

PLANNING STUDIO IN NEW BEDFORD'S QUEST CENTER DISTRICT



METROBRIDGE



ABOUT THIS REPORT

Master's students in Boston University's City Planning and Urban Affairs program completed a planning studio of the Quest Center District for the New Bedford Economic Development Council (NBEDC) during the Spring 2019 semester in a course led by environmental planner Julie Conroy. The following report is a compilation of this work and includes proposals related to design, zoning, housing, parking, and economic development.

The final version of this report was compiled and edited by Emily Robbins, MetroBridge Program Manager and Associate Professor David Glick, MetroBridge Faculty Director. The report was designed by Fatima Blanca Munoz, Program Manager at the Initiative on Cities.



ACKNOWLEDGMENTS

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ABOUT BU METROBRIDGE

The MetroBridge program empowers students across Boston University to tackle urban issues, and at the same time, helps city leaders confront key challenges. MetroBridge connects with local governments to understand their priorities, and then collaborates with Boston University faculty to translate each city's unique needs into course projects. Students in undergraduate and graduate classes engage in city projects as class assignments while working directly with local government leaders during the semester. The goal of MetroBridge is to mutually benefit both the Boston University community and local governments by expanding access to experiential learning and by providing tailored support to under-resourced cities. MetroBridge is funded by the College of Arts and Sciences and housed at Boston University's Initiative on Cities.



EXECUTIVE SUMMARY

CHALLENGE FROM THE NEW BEDFORD ECONOMIC DEVELOPMENT COUNCIL: SCENARIO PLANNING FOR THE QUEST CENTER DISTRICT

The New Bedford Economic Development Council (NBEDC) challenged city planning students with developing proposals for how to turn the downtown Quest Center District into a vibrant and productive mixed-use corridor. Specifically, the NBEDC would like to transform the Quest Center District into a campus-like setting for start-up activity and housing/studio space for artists.

Master's city planning students toured downtown New Bedford and the Quest Center District to better understand the infrastructure, connectivity, and economic conditions in the area. Students also met with NBEDC leadership and New Bedford's City Planner to understand the overall vision for the district.

Three teams of students prepared distinct proposals for the Quest Center District, focusing on:

- Integrating the best and highest reuse for vacant buildings, in particular for the Quest Center's adjacent "sister building"
- Developing a municipally-owned parcel in the district
- Increasing the walkability of the district and connectivity to transit options downtown
- Expanding small business support and entrepreneurship development at the Quest Center
- Recommending ideas for creating artists housing/studio spaces
- Integrating the plan into the city's other planning documents

Each team prepared a separate report and set of recommendations for the NBEDC. These proposals were presented to New Bedford officials in May 2019 and are shared in this report.

ABOUT THE QUEST CENTER DISTRICT

The Quest Center District is a seven-acre micro-district situated along the corridor of Purchase Street from Maxfield Street to Campbell Street in New Bedford. The current Quest Center building (in which NBEDC is housed) is located .5 miles (about a 10-minute walk) from downtown New Bedford, and will serve as an anchor for new development. The proposed Quest Center District would involve building redevelopment, new construction, and streetscape improvements along the corridor. The Quest Center District will serve as a catalyst for new and re-development in New Bedford and especially with the South Coast Rail extension into New Bedford.

The focus of this report are the five parcels located along Purchase Street from Maxfield Street to Campbell Street (**Image 1**). These parcels are:

1. Quest Center/ Department of Health
2. Vacant Building directly adjacent to Quest Center- city owned
3. Vacant building directly across Purchase Street from Quest Center- city owned
4. Glaser Glass Company (A) – owned by Glaser family
5. Glaser Glass Company (B) – owned by Glaser family

Future phases of development may involve the New Bedford Armory, which is currently vacant and has experienced internal damage due to a previous fire. The New Bedford Armory is owned by the State of Massachusetts.

Image 1: A map of the five parcels discussed in this report.



TEAM 1 REPORT

INTRODUCTION

This memo provides an overview of a development proposal that discusses regulatory constraints and opportunities pertaining to the team’s conceptual design for revisioning New Bedford’s Quest Center District. Our team is seeking to generate a scenario plan for the site, which will provide design alternatives that may economically stimulate this neighborhood and connect it to the downtown district of New Bedford.

Our overall redevelopment strategy is to position the Quest Center as an anchor and focal point of our proposed development scheme, and to illustrate the redevelopment potential of several parcels within the district. These parcels, their current zoning, and our team’s proposed uses, are outlined in **Table 1** below.

Table 1: Parcels and associated zoning and uses.

Parcel	Current Zoning	Proposed Changes
1. Quest Center	Mixed-Use Business	Minor Street Front Improvements
2. "Ugly Sister" Building	Mixed-Use Business	Lower Level: Cafe + Bistro Upper Levels: Office Space
3. 1204 Purchase Street	Mixed-Use Business	Lower Level: Commercial Storefronts Upper Levels: Collaborative Work Spaces + Office Space
4. Glaser Glass Corp	Mixed-Use Business	Lower Level: Community Space + Event Space Upper Levels: Affordable Housing + Workforce Housing
5. Glaser Glass (1230 Purchase Street)	Mixed-Use Business	Lower Level: Restaurant + Brewery Upper Levels: Office Space
6. The Armory	Residential A	Artist Housing + Community Space

CONCEPTUAL DESIGN OF PARCELS

Our team proposes the renovation of several parcels within the Quest Center District. We have attempted to preserve the existing urban fabric by providing architectural features that mesh with existing features of buildings and architecture within the district.

Image 1: A rendering of the “Ugly Sister” building.

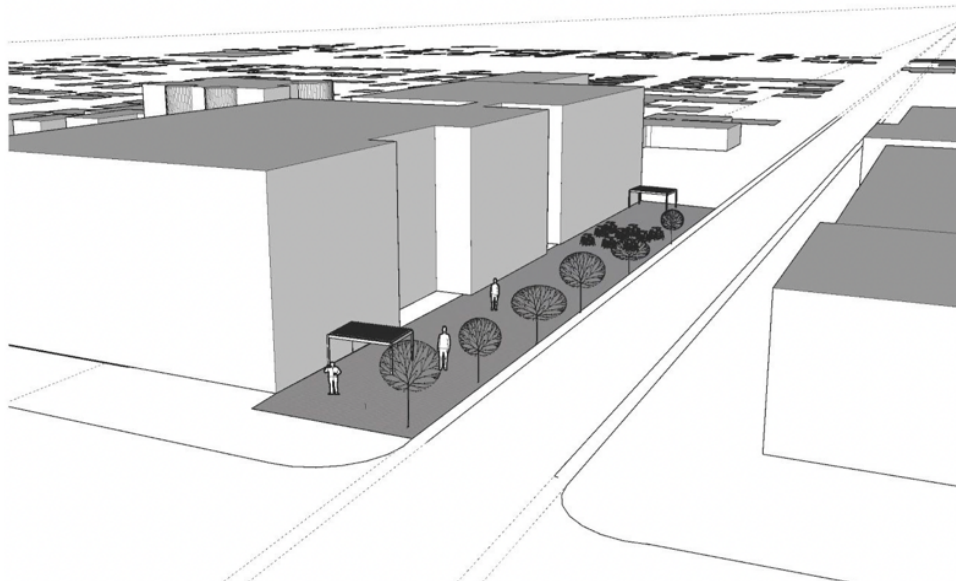


Image 2: A rendering of 1204 Purchase Street.



Image 3: A rendering of Glaser Glass Corp.



Image 4: A Rendering of Glaser Glass (1230 Purchase Street).

