

February 12, 2021

To: Mr. Michael McCarthy - Staff Planner
Department of City Planning | Room 303
33 William Street
New Bedford, MA 02740

A&M Project #: 2308-03
Re: Development Impact Statement
969 Shawmut Avenue
New Bedford, MA
Parcel 121-63

Copy:

Dear Mr. McCarthy:

On behalf of True Storage New Bedford, LLC (TSNB), Allen & Major Associates, Inc. (A&M) is pleased to submit the enclosed Design Review application and supporting materials for the adaptive re-use of an existing 75,076 sf industrial building into a Class A climate controlled self-storage facility.

1. INTRODUCTION

The proposed project will provide much needed parking area improvements, landscaping and stormwater management systems. This letter is intended to summarize the project in order to facilitate the review process.

2. EXISTING CONDITIONS

The Applicant is the current owner of the parcel of land located at 969 Shawmut Avenue and identified as Tax Map 121, Lot 63 on the Town of New Bedford Tax Assessor Map. The 3.5+/- acre parcel is located in the Industrial B District. The lot has 602.8 feet of frontage on Shawmut Avenue. Of the 3.5+/- acre parcel, more than 75% of the lot is either buildings or bituminous concrete pavement. The site is serviced by municipal water and sewer.

The building is pre-existing, non-conforming for several zoning dimensional standards, including rear yard setback and both side yard setbacks. In addition, there are not an adequate number of standard parking spaces and there are no handicap parking spaces.

3. PROJECT DESCRIPTION

The proposed redevelopment area will disturb approximately 36,000 square feet. This disturbance includes removal of associated paved driveway and truck loading area along Shawmut Avenue. The proposed improvements will decrease the sites impervious area by more than 14,000 feet.

The proposed facility will utilize the existing electric, cable and telephone service. It will utilize the existing fire protection water and domestic water service. Trash for the leasing office will be collected privately, therefore a dumpster is not warranted at this facility. A dumpster situated next to these types of facilities tend to encourage illegal dumping or disposal of unwanted items into the dumpster.

4. COMPLIANCE WITH ZONING STANDARDS

The structure is pre-existing, non-conforming for several dimensional requirements as follows:

- The right sideline setback is 17.4, where 25 feet is required,
- The left sideline setback is 21 feet, where 25 feet is required,
- The rear setback is 41.3 feet where 25 feet is required

The pre-existing, non-conforming front and right side yard setback will remain. All other zoning standards will be met.

There are currently no demarcated existing parking spaces. It is proposed to provide 22 standard spaces and 1 handicap spaces. (23 parking spaces are required.)

Per Chapter 9 Section 3100 of the City of New Bedford Zoning Bylaws, this project being a warehouse use, will require one parking space per 1,500 square feet (sf) of gross floor area (GFA) for the first 15,000 sf and one additional space per 5,000 sf beyond 15,000 sf of GFA. Therefore, this project requires a minimum of 23 spaces. The applicant does not anticipate the need for additional parking above the required minimum, as such the site has been designed to provide 23 parking spaces, including 1 handicap accessible spaces as required by ADA. Additionally, two loading spaces for every 10,000 sf of GFA plus one additional space per 25,000 sf of GFA is required to be provided in a manner such that loading/unloading shall not take place within a public way. This project proposes to provide five loading space located within the project site, three (3) along the east façade and 2 long the north façade of the building.

The proposed use and development are allowed by right. Also, the application meets all zoning and planning board requirements, therefore isn't seeking any variances or waivers.

5.1 COMPLIANCE WITH SITE PLAN REVIEW STANDARDS

Section 5470 of the New Bedford Comprehensive Zoning ordinance presents ten standards that must be met in order to obtain Site Plan Review approval. These are detailed in the following subsections:

5.2 MINIMAL IMPACT

There will be earthwork to import fill to adjust the grade along the frontage of the site to allow for at grade building access along the existing loading docks. There will be no tree or shrub removal, no stone wall removal, no wetland impact, and no increase in the volume or rate of runoff. There will be no soil erosion and no threat of air or water pollution.

5.3 MAXIMUM PEDESTRIAN AND VEHICLE SAFETY

A sidewalk will be extended from the Shawmut Avenue sidewalk along the entire frontage of the parcel. This will provide safe pedestrian conditions. Vehicular and pedestrian access will be improved by creating new and better-defined access drives and entrances to Shawmut Avenue. Additionally, the existing perpendicular parking along Shawmut Avenue has been removed and replaced with on-site parking spaces which will eliminate vehicles backing directly onto Shawmut Avenue. Also, new concrete sidewalks/walkways with appropriate wheelchair ramps will be added to improve pedestrian access along Shawmut Avenue.

5.4 MINIMAL OBSTRUCTION OF SCENIC VIEWS FROM PUBLICLY ACCESSIBLE LOCATIONS

There are no scenic views. Landscaping: The project proposes to improve the site aesthetics by removal of the large paved area along the frontage of the site. These areas will be replaced with grassed/landscape plantings along the frontage. Other landscape improvements will include new grassed and landscaped areas along the north and east sides of the property.

There are no existing features on the site that would be considered of natural, scenic, or historic character to the Town. There have been no historic resources previously identified on the site. The existing site development does not have historic significance due to its nature, age, and land use.

