



PLANNING BOARD
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CITY CLERK

CITY OF NEW BEDFORD
 JONATHAN F. MITCHELL, MAYOR

NOTICE OF DECISION

Case Number: 26-01				
Request Type: Site Plan Review				
Address: SS Old Plainville Road				
Zoning: Industrial A (IA) & B (IB)				
Recorded Owners: City of New Bedford				
Owner Address: 131 William Street, New Bedford, MA 02740				
Applicant: Hangars 4 Planes, LLC				
Applicant Address: 127 Tell Street, Providence, RI, 02909				
Application Submittal Date		Public Hearing Date(s)		Decision Date
January 12, 2026		February 11, 2026		February 11, 2026
Assessor's Plot Number	Lot Number(s)	Book Number	Page Number	Certificate Number
124	28, 118	930	214	

Application: Request by applicant for Site Plan Review for the new construction of a private hangar to accommodate 5-6 planes at the Municipal Airport (Map: 124 Lot: 28 & 118) a 44,916± square foot project within a 98± acre site, Lot 28 zoned Industrial A (IA) and Lot 118 zoned Industrial B (IB).

Action: GRANTED, WITH CONDITIONS, as described in section four (4).

A copy of this decision was filed with the City Clerk of the City of New Bedford on 2/11/26. Any person aggrieved by this decision has twenty (20) days to appeal the decision in accordance with the procedures set forth in Section 8 of Chapter 40A of the General Laws of Massachusetts and Section 5490 of the City of New Bedford Site Plan Review Ordinance.

2/27/26
 Date

Shayne Trimbell, Chair
 City of New Bedford Planning Board

1) APPLICATION SUMMARY

Request by applicant for Site Plan Review for the new construction of a private hangar to accommodate 5-6 planes at the Municipal Airport (Map: 124 Lot: 28 & 118) a 44,916± square foot project within a 98± acre site.

2) MATERIALS REVIEWED BY THE PLANNING BOARD

Plans Considered to be Part of the Application:

The engineered plan submission is shown as "Site Development Plans for Hangars 4 Planes, LLC Proposed Airplane Storage Hangar" dated 1/12/26, and prepared by CAB Engineering Solutions of New Bedford, MA. The plans are stamped by Jason Alves, PE. The plan set consists of the following sheets:

- C-1 Cover Sheet
- C-2 General Notes and Legend
- C-3 Existing Conditions Plan
- C-4 Site Layout Plan
- C-5 Grading and Drainage Plan
- C-6 Utility Plan
- C-7 Subsurface Sewage Disposal System No. 1
- C-8 Subsurface Sewage Disposal System No. 2
- C-9 Details No. 1
- C-10 Details No. 2

The architectural plan submission is shown as "T-Hangar Project New Bedford Regional Airport" dated 7/15/25, and prepared by Pinnacle Engineering of Cincinnati, OH. The plans are stamped by James Kipton Ping, PE. The plan set consists of the following sheets:

- Cover Sheet
- PC5BC42 Plan & Elevation
- EK2205 Roof Framing Plan
- ST151 Design Analysis

In addition to the submitted materials, the application has submitted waiver requests for the Board's consideration as follows:

- Plan Scale of 1:40 in favor of 1:20 and a 1:50 aerial scale.
- Demolition & Erosion Control Plan Sheet – indicated on other sheets.
- Landscape Plan Sheet – only loam and seed proposed as necessary.
- Photometric Plan Sheet – minimal lighting proposed.
- Truck & Emergency Access Plan – emergency vehicles will access the site from within the Airport.

Other Documents and Supporting Materials:

- ❑ Images (2) of a Neighborhood Petition to the Board, received via email 2/10/26
- ❑ Letter to the Board from Jessica Bregoli, Tim Catz, Sage Mann, Eli Sparling, and Doug & Nancy Barrows, received via email 2/10/26
- ❑ Letter to the Board from Jessica Bregoli, received via email 2/10/26
- ❑ Letter to the Board from Thomas and Andrea Welch, dated 2/9/26
- ❑ Staff Report
- ❑ Airport Commission Letter, dated 2/9/26
- ❑ Airport Commission Letter, dated 2/10/26
- ❑ Staff Report
- ❑ Department of Public Infrastructure Memorandum, dated 2/4/26

- ❑ Email correspondence from Conservation Agent Perks to Staff Planner Mulroy, 1/27/26
- ❑ Application for Site Plan Review
- ❑ Waiver Request Form
- ❑ Certified Abutters List
- ❑ Deed
- ❑ Project Narrative
- ❑ Stormwater Report
- ❑ Conformance Package

3) DISCUSSION

This meeting was held virtually in accordance with *An Act Extending Certain COVID-19 Measures Adopted During the State of Emergency*, signed into law by the Governor on March 28, 2025, which extends the temporary provisions pertaining to the open meeting law to June 30, 2027.

Board Members Shayne Trimbell, Kathryn Duff, Arthur Glassman, Peter Cruz, and Kamile Khazan attended the February 11, online meeting. Staff Planner Rachel Mulroy and Assistant City Planner Michael McCarthy were also in attendance.

Motion to open the public hearing was made by Board member Duff, seconded by Board member Cruz with all in favor the motion carried.

Board member Cruz recused himself from hearing the case.

Case #26-01 was heard as part of new business. Chair Trimbell opened the case and asked if a representative for the applicant was present to discuss the case. Jason Alves, engineer with CAB Engineering, came forward and described the proposal to develop a 5-bay, single story hangar built on slab, with associated parking, septic, and drainage improvements. He described how the site would be accessed and noted the proximity of the Bridgewater State University flight training facility west of the project site.

Alves explained the project team met earlier with the Department of City Planning, the Department of Public Infrastructure, and the Airport Commissioner to resolve comments in the DPI memo issued 2/4/26. He told the Board that the project team had agreed to submit revised plans showing a relocated water line and the stormwater drain line rerouted around the building.

Alves reviewed suggested revisions to the lighting plan to further reduce illumination of the site, per Airport recommendations. He explained that the limitations on landscaping and waste management were intentional, to reduce wildlife interactions at the airport. Snow removal would be coordinated with the Airport.

Vehicle trips to the hangar are estimated at 3 visits per week, and once per day during the summer.

Renderings of the hangar were reviewed by Alves at the conclusion of his presentation.

Staff Planner Mulroy made a point of order regarding public comment. Chair Trimbell opened the floor so members of the public could speak in support or opposition and indicated that the letters received by the Board would be read into the record first.

Board member Duff read a letter from Thomas and Andrea Welch of 1878 Shawmut Avenue into the record. She then read a letter from Jessica Bregoli of 1415 Old Plainville Road into the record. Board member Duff then read a

letter from Jessica Bregoli, Tim Catz, Sage Mann, & Eli Sparling of 1415 Old Plainville Road and Doug & Nancy Barrows of 1434 Old Plainville Road into the record. She noted that copies of the same letter signed as a neighborhood petition with a number of signatures had been received and placed on file with the Department of City Planning.

Chair Trimbell reminded the public to kindly keep comments to 3 minutes or less and explained that folks who are in agreement with previously stated comments may simply indicate as much.

Jessica Bregoli of 1415 Old Plainville Road indicated she found out about the meeting only this Monday evening and had limited time to review the case file beforehand, but felt the letters spoke to her concerns. She thanked the Board and ceded time.

Mark Martins of 1418 Old Plainville Road stated he was in the same position as the previous speaker. He also raised stormwater concerns and noted the training facility next door flies planes from early morning late into the night.

Chair Trimbell reminded the public that this hearing was to address the development of a 5-unit hangar, not the overall operations of the airport.

Martins indicated he viewed more planes as causing more noise and that the hangar should be relocated.

Girard Pinel of 1450 Old Plainville Road stated his agreement with Mr. Welch and Mr. Martins.

Tom Welch of 1878 Shawmut Ave inquired whether another site was more suitable for this project. He raised concerns for light infiltration as well.

Patricia Kummer of 1443 Old Plainville Road indicated she and her husband, Thomas, were in agreement with Ms. Bregoli and Mr. Welch and raised concerns about traffic.

Timothy Catz of 1415 Old Plainville Road indicated he was in agreement with his neighbors and raised concerns about noise, stormwater runoff, and the proximity of natural resources.

Martins inquired about the type of plane the hangar would be suited to.

Hearing no further questions or comments from the public, Chair Trimbell opened the floor to the Board.

Board member Duff requested clarification on hours of operation for the hangar, asked the applicant to explain the type of aircraft that would be kept at the hangar, and when flights would take place at the airport.

Scot Servis, airport manager, explained the airport was open and accessible to the public for flights 24 hours a day, 365 days a year except under extreme circumstances, in alignment with FAA and state regulations and expectations.

Chair Trimbell reminded the attendees that public comment had closed and asked the Board for further questions.

Board member Khazan discussed the information recently received from the Airport regarding stormwater drainage relative to the DPI memo previously received by the Board, as well as lighting, landscaping and waste management. She requested more information on the location of the proposed hangar relative to the quality of life for residents.

Servis indicated the stormwater concerns and water line tie-in had been resolved in an earlier meeting between the city departments and project applicant. Regarding the location of the hangar, he explained that due to limited usable space, the Airport identified a low-impact development proposal for this specific site. He indicated other sites further away from the neighborhood were preferential for more intensive use. Servis explained further that the use of the runway could not be restricted for the aforementioned reasons, and noted that this project was preferred in this location for its relatively low noise level, as a private hangar for privately owned planes.

Board member Khazan requested information regarding lighting of the site and inquired about DPI waiver requests. Servis explained it was the Airport, not DPI, that wanted the applicant to diminish the lighting in the area.

Alves added that the applicant is proposing to revise plans to resolve DPI's concerns and are not requesting any waivers.

Leon Shabbot, representing Hangars 4 Planes of Providence, Rhode Island, explained further that the applicant has been consistent in communication with both the Airport and its engineers, and the DPI and its engineers, to resolve matters related to stormwater design and water service.

Shabbot indicated that the project area of work was not the entirety of the 45,000 square feet of the site, and that the site area represented the extent of the leased area not the building footprint, which is closer to 7,000 square feet. He noted the proximity of a different gate for a 32-bay hangar and that this proposal was significantly smaller.

Servis noted the small, private use hangars produce a low level of activity compared to other areas of the airport. He noted the traffic that is generated by people wanting to watch the flight activity would be minimal based on the anticipated use of the site.

Board member Duff and Servis discussed the differences between jets and planes. Servis confirmed the hangar would not be used for jets.

Servis explained that changes in leases now have requirements for people to not run their engines for more than 20 minutes at a time. He indicated the Airport seeks to balance an awareness of the residential neighborhood with business priorities.

Board member Duff requested that Alves display the location of the site once more. She requested information on its location relative to the flight school and the orientation of the hangar doors.

Shabbot described the hangar as opening to the west, with the flight school hangar further west. Shabbot reiterated the negligible effect the proposal will have on the area.

Board member Duff noted the handicapped parking spaces and inquired about any other ADA accommodations. Shabbot explained that the spaces were required by law, and that it's more expected for this project that folks utilizing those spaces would be passenger-guests of the leaseholders rather than pilots themselves.

Board member Duff asked whether lifts or other customized assistance are proposed. Shabbot explained that the construction is more akin to self-storage rather than an accommodating facility.

Board member Glassman indicated this comments and concerns were addressed by other Board members.

Chair Trimbell indicated that his concerns were addressed based on the presentation by the applicant and the airport manager. He listed the questions and concerns raised by the Board and members of the public that the applicant and/or airport manager were able to address and asked the Board if they were prepared for a motion or would rather see a presentation of the revisions at the next meeting.

Board member Duff asked for further clarification on wildlife impacts relative to the public's concerns and requested the airport manager speak to how the airport is stewarding the sensitive habitats around the airport.

Servis described measures including 8-10 foot fencing connecting to wildlife fencing in the wetlands that does allow for turtle openings to support the needs of our local box turtles. He explained that the airport maintains the box turtles' habitat by maintaining the mowing, the plantings, and where they are located at the end of Shawmut Avenue. Servis indicated the proposed work is outside the habitat area and beyond the 100-foot wetland buffer. Board member Duff noted her appreciation for the response and asked whether anything could be done to mitigate noise. Servis explained the hangar in question would not be a source of noise, but rather the activity of the individual planes, and noted that the airport leases open air tie-downs, for which 12 are allotted and available in that part of the airport. So, he reasoned, the development of the hangar could actually dampen some noise since it would create a physical barrier between a part of the runway and the neighborhood to the west, if compared to a hedge row or similar.

Staff Planner Mulroy made a point of order reminding the public that the time for comment had closed. Asst. City Planner McCarthy provided a point of information thanking the public for their letters, emails and calls. For the benefit of the general public, he explained the purpose and process of site plan review and reminded all that the Board does not have the power prohibit an allowed the use of the land.

Board member Khazan requested a point of information regarding a proposed condition that the applicant return to the Board for a modification of plans, if the plans were changed to accommodate more intensive use. Asst. City Planner McCarthy agreed that such a condition would be acceptable and provided an explanation on the matter.

Chair Trimbell asked if that would alleviate Board member Khazan's concerns. Board members Khazan and Duff requested information regarding any comments received by the Department of Environmental Stewardship or the Conservation Commission.

Staff Planner Mulroy provided a point of information for the benefit of the Board and general public regarding an email received from the Conservation Agent January 27th, in response to a request for memoranda, that Conservation has no comment and has no jurisdiction in the case.

Chair Trimbell reviewed the materials for submission and the questions that were addressed once more and asked if the Board was prepared for a motion. Board members Duff, Glassman, and Khazan provided the reasons they felt prepared for a motion to approve the case. Chair Trimbell discussed items the Board raised relative to specific conditions for approval.

Chair Trimbell and Board member Duff expressed thanks to the public for providing public comments.

4) DECISION

Board Member Duff made the motion, seconded by Board Member Glassman to approve the request by applicant for Site Plan Review for the new construction of a private hangar to accommodate 5-6 planes at the Municipal Airport (Map: 124 Lot: 28 & 118) a 44,916± square foot project within a 98± acre site, Lot 28 zoned Industrial A (IA)

and Lot 118 zoned Industrial B (IB). Owner: City of New Bedford, Airport Commission (131 William Street, New Bedford, MA 02740) Applicant: Hangars 4 Planes, LLC (127 Tell Street, Providence, RI, 02909).

The approval is based upon a determination that, as hereinafter conditioned, the site plan meets the objectives set forth in Section 5470 of the Ordinance.

The approval is subject to the following conditions:

The following SPECIFIC conditions:

1. That the applicant shall coordinate with the Health Department for the permitting of the proposed septic system .
2. The applicant acknowledges that signage is not approved as part of this site plan review. Any future signage will need to be submitted for permitting review and approval.
3. The applicant shall coordinate with the Department of Public Infrastructure to resolve all of their comments in their memo, and comments from the meeting with DPI on 2/11/26, prior to the issuance of a building permit.
4. The applicant shall submit revised plans addressing all changes that are being made to accommodate the concerns of the Department of Public Infrastructure, to the Department of City Planning for administrative review and approval prior to the issuance of a building permit.
5. The applicant must reappear before the Planning Board for a modification of an approved plan if the size of the hangar is modified, increased in width, and/or height for all bays proposed.

With the following GENERAL conditions:

6. The project shall be completed according to the plans, notes, reports, and specifications submitted for consideration and final approval by the Planning Board.
7. The project shall be undertaken in a manner consistent with any departmental memos received in relation to plan and placed on file for Planning Board consideration. The conditions of such memos shall be part of the conditions specified by the Planning Board.
8. The applicant shall submit final plan revisions to the Department of City Planning in the following formats: one (1) -11" x 17" Plan Set and one (1) CD or USB with Plan Set in PDF format and shall ensure that these same plans are properly submitted to the Department of Inspectional Services.
9. The applicant shall ensure that a copy of the Notice of Decision, bearing the certification of the New Bedford City Clerk signifying no appeal has been made against the project's approval, be provided for the Planning Department Case file folder.
10. The applicant shall present any proposed modification from the approved plans for consideration to the Director of City Planning for determination as to whether the modified plan must return before this Board for further review.
11. The rights authorized by the granted approval must be exercised by issuance of a Building Permit by the Department of Inspectional Services and acted upon within three years from the date the decision was granted, or they will lapse.
12. The developer and site contractor must schedule a pre-construction meeting with the Department of Public Infrastructure prior to the start of construction.
13. The applicant shall submit final as-built plans to the Department of City Planning and a final site visit shall be conducted by Planning Staff prior to the issuance of a Certificate of Occupancy.
14. The applicant shall submit evidence of compliance with the final, approved plant schedule prior to the issuance of a certificate of occupancy.

As a result of such consideration, the Board moves approval on the subject application with the conditions so noted. The motion being properly made and seconded, the Chair called for a roll call vote which was taken and unanimously approved four (4) to zero (0).

Board Member Duff - Yes
Board Member Glassman – Yes

Board Member Khazan – Yes Board Member Trimbell – Yes

Filed with the City Clerk on:

2/27/26
Date



Shayne Trimbell, Chair
City of New Bedford Planning Board