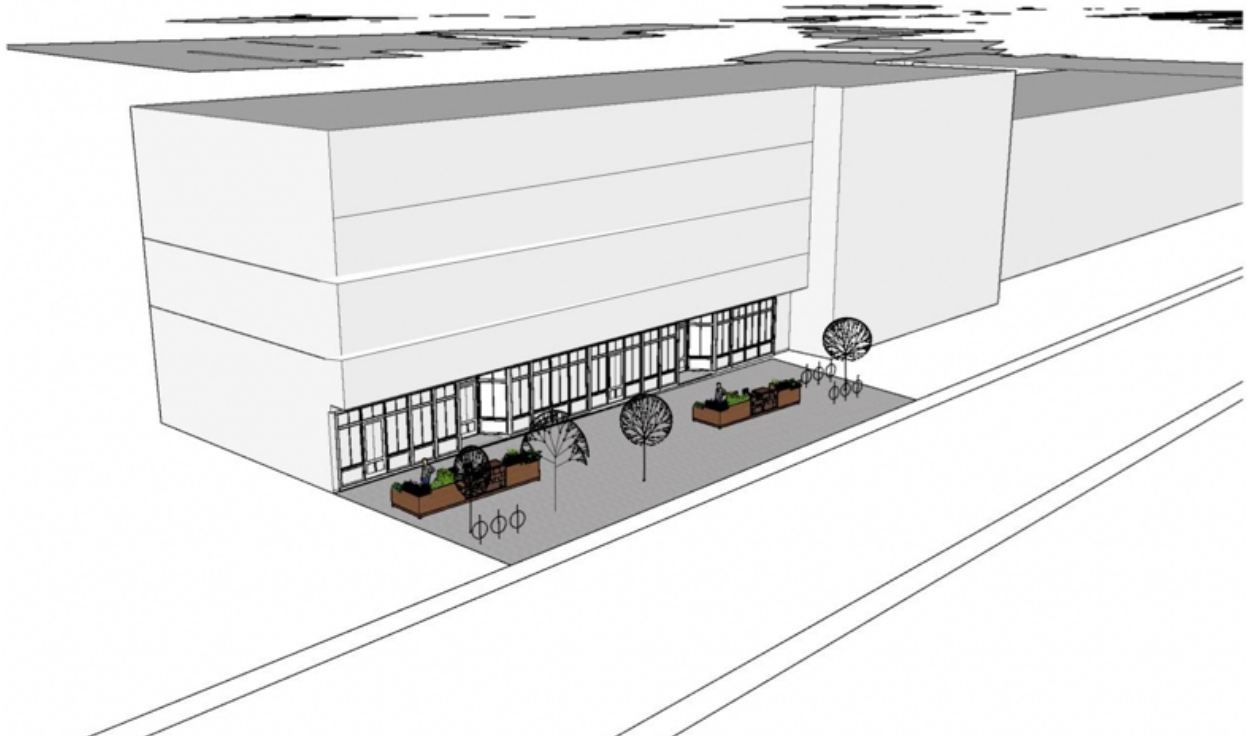


Image 5: A Rendering of the Armory Building.



REZONING AND NEW ZONING

There are several mechanisms that may be employed in order to stimulate growth and investment within the district. Primarily, a Smart Growth Overlay under Chapter 40R, delineated as the Smart Growth and Housing Production Act, and the Opportunity Zone Program provide economic stimulation, housing expansion opportunities, and investment incentives to community members and developers. Special district zoning often creates spaces that become mixed-use due to the financial co-benefits they provide for the variety of uses that operate within each development. A key factor in developing mixed-use zoning is deciding what elements of a locality are compatible with one another. If the issue of a special district is a lack of foot traffic in a retail area, then creating ordinances, such as those outlined in the Smart Growth Overlay criteria, is a smart design decision and can stimulate further housing development which will indirectly increase pedestrian foot traffic. These tools will help to encourage growth within the district and will also serve to provide equitable guidelines within future development.

Additionally, New Bedford's form-based zoning guidelines will ensure that the urban fabric and historical characteristics of the district are preserved. The City of New

Bedford’s Planning Department describes this zoning as follows: “By adopting new zoning codes that follow this form-based approach, the [City of New Bedford] hopes to provide the important tools needed to ensure specific standards that will address the relationship between public and private spaces, particularly the design of streets and open spaces, while preserving the fabric and character of our commercial districts.” Our team has generated parcel renderings in accordance with the aforementioned guidelines (see **Images 1-4**), and have thus attempted to preserve the urban fabric of the existing neighborhood.

REGULATORY

The proposed redevelopment within our team’s scenario plan will involve a variety of regulatory impacts, namely, parking requirements, housing regulations, and transit and traffic policy, as described below.

Parking Requirements

The City of New Bedford requires parking creation for developments involving business, residential, and other mixed-use activities. New Bedford’s Parking requirements are outlined in **Appendix A**. Re-negotiation of the number of parking spaces may take place in order to address problems with increased vehicular congestion as well as current capacity issues with parking.

Housing Regulations

A primary focus of our scenario plan is to develop affordable housing in conjunction with inclusive, workforce, and artist housing. Our proposal integrates a Smart Growth Overlay district under Chapter 40B. Chapter 40B enables local Zoning Boards of Appeals to approve affordable housing developments at 20-25% affordable housing under long-term affordability restrictions. Currently New Bedford has a goal of achieving 10% affordable housing goal, which was established by M.G.L. c. 40B.

Transit Policy

Our Scenario Plan proposes to increase multi-modal and modal-shift public transit. Through incorporation of a Bus Rapid Transit system, as well as improvements to pedestrian and bicyclist infrastructure, congestion issues can be alleviated.

Financial

New Bedford's ability to fund any public improvements associated with the proposed Scenario Plan is limited. Therefore, our team proposes a variety of financial mechanisms including: public-private partnerships, tax increment financing, and grant awards.

Public-Private Partnerships (PPPs)

PPPs generate value in developments through true financial and social returns, offering a more sustainable model of development for public/private constituents. A PPP approach centers on locating organizations that are well networked and established so that they may more successfully collaborate with businesses and government structures.

Tax Increment Financing (TIF)

Tax increment financing (TIF) is a tool that aids municipalities through the promotion of economic development via tax revenue. Implementation of a TIF district will bring economic stimulation to the Quest Center District and may provide for a more equitable allocation of property development within New Bedford.

Grant Awards

A host of grants are available to municipalities that elect to redevelop existing neighborhoods and parcels within city limits. Our scenario plan proposes to utilize the Community Development Block Grants (CDBG) to allocate funding through the U.S. Department of Housing and Urban Development (HUD), which can be used for the reconstruction of roadways, development of housing programs, and a variety of other community-oriented development schemes.

Planning Grants

Additionally, MassDevelopment offers a spectrum of planning grants to qualifying municipalities in order to stimulate business development. Our team proposes that city staff, in coordination with developers and other stakeholders, pursue such grants in order to supplement the funding of this redevelopment.

COMMUNITY ENGAGEMENT

Engagement of community members within the district is crucial in ensuring an equitable and inclusive development process. Developing strong outreach methods from the New Bedford Economic Development Council and the City of New Bedford can stimulate conversation around proposed development schemes and reinforce the importance of historical preservation, retention of existing urban fabric characteristics, and public support for the plan.

Strong outreach methods may include, but are not limited to, ongoing public meetings held by developers and the City of New Bedford, coordination with Complete Streets advocates and bicycle/pedestrian groups, and collaboration with the school system in order to reach parents.

IMPROVEMENTS TO PUBLIC TRANSIT

Sufficient public transportation is crucial for this corridor. Currently, the Southeastern Regional Transit Authority (SRTA) Bus Route 2 has one stop along Pleasant Street within the Quest Center District. This route has infrequent stops and is not substantial enough for the increased traffic that is going to take place due to the nearby proposed MBTA train station. To allow an efficient flow of commuters from the train station to downtown New Bedford, there needs to be a Bus Rapid Transit System (BRT) which will work as an express commuter bus with a few stops along the route.

