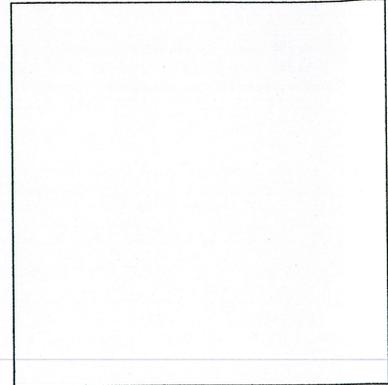




CITY CLERKS OFFICE  
NEW BEDFORD, MA  
**PLANNING BOARD**

2015 JUN -2 A 8:46

CITY CLERK



CITY OF NEW BEDFORD  
JONATHAN F. MITCHELL, MAYOR

**NOTICE OF DECISION - CORRECTED COPY**

This Decision was originally issued by the City of New Bedford Planning Board on April 8, 2015. It was recorded at the City Clerk's Office on April 15, 2015. All interested parties received notice of that decision and the twenty day appeal period has run. This Amended Decision dated June 1, 2015 makes a technical correction regarding the Recorded Owner's and Applicant's Name for the subject property.

Case Number 06-15				
Request Type: Site Plan, Ground Sign, and Special Permit				
Address: 25 Elm Street				
Zoning: Mixed Use Business; Downtown Business Overlay; Bedford Landing-Waterfront Historic District				
Recorded Owner: OTTAWAY NEWSPAPERS				
Applicant: BAYCOAST BANK; AND LOCAL MEDIA GROUP, INC., F/K/A/DOW JONES MEDIA GROUP, INC., F/K/A OTTAWAY NEWSPAPERS, INC.				
Applicant Address: 330 SWANSEA MALL DRIVE, SWANSEA, MA 02777; AND 25 ELM SREET; NEW BEDFORD, MA 02745				
Application Submittal Date		Public Hearing Date		Decision Date
March 13, 2015		April 8, 2015		April 8, 2015
Assessor's Plot Number	Lot Number(s)	Book & Page Number	Book & Page Number	Certificate Number
53	27 & 289	3307/256	5804/39	

**Application:** Request by Applicant Carl W. Taber, Executive V.P. of BayCoast Bank (330 Swansea Mall Drive, Swansea, MA 02777), for a Site Plan Review for the renovation of an existing building and reconstruction of parking facility to accommodate a bank office, Site Plan Review for new ground Sign, and Special Permit for a reduction in parking.

Action: GRANTED,  
WITH CONDITIONS:

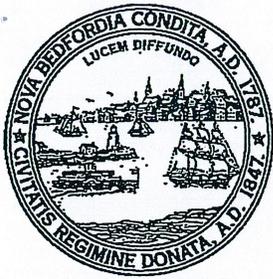
1. Planning Division Staff be authorized to approve the final review of the size and placement of directional signage for traffic circulation on-site,
2. Existing granite curb edge to remain at driveways, running to the point of the newly constructed landscaping retaining wall along Elm Street and Route 18, and continuing to serve along the established entry walkway,
3. The review by the Massachusetts Department of Transportation (MADOT) for approval of site line distance (clear zone) at the ingress and egress at Elm Street,
4. Approval and acceptance of a revised Landscape Plan by MADOT, to A) include four additional street trees along Elm Street, and B) for the area of the Site noted as land dedicated as a portion of the State Highway Layout, as permissible for landscape enhancement as shown on the Landscaping Plan dated March 30, 2015 by SITEC,
5. Conditions set forth by the City of New Bedford Department of Infrastructure, and
6. Conditions, requirements and recommendations set forth under the Certificate of Appropriateness from the New Bedford Historical Commission dated 02/25/2015 is in full compliance.
7. The Minutes of the April 8, 2015 Planning Board Meeting are included as part of this Notice of Decision.

A copy of this Decision was filed with the City Clerk of the City of New Bedford on April 15, 2015. Any person aggrieved by this decision has twenty (20) days to appeal the decision in accordance with the procedures set forth in Section 17 of Chapter 40A of the General Laws of Massachusetts.

6-1-15  
Date

  
\_\_\_\_\_  
Jill Maclean, City Planner  
Agent for the Planning Board

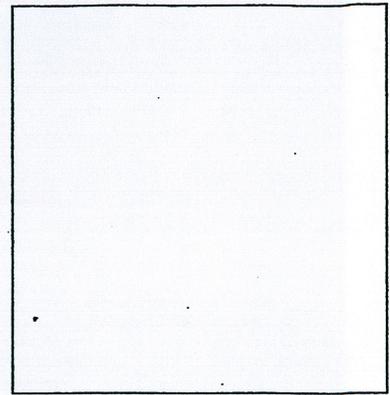
CO-1



CITY CLERKS OFFICE  
PLANNING BOARD

2015 APR 15 P 2:19

CITY CLERK



CITY OF NEW BEDFORD  
JONATHAN F. MITCHELL, MAYOR

NOTICE OF DECISION

Case Number 06-15				
Request Type: Site Plan, Ground Sign, and Special Permit				
Address: 25 Elm Street				
Zoning: Mixed Use Business; Downtown Business Overlay; Bedford Landing-Waterfront Historic District				
Recorded Owner: Peter Meyer				
Applicant: Carl E. Taber				
Applicant Address: 25 Elm Street; New Bedford, MA 02745				
Application Submittal Date		Public Hearing Date		Decision Date
March 13, 2015		April 8, 2015		April 8, 2015
Assessor's Plot Number	Lot Number(s)	Book & Page Number	Book & Page Number	Certificate Number
53	27 & 289	3307/256	5804/39	

