



PLANNING BOARD

CITY OF NEW BEDFORD
JONATHAN F. MITCHELL, MAYOR

SUBMIT TO:
Planning Department
133 William Street
Room 303
New Bedford, MA 0274

SPECIAL PERMIT APPLICATION

The undersigned, being the Applicant, seeks Special Permit Approval for property depicted on a plan entitled: Proposed Self-Storage Facility by: Bracken Engineering, Inc. dated: 5/9/19 in New Bedford, MA

1. Application Information

Street Address: 8 Washburn Street

Assessor's Map(s): 86 Lot(s) 16

Registry of Deeds Book: 12713 Page: 70

Zoning District: Industrial B

Applicant's Name (printed): MA New Bedford & Washburn, LLC

Mailing Address: 786 Redford Drive Provo UT 84604
(Street) (City) (State) (Zip)

Contact Information: 801-550-6109
Telephone Number Email Address

Applicant's Relationship to Property: Owner Contract Vendee Other _____

List all submitted materials (include document titles & volume numbers where applicable) below:

- Site Plans
- Architectural Plans
- Hydrology Report
- Traffic Memo

By signing below, I/we acknowledge that all information presented herein is true to the best of my/our knowledge. I/we further understand that any false information intentionally provided or omitted is grounds for the revocation of the approval (s). I/we also give Planning Department staff and Planning Board Members the right to access the premises (both interior and exterior) at reasonable times and upon reasonable notice for the purpose of taking photographs and conducting other visual inspections.

MAY 7, 2019
Date

Dan Thompson, MANAGER
Signature of Applicant

2. Zoning Classifications

Present Use of Premises: Vacant (Previously Manufacturing per Assessors)

Proposed Use of Premises: Self Storage

Zoning Relief Previously Granted (Variances, Special Permits, with Dates Granted):
Variance to erect additions to existing building for fish processing and be exempt from req^h
Sections 9-255, 9-256 and 9-207A of the City Code - Granted on June 20, 1983.

3. Briefly Describe the Proposed Project and Specify all Requested Special Permits:
The existing structure will be remodeled and an addition constructed for use as a self storage facility.
Site improvements include regrading, drainage, utilities, parking, landscaping and lighting.
Special Permits Requested:
Section 4610 - Hicks-Logan-Sawyer District Interim Planning Overlay District (HLSIPOD)

4. Please complete the following:

	<u>Existing</u>	<u>Allowed/Required</u>	<u>Proposed</u>
Lot Area (sq ft)	69,227	0	69,227
Lot Width (ft)	450'	-	450'
Number of Dwelling Units	N/A	N/A	N/A
Total Gross Floor Area (sq ft)	36,789	34,613	53,706
Residential Gross Floor Area (sq ft)	N/A	N/A	N/A
Non-Residential Gross Floor Area (sq ft)	36,789	34,613	53,706
Building Height (ft)	16	100	16
Front Setback (ft)	0	25	0
Side Setback (ft)	0.2	25	0
Side Setback (ft)	0.2	25	0
Rear Setback (ft)	0.2	25	0
Lot Coverage by Buildings (% of Lot Area)	53.1	50	77.7
Permeable Open Space (% of Lot Area)	0	20	5.6
Green Space (% of Lot Area)	0	20	5.6
Off-Street Parking Spaces	22	-	13
Long-Term Bicycle Parking Spaces	0	0	0
Short-Term Bicycle Parking Spaces	0	0	0
Loading Bays	1	-	2

5. Please complete the following:

	Existing	Proposed
a) Number of customers per day:	<u>N/A</u>	<u>See Traffic Memo</u>
b) Number of employees:	<u>N/A</u>	<u>2 (6 days)</u>
c) Hours of operation:	<u>N/A</u>	<u>6am - 10pm</u>
d) Days of operation:	<u>N/A</u>	<u>7 days</u>
e) Hours of deliveries:	<u>N/A</u>	<u>N/A</u>
f) Frequency of deliveries:	<input type="checkbox"/> Daily <input type="checkbox"/> Weekly <input type="checkbox"/> Monthly <input type="checkbox"/> Other: _____	

6. OWNERSHIP VERIFICATION

This section is to be completed & signed by the property owner:

I hereby authorize the following Applicant: Bracken Engineering

at the following address: 49 Herring Pond Road, Buzzards Bay, MA 02532

to apply for: Special Permit

on premises located at: 8 Washburn Street

in current ownership since: 2/14/2019

whose address is: 101 South 200 East, Suite 200,
Salt Lake City, UT 84111

for which the record title stands in the name of: MA New Bedford & Washburn, LLC

whose address is: 101 South 200 East, Suite 200, Salt Lake City, UT

by a deed duly recorded in the:


Registry of Deeds of County: Bristol South Book: 12713 Page: 70

OR Registry District of the Land Court, Certificate No.: _____ Book: _____ Page: _____

I/we acknowledge that all information presented herein is true to the best of my/our knowledge. I/we further understand that any false information intentionally provided or omitted is grounds for the revocation of the approval(s). I/we also give Planning Department staff and Planning Board Members the right to access the premises (both interior and exterior) at reasonable times and upon reasonable notice for the purpose of taking photographs and conducting other visual inspections.

5/7/19

Date

 , **MANAGER**

Signature of Land Owner (If authorized Trustee, Officer or Agent, so identify)

Site Plan Review and Special Permit Application
8 Washburn Street, New Bedford

Project Narrative

The following project narrative is submitted in support of MA New Bedford & Washburn, LLC's Site Plan Review and Special Permit application, wherein MA New Bedford & Washburn, LLC is requesting an approval from the Planning Board (the "Board") for a proposed self-storage facility located at 8 Washburn Street, New Bedford, Massachusetts (the "Property"), which lies in the Hicks-Logan-Sawyer District Interim Planning Overlay District (HLS IPOD) per Section 4610 of the City of New Bedford's Comprehensive Zoning Bylaw (the "Bylaw").

I. The Property

The property is a developed 1.59+/- acre parcel located in the Eastern portion of the city, directly across from the Interstate 195 on ramp and West of the Acushnet River. The property is generally surrounded by a combination of commercial and residential properties to the East, West and South and a municipal park to the North. The property is improved by a vacant commercial building, paved parking area and public utilities. A large portion of the existing building has had the roof collapse and has been overgrown by vegetation; only the walls and concrete slab remain of that portion.

II. The Project

The project is the proposed rehabilitation of the existing building to create a self-storage facility. The rehabilitation will include enclosing the previously mentioned portion of the structure that is without a roof. Site improvements will also include the re-grading and paving of the parking area and upgrade of existing drainage and utilities.

III. A Special Permit for

In its zoning application, MA New Bedford & Washburn, LLC is requesting a special permit from the Board in accordance with Section 4610 of the Bylaw, which regulates development in the HLS IPOD.

In accordance with Section 4610 of the Bylaw, the proposed self-storage use will not have adverse effects which overbalance its beneficial effects on either the neighborhood or the City, in view of the particular characteristics of the site. As stated above, MA New Bedford & Washburn, LLC is proposing to renovate and existing building that has been on-site for nearly 80 years. The proposed project will improve the existing structure, upgrade the non-compliant drainage systems, and improve pedestrian walkways around the Property.

As a result, the proposed project will be developed in harmony with the general purpose and intent of the HLS IPOD, and satisfy the requirements of Section 4610, as follows:

(A) *Relationship to Public Spaces. "Public Spaces" shall include streets, sidewalks, squares, parks, pedestrian and bicycle paths and facilities. Development should enhance public spaces, and where possible, make physical improvements on site, or on abutting public ways to enhance consistency of design, access and safety of public spaces consistent with the HLS District Master Plan.*

- *Buildings and landscape elements should define and frame public spaces. Property lines should be defined by buildings, street walls, or fences. New development and adaptive reuse shall create a street edge at the sidewalk either by the building itself or by a fence or continuous landscaped edge.*

The existing structure and parking walls line the entire frontage of the property.

- *Buildings should be oriented toward public spaces with entrances and windows on the street. Blank walls parallel to the street are discouraged.*

The building is aligned with Washburn Street to the North and Belleville Avenue to the West with an existing curb cut for access to the property off of Washburn Street. Improvements to the building will be made to eliminate the existing blank façade (refer to included architectural plans).

- *New developments should follow and retain the existing block system, where feasible. New blocks should be sized proportionately to existing blocks.*

The existing block system will be maintained.

- *Buildings entrances should be located to facilitate pedestrian movement between private and public spaces and to promote strong physical connections to public spaces.*

Along with the curb cut, there will be access to the storage facility via an office entrance from the sidewalk.

- *New development and adaptive reuse should promote active ground floor uses with the potential to animate the street.*

No Comment.

- *Awnings, facade treatments and window displays for ground floor uses, which are compatible with surrounding uses, are encouraged.*

Windows will be installed along a portion of the building and cutouts will be made in the parking lot walls to create "green space windows" to the interior landscaping.