Proposed Improvements:

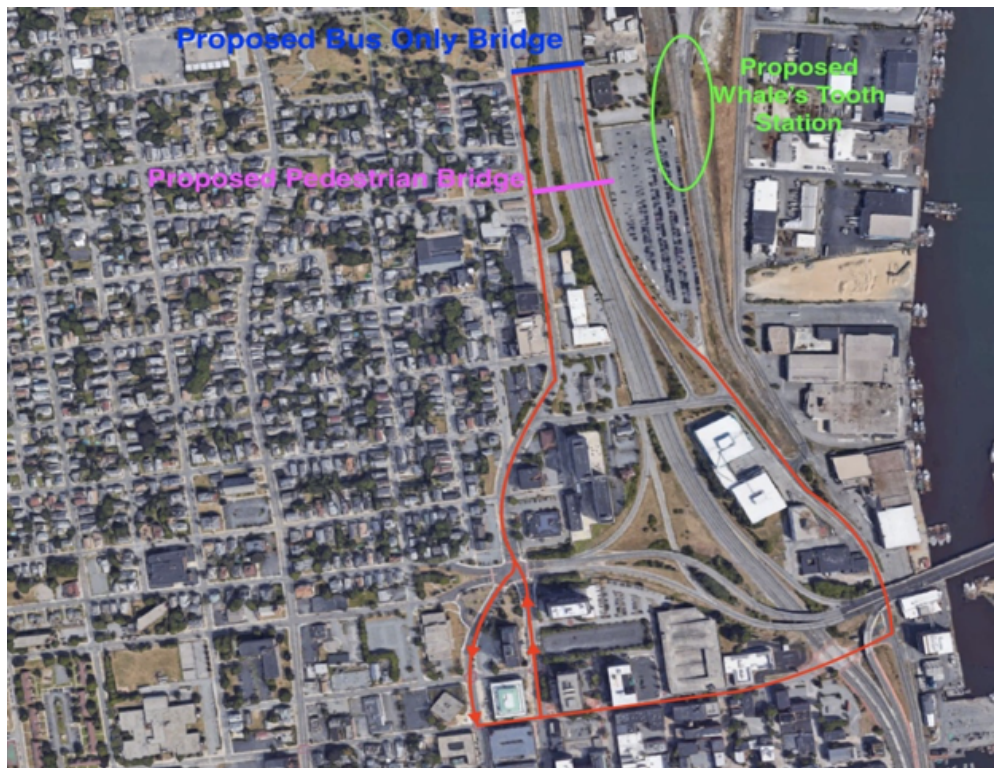
- New pedestrian bridge at Campbell and Pleasant Street to MBTA Whale's Tooth Station
- Bus only bridge where existing pedestrian bridge is located
- Dedicated bus lanes along the route
- Multiple stops and shelters along the route

Proposed Bus Rapid Transit (BRT) Route

A BRT will serve to link the Quest Center District to New Bedford's downtown area and will play a crucial role in the economic stimulation of both sites. A BRT that runs from the newly proposed commuter rail station, through the Quest Center District, and then on to

downtown will increase pedestrian foot traffic, provide a viable means for commuters and tourists alike to enjoy the office spaces, working spaces, housing, and mixed-uses our team has proposed. The proposed BRT route is depicted in **Image 6** below in red.

Image 6: Map showing the proposed Whale’s Tooth Station (green), the proposed BRT route (red), the proposed bus-only bridge (blue), and the proposed pedestrian bridge (pink).



Streetscaping and Wayfinding

Pleasant Street is the main thoroughfare through the district and is currently outdated in terms of streetscape and design. Because of this, it is imperative that streetscape improvements properly incorporate: pedestrian movement, vehicular travel (e.g., cars, buses), bicycle travel, street trees, and proper storm water management facilities. A fully inclusive street that is green and multimodal will fully enhance the vibrancy and efficiency of the neighborhood.

Recommended Design Standards:

- 6-ft. sidewalks on each side
- 6- ft. protected bike lane on each side
- 12-ft. dedicated bus lane on each side

- 9-ft. car lane on each side
- Trees and planters for storm water management and for aesthetics
- Improved signage
- Improved traffic signals

Image 6: Diagram of recommended design standards.



CONCLUSION

Our team believes that the Quest Center District is ripe for development and economic stimulation. The proposed scenario plan attempts to address development opportunities and associated federal, state, and local policy regulations, and what changes might occur in order to increase the feasibility of a redevelopment of this magnitude.

In the short-term, minor improvements can be made to activate the area such as engaging local artists, improving wayfinding, employing tactical urbanism for streetscape improvements and implementing traffic calming measures. Streetscape improvements will encourage vital public life, multimodal transportation options, as well as connectivity to downtown. In the long-term, the Quest Center District will become a mixed-use district as the parcels are redeveloped. Adoption of a form-based code for the district is a way to stimulate and guide the redevelopment of the parcels, and has the potential to be an important test case for New Bedford.

TEAM 1 REFERENCES

“Chapter 40R.” *Mass.gov*, Commonwealth of Massachusetts, www.mass.gov/service/details/chapter-40r.

“Department Home, Office of Planning, City of New Bedford.” *City of New Bedford Office of Planning*, City of New Bedford, Massachusetts, www.newbedford-ma.gov/planning/.

“New Bedford Is Open for Business.” *New Bedford Economic Development Council*, New Bedford Economic Development Council, www.nbedc.org/.

“South Coast Rail.” *Mass.gov*, Commonwealth of Massachusetts, www.mass.gov/south-coast-rail.

“Upper Harbor Vision Plan.” *City of New Bedford Office of Planning*, City of New Bedford, Massachusetts, www.newbedford-ma.gov/planning/upper-harbor-vision

TEAM 1 APPENDIX A - PARKING REQUIREMENTS

Use - Residential	Parking Requirements	Loading Requirements
One-family dwelling Two-family dwelling Multi-family (3) or more per structure	Two (2) spaces per dwelling unit Two (2) spaces per dwelling unit	One (1) loading space for each multifamily dwelling containing more than ten (10) dwelling units, or more than twenty (20) housekeeping units
Hotel, motel, bed and breakfast, rooming or boarding or lodging house, tourist home, dormitories, or other non-family residence accommodations, excluding group homes	One (1) space per each employee per shift, who does not reside on the premises; one (1) space per guest room, dwelling parking requirements, if applicable	One (1) loading space for each building containing more than 20 guest rooms

Use - Commercial	Parking Requirements	Loading Requirements
Offices: General, professional, business, banks, medical clinics and laboratories, radio and television stations; office of non-profit educational, cultural, or charitable organizations	One (1) space per each 200 sq. ft. of gross floor area but not less than two (2) spaces for each business intended to occupy the premises. After 10,000 sq. ft. of gross floor area, one space for every 1,000 sq. ft. of gross floor area unit	One (1) loading space for each building containing 10,000 sq. ft. or more of gross floor area. Two (2) loading spaces for 100,000 sq. ft. or more of gross floor area
Fast-food drive-in, carry-out restaurants	One (1) space per each employee per shift for a minimum of five (5) spaces plus one (1) space per 100 sq. ft. of gross floor area with a minimum of twenty (20) spaces	One (1) loading space for each building