**Application:** Request by Applicant Carl W. Taber, Executive V.P. of BayCoast Bank (330 Swansea Mall Drive, Swansea, MA 02777), for a Site Plan Review for the renovation of an existing building and reconstruction of parking facility to accommodate a bank office, Site Plan Review for new ground Sign, and Special Permit for a reduction in parking.

Action: GRANTED.  
WITH CONDITIONS:

1. Planning Division Staff be authorized to approve the final review of the size and placement of directional signage for traffic circulation on-site,
2. Existing granite curb edge to remain at driveways, running to the point of the newly constructed landscaping retaining wall along Elm Street and Route 18, and continuing to serve along the established entry walkway,
3. The review by the Massachusetts Department of Transportation (MADOT) for approval of site line distance (clear zone) at the ingress and egress at Elm Street,
4. Approval and acceptance of a revised Landscape Plan by MADOT, to A) include four additional street trees along Elm Street, and B) for the area of the Site noted as land dedicated as a portion of

~~MAY 29 2015~~  
Date

Page 1 of 2

This is to certify that notice of the grant of this appeal was filed with City Clerk on April 15, 2015; and no appeal from the decision of the Board has been filed within the 21 day appeal period.

*[Signature]*  
City Clerk

Date Issued MAY 29 2015  
A TRUE COPY ATTEST

*[Signature]*  
CITY CLERK-NEW BEDFORD, MA  
*[Signature]*

the State Highway Layout, as permissible for landscape enhancement as shown on the Landscaping Plan dated March 30, 2015 by SITEC,

5. Conditions set forth by the City of New Bedford Department of Infrastructure, and  
6. Conditions, requirements and recommendations set forth under the Certificate of Appropriateness from the New Bedford Historical Commission dated 02/25/2015 is in full compliance.

7. The Minutes of the April 8, 2015 Planning Board Meeting are included as part of this Notice of Decision.

A copy of this Decision was filed with the City Clerk of the City of New Bedford on April 15, 2015. Any person aggrieved by this decision has twenty (20) days to appeal the decision in accordance with the procedures set forth in Section 17 of Chapter 40A of the General Laws of Massachusetts.

4.15.15

Date

*Jill Maclean*

Jill Maclean, City Planner  
Agent for the Planning Board



## PLANNING BOARD

CITY OF NEW BEDFORD  
JONATHAN F. MITCHELL, MAYOR

FILE COPY

CITY CLERK

2015 APR 15 P 2:19

CITY CLERKS OFFICE  
NEW BEDFORD, MA

April 15, 2015

Mr. Dennis Farias, City Clerk  
133 William Street  
New Bedford, MA 02740

**RE: Request for Site Plan Review, Site Plan Review for New Ground Sign,  
and Special Permit for Reduction in Parking  
Case 06-15 – 25 Elm Street (Map 53, Lots 27 & 289)  
BayCoast Bank**

Dear Mr. Farias,

Please be advised that the New Bedford Planning Board held a public hearing on April 8, 2015 for a request by applicant Carl W. Taber, Executive V.P. of BayCoast Bank; 330 Swansea Mall Drive, Swansea, MA 02777, for Site Plan Review for the renovation of an existing building and reconstruction of parking facility to accommodate a bank office, Site Plan Review for new ground sign, and Special Permit for a reduction in parking, located at 25 Elm Street, in the Mixed Use Business and Downtown Business Overlay zoning district adjacent to the Bedford-Landing Waterfront Historic District.

Board Members Colleen Dawicki, Kathryn Duff, Peter Cruz, and Arthur Glassman were present on the evening of the April 8, 2015 public hearing.

The eleven-page plan set dated February 19, 2015 presented by SITEC/SITEC Environmental, Inc. (SITEC) included Cover Sheet, Site Layout, Locus Map, Site Grading, Landscaping Plan (Revised March 30, 2015), Existing Conditions, Demolition Plan, Erosion Control Plan, Detail Sheet, Drive Thru Plan & Elevations, Proposed Branch Bank Floor Plan.

Seven pages of plans and graphics for signage were accepted at the hearing by motion and vote of 4 – 0 by Board Members. These were: Site Plan with Free Standing Signs, as revised through April 6, 2015; Monument Sign Option C – Conceptual Design, as revised thru February 6, 2015; Monument Sign Route 18 – Conceptual Design – Option F, as revised thru February 6, 2015 (new option); Relocation of Existing Letter Set and New Letter Set - Conceptual Design – South Elevation, revised thru March 4, 2015 (halo lit); New Letter Set - Conceptual Design - East Elevation, revised thru March 4, 2015 (halo lit); Wall Mounted Directional Sign - Conceptual Design - West Elevation, revised thru March 4, 2015 (opaque background); and Vinyl Graphics

for Main Entrance Doors – Conceptual Design - South Elevation, revised thru December 3, 2014 (new entrance elevation), as designed by Poyant Signs.