- *All street right-of-ways and pedestrian precincts should have new or repaired sidewalks, street trees, and pedestrian-scale streetlights.*

The existing sidewalks will be repaired by removing the overgrown vegetation and repairing any cracks.

- *Curb cuts should be limited in size and number. Shared driveways between adjoining uses are encouraged.*

The single existing curb cut shall be maintained.

- *Off-street parking, service entrances, trash management, and mechanical equipment should be located away from streets and other public spaces. Surface parking in front of or underneath raised buildings is discouraged. Shared parking between adjoining uses is encouraged.*

Parking, mechanical equipment and trash management will all happen on the interior of the site and shielded from public spaces via the existing parking walls.

- *Spaces that provide opportunities for public events programming, including public art and open market areas should be fostered and/or incorporated into development concepts.*

No public event space has been incorporated. There is existing municipal park to the North that is off locus.

- *Connections to the proposed Commuter Rail Station should be provided for pedestrians, bicyclists and vehicles.*

No additional access points or connections will be created.

- *New roads should follow the HLS District Master Plan framework and connect with existing roads within the District, creating a regular grid network where feasible. Roads that end in cul-de-sacs are discouraged.*

No new roadways will be proposed or constructed.

(B) Historic Context. The HLS District contains mill buildings dating from the Nineteenth and early Twentieth Centuries, when the District was a center of textile and metals manufacturing. Some of these buildings may be "Brownfields" containing toxic contaminants. The City wishes both to encourage adaptive reuse of existing mill buildings and to encourage redevelopment of Brownfield Sites.

The existing structure is not a historic mill building, but will be saved, rehabbed and reused as a self-storage facility.

(C) Relationship to the Waterfront. The City wishes to enhance public access to the Acushnet River waterfront outside of the Designated Port District.

- *Provide for a publicly accessible waterfront, regardless of whether the land is publicly or privately owned.*

As stated above, the existing sidewalks along the site's frontage will be rehabbed to improve pedestrian accessibility to the waterfront areas at the end of Washburn Street.

- *Preserve views down streets to the water and waterfront activities.*

All existing views down Washburn Street will be preserved.

- *Provide active and passive recreation uses along the waterfront as part of the site plan.*

The waterfront area falls off locus and is not included with this submittal. There is existing municipal park to the North that is off locus.

- *Activate the waterfront using active ground level uses such as restaurants and retail destinations.*

No restaurant or retail space is proposed.

(D) Environmental Goals. Buildings should be designed to use natural resources and energy resources efficiently in construction, maintenance, and long-term operation of the building.

- *Compliance with Leadership in Energy and Environmental Design (LEED) Certification Standards and other evolving environmental efficiency standards is encouraged.*

(E) Economic Development Goals. The City encourages developments that will promote economic development by retaining existing jobs and creating new jobs in the HLS District.

- *Projects should have a mix of compatible land uses, such as residential, commercial and light industrial uses.*

The land use proposed is classified solely as commercial.

- *New developments should support land uses that will utilize and encourage the usage of the proposed Commuter Rail Station south of the HLS District.*

The self-storage facility will support the potential development of the HLS district by providing off property storage for residents living in the condominium buildings.

(F) Master Plan Approach. All applications for development should be presented using a Master Plan approach. Projects should address both the various development phases of the proposed project and the phasing of other known building and infrastructure improvements within the HSL District in order to coordinate and maximize the benefits of redevelopment and infrastructure improvements, as much as possible.

There are no other known, and concurrent developments in the area.

SITE PHOTOGRAPHS – 8 Washburn Street



SITE PHOTOGRAPHS – 8 Washburn Street



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SITE PHOTOGRAPHS – 8 Washburn Street



Development Impact Statement
8 Washburn Street, New Bedford

Development Impact Statement (DIS):

1. Physical Environment

- a. The property is a developed 1.59+/- acre parcel located in the Eastern portion of the city, directly across from the Interstate 195 on ramp and West of the Acushnet River. The property is generally surrounded by a combination of commercial and residential properties to the East, West and South and a municipal park to the North. The property is improved by a vacant commercial building, paved parking area and public utilities. A large portion of the existing building has had the roof collapse and has been overgrown by vegetation; only the walls and concrete slab remain of that portion.
- b. The project is the proposed rehabilitation of the existing building, which will include enclosing the previously mentioned portion of the structure that is without a roof. Site improvements will also include the re-grading and paving of the parking area and upgrade of existing drainage and utilities. These site improvements will not have an adverse effect on the immediate surrounding area and will be in keeping with the industrial zoning district.