<p>Businesses engaged in retail sale of goods and services, not elsewhere enumerated herein</p>	<p>One (1) space per each 200 sq. ft. of gross floor area, but not less than two (2) spaces for each business intended to occupy the premises. After 20,000 sq. ft. gross floor area, one space per 400 sq. ft. use</p>	<p>One loading space for each building containing more than 5,000 and less than 10,000 sq. ft. of gross floor area. Thereafter, one (1) additional loading space shall be required for each additional 25,000 sq. ft. of gross floor area</p>
<p>Businesses engaged in retail sale, rental, repair, servicing, storage and distribution of motor vehicles, trailers, campers, boats, furniture or building materials</p>	<p>One (1) space per each 400 sq. ft. of gross floor area, but not less than two (2) spaces for each business intended to occupy the premises use</p>	<p>One loading space for each building containing more than 5,000 and less than 10,000 sq. ft. of gross floor area. Thereafter, one (1) additional loading space shall be required for each additional 25,000 sq. ft. of gross floor area</p>
<p>Places of assembly, including theaters, veterans, fraternal, social and recreational clubs and organizations not operated for a profit; facilities primarily for the education and instruction of persons sixteen (16) yrs. of age and older; taxi, bus & railroad passenger terminals; auditoriums, theaters, bowling alleys and dance halls; sports facilities; places of worship; funeral homes</p>	<p>One (1) space per five (5) seats for which the building is designed or one (1) spaces for each 200 sq. ft. of gross floor area whichever results in the greatest number</p>	<p>One (1) loading space for each building containing 10,000 sq. ft. or more of gross floor area. Two (2) loading spaces for buildings containing 100,000 sq. ft. or more of gross floor area</p>

<p>Businesses engaged in the manufacturing, processing, assembly, fabrication of products, including research and testing laboratories and facilities</p>	<p>One (1) space per each 500 sq. ft. of gross floor area plus one (1) space for each vehicle used in conducting the business</p>	<p>Two (2) loading spaces for each building containing 10,000 sq. ft. of gross floor area. Thereafter, one (1) additional loading space shall be required for each additional 25,000 sq. ft. of gross floor area or for each fifteen (15) feet of dock, platform or opening in the building where the loading or unloading of commodities is intended to occur, whichever is the greatest</p>
<p>Businesses engaged in the warehousing and distribution of goods & materials including building & construction contractors, equipment & supplies on premises, motor freight terminal, facilities for storing & servicing of motor vehicles used in conducting a business or public transportation, industrial machinery & equipment, grain, petroleum products & junkyards</p>	<p>One (1) space per 1500 sq. ft. of gross floor area up to 15,000 sq. ft. Thereafter, one (1) additional space for each 5,000 sq. ft. or portion thereof in excess of 15,000 sq. ft., plus one (1) space for each vehicle utilized in the business</p>	<p>Two (2) loading spaces for each building containing 10,000 sq. ft. of gross floor area. Thereafter, one (1) additional loading space shall be required for each additional 25,000 sq. ft. of gross floor area or for each fifteen (15) feet of dock, platform or opening in the building where the loading or unloading of commodities is intended to occur, whichever is the greatest</p>

Use - Social Service	Parking Requirements	Loading Requirements
Hospital, convalescent homes, nursing homes, rest homes or homes for the aged	One (1) space per three (3) beds, three (3) space Drop-Off Zone.	One (1) loading space for each building containing 10,000 sq. ft. or more of gross floor area. Two (2) loading spaces for buildings containing 100,000 sq. ft. or more of gross floor area
Schools, Adult Day Care Centers, Day Care Centers, excluding family day care homes	One (1) space for each employee in addition to three (3) space Drop-Off Zone	One (1) loading space for each building containing 10,000 sq. ft. or more of gross floor area. Two (2) loading spaces for buildings containing 100,000 sq. ft. or more of gross floor area
Group Homes	One (1) space for each employee per shift	One (1) loading space for each building containing more than twenty (20) guest rooms
Family Day Care Home, Large Family Day Care Home	One (1) space for each non-resident employee in addition to residential parking requirement	N/A

TEAM 2 REPORT

INTRODUCTION

With interactive wayfinding streetscape, functional art installations, and the artist residency being proposed, this scenario plan will outline the potential for the Quest Center District to be the arts anchor in New Bedford.

Our future scenario plan will provide information to New Bedford decision-makers as they develop transportation plans, and will help stakeholders explore and debate alternatives and trade-offs. By testing several scenarios against performance indicators, New Bedford can then select a preferred scenario and identify an appropriate set of actions that will lead toward that vision of redevelopment.

Our design inspiration was derived from the desire for efficient, green development progress that also meets the demands of New Bedford's diverse population. For this type of development, it is crucial to consider stakeholders' opinions and input. While we could not conduct our own stakeholder feedback, the team explored recent New Bedford surveys online that gave us an idea of what to consider for our redevelopment plans. According to the *PACE 2018-2020 Community Assessment Report & Strategic Plan*, some of the answers to the question about the top needs of the community were housing, services, and jobs. We find it crucial to not only include the community's needs, but to build upon them, and have a long-term goal on how to rebuild the community.

Through the redevelopment of the Quest Center District many opportunities would become available to the project area property owners. Some of these opportunities include: space for housing, commercial, mixed-use; off street parking, green infrastructure; improved pedestrian walkability infrastructure.

DESIGN PROPOSAL

The development team would like to propose apartment units in the vacant building that is adjacent to the Quest Center (referred to as the "ugly sister" building, see **Image 1**). The layout of the building would be divided as 30% of affordable units that are 80% of Area Median Income (AMI), artist/live work space (50% of AMI) and market rate. We propose a Request for Proposal (RFP) process that will highlight increasing linkage fees

to account for inflation, ensuring that linkage payments are used to underwrite the costs of affordable housing, lowering the cut-off size to be assessed to developers, and expanding the types of developments subject to linkage fee assessments. Funding can be secured from the state to initiate this program, as is addressed later in this report. The development team would restore the current building, not demolish it, and renovate the inside of the building.

Image 1: View of the “ugly sister” building next to the Quest Center building.



Across Purchase Street from the Quest Center is a vacant parcel that currently has a building on it. The development team proposes to demolish the building currently on this parcel. The City of New Bedford proposed that this parcel be used strictly as a parking lot. The development team does not feel that this is the best use economically for the parcel. In addition, an impervious parking lot will not help in terms of sustainable planning. A mixed-use building and parking garage are proposed for this area (see **Image 2**). The building will be four stories (which is within the allotted zoning for the site). The first floor will have a workout facility and café (see **Image 3**). Commuters and neighbors will be able to use the gym before or after work. The café will be for local area residents as well as those who will be working in the area. The second through fourth floors of the building will be apartments (studio, one- and two-bedrooms). The back portion of the parcel will be made into a parking facility. The facade will be green infrastructure, and there will be a rooftop garden. Not only will this help improve the look of a large parking structure, but it can also mitigate the burden on the sewage system and help with storm water management.

since, working to implement parts of a Bus Rapid Transit (BRT) system. Everett created a dedicated bus-only lane during rush hour, installed elevated platforms to expedite the boarding process, and made improvements to already existing bus shelters. Even still, the city would like more of its citizens to embrace alternative means of transportation, whether it be the improved bus system, biking, walking, etc.

Image 2: View of green parking structure and mixed-use building (first floor gym).

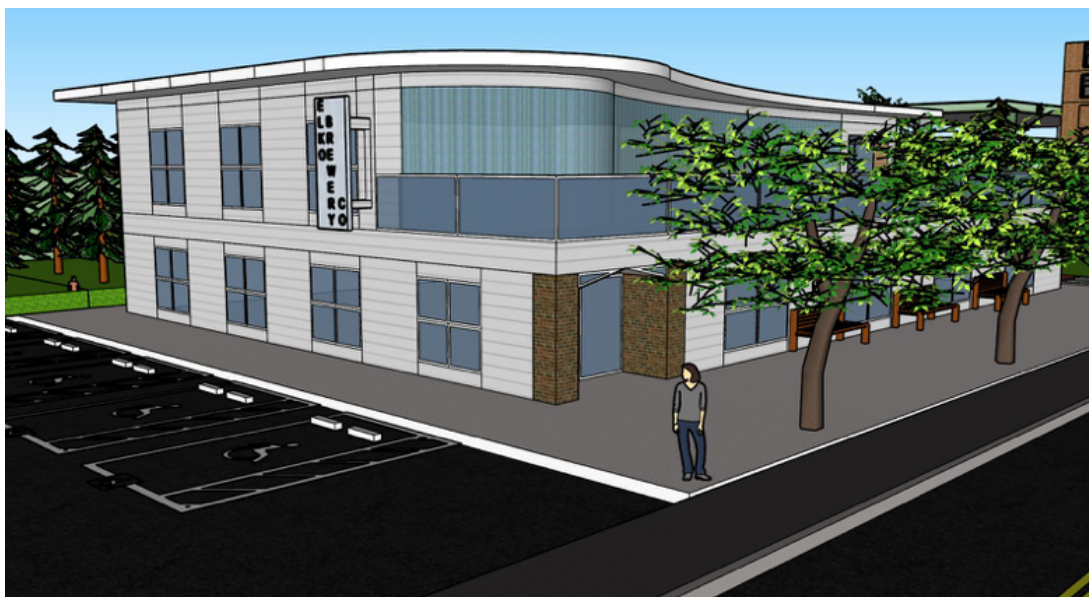


Image 3: View of café on first floor of mixed-use building.