Atty. Robert B. Feingold (Robert B. Feingold & Associates, PC ; 700 Pleasant Street, Suite 510, New Bedford, MA 02742), Steve Giososa, P.E. (SITEC ; 449 Faunce Corner Road, Dartmouth, MA 02747), Stephanie Fuss, ASLA, (Fuss & Associates; 67 Eastern Blvd., Glastonbury, CT 06033), and Jason Fredette, Director of Sales Operations (Poyant Signs; 125 Samuel Barnet Boulevard, New Bedford 02745) presented the submittal.

The applicant proposes to lease a portion of the first floor of the Standard-Times building from Local Media Group, Inc., (f/k/a Down Jones Media Group, Inc., f/k/a Ottoway Newspapers, Inc.) to serve the bank's customer base. This change of use is from Office/Newspaper Operation to Office/Newspaper Operation With Added Bank and Drive-Up ATM/Teller. Extensive landscape enhancement is detailed on the landscaping plan, establishing on-site walkways to create a pedestrian link for area circulation, and reconstruction and expansion of the driveway allowing for improved ingress and egress. The parking lot will be illuminated by LED lighting with pole type limiting height at fifteen feet, will be in keeping with the architectural style of the building. On-site parking will be increased from 16 to 22 spaces; however, City of New Bedford zoning code stipulates 146 off-street parking spaces. The balance of required parking will be met through shared use of public parking space available at the Elm Street Garage and metered on-street parking.

The reconstruction proposal of this gateway project includes a canopy drive-up two lane teller station and ATM on the North side of the parking lot. Applicant states stacking length to be in excess of 250 linear feet. The driveway approach shall be striped to clearly direct the car lanes.

A new storm water recharge system is proposed for the additional surface runoff to supplement the existing storm drain system. Overflow from the new parking lot drainage will be directed into an on-site detention/recharge system, as stated in the Stormwater Management Report received by the Planning office on March 13, 2015.

Total area for the BayCoast Bank signs is greater than the allowed 25 SF in Mixed Use Business zoning district. The case is scheduled to the ZBA for May 23, 2015.

Discussion ensued among the members of the Planning Board and applicant's agents. Dialogue covered:

Sign plans and graphics which were presented to the City of New Bedford Historical Commission on February 23, 2015 whereby a Certificate of Appropriateness was issued February 25, 2015 with these conditions, requirements and recommendations:

- Site pole lighting to be fifteen foot (15) height maximum.
- Building signage to be illuminated with halo-type lighting; south façade signage lighting to be limited to between one hour before and after business hours and east façade signage to be limited between one hour before business hours and 10:00 P.M.
- ATM canopy not to utilize corrugated metal accent in color blue, instead to match existing building.

The applicant is to continue to work with City staff to create traffic directional signage along the perimeter of the site that satisfies the design guidelines of the abutting Bedford-Landing Waterfront Historic District. The applicant shall include directional striping of the driveway ATM/teller lanes.

The City of New Bedford Department of Public Infrastructure issued the following conditions for the project's approval:

1. Driveway permits are subject to Traffic Commission approval
2. Permits for sidewalk, driveways, drainage and sewer must be obtained from the Department of Public Infrastructure Engineering Divisions
3. Driveways to be built in accordance with City of New Bedford regulations and with 4-foot transition curb on both sides (No wheelchair ramps needed on both sides of driveway)
4. Developer to install wheelchair ramp at the southwest corner of Bethel Street and Elm Street
5. All utilities to be installed in accordance with the City of New Bedford standards
6. Developer to plant four (4) trees in the back of existing sidewalk along Elm Street
7. Owner must contact Department of Public Infrastructure to assign a new address for the proposed bank
8. The Department of Public Infrastructure requires a final set of approval plans to be submitted that reflects all revisions made prior to the start of construction
9. Developer and site contractor must schedule a pre-construction meeting with the Department of Public Infrastructure prior to the start of construction
10. Upon completion, Engineer must submit "As-Built Drawings" in CADD format prior to the Certificate of occupancy being issued

A final agreement has yet to be reached with the Massachusetts Department of Transportation (MADOT) regarding a portion of the landscape design that encroaches within the MA State Highway layout. The applicant will revise the plan submittal accordingly, if required by MADOT, for final acceptance and construction.

For safety reasons, an opinion is sought from MADOT regarding sight distance for visible clearance at the ingress and egress at Elm Street.

The applicant will maintain the existing granite curb edge, which is to remain at driveways, running to the point of the newly constructed landscaping retaining wall along Elm Street and Route 18, and continuing to serve along the established entry walkway. Pre-cast concrete curb will be internal to the site, away from public view.

Erosion control methods shall call for the application of straw, rather than, hay bales during construction.

A motion was made (KD) and seconded (PC) to open the April 8, 2015 Public Hearing for the Site Plan and Special Permit. Motion passed unopposed.

With no public comment, a motion was made (KD) and seconded (PC) to close the public hearing. Motion passed unopposed.

