separate Certificate of Appropriateness.

## D. APPENDIX

### **Materials for Consideration**

The plan submission is shown as “Eighteen & Union New Bedford, MA” dated November 1, 2019 and date stamped received by City Clerks’ Office November 4, 2019. Plans were prepared by Newport Collaborative Architects, in Newport RI. The plan set consists of the following sheets:

- Cover Sheet
  - EC-1 Existing Conditions Plan, dated 10/30/19, prepared by SITEC, Inc, in Dartmouth, MA; stamped by Steven Gioiosa, PE.
  - PC-1 Proposed Conditions Plan, dated 10/30/19, prepared by SITEC, Inc, in Dartmouth, MA; stamped by Steven Gioiosa, PE.
  - G0.1 Gross Square Footage & Unit Description & Square Footage- Revised 11.22.19
  - EX.01 21-35 Commercial -Existing Basement Floor Plan
  - EX.02 21-35 Commercial -Existing First Floor Plan
  - EX.03 21-35 Commercial -Existing Second Floor Plan
  - EX.04 21-35 Commercial -Existing Third Floor Plan
  - EX.05 21-35 Commercial -Existing Roof Plan
  - EX.06 21-35 Commercial -Existing North Elevation
  - EX.07 13-19 Commercial -Existing First Floor Plan
  - EX.08 13-19 Commercial -Existing Second Floor Plan
  - EX.09 13-19 Commercial -Existing Third Floor Plan
  - EX.10 13-19 Commercial -Existing Roof Plan
  - EX.11 13-19 Commercial -Existing Exterior Elevations
  - EX.12 24 Union -Existing Basement Floor Plan
  - EX.13 24 Union -Existing First Floor Plan
  - EX.14 24 Union -Existing Second Floor Plan
  - EX.15 24 Union -Existing Exterior Elevations
  - A-1.0 Basement Level
  - A-1.1 First Floor Level
  - A-1.2 Second Floor Level
  - A-1.3 Third Floor Level
  - A-1.4 Fourth Floor Level
  - A-1.5 Elevations
  - A-1.5 Exterior Paint Sample
  - A-1.5 Roof Plan – Received 11.22.19
  - Sheet 1 - Marvin Window details
  - Sheet 2-Marvin Window details
- 

**Materials Provided by the Applicant** are available at: <https://www.newbedford-ma.gov/planning/planning-board-agenda-info-2019/>.

Staff Report prepared by: Anne Louro, Preservation Planner & Jennifer Carloni, Staff Planner

Reviewed by: Tabitha Harkin, Director City Planning

**13-19 & 21-35 Commercial St, 24 Union St. & SW John F. Kennedy HWY**  
**Map: 47 Lots: 189, 44, 41, & 127**

*NOTE: Property line is approximate; for discussion purposes, only. Aerial map is oriented north.*