On the same side of Purchase Street, the development team is proposing that the Glaser Glass (B) garage is demolished and a restaurant be built on the parcel (see **Image 4**). The restaurant would be visible from the highway, which will help attract patrons, and would also cater to residents and workers commuting through the area on foot. The development of this restaurant would be contingent on the Glaser Family selling their property to the developer. For Phase I of the development, only this underutilized Glaser parcel would be sold, but Phase II would involve the Glaser Family selling their business or moving locations in order to develop the parcels of Glaser Glass (A) on the westbound side of Purchase Street.

Image 4: View of restaurant from Purchase Street at Campbell looking towards Maxfield Street.



Between the restaurant on the old Glaser Glass parcel and the mixed-use apartment building at Purchase and Maxfield, there would be an open greenspace (see **Image 5**). The greenspace will be a community space with moveable furniture. The space can be used for pop-up type programming (such as a farmers' market, yoga etc.) and will bring some of the activities from the central downtown area to the newly developed Quest Center District. The greenspace will provide a "sense of place" to those living, working, or traveling through the Quest Center District to get from the commuter rail station to downtown New Bedford.

Image 5: Open green space between mixed-use building and restaurant.



DESIGN CONSIDERATIONS

There are many aspects of the design to consider. The team chose design considerations (with insight from the state Municipal Vulnerability Preparedness Program) that balance climate resiliency, environmental protection, and the expressed desires of the NBEDC:

Item	Consideration	Design Figure
Buildings/ structures (parking garage)	Climate resiliency, energy efficiency, green infrastructure	Green buildings materials, water collection and reuse, green infrastructure
Community space	Public use benefits	Public green space with seating pavilion, rest area
Transit oriented development	Pedestrian friendly, walkability	New walkways, larger walkways, enhanced crosswalks, increased lighting (LED), alternative transportation (BIRD, Lime)

STREETSCAPE

The current conditions of the site are not conducive to a safe and inviting environment for pedestrians. With the creation of the footbridge at Whale’s Tooth Station, the Quest Center District will serve as the main route traveled from the station to downtown New Bedford. Streetscape improvements are necessary to help the community fully utilize and enjoy the new Quest Center District. Currently, the buildings are far back from the sidewalks with parking in front. The streets are very wide, with few crosswalks. The proposed development will bring the buildings closer to the street and widen the sidewalks (see **Image 6**).

Bike infrastructure will be present in the form of a bike lane in either direction. There will be more frequent street lights and they will be lower to the ground. There will be more frequent crosswalks, as well as stop lights and stop signs to slow vehicular traffic (see **Image 7**).

Trees will be planted along the street as well as other greenery. The team proposes the creation of a “green sidewalk” by adding vegetation to permeable pavement for better storm water management. Not only will the added greenery help with storm water mitigation, but it will also help to filter water that is going back into the soil, which is important given the area is so close to a major waterway. Street furniture will also be added.

The team also proposes improving wayfinding efforts, such as signage and paint in an attempt to encourage walking from the downtown area through the Quest Center District, as well as from Whale’s Tooth Station through the Quest Center District to downtown and beyond.

The overall goal is to create a welcoming environment where people will want to spend time. By adding in public spaces as well as cafés, restaurants, and other facilities (such as the gym) people will want to stop in the area while walking to and from downtown to Whale’s Tooth Station and create a sense of place in the community.

Image 6: Widened sidewalks, with plants, trees and street furniture.



Image 7: Widened sidewalks, with plants, trees and street furniture.



We propose the introduction of “green streets” to provide source control of storm water to limit the transport of pollutants to storm water conveyance and collection systems, restore pre-development hydrology to the extent possible, and create roadways that help protect the environment and local water quality. A green street is a storm water management approach that incorporates vegetation (perennials, shrubs, trees), soil, and engineered systems (e.g., permeable pavements) to slow, filter, and cleanse storm water runoff from impervious surfaces (e.g., streets, sidewalks). Green streets are designed to

capture rainwater at its source, where rain falls. Whereas, a traditional street is designed to direct storm water runoff from impervious surfaces into storm sewer systems (gutters, drains, pipes) that discharge directly into surface waters, rivers, and streams.

We also propose street art as an approach to energizing the corridor. In some areas, artists and building owners come together to foster the creation of artwork that can be viewed as beautifying and reviving a city, rather than destroying it, thus developing positive interactions between businesses and members of their community. Groups that aim to promote local talent and engage the community have been turning empty city walls into huge public canvases and the results of their labor can have a lasting effect on local neighborhoods.¹ It is a cost-effective way both to keep surfaces free from vandalism and to create visual cues to residents that the place they call home is desirable. Street art would build a sense of community for the Quest Center District, and make it appear more walkable and welcoming, in turn creating a stronger connection with the downtown area.

ZONING

The development team took current zoning regulations into consideration when planning the development of Purchase Street. The five parcels as shown below (see **Image 8**) are mostly “mixed-use business” (shown in red), but also “industrial A” (shown



Image 8: Four mixed-use parcels are shown in red, and one industrial A parcel is shown in purple.

in purple). The surrounding neighborhood is generally residential. The development is geared towards current residents, as well as new residents, and those that will be commuting to New Bedford for work by way of the South Coast Rail. The team suggests getting approval for a change in zoning regulations to convert the “ugly sister” into 30 units (one-bedrooms/studios) of residential space.

Image 8 (left): Zoning designation for five of the parcels in the Quest Center District.

HOUSING LANDSCAPE

Housing prices and rents in New Bedford are significantly lower than the state as a whole. The vacancy rate for rental units is 7% and for downtown residential rental units is 9%. The median sales price for a housing unit in New Bedford was 34% lower than the median sales price in the state. The median monthly rental rate was 33% lower than the state median of **\$578**. The majority of the residential land use in New Bedford consists of high-density (less than $\frac{1}{4}$ acre per dwelling unit) and multi-family housing (30.26%), while only 3.38% is in low-density (considered to be residential developments on lots greater than $\frac{1}{2}$ acre) or medium-density housing (between $\frac{1}{4}$ and $\frac{1}{2}$ acre per dwelling unit).