Motion was then made by Board member Duff for the application for Special Permit to approve the request for a reduction of the number of public parking spaces from 146-22. Seconded by Board member Glassman, the vote carried unopposed 4 – 0.

Motion was made by Board member Duff and seconded by Board member Glassman for conditional approval of the Site Plan and Ground Sign applications presented by BayCoast Bank with the following stipulations:

1. Planning Division Staff be authorized to approve the final review of the size and placement of directional signage for traffic circulation on-site,
2. Existing granite curb edge to remain at driveways, running to the point of the newly constructed landscaping retaining wall along Elm Street and Route 18, and continuing to serve along the established entry walkway,
3. The review by the Massachusetts Department of Transportation (MADOT) for approval of site line distance (clear zone) at the ingress and egress at Elm Street,
4. Approval and acceptance of a revised Landscape Plan by MADOT, to A) include four additional street trees along Elm Street, and B) for the area of the Site noted as land dedicated as a portion of the State Highway Layout, as permissible for landscape enhancement as shown on the Landscaping Plan dated March 30, 2015 by SITEC,
5. Conditions set forth by the City of New Bedford Department of Infrastructure, and
6. Conditions, requirements and recommendations set forth under the Certificate of Appropriateness from the New Bedford Historical Commission dated 02/25/2015 is in full compliance.
7. The Minutes of the April 8, 2015 Planning Board Meeting are included as part of this Notice of Decision.

Motion passed unanimously 4-0. (CD, KD, PC, AG)

Sincerely,



Jill Maclean, City Planner  
Agent for the Planning Board

Cc: Danny Romanowicz, Commissioner DIS  
Mikaela McDermott, City Solicitor  
Ronald Labelle, Commissioner DPI  
Atty. Robert B. Feingold, Applicant's Agent  
Steve Giososa, P.E., Applicant's Agent  
Dana Rebeiro, Ward Four City Councilor

grant the waiver that the planning board requires elevations to be NGVB 29, and instead allow the applicant to place the elevations on city data.

VOTING:

A. Glassman – Yes  
P. Cruz - Yes

K. Duff – Yes  
C. Dawicki – Yes

Motion passed 4-0

A motion was made (KD) for Case #05-15, a proposed parking lot on Kempton Street, that the board grant the applicant a waiver allowing 1.5” caliber lilac and 2” caliber birch trees.

VOTING:

A. Glassman – Yes  
P. Cruz - Yes

K. Duff – Yes  
C. Dawicki - Yes

Motion passed 4-0

At Ms. Dawicki’s request, a motion was made (KD) and seconded (AG) to continue Case #05-15 to the May 13, 2015 meeting. Motion passed unopposed.

There being no café permit applicants present, Ms. Dawicki continued with the agenda.

**CASE #6-15 – Site plan review/Special permit**

Ms. Dawicki informed the applicant that site plan review for parking reduction would require four votes in favor.

Att. Robert Feingold of 700 Pleasant Street New Bedford, representing BayCoast Bank, addressed the board. He stated this project to give the bank better visibility, accessibility and parking has been underway for two years. He stated they had partnered with the Standard Times who had space available in their Elm Street Building. He stated the applicant has entered into a long-term lease with the Standard Times for 7,000 sf of first floor space with no reconstruction of the building in any way. He stated other than landscaping, the only addition to the building will be a drive-up ATM.

Att. Feingold introduced Carl Taber, Jim Wallace, Steve Gioisa, Stephanie Fuss, Peter Myer and Jason Fredette of Poyant signs. He stated they had been to the Historic Commission and have their approval. He stated they would be before the Zoning Board for permission for Route 18 signage somewhat larger than the zoning bylaws currently permit. He introduced Mr. Gioisa.

Steve Gioisa, Sitec Engineering, stated the aerial illustration on the easel had the parcel limits highlighted in yellow, with the parcel located on the north side of Elm Street and the west side of the John F. Kennedy Memorial Highway (Route 18). He stated they were abutted on the north by the Route 6 approach to the Fairhaven Bridge and the immediate abutter to the west is the Elm Street Garage. Mr. Gioisa noted the current 16 space parking lot on the east side of the existing building.

He stated the building is a two-story structure, approximately 38,000 sf in total floor area. He restated that tonight's proposal does not include any addition to the building space, so that the size and look of the building will remain unchanged.

Mr. Gioisa directed the board to an illustration superimposing the site plan and parking onto the same aerial photograph of the current building. He stated they had also superimposed the contemplated hotel near Water Street that had recently been approved by the board. He stated that facility in a similar parking situation has a proposal to utilize a portion of the Elm Street Garage. He noted the illustration was to provide the board with a feel of the surrounding area and the proposed hotel project.

Mr. Gioisa then displayed a drawing reflecting the specifics of the applicant's plan. He stated they had attempted to highlight the corner of this high visibility site and intensify the landscaping and improve this important city intersection as a major downtown historic district approach. He stated that to that end they had incorporated a number of design features.

Mr. Gioisa reviewed the current site and its Elm Street curb cut. He stated there was a secondary Elm Street curb cut for a small loading area, which will remain unchanged. He stated entrance to the site will be through a slight modification of the existing curb cut which they believe will improve traffic flow and will create a dedicated right turn and left turn lane exiting the site without moving closer to the Route 18 intersection.

