


DEVELOPMENT IMPACT STATEMENT
FOR
PROPOSED COMMERCIAL/RESIDENTIAL DEVELOPMENT
AT
117 UNION STREET
NEW BEDFORD, MA 02740

PREPARED FOR:

117 UNION STREET LLC
128 UNION STREET
NEW BEDFORD, MA 02740



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ATTACHMENT

ATTACHMENT A - AVAILABLE PARKING AND ALTERNATIVE TRANSPORTATION

1.0 INTRODUCTION

It is proposed to raze the five existing attached one story buildings at 117 Union Street in New Bedford and construct a 5 story commercial/residential one-story building and a one story building to the northwest. That requires Site Plan Review approval from the New Bedford Planning Board. It is proposed to not provide off street loading or parking. This requires a Special Permit from the New Bedford Planning Board. There are several dimensional standards from which relief from the Zoning Board of Appeals is being sought. This report has been prepared in support of those three petitions.

The site is in the Mixed Use Business zoning district. It is also in the Downtown Business Overlay District and the New Bedford Landing Waterfront Historic District, also known as the New Bedford National Register Historic District which is characterized by buildings with shops on the ground floor and living quarters above. The Historic District is focused on preserving buildings constructed in the early 1800s.

2.0 EXISTING CONDITIONS

The locus is a 10,173 square foot parcel bounded by Union Street on the south, North Second Street on the east and Barkers Lane on the north. The boundary of the site will be created by an "Approval Not Required" plan that subdivides the north portion of Assessor's Map 53, Lot 146. The site contains five attached, single-story, brick faced retail buildings and a small paved parking lot. Each building is on an separately taxed lot and they are referenced as follows:

Address	Assessor's Map	Assessor's Lot	Deed Reference Book	Deed Reference Page	Year Built Circa
115 Union Street	53	41	1838	1144	1920
117 Union Street	53	216	1838	1144	1930
121 Union Street	53	215	1838	1144	1930
7 North Second Street	53	40	1838	1144	1910
127-129 Union Street	53	146	1707	903	1865

There is an existing 42' by 47' paved parking lot at the northeast corner of the site but its odd dimensions only allow five cars to park in that area and involves a 25 foot curb cut on North Second Street and a 42 foot curb cut on Barkers Lane.

3.0 PROPOSED DEVELOPMENT

It is proposed to raze the five, existing one-story buildings and to construct a single five story building with a resident's lobby and public café/eatery on the first floor and forty-two residential apartments on the second through fifth floors.

For the main building, it is proposed to construct twenty-three studio apartments, twelve 1 bedroom apartments, and seven 2 bedroom apartments for a total of 42 rental units. Each floor will have a laundry room and be accessed by an elevator and two stairwells. The existing one-story building behind the Moby Dick store will be replaced with a one-story building that stores trash and bicycles for the apartments, as well as serve as an additional studio apartment bringing the total number of residential units proposed to 43.

Five of the rental units will be fully handicap accessible and twenty-one of the forty-two units (50%) in the main building will be affordable.

The proposed size, materials and appearance of the building will fit nicely into the existing neighborhood. It is proposed to close the existing curb cut on North Second Street that will allow four additional parking spaces to be added on the street. The curb cut on Barkers Lane will also be closed. Barkers Lane is designated to be no parking either side.

The street scape on North Second Street will be improved by adding street trees, planters, bike racks and a future outdoor dining area, if approved by the Planning Board under separate permitting. The materials and design of all of the above to be approved in the field by DPI and Historic Commission personnel.

The proposed handicap parking area off Barkers Lane will have an electric car charging station, two subsurface grease traps and a transformer screened by evergreen shrubs.

3.1 Required Relief from the Planning Board

The Planning Board is being petitioned to issue a Special Permit for this project which grants relief from several zoning standards under the provisions of Section 3120 of the Zoning Ordinance as follows:

	Required	Existing	Proposed
Number of Parking Spaces	106	5	1
Number of Loading Spaces	2	0	0

A minimum of two parking spaces per dwelling unit and five parking spaces per 1,000 square feet of café / retail space is required:

- $(43 \text{ dwelling units})(2 \text{ spaces per unit}) + (4,000 \text{ SF retail}) (5 \text{ SF}/1,000 \text{ SF}) = 106 \text{ spaces}$

Section 3120 of the Zoning Ordinance allows reduction in parking and loading by Special Permit from the Planning Board. Very few downtown businesses provide any off street parking. There are reasonably priced, nearby parking garages. Other than the proposed handicap space, no off street parking spaces are proposed. There are hundreds of metered parking spaces within walking distance to this proposed facility. Refer to the “Available Parking and Alternative Transportation” figure in Appendix A. In addition, there are over 100 unmetered street parking spaces on Bethel Street and Water Street which are within 500 feet to the northeast of the proposed building and on Acushnet Avenue which are within 500 feet to the south. There are also numerous unmetered parking spaces within 500 feet with restricted occupational time during the day, but with unrestricted night time use within a two minute walk to the proposed facility. Visitors can avail themselves to the nearby parking garages that have very reasonable costs for hourly use and for full day use. The Zeirterion parking garage is less than 300 feet away and the Elm Street garage is only 650 feet away. The Elm Street garage has very reasonable monthly lease rates.

One loading space is required for the residents and one loading space is required for the café / retail space. There is no regular need for a residence loading area and the café deliveries will be infrequent. Since Barkers Lane is very lightly traveled and parking is prohibited on both sides of the street, short term unloading can occur there with minimal disruption.

3.2 Required Relief from the Zoning Board of Appeals

The Zoning Board is being petitioned to issue a Special Permit under the provision of Section 4550 of the Zoning Ordinance for the following:

	Required	Existing	Proposed
Minimum Lot Area	15,000 SF	10,173 SF	10,173 SF
Maximum Density Dwelling Units	1.0/1,000 SF	0	4.24/1,000 SF

Minimum Yard Setbacks	30'	0	1'
Maximum Lot Coverage by Building	40%	100%	93%
Minimum Green Space	35%	0%	2%

3.2.1 Minimum Lot Size

The minimum lot area for three or more family units is 15,000 square feet. The allowable density is one unit per 1,000 square feet of land area, so the lot would need to have 43,000 square feet of lot area for the proposed 43 dwelling units. This is clearly not in keeping with the concept of having a suitable population and affordable housing in the downtown district. It would be a travesty to take up an acre in the heart of downtown in order to provide 42 dwelling units.

3.2.2 Rear Yard

A minimum 30 foot rear yard is required for uses allowed in the residential district. Since this lot has frontage on three streets, providing a 30 foot rear yard would create a 30 foot wide gap between this building and the abutting building which is atypical of the downtown area and would serve no purpose.

3.2.3 Lot Coverage

A maximum of 40% lot coverage and a minimum of 35% green space is required on corner lots for uses allowed in residential districts. The majority of the buildings in the downtown business district occupy their entire lot. In order to be in keeping with the essential elements of the downtown area, 93% lot coverage is requested.

4.0 PHYSICAL ENVIRONMENT

The proposed development is situated in the heart of the downtown area and will become an important component of the downtown experience for residents of the facility, to tourists and to the New Bedford population. The lower level will serve as a lobby to the facility residents and will provide a cafe/eatery for the general public. A future petition, to be separately permitted, will incorporate sidewalk seating for the cafe/eatery customers on North Second Street. The existing sidewalks on Union Street and North Second Street contain street trees, street lights and a blend of slate and brick walkways with cobblestone surrounding the street trees. Other than as shown on the plans, this street scape will be maintained.

Barkers Lane has a less well defined sidewalk that lacks granite curbing. Instead, cobblestones slope

up from the gutter line to allow vehicle access to the asphalt parking area. It is proposed to install vertical granite curbing with 6 inch reveal along the Barkers Lane frontage. The existing pedestrian crosswalk with handicap ramps will be maintained to allow access to the park that is situated on the north side of Barkers Lane.

5.0 SURFACE WATER AND SUBSURFACE CONDITIONS

The site is currently covered by roof and by paved parking lot. The proposed development will be covered entirely by roof, except at the northwest corner, where a landscaped area will be constructed. Therefore, there will be no change in the rate or volume of surface runoff. Since the existing paved parking lot will be converted to roof, the water quality of the runoff from the site will be better than currently exists. There is a small area west of the northwest corner of the site that is slated to contain a handicap space, a small landscaped area and a sidewalk. A separately bound Stormwater Report is included in the submittal package.

6.0 CIRCULATION SYSTEM

The typical development project includes a traffic assessment. This downtown development is projected to have some residents that do not own or operate motor vehicles. They are projected to ambulate the downtown area, use public transportation and cabs. The residential units are projected to be occupied by people who already live and work in the central New Bedford area. As such, the change in downtown traffic is projected to be imperceptible.

The rate of traffic flow in the area is regulated by traffic signals which are located at the corners of Union Street and Purchase Street and at the corner of Union Street and South Second Street. The areas operate at a level of service A, since the traffic signals typically process their entire queues in a single green cycle.

The Institute of Transportation engineers Trip Generation Manual was used to project the peak traffic flows from the proposed facility using the Land Use Code 223 which is mid rise apartments (3 to 10 floors). The morning week day peak hours (7 to 9 a.m.) is projected to be 13 trip ends with 4 vehicles arriving and 9 vehicles leaving. The evening week day peak hour (4 to 6 p.m.) is projected to be 17 trip ends with 10 vehicles arriving and 7 vehicles leaving. Assuming that the vehicles arrive and leave somewhat evenly to the north, south, east and west, there will be two or three vehicles per hour added to each of the lanes of the neighboring roads. The addition of two or three vehicles per hour to the lanes of the neighboring roads will not change the level of service. The roads will continue to operate at a level of service A.

7.0 SUPPORT SYSTEMS

No fuel storage is proposed at the site. The fire station is less a third of a mile away and the police station is less than 600 feet away. Therefore, emergency response should not be an issue. The

addition of seven 2 bedroom units, fourteen 1 bedroom units and twenty-two studio apartments is not projected to have any significant impact on schools or on recreational facilities.