Goals and Objectives for Housing Policies

- Revise the uniform 8,000 square foot minimum lot size standard for three of the four residential zoning districts—RA4, RB, and RC
- Provide incentives that encourage housing developments to include affordable housing units that are integrated throughout the community

Laws and Regulations to Consider for Housing Analysis of Mini-District/Quest Center District

- M.G.L. Chapter 40B.2- Chapter 40B is a state statute, which enables local Zoning Boards of Appeals to approve affordable housing developments under flexible rules if at least 20-25% of the units have long-term affordability restrictions. Currently New Bedford has a goal of achieving 10% affordable housing goal established by M.G.L. c. 40B
- Chapter 40R Zoning - Smart Growth and Housing Production Act encourages cities and towns to zone for compact residential and mixed-use development in “smart growth locations” by offering financial incentives and control over design. The goal of this type of zoning is to increase more housing and bring the costs in Massachusetts down by creating zones pre-approved for higher density, which ultimately attracts developers. It gives municipalities more control and, unlike 40B, does not impose profit limits on developers.
- MA Stretch Energy Code Requirements - Designed to result in cost-effective construction that is more energy efficient than that built to the “base” energy code. In 2009, Massachusetts became the first state to adopt an above-code appendix to the “base” building energy code—the “Stretch Code” (780 CMR Appendix 115.AA). While the model for establishing affordable units is outlined in New Bedford’s 2020 Plan, a model for artist live/work space isn’t. The City of Boston has an Artist Certification

program that works with developers to include spaces dedicated to artist. Through this model, artists could work on projects such as art installations in the Quest Center District that pay homage to New Bedford’s rich history with whaling or Portuguese settlement. The approximate size of the area will be around 838-950 square feet. An art gallery can also exist in the Quest Center. It can serve as space for artists to sell or hold quarterly artist pop ups and serve as an official space for the artist community in New Bedford.

PARKING

Current parking requirements for the City of New Bedford (**Table 1**) state that for residential buildings there must be two parking spaces per dwelling unit. Carry-out restaurants require one space per employee per shift (minimum five) plus one space per 100 square foot (minimum 20). Other retail businesses require one space per 200 square foot (minimum two).

In an area that would like to utilize the South Coast Rail and increase multi-modal transit options, it will be necessary to file a Special Permit to the Zoning Board of Appeals in order to require less parking. On-street parking is available on all of the surrounding side streets. Increasing walkability and bikability as well as eventually having commuter rail access will decrease the amount of vehicular traffic in the area. The development team will propose one parking space per dwelling unit. With the majority of the units being studio or one-bedroom apartments, this should not hinder the residents from being able to own a car.²

Table 1: City of New Bedford parking requirements as stated in New Bedford Code (Chapter 9, Comprehensive Zoning).

APPENDIX C
TABLE OF **PARKING** AND LOADING REQUIREMENTS

USE	PARKING REQUIREMENTS	LOADING REQUIREMENTS
One-family dwelling Two-family dwelling Multi-family (3) or more per structure	Two (2) spaces per dwelling unit Two (2) spaces per dwelling unit Article IV. Two (2) spaces per dwelling unit	One (1) loading space for each multi-family dwelling containing more than ten (10) dwelling units, or more than twenty (20) housekeeping units
Hotel, motel, bed and breakfast, rooming or boarding or lodging house,	One (1) space per each employee per shift, who does not reside on the premises; one (1)	One (1) loading space for each building containing more than 20

ENVIRONMENTAL CONSIDERATIONS

The City of New Bedford is participating in the Massachusetts Municipal Vulnerability Preparedness (MVP) program. Highlights of the city’s plan are described in **Table 2** below, including existing and future vulnerabilities, actions for the community, and opportunities to reduce risk and build resilience. While none of the findings limit redevelopment scenarios, they do add additional items to be considered. Additionally, these items are merely a summary of findings from the MVP, not New Bedford law.

Table 2: Summary of findings from the New Bedford Municipal Vulnerability Preparedness (MVP) report.

Top Infrastructure Actions from Each Group

- Continued upkeep and improvements to water, sewer, and storm systems
- Combined sewer overflow (CSO) mitigation/green infrastructure
- Bury power lines and replace aging infrastructure
- Develop a long-term adaptation strategy for the Port
- Develop/enhance the evacuation and sheltering plan (including neighborhood resilience hubs, sirens, evacuation routes, and education)
- Put air conditioning in schools (for health benefits and to use the schools as cooling centers)

Top Socio/Economic Actions from Each Group

- Updates to the City’s Master Plan that focus on the neighborhood level
- Identify a backup medical facility as part of the St. Luke’s resiliency
- Increase availability of affordable housing (not in the flood zone)
- Host a roundtable discussion-style workshop with key stakeholders in the fishing industry
- Education on financial literacy and English immersion
- Localize power and increase redundancy to minimize power loss

Top Environmental Actions from Each Group

- Implement green infrastructure projects
- Communication and outreach plan for vulnerable populations
- More green infrastructure projects
- Ensure taking all steps necessary to protect the aquifer production zone through forest management around the reservoir and addressing invasive species

- Water conversation programs with maintenance and upgrades around Great Ponds
- Increase communication capabilities and expand existing educational programs to ensure they are multi-lingual and appropriate for all

Key aspects to include in redevelopment plan from the MVP report:

- CSO mitigation and how our new proposed buildings can fit into this
- Green infrastructure components on all buildings
- Move buildings' power to underground where possible
- Offer city partnership for evacuation signs, sirens, educational aspects to be installed in district
- Include affordable housing in our housing designated parcels

Another aspect to consider in the construction of new buildings is how to build for the future, to combat future climate issues. In considering different approaches to take, we propose the possibility of incorporating phase change materials (PCMs) into the construction of the new infrastructure. PCMs have received considerable attention over the last decade for use in latent heat thermal storage systems. PCMs give the ability to store passive solar and other heat gains as latent heat within a specific temperature range, leading to a reduction of energy usage and an increase in thermal comfort by soothing out temperature fluctuations throughout the day.³ With the growing energy demand in the world as an increasing issue with regard to climate change and energy supply, PCMs are needed now more than ever. PCMs provide architects with the potential to incorporate thermal mass in the most appropriate locations of a building and to maximize the benefits of the thermal capacity, thus delivering the possibility to “fine tune” the building envelope to maximize the potential for passive storage and subsequent release of energy. The energy used to alter the phase of the material, will lead to a more stable and comfortable indoor climate while cutting peak cooling and heating loads. Incorporating PCMs into building enables a more dynamic use of energy.

The benefits of using PCMs in buildings mainly revolve around a “decrease in energy usage along with a peak load of shifting of energy required for heating and cooling.”⁴ Commercial products have already been developed and released on the market with success. Unlike other new technologies that may require tremendous alterations in design, PCMs can be added with little alterations to the current method of building. We think PCMs could be the perfect solution for building economically, while maximizing efficiency, in New Bedford.

ECONOMIC DEVELOPMENT OPPORTUNITIES

“The City of New Bedford Tax Increment Financing Program is an incentive program designed to encourage new development that supports our community vision and creates new jobs that offer opportunities for all citizens.”- New Bedford Economic Council website

“To be considered for designation as a certified project, the project proposal must provide for job creation and new investment in a way that is consistent with the guiding principles expressed by the city to ensure that opportunities abound for all its residents.”- New Bedford Economic Council

In exchange for job creation and investment commitments, a company’s certified project becomes eligible to receive state and local tax benefits that include:

- Local property tax exemptions pursuant to executed tax increment financing (TIF) or special tax assessment (STA) agreements
- 100% personal property tax exemption (for executed TIF agreements only)
- 10% abandoned building tax deduction (if applicable)
- Up to 10% enhanced investment tax credit, Economic Opportunity Area Credit (EOAC)

Tax increment financing (TIF) will be an option for this development as the plan calls for new mixed-use business areas which will create new jobs along with substantial investment in New Bedford. TIF financing will provide tax deduction/exemption which is necessary for our project since we will be including costly green infrastructure along with affordable housing. (See **Table 3** for more information on TIFs.) There is a subsection about ineligibility if the project includes subsidized housing. This will have to be discussed with the city as the MVP program calls for the city to increase its affordable housing stock.

Table 3: Tax Increment Financing (TIF) program policy and guidelines for the City of New Bedford.