Mr. Gioisa stated that upon entering the site, traffic will cue to the east portion of the building with a driveway and reconfigured parking for better circulation, as it is currently a dead end non-looping parking facility. The applicant will maintain a landscaped strip along the building, provide a pedestrian walkway and fully compliant parking spaces, and eliminate the dead end traffic situation. He stated there will be additional parking on the site to the north of the building. The applicant will bring an access drive to the rear of the building to provide secondary parking for employees or visitor overflow. He stated that to avoid people having to back up in a full lot, the applicant has created a designated turn out no parking zone.

Mr. Gioisa again stated there are 16 parking stalls on the property currently, and the new configuration will provide 22 spaces, improving the property without increasing the site parking requirements, and adding a bank to the site.

He stated the Standard Times today utilizes off-site parking in the Elm Street Garage and at metered parking along Elm Street. He stated the approval of the special permit would have the same operation which has worked effectively with parking available immediately next-door. He stated that similar to the hotel complex as well as the medical complex which utilize the garage, a number of years ago he worked on a soup kitchen that could utilize the Zeiterion Garage. Mr. Gioisa stated that from a parking standpoint, the applicant is adding more parking than exists without disrupting any metered parking on Elm Street.

Mr. Gioisa stated that, as Att. Feingold had indicated, an additional aspect of the project is the canopied remote ATM/drive-up teller proposed for the north side of the parking facility. Routing of traffic to the ATM/Drive-thru teller would be with two created lanes routing around the outside of the parking facility with considerable stacking prior to any impact to the circulation and parking area. He noted

this was a very safe and adequate configuration for the drive-thru component of the project. He asked the board to note that in the design the applicant had incorporated vertical concrete curbing to create good separation between landscape areas and the parking and drive-thrus, as well as controlling site drainage.

Mr. Gioisa directed the board to the plan which contained an extensive landscape proposal, particularly as one gets close to the Route 18/Elm Street intersection, which the applicant sought to make a focal point, as well as to provide secondary buffering.

He stated the parking lot has pole lighting at present and the applicant is proposing to replace existing pole lighting with LED lighting, and directed the board to the submitted lighting plan. He stated the pole lighting is set on the outer perimeter shining the lights inward. Mr. Gioisa stated an additional light will be installed for safe illumination at the ATM machine.

Mr. Gioisa stated the applicant had two ADA compliant van accessible stalls at the two closest spots to the building. He stated that by code they are required to provide one ADA spot, but have provided two believing it will be important for the bank customers. He stated they are compliant with ADA standards and city dimensional requirements.

Mr. Gioisa in addressing drainage and grading stated the design incorporates a plateau type site. Alternate to sloping, a construction team member suggested a short retaining wall in the design, which runs from the north side of the parking facility and follow the parking curb and drive-thru aisle, come 90 degrees over where the site sign will be incorporated into the wall and then create a meandering sign along the frontage of the property and terminating next to Elm Street. The actual brick wall is approximately two feet in height and will, at the suggestion of the Historical Commission, tie into the aesthetic look of building.

Mr. Gioisa revisited lighting and noted that the Historical Commission recommended that with the more modern Standard Times Building modern LED lighting would better tie in, rather than trying to force a blend with the historical district lighting.

Mr. Gioisa stated the site grades from west to east with a natural slope towards the retaining wall area, which will be higher toward the building and the lower portion adjacent to Route 18 and Elm Street. He noted there are older catch basins on the property with some puddling and ponding of water in the unlandscaped grass area. The drainage was designed to address and improve the condition. Mr. Gioisa stated drainage calculations had been submitted. He indicated the creation of two catch basins, as well as the location of an existing one which will be reconstructed or relocated, capturing all the surface water from all impervious surfaces on site. He stated parking lot drainage will all be directed into deep sump catch basins with a Flow Guard Plus water quality insert.

He stated the catch basin discharge currently goes into the municipal storm drain system with no onsite detention or mitigation. Based on soil testing, which indicated conditions were suitable for recharge, the applicant will get recharge on site and pull water away from the municipal system for ground infiltration. He stated with the elevating of the parking lot, volume will be created for onsite storage of ground water, and a recharge and storage unit system will be within the parking lot. He stated these proposals will improve drainage from a water quality standpoint, an onsite retention standpoint, and an

onsite recharge standpoint.

Mr. Gioisa directed the board to an outside patio area which the Standard Times sought to have maintained as an employee amenity. He stated it has been maintained in the plans and a pedestrian link has been added. He also noted the current sidewalk system ties into Elm Street and this pedestrian link will be maintained. Mr. Gioisa noted they recently received DPI comments recommend an additional curb cut for handicap accessibility at Bethel and Elm Street which they are in agreement to provide.

Mr. Gioisa stated there are two proposed signs, one near the entrance and the sign that will be incorporated into the wall near Route 18. The entrance sign serves to announce the location for people coming up Elm Street. This monument style sign meets the setback, size and height requirements and has been submitted with the application. He stated that after meeting with a number of city departments, it became clear quickly that a conventional pylon sign would not be suitable for the location adjacent to Route 18, which led to the idea of incorporating the sign into the wall. He stated the sign will be similar in design to the entrance sign but will be a little larger for cars traveling on Route 18, which will provide adequate visibility. He noted that zoning ordinances limit signs to a 25sf maximum for display, but the applicant felt these large, important tenants and owners who should both have a position on the sign. The applicant has therefore requested a variance from the ZBA for the sign ordinance.