2. Surface Water and Subsurface Conditions

- a. The closest water body to the property is the Acushnet River which is located 350' to 500' to the East. A portion of the site lies within LSCSF identified as FEMA Special Flood Hazard Zone AE (Elevation 6) as shown on FEMA Flood Insurance Rate Map No. 25005C-0393-G dated July 16, 2014. The remainder of the site is an area mapped as Flood Zone X that is "being protected from the 1-percent-annual-chance or greater flood hazard by a levee system. There are no other jurisdictional wetland resource areas located within 100 feet of the parcel. Groundwater on site is roughly 6 feet below grade and appears to be somewhat influenced by tide changes. Most of the stormwater runoff generated on site discharges to the City's stormwater management system, via roof leaders and a single catch basin in the parking area.
- b. There are no proposed alterations to shorelines, marshes or seasonal wet areas.
- c. The site is limited by high groundwater and urban fill which was generally found to depths of 10 to 11 feet.

- d. The site is not located within a DEP defined wellhead protection area and there are no known drinking water wells within the vicinity of the property. As a redevelopment project, the site will promote groundwater recharge in accordance with the appropriate DEP stormwater standards (see enclosed Stormwater Checklist and Report for additional details). Additionally, surface runoff from the parking area will be directed through Focal Point biofiltration systems to treat the required water quality volume. Focal Point systems have been tested and verified to remove 91% TSS, 66% Phosphorus and 48% Nitrogen. Currently there is no treatment for stormwater discharge on site.

3. Circulation Systems

See attached traffic memo.

4. Support Systems

- a. The property is serviced by the municipal water system. Water systems will be tested to ensure proper pressure for the buildings use and fire suppression systems prior to construction.
- b. The property is serviced by the municipal sewer system.
- c. Refuse disposal will be collected via a privately contracted company. Refuse will be placed in a dumpster in the interior of the site. No hazardous materials will be generated on site.
- d. There are no known fuel storage facilities in the vicinity of the locus. There is an existing fire hydrant on the corner of Washburn Street and Belleville Avenue and one located approximately 150 feet East of the site on Washburn Street. The building will also be sprinklered.
- e. There will be no private recreation facilities on site. There is an open space area to the North of the site with a basketball court and swing set that the public can use.
- f. There will be no discernable effect on the student population by this project.

5. Phasing

- a. An Operation and Maintenance Plan and a Construction Pollution Prevention Plan have been prepared for this project which outline the methods used during and after construction to control erosion and sedimentation.
- b. This project is not expected to take longer than one year to complete and does not utilize any phased construction.



PATAGÓN™

**Patagon Ventures/Storage
786 Redford Drive
Provo, UT 84604**

May 9, 2019

Traffic Memo and Analysis for 8 Washburn Street, New Bedford, MA 02740

To whom it may concern,

I am the owner/developer of the property located at 8 Washburn Street, New Bedford, MA 02740. I have developed and own seventeen self storage facilities in 5 states. We are often asked to provide basic traffic information about our new developments and have found that next to cemeteries, the self storage use has one of the least intensive traffic generative uses!

On this specific site, we expect to generate less traffic than the previous use.

Attached to this memo is a snapshot from a similar size facility we recently completed and the traffic memo and data used to determine it's trip generation. While the trip rates are calculated based off the Trip Generation, Ninth Edition, we've found through practical observation that our facilities generate less than described, by about half, especially after the initial lease up period is over. The 13 proposed parking spaces are more than sufficient based on our experience.

This New Bedford facility will be staffed by one, and only occasionally two employees. The standard office hours at the facility will be Mon.-Fri. 9:30-6:00, Sat. 9:00-5:30, Sun. closed. Facility access hours, outside standard office hours, are every day 6:00-10:00.

Please let me know if further information is needed.

Daniel Lyman
Partner, Patagon
801-550-6109
dl@patagon.net



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Patagon Ventures/Storage
786 Redford Drive
Provo, UT 84604

TRIP GENERATION CALCULATIONS

Land Use: Mini-Warehouse
Land Use Code: 151
Variable: Acres
Variable Quantity: 1.5

AM PEAK HOUR

Trip Rate: 2.58

	Enter	Exit	Total
Directional Distribution	45%	55%	
Trip Ends	2	2	4

PM PEAK HOUR

Trip Rate: 3.57

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	3	3	5

WEEKDAY

Trip Rate: 35.43

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	27	27	54

SATURDAY

Trip Rate: 31.44

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	24	24	48