Applicant ineligibility for TIF consideration shall include:

- a) Professional services including medical, legal, financial, and real estate
- b) Fast food businesses and outlets
- c) Franchises
- d) Uses pertaining to questionable health benefits or practices
- e) National chains
- f) Condominium complexes where the commercial use portion of the condominium is less than 33% of the assessed value of the entire complex
- g) Residential-only condominium complexes

Additional state funding programs:

- **HIF Program- Housing Innovation Fund**
 - Requirements: nonprofit only
 - Funding Limits: gives you 50% of the total development cost max loan of \$1 million
 - Terms: 30 years at 0% interest
 - 50% of occupants must be at 80% AMI
 - 25% of occupants must be at 30% AMI
- **Home Program**
 - Profit or non-profit
 - All projects must be 60% AMI
 - 100% of project must be affordable
 - 20% of units must be 50% AMI
 - \$750k in funding
- **Historic Tax Credits**
 - Preserve historic buildings
 - Up to 20% of development cost

CONCLUSION

New Bedford is a city with a diverse population, generous assets, replete with a rich history, and stunning views. The city has a large and growing skilled workforce update from the City of Everett Facebook account. It has excellent educational institutions in close proximity, including the University of Massachusetts Dartmouth and its new law school.

New Bedford's residents want to see their city on a course towards revitalization and redevelopment. Its future depends on stakeholders working together, and taking advantage of funding programs available to the city. New Bedford has certain assets that, if capitalized on, can be central to the urban redevelopment of the city. Many of the changes we proposed are simply redevelopments of assets the city already has. The rich history of the city has the potential to be an asset for tourism as well.

We believe our proposal for the Quest Center District will provide new economic opportunities for jobs, create housing, and develop the area into a walkable destination. By considering zoning laws, climate vulnerability, parking restriction, and streetscape improvements in the Quest Center District, the City of New Bedford will bring more business and population density to the other side of the highway. Transportation can be improved in the Quest Center District simply through a focus on walkability and pedestrian-friendliness, and allowing for more parking spaces.

TEAM 2 CITATIONS

¹“PACE: People Acting in Community Endeavors. 2018-2010 Community Assessment Report & Strategic Plan,” New Bedford, MA.

²“The Power of Public Art,” Opticos, accessed May 8, 2019, <https://opticosdesign.com/blog/the-power-of-public-art-murals/>.

³“New Bedford Cods: Chapter 9 Comprehensive Zoning,” <https://files.masscec.com/A%20REG%20NBZoningBylaw.pdf>, p. 197.

⁴S.E. Kalnaes, “Phase Change Materials and Products for Building Applications, SINTEF, <https://brage.bibsys.no/xmlui/bitstream/handle/11250/2473859/Phase%20Change%20Materials.pdf?sequence=5>, p. 8.

TEAM 3 REPORT

INTRODUCTION

The NBEDC would like the Quest Center District to be the catalyst for entrepreneurial growth in New Bedford. With the approved plans of the South Coastal extension into New Bedford the area is hoping to use the model, “If we build it, they will come.” To develop these identified areas, this proposal will be split into two parts; first Economic Development, which will facilitate the second stage, Transit Oriented Community. By utilizing concepts of transit-oriented development, the Quest Center District and Purchase Street becomes a connector between the Hicks-Logan Sawyer development and Downtown New Bedford.

ECONOMIC DEVELOPMENT

The “Pump Station” is located at 1204 Purchase St. The recommendation for the best use of this land is a four-story apartment complex that contains about 92 two-bedroom apartments. This would occupy about 28,000 square feet, or about half of the property. The other half of the land would be used for green space and a community gathering area. Underneath the structure would be 280 9x20 parking spaces, which leaves the developer with about 100 extra parking spaces for the public or to rent.

There are competing models for the development of the “Pump Station.” In the first option, the city retains ownership of the property, while in the second option the parcel is sold. In the situation ownership is retained of the “Pump Station,” the city will have to pay for the development and maintenance of the project through options such as traditional financing or public-private partnerships. When the development is finished, the city would have to be the landlord, enter a long-term lease with a managing tenant, or hire a management company to oversee the building.

Image 1: Stage I Completion.



Parking for this building would be located underneath the structure and the city could charge tenants for use of the spaces. Additionally, the remaining spots can be opened up to the public to use for a nominal fee. Because the city owns the lot, it would be the sole recipient of parking funds. An example of what this parking structure would look like is under the section labeled “Parking” in this memo.

An alternative model of development for 1204 Purchase St. would be for the city to sell the land. The city could sell the property by developing a Request for Proposal (RFP) that is consistent with M.G.L 30B requirements. Another approach, and the one our team suggests, is to transfer the land to New Bedford Economic Development Council (NBEDC) and have the organization handle the real estate transaction. When the NBEDC lists the property, they can build their listing to include the aforementioned plan of two-bedroom apartments, green-space, and parking.

As far as parking is concerned, the municipality should impose one of two strategies. The first is to retain ownership of the parking underneath the land and charge the developer or tenants for parking. The second, and recommended, approach is to pass a city ordinance that adds a surcharge of \$.50 per off-street parking space per month in lots larger than 50 cars. This would solve the issue of parking while allowing the city to charge for parking.

Out of the two competing methods for how to develop the “Pump Station,” we believe selling the land is the better option. This conclusion has been reached because of the municipality’s ability to collect property tax while not having to worry about the cost of

development, the cost of managing the property, or the liability that comes with owning property. This strategy has a lower and diverted risk as opposed to keeping ownership and developing the land on their own.

In each of these proposed developments, there is an opportunity to put green and low-impact guidelines on the project. Whether it is through the RFP process, or if the municipality controls the development, it is possible to make sure green space and energy efficient strategies are in place. In the New Bedford Ordinances Chapter 16, Section 36: Sewer Abatement for Pretreatment Initiatives it states: “All users may petition the commissioner for a portion of monies expended for the purchase of pretreatment equipment, in accordance with the city’s abatement policy.” This is important to note that the city can provide some money for any private developer who is willing to install runoff rainwater solutions.

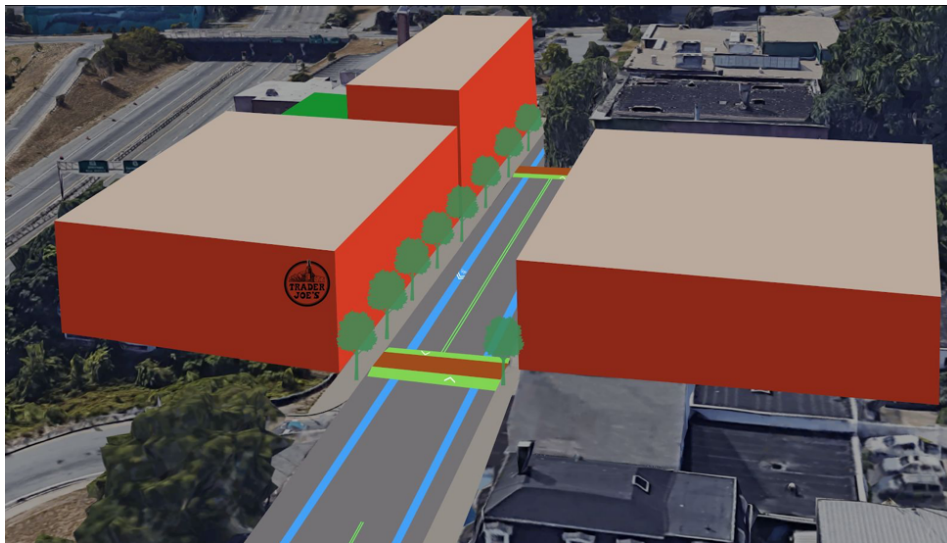
Additionally, an activatable garden or park above the parking structure overlooking the water should be developed. Greenspace not only improves the quality of life for the people who live and work in the area, but it also reduces “heat island” effect, thereby cooling the area. Greenspace also relieves some of the burden of wastewater facilities by absorbing water. The RFP process could be followed by entering a brief Tax Increment Financing (TIF) agreement with the developer and using the money from the TIF to make the much-needed street improvements to both widen the street and make the appropriate upgrades to improve the connectivity to the downtown area. After discussion with the municipality, it was apparent that the city did not want to sell the “Pump Station” nor did they want to enter into a TIF deal. The alternative plan would be for the municipality, through the NBEDC to develop the land, and then bond the project to build the mixed-use development with parking. When the project is complete, the local Housing Authority could manage the property, or a property management firm would have to be hired to manage the land.

The “Ugly Sister” is not currently being used, and since the city has shown interest in promoting more art-based initiatives in New Bedford, it is recommended that this building be developed as artist studio and gallery space with studio and one-bedroom apartments on the upper floors. Each floor can fit approximately five studio and one-bedroom apartments, with a total of ten for the building. The first-floor gallery space can help the artist residents sell and advertise their art. It will also provide extra monetary gain for the property owner (whether that be the city or an outside developer). Funding for this project would be similar to the above proposal. The preferred method would be to put this property out for an RFP for a developer to take control of the land to create

tax revenue and jobs, but if the municipality would like to keep the building under their control, they should look at either going through the bond process or incurring debt.

Major changes to the Glaser properties should be considered a Phase Two of the area development (see **Image 2**). Currently, the properties are both owned by the Glaser family, but in the future, it is possible the family might be open to selling or developing the parcels for another use. Both sites should be slated for mix-use residential development. It is recommended that the zoning for buildings be changed to support four to five stories. Parking zoning should be changed to limit the amount of parking spaces for cars to encourage walking, biking, and other active forms of transportation into the district. A grocery store, like Trader Joe's or Whole Foods, would be an asset to the community as more people live and work in the area. It would also be valuable to commuters at the new rail stop. Before beginning Phase Two development, the city can test the idea of a grocery store with a farmers' market in the parking lot of the Glaser Property, or on the green space suggested in the adjacent "Pump Station" parcel.

Image 2: Stage II Completion.



Mixed-use condominiums should be developed to help boost home ownership in the district. Since 59.9 percent¹ of homes in New Bedford are rentals, adding home ownership incentives could help make the residents of the community more invested in the area and help stabilize the local economy. The study *Social Benefits of Homeownership and Stable Housing* by the National Association of Realtors² states: “The housing sector directly accounted for approximately 15 percent of total economic activity in 2011. Household real estate holdings totaled \$16 trillion in the last quarter of

2011. After subtracting mortgage liabilities, net real estate household equity totaled \$5.9 trillion.” The study *Housing Investment and the Economy* by Regeneris Consulting and Oxford Economics³ highlights the relationship between housing, fundamental drivers of productivity, and economic growth.

To begin any of this proposed development, an application for a permit will need to be submitted to the Department of Inspectional Services. If the application is denied, the applicant will schedule a Permitting Task Force Meeting with the City Planner, Tabitha Harkin. The proposal will be reviewed, there will be a Staff Report, a Public Meeting, decision, development, and lastly, modification.

TRANSIT ORIENTED COMMUNITY - COMPLETE STREETS

The overall goal of the City of New Bedford redevelopment project is threefold, to provide economic development, connectivity, and a cohesive neighborhood. To encourage this growth from a transportation perspective, there are several recommendations broken up into complete streets and transit. This will span from complete street projects along Purchase Street to broader transportation needs of the bus and rail station. (See **Image 3** for a larger view of the area.)

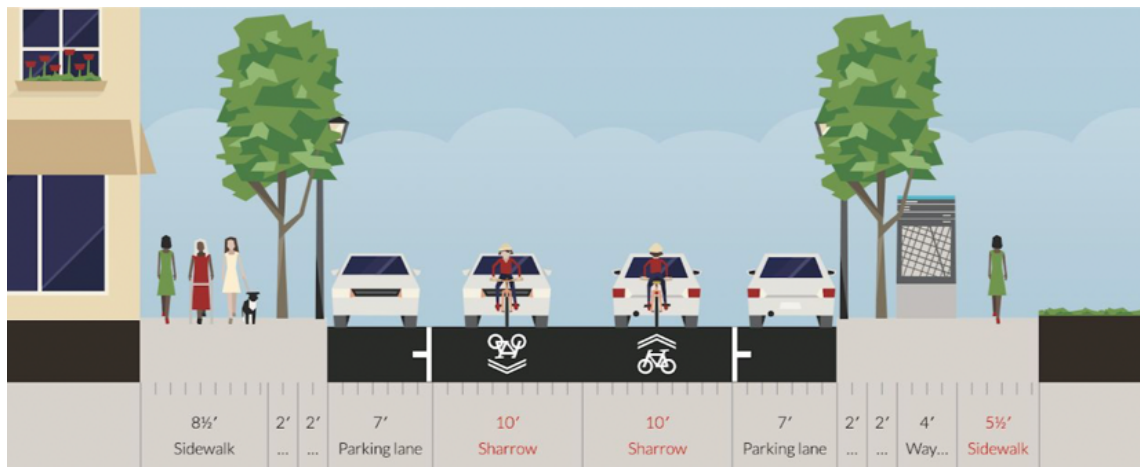
Image 3: The Quest Center District in relation to The Octopus, Common, and Whale’s Tooth Station. (Source: Google Maps Base)



Purchase Street – Connect Hicks-Logan Sawyer to Downtown via Quest Center District
 Purchase Street is the main road that connects downtown New Bedford to the Hicks-Logan Sawyer (HLS)⁴ development via the Quest Center District. Additionally, the Whale’s Tooth MBTA station for the South Coast Rail Project will be on this street. With these developments, Purchase street will see an increase in pedestrian and vehicle use. To facilitate this increase in use, traffic calming and more pedestrian friendly sidewalks will be implemented.

The street’s current condition is geared nearly exclusively for automobiles with wide lanes that encourage faster speeds. The current makeup of the street (including sidewalks) is roughly 60’ with half of the space reserved for lanes of traffic and 14’ of parking on either side. This leaves 16’ of sidewalk, with 9’ on the west side and 7’ on the east. To make Purchase street more pedestrian and bike friendly, the recommendation is to change the makeup to: 20’ lanes⁵, 20’ sidewalks (fluctuating with building setbacks), and 18’ of parking (pursuant to the city code).⁶

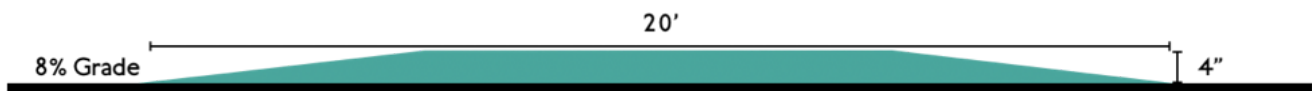
Image 4: Rendering looking north on Purchase Street.



The aesthetic of the road should match the downtown area using similar lighting, patterns for crosswalks and the planting of trees. To test citizen reaction to these changes, the city should first apply the concept of “Tactical Urbanism.”⁷ Small actions can be taken to test the idea of larger changes, such as small trees placed along the sidewalk, still in a pot, to decide if they are worth the investment to plant them permanently. Chalk, paint, or cones can be used to create the appearance of a larger sidewalk to test the traffic flow with smaller lanes. These are all actions that can be implemented immediately to test different street forms and find what works best for the community.

Furthermore, the aesthetic of the road should utilize signs, art, and lighting to lead the way to important areas, such as downtown and the Hicks-Logan Sawyer neighborhood. These amenities, if creatively designed, can also serve as a method for placemaking. To create a safer pedestrian area, raised crosswalks should be installed as a traffic calming measure at nodes along the street including the Clasky Common, Whale’s Tooth MBTA Station footbridge, and the Quest Center.

Image 5: Side view displaying the height of a raised crosswalk.