Ms. Dawicki requested a motion to receive and place on file the updated sign. A motion was made (KD) and seconded (AG) to do so. Motion passed unopposed.

Mr. Gioisa highlighted that the sign before the board had been reviewed by the Historical Commission for the design approach, regarding the wall and landscaping, was part of their review and they did, in February, approve the signs before the board as being adequate for this portion of the city. Mr. Gioisa also felt it important to inform the board that the signs are not interior illuminated or in any way glowing or flashing. He noted there will be indirect spotlighting shining at the signs.

Mr. Gioisa stated the Historical Commission asked that pole lighting heights be limited to 15' and that was incorporated into the proposal. The applicant is proposing improvement to the signage currently on the building. He stated that after discussion with the Historical Commission, it was requested that the applicant use halo lighting, which also will be incorporated into the design. He then invited Ms..Fuss to speak to landscaping.

Ms. Fuss, the project landscaping architect, addressed the board, and noted this was her first appearance before the board. She provided her educational background qualifications. She stated red maple shade trees would be provided in the parking lot, along with new islands to complement existing islands which will be planted with junipers and yellow day lilies. She noted the plan colors represent the flower colors during summer, and most of the colored plants will be in bloom all summer long, as she is using ever blooming flower carpet roses and long blooming perennials.

Ms. Fuss noted that she has shown the plantings in front of the wall at the city's request. She stated some plantings are on the applicant's property while others are on state property. She stated that site line will be maintained, as the plantings in front of the wall are low growing, 1' - 2', and will be maintained. She noted she had not used any bird attracting berry plants. Ms. Fuss offered to go over

the plants or answer questions.

Ms. Dawicki noted that the board had received photos as well.

Att. Feingold noted that Mr. Shaker is the construction manager for BayCoast Bank, and is highly qualified, having done seven bank branches. He noted he failed to mention that the proposed location will be a BayCoast Bank hub. He stated that that will mean a much larger than normal branch with offices for the president and executive vice president. He noted that New Bedford was a very important place for BayCoast Bank and he felt this feature was worthy of consideration.

Lastly, Att. Feingold stated that BayCoast Bank wants to make this an excellent site. He stated that Mayor Mitchell mentioned that he would like to see the applicant landscape even the state owned land, which was gladly assented to. He stated the necessary agreement with Mass DOT had not yet been reached, because the DOT is seeking assurance that in addition to doing the plantings the applicant will maintain them as well. He suggested any approval by this board be subject to the applicant acquiring DOT permission.

Ms. Dawicki thanked the applicants for their thoughtful design and thorough presentation.

With regard to parking, Ms. Dawicki addressed the reduction in parking spaces from 146 to 22. She stated the board likely knew where she stood on parking requirements.

Ms. Duff inquired whether there would be a dumpster onsite. Mr. Gioisa stated that the bank is not proposing an exterior dumpster, which is not uncommon for banks today. He stated the standard trash removal operation is privately handled.

Mr. Glassman inquired if the Standard Times would still be using the downstairs for public use. Mr. Gioisa stated that when you walk into the building after development, the main entrance will remain in place, but noted there will be a split entrance once inside the building going right to BayCoast Bank and left to the Standard Times. He indicated the wing on the first floor will become the bank offices. The remainder of the building will stay as Standard Times offices.

In response to a parking inquiry by Mr. Glassman, Mr. Gioisa stated that with only 16 spaces presently the balance of the current parking shortage uses the Elm Street Garage or metered parking, like any other downtown business. He again noted that the applicant is bolstering the onsite parking with this project.

Mr. Glassman stated the parking will be for the general public and not employees. The applicant concurred.

Mr. Cruz inquired as to whether the bank had secured an agreement with the city as to parking. Mr. Gioisa responded there had been ongoing discussions, but no specific agreement in place. He stated there did not appear to be any capacity issue in the Elm Street Garage. He stated the applicant is not proposing a use that adds a requirement for more parking, again, having more customer parking than currently exists.

Mr. Cruz thanked the applicant for the additional handicap accessible spot.

With regard to landscaping issues, Ms. Dawicki inquired as to the location of snow storage. Mr. Gioisa indicated an area north and west of the parking which had purposely been kept open and is listed on the plan as a designated snow disposal area. Mr. Gioisa noted, as the last applicant had, that in a winter like the one we have just had, snow will likely be trucked away. He noted the designated onsite area is fairly large.

Mr. Cruz inquired whether there had been interaction with DOT on the project itself. Mr. Gioisa stated there had been verbal discussion and meetings with the permit people at Mass DOT. He stated they are supportive of the idea, as this is a barren intersection at the present time. Mr. Gioisa indicated on Ms. Fuss's plan the narrow band that is on a portion of the state land, which the state acquired in the recent Route 18 improvement project. Mr. Gioisa explained that the applicant cannot formally go to Mass DOT until all city approvals are obtained.