5.5 MINIMIZATION OF VISUAL INTRUSION

The existing structure is approximately 75,000 square feet on one floor built in multiple phases during the past 50 years, most recently a distribution center of recycled materials. The interior will be stripped to the exterior walls and be built-out with a leasing office and climate controlled storage units. Construction will include updating of plumbing,

mechanical, fire protection and electrical systems. The existing mechanical systems are currently located on the roof and provide sufficient setback to the roof edge so as to not be visible from the roadway.

Exterior building improvements will include cosmetic upgrades to the building façade including the infill of the existing loading dock door, new windows, and exterior painting of existing metal siding, lighting and landscaping. As part of the exterior improvements, several covered canopies will be constructed to accommodate protected area for drive-up customers utilizing the facility.

5.6 MINIMIZATION OF GLARE

There are no sensitive receptors in the neighborhood for headlight glare. The parking lot lighting will consist of wall mounted lighting and will be night sky friendly, shielded and directed downward.

5.7 MAINTAINING CHARACTER, MATERIALS AND SCALE OF NEIGHBORHOOD

The neighboring facilities are typically masonry or metal panel commercial buildings. Exterior building improvements will include cosmetic upgrades to the building façade including the infill of the existing loading dock door, new windows, and exterior painting of existing metal siding.

5.8 MINIMAL CONTAMINATION

No significant contaminants are proposed to be stored or used at the proposed facility. The proponent is committed to comply with all requirements for the use, storage, handling and containment of all solid and liquid wastes and hazardous substances.

5.9 COMPLIANCE WITH ZONING STANDARDS

As detailed in Section 4.0 of this report, certain site conditions qualify as pre-existing, non-conforming. There will be no new non-compliance and all other zoning criteria will be met.

5.10 MINIMIZE DAMAGE TO ADJACENT PUBLIC WAY

None of the proposed improvements will negatively impact the adjacent Route 140 highway or Shawmut Avenue.

5.11 INTERNAL CIRCULATION AND HIGHWAY ACCESS

The proposed geometrics will improve current conditions by providing improved parking and circulation striping.

6.1 COMPLIANCE WITH STANDARDS FOR SPECIAL PERMIT

The proposed project does not require the issuance of a Special Permit from the Zoning Board.

6.2 SOCIAL, ECONOMIC AND COMMUNITY FACTORS

Converting a degraded building that housed a material recycling facility into a Class A climate controlled self-storage facility will enhance the social and economic wellbeing of the neighborhood. It will be an improvement in the community.

6.3 PEDESTRIAN AND VEHICLE SAFETY

The proposed striping, landscaping and signage will result in well-defined vehicle travel ways and provide safe pedestrian walkways.

7.0 TRAFFIC ASSESSMENT

The existing facility which once housed material recycling facility including a large shipping department with extensive truck traffic. The proposed project would convert the existing warehouse space into a climate controlled self-storage facility, which would also have considerably less vehicle trips.

8.0 PROJECT SCHEDULE

Once TSNB receives all required approvals from the city the final construction drawings will be completed and submitted for a building permit. It is anticipated that construction will take approximately 9 months to complete.

9.0 DRAINAGE IMPROVEMENTS

There is currently limited drainage infrastructure on the project site with most stormwater runoff directly discharging to Shawmut Avenue via overland flow and collected within the municipal system. This project will add a curbing along the front drop off area which will collect and treat stormwater flows from all most impervious surfaces and discharge directly to the Shawmut Avenue drainage system. See attached drainage calculations for more information.

9.1 EROSION AND SEDIMENTATION

The project has been designed to incorporate Best Management Practices (BMPs) as outlined in the MA DEP Stormwater Management Policy, current edition. The potential for sediment transport from the project area will be mitigated through the use of permanent and temporary erosion control measures. Disturbed areas will be isolated through the use of sediment barrier and other measures to minimize the transport of sediment from the site. Specific provisions for permanent and temporary erosion control features have been provided in the construction drawings. The contractor will be bound to meet the performance standards of the BMPs including erosion control, stabilization, maintenance, and inspection requirements.

9.2 GROUNDWATER

The project will be served by public sewer and water facilities. The site is not located within an Aquifer Protection Zone. No adverse impact to groundwater is expected from this development.

9.3 SECURITY

The applicant shall also implement safeguards to protect the customers utilizing the facility as well as the neighboring community through the use of enhanced security measures. Gate and/or door access is provided by swipe card or keypad with a unique code. Utilizing access control system software, the facility electronically maintain records of all entry/exits. Interior and exterior lighting of the facility will be provided to also enhance security. As an added level of securing, surveillance cameras are installed both inside and outside of the facility to monitor entry points, front office and interior hallways. The cameras are monitored daily by staff.

Each facility will partner with local police and/or sheriff's departments to provide emergency entry codes for quick access in case a situation arises. The facility will be open 7 days a week with leasing staff on premises between 9am and 6pm, with the ability to contact a representative of the facility 24hrs a day, 7 days a week.

CONCLUSION

The proposed development will result in a much needed face lift to a tired building and a neglected site. With a fresh facade of metal panels and glass adjacent to landscaped grounds, the facility will be a welcomed improvement to the neighborhood.

Very Truly Yours,
ALLEN & MAJOR ASSOCIATES, INC.



Michael A. Malynowski, PE
Senior Project Manager