8.0 SITE COSTS

One of the submission requirements is an Engineer's estimate of site construction costs. Since the building will take up the entire site, the only site construction costs are related to extending new services from the water supply main, the storm drain and the sewer main, and backfilling with flowable fill and a base course of pavement. This work has an estimated total cost of \$20,000.

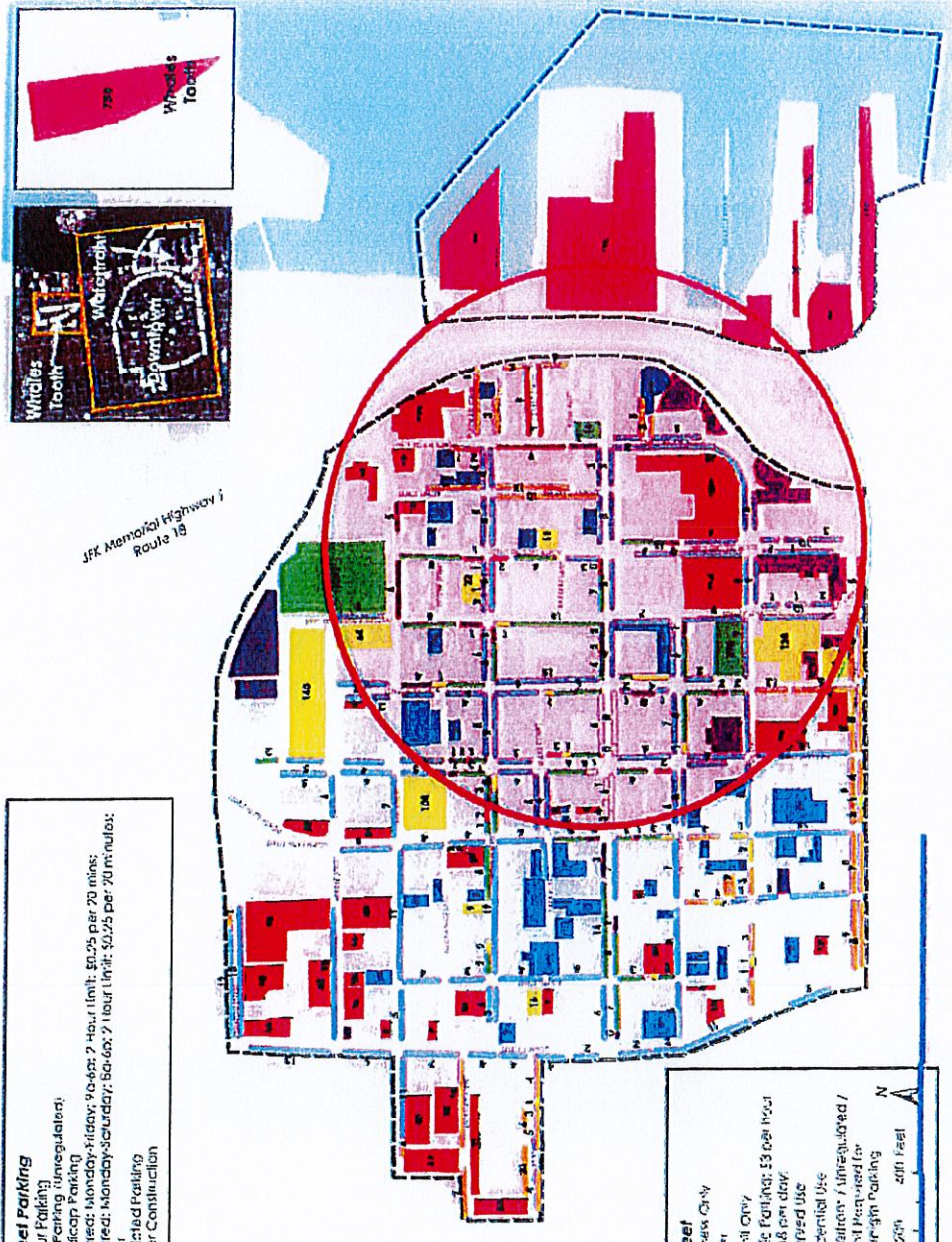
9.0 CONCLUSION

The proposed facility meets all of the City's Site Plan Review and Special Permit criteria. It represents another step in the revitalization of the downtown area by bringing affordable residential units back into the heart of the City.

ATTACHMENT A
AVAILABLE PARKING AND ALTERNATIVE TRANSPORTATION

- On-Street Parking**
- Hour Parking
 - Free Parking (unregulated)
 - Handicap Parking
 - Metered: Monday-Friday: 9a-6p; 7-Hour limit; \$0.25 per 20 mins;
 - Metered: Monday-Saturday: 8a-6p; 7-Hour limit; \$0.25 per 20 minutes;
 - Other
 - Restricted Parking
 - Under Construction

- Off-Street**
- Business Only
 - Other
 - Public Only
 - Public Feeless: \$3 per hour
 - Public Feeless: \$18 per day
 - Reserved Use
 - Residential Use
 - Voluntary / Unregulated /
 - Permit Required for
 - Overnight Parking
- 0 100 200 400 Feet
- N



Available Parking & Alternative Transportation