Mr. Cruz asked the applicant to look into clear zone requirements for the arterial highway. The applicant agreed. Mr. Cruz stated he would like DOT to review the retaining wall location versus edge of pavement. The applicant again agreed, but noted the retaining wall is entirely on the applicant's property.

Ms. Dawicki inquired if Mass DOT did not grant approval would the applicant merely remove the landscaping outside their border. Applicant confirmed that to be accurate. He did not see the retaining wall as an issue with the designated right turn off of Route 18.

Ms. Duff stated that she had met with BayCoast at the Planning Department to review their landscaping plan, which she felt was beautiful and cleans up what appears to be an abandoned lot presently. In response to Ms. Duff's inquiry about the retaining wall materials, Mr. Gioisa stated in addition to the brick, there would be a masonry top that will blend in color wise. He stated they wanted a cap that tied in with the upper level color of the building as opposed to just a brick cap.

Ms. Duff tried to clarify if the retaining wall sign was taller than the sign on Elm Street. She noted it is listed as 8' on Elm Street with the one on the wall being 5' on the plans.

Jason Fredette of Poyant Signs clarified that the retaining wall sign when headed up route 18 north will be 8'3" above the retaining wall.

Mr. Cruz asked if the brick used on the wall base will match the retaining wall. The applicant indicated it would.

Ms. Dawicki inquired about direction signs on the property. She passed out to the board an illustration provided. Mr. Gioisa noted the exhibit depicting two internal directional signs proposed by Poyant; he noted one directing visitors to parking and the ATM drive thru, and a second closer to the drive-thru entrance.

Mr. Fredette stated the purpose of the signs are cueing, so that as patrons enter the property they know that if they want to park they take the first immediate left, and if they want to cue into the drive thru

they are directed alternatively with a second sign to reinforce to continue straight ahead to the drive-thru.

Ms. Maclean stated that similar to the hotel development, the signage was approved by the Historical Commission and would be made a condition of this board's decision. She believed the directional signage had escaped consideration at that meeting. She stated that staff viewing of other BayCoast directional signage was larger than typically allowed in New Bedford. She stated Poyant had presented signs this evening similar to BayCoast's Dartmouth location. Ms. Maclean suggested having the applicant work with staff to ensure their appropriate size.

Mr. Cruz asked if there would be a sign designating what lane the ATM is in. Mr. Gioisa stated they had not contemplated that but agreed it was a good idea and perhaps would be incorporated into one of directional signs. Mr. Cruz stated that painting ATM on the pavement would work as well.

Mr. Cruz asked how large was the proposed sign for the back of the building and whether it would be lit. Ms. Maclean stated the Historic District does not allow internally lit signs.

Mr. Gioisa stated it would be halo lighting against the building. It identifies the ATM straight ahead as one is coming down Elm Street to turn into the driveway. It being somewhat blocked it provides cuing so you know it's coming up. The sign dimension is 32 x 49.

Ms. Duff inquired if it were proportional to the photos shown. The applicant indicated the photo comps should be proportional.

With regard to lighting, Ms. Dawicki noted that the Historic Commission had given conditions on this issue, stating site pole lighting should be a maximum of 15' high, and building signage be illuminated with halo type lighting façade lighting to be illuminate to one hour before and after bank business hours; and east facade signage be limited to one hour before business hours and 10:00 p.m..

Ms. Maclean confirmed lighting specs indicated bronze finish. Applicant confirmed.

Ms. Maclean noted this was similar to what the board approved for the Kennedy-Donovan Center.

The applicant, in answer to Ms. Duff, stated there was a cut sheet of parking lot lighting within the submittal package.

Ms. Maclean noted there was discussion with the Historic Commission about using the historic district glass lights, which was determined did not match. Alternatively they approved that use of the bronze LED seemed to be the fixture most likely to disappear on the site and not draw attraction.

Ms. Duff clarified that the globes would be replaced with LED lighting. Ms. Maclean stated existing light poles would be replaced.

With regard to storm water and drainage, Mr. Cruz stated he had no comment and thought the report looked great. He thanked the applicant for their consideration of the city system.

Mr. Cruz asked what the applicant proposes to protect the city system during construction by way of erosion control.

Mr. Gioisa stated he failed to mention one drainage issue. He noted the applicant is adding a lower catch basin outside the retaining wall as an inlet point for water running down from the embankment to the highway. He stated a new basin should provide some supplemental control of the water in that area. He stated in terms of the drainage system protection during construction, the applicant would consider silt barriers at each of the existing structures. When there is disturbed land they are putting silt fencing/silt sacks on the down grading limits of the work to keep silt from migrating into the public way.

Ms. Dawicki noted that the applicant had received DPI comments, which she read into the record. She noted Comment Number 6 with regard to tree locations. Mr. Gioisa illustrated the area he believed DPI was referring to, which would include trees on the north side of the sidewalk. Ms. Duff agreed.

Ms. Maclean requested that the DPI comments could be incorporated into the conditions with the caveat that staff could discuss with the Commissioner of Public Infrastructure the locations. She noted going up Elm Street the street trees are closer to the outer edge of the sidewalk, and barring a reason she would like to see the tree line continue all the way. Ms. Duff agreed that it would be great to see the tree line continuation along Elm Street.

Ms. Maclean requested it be worked out with staff and Public Infrastructure rather than specifying it in conditions. The applicant agreed and stated it would incorporate DPI's comments.

Mr. Cruz inquired if the front door would include a push button for ADA. The applicant responded it would.

Mr. Cruz inquired as to the location of the precast concrete curbing. Mr. Gioisa responded it would be throughout the site. He indicated it would be on the perimeter curbing where there are no sidewalks, as well as around the landscape islands.

Mr. Cruz inquired about the applicant's willingness to install granite, as the board has requested for downtown area projects. Ms. Dawicki stated the board would come back to that.

At Ms. Dawicki's request, a motion was made (JD) and seconded (AG) to open the public hearing. Motion passed unopposed.

There was no response to Ms. Dawicki's invitation to speak or be recorded in favor.  
There was no response to Ms. Dawicki's invitation to speak or be recorded in opposition.

Ms. Dawicki suspended the public hearing and reviewed with the board the list of conditions they had compiled.

Mr. Gioisa stated that with regard to the granite curbing, in speaking to the construction wing of the project, they would like to keep concrete for the reasons that there is presently concrete along the entire project. He stated more importantly, the elevation of the site will make any granite not visible from the

public way, and as a cost consideration the applicant prefers to put the money into landscaping and the wall. The applicant asked the board's consideration in the use of concrete curbing.

At Ms. Dawicki request, the applicant indicated where the existing concrete curbing is located that will not be disturbed. Mr. Gioisa replied that all the curbing would be redone, but indicated for Ms. Dawicki where the concrete curbing currently is located.

In response to Ms. Dawicki's inquiry about entrance curbing, Mr. Gioisa replied that anything on the public way would be granite. He noted the untouched areas near the sidewalk and indicated the portions that are currently granite and will be maintained as granite.

Ms. Duff clarified that the photograph shows parking on the east façade was granite as well.

Ms. Dawicki proposed the board condition that the applicant maintains all existing granite curbing, so those coming into the city will still see granite, and the concrete will be internal to the site.

Mr. Cruz thought they had required the hotel site install granite. He felt, especially as a headquarters, granite would bring out the site and is consistent with what the board has approved in the past for downtown.

Ms. Duff agreed the granite would be nice, but noted there is 4-5 times as much curbing compared to the hotel.

Ms. Dawicki inquired whether this issue had come up before the Historical Commission. Ms. Maclean indicated it had not.

Mr. Cruz felt concrete curbing would get beat up with plowing.

Mr. Gioisa stated he had granite curbing within his parking lot, which he stated has held up well. He did note that operationally the concrete on the bank properties have not presented any problems. He agreed that maintaining the granite curbing on the visible side was a great idea. He again asked the board for consideration on the internal concrete curbing due to the other aesthetic investments the applicant is making.

Ms. Maclean stated she was unsure if the hotel project had granite.

Mr. Gioisa stated in the interest of the visibility component, the applicant would propose that this portion, the radius section coming into the site, would also be appropriate to have as granite as well. This would provide even more visibility to people coming east on Elm Street.

Mr. Cruz and Ms. Dawicki agreed. Mr. Cruz confirmed the applicant would use granite up to the start of the wall. Ms. Duff agreed that would dress up the entrance flanking.

Mr. Glassman stated he just wanted the board to be consistent with what it has required other projects to do.

Ms. Dawicki felt that issue might be addressed in the form based zoning discussions and would provide the board more clarity.

At Ms. Dawicki's request a motion was made (KD) and seconded (AG) to close the public hearing. Motion passed unopposed.

Ms. Dawicki asked the board to take up the special permit first, and reminded everyone that in order to pass the motion would require all four votes.

A motion was made (KD) and seconded (AG) to approve the application of Case #06-15, special permit for a reduction on parking at the existing Standard Times Building on Elm Street from 146 to 22.

VOTING:

A. Glassman – Yes

K. Duff – Yes

P. Cruz - Yes

C. Dawicki – Yes

Motion passed 4-0

A motion was made (KD) and seconded (AG) to approve the site plan as presented for Case #06-15 with the following conditions:

- That the internal directional signs be approved by the planning staff
- That the landscape plan be as per Mass DOT approval in addition to the Mass DOT review and approval of the clear zone adjacent to Route 18
- That the comments of the Historic Commission and DPI be included
- That the granite curbing on the existing site be maintained and that the applicant add granite curbing at the south edge of the entrance drive rounding the corner from Elm Street and then continued to the start of the retaining wall
- That the applicant work with planning staff on the location of additional street trees to be planted along Elm Street
- That the plantings and landscape are allowed to be eliminated assuming Mass DOT does not approve the same

VOTING:

A. Glassman – Yes

K. Duff – Yes

P. Cruz - Yes

C. Dawicki – Yes

Motion passed 4-0

Ms. Dawicki acknowledge the new planning staff employee and her terrific work in assembling the board member packets. Ms. Duff agreed.

**CASE #7-15/CASE #8-15/CASE #9-15** – Sidewalk Café permits

Ms. Dawicki noted for board members Case #7-15 was a reapplication and the board had approved

PLANNING BOARD

4/8/15