PROJECT NARRATIVE

SELF-STORAGE FACILITY

387 Church Street, New Bedford, MA
May 15, 2018
BRK 1, LLC

PROJECT LOCATION

The project location is on the west side of Church Street opposite Carlisle Street. The project site is bounded by the Pennsylvania Central Railroad on the west. The site is a proposed adaptive reuse of the former Julius Koch USA, Inc. building.

PROPERTY

The existing parcel is 4.13 acres or 180,000 square feet.

PROPOSED PROJECT

BRK 1, LLC is proposing to redevelop the 4.13 acre parcel, which is zoned I-B Industrial B, as a self-storage facility. A "self-storage mini-warehouse" is a permitted use in this zoning district. The existing building would be modified to raise a portion of the existing roof approximately 6' to allow for a second floor. The project would include two interior drive-in loading areas that can each accommodate two vehicles. Additional loading points are provided to the building at the exterior. All storage units would be access from the interior of the facility.

SITE IMPROVEMENTS

The proposed 2-story facility will have approximately 1,200 self-storage units, ranging in size from 25 SF to 300 SF, dispersed throughout the building. The storage units are prefabricated metal, each with a coiling overhead door. All of these units will be climate controlled and accessed from the interior. The building rental office will be locating in the southern portion of the building along the east side, closest to the street. Accessible units are provided in accordance with code. The total gross floor area of the building will be approximately 153, 638 SF, while leasable area of the storage units will be approximately 107,000 SF.

The existing facility has a variety of exterior materials, and new materials will match or be consistent with the existing materials. The primary materials are masonry, EIFS and architectural metal panels. The new office locations and accent areas will have storefront and glass. A metal canopy will also be provided over the office area. A new accessible ramp will be provided at the office entrance. All areas of the building will be accessible.

The existing site is nearly all paved and this redevelopment proposes to reduce the amount of paving and restore landscaping and green space to the site. This new landscaping will allow the redevelopment to now meet the 20% green space requirement. A paved drive on the south side of the building is proposed to be removed, along with large sections of the existing parking lot on the east side of the building. The two existing curb cuts to Church Street are being retained, and the public sidewalk and curb will be replaced to current City standards. The existing guard rail that separates the parking lot from the sidewalk along Church Street will be removed, as landscaping will now provide a separation from the vehicular areas to the sidewalk. Drive aisles with a minimum width of 25' wide will provide access to the loading areas and the office. There will be eight (8) proposed parking stalls provided at the southeast area of the Site adjacent to the office.

The existing water meter is located in an existing underground vault, and will be relocated to the interior of the building to meet current City standards. The footprint of the existing building is not being expanded, so the building stormwater demands are not being increased. The removal of impervious surfaces reduces the stormwater impact, and bio-retention areas are being provided that will also help to mitigate stormwater impact and provide additional water quality enhancements to the site. Details of these modified facilities are being finalized with the City. This reduction in paving, as well as the rain garden

and enhanced landscaping will create a strong buffer between the low intensity self-storage use, and the adjacent residential properties across the street.

The facility will have approximately 2 employees during office hours. Office hours are planned to be 8 am - 6 pm Monday through Sunday with building access from 6 am - 10 pm Monday through Sunday.

TRAFFIC

Self-storage facilities are a low intensity use compared to other industrial uses. Based on previous studies, on average 40% of self-storage tenants visit their rental unit only a few times a year, 30% visit about once a month, 15% visit twice a month, 9% once a week, and 6% visit a few times a week. We intend to have approximately 1,200 units for rent, so given the percentages above we should average 5-6 vehicles a day, though we expect peaks as high as 12 vehicles per day and in extreme circumstances we could have as many as 30-35 vehicles a day when fully leased. This is a substantial reduction in vehicular activity compared to the previous use, and compared to other industrial uses.

PARKING

For other recent self-storage developments, the City has utilized the parking requirements for "Businesses engaged in retail sale of goods and services, not elsewhere enumerated herein" in Appendix C of the City's comprehensive zoning. The total gross floor area of the building is proposed to be approximately 153,638 square feet. Per this ordinance, for the first 20,000 SF, 100 parking spaces would be required, and for the remaining 133,638 SF, 335 spaces would be required, for a total of 435 parking spaces.

Parking demands are extremely low for self-storage facilities, as parking is typically used by no more than two employees at one time and new customers. Existing customers utilize the loading areas for access to their storage units. Based on the traffic demands, and on historical data of similar facilities, only 5-6 spaces are needed, and eight (8) spaces are proposed.

As a reference, two other self-storage facilities in New Bedford have fewer parking spaces. The nearby CubeSmart located at 376 Hathaway Road has five (5) striped parking spaces, and the Extra Space Storage located at 3131 Acushnet Avenue has seven (7) striped parking spaces.

LOADING

Loading spaces are for customer use for transferring items between their vehicle and storage units. Four (4) spaces have been provided within the building, so these activities can occur conveniently during inclement weather. These spaces are sized to accommodate passenger vehicles, as well as standard rental truck sizes. Larger vehicles are not common at self-storage facilities, as typically these are moving trucks, and items in these trucks are typically part of a move, and not long term storage. However, these vehicles can be accommodated in the drive aisles adjacent to exterior loading doors.

CONSTRUCTION

The construction period for this project is estimated to be approximately 8 to 10 months. The store is conceived to have two phases. The first floor and all exterior site work is scheduled is be completed first. The second floor will be constructed, but the storage units will not be installed until the unit mix demand is determined from the first-floor lease up.

MAINTENANCE AND MANAGEMENT

The management of the facility is proposed to be by CubeSmart, one of the largest self-storage operators in the country. They will brand, market, operate, and provide on-site management. Daily maintenance will be performed by the office staff, while larger maintenance items will be contracted out. The building and the grounds will be professionally maintained. A clean well-kept facility is important to maintaining current customers and one of the primary drivers for new customers to rent from this store.

TRASH

The generation of trash is limited at self-storage facilities since the trash comes primarily from the one office, two restrooms and merchandise shipping materials This amount of trash is typically accommodated in one small dumpster which typically has a lock on it. Items within storage units are removed by the customers and not disposed of on-site. Cameras throughout the building ensure compliance and a door entry code informs the on-site manager who has entered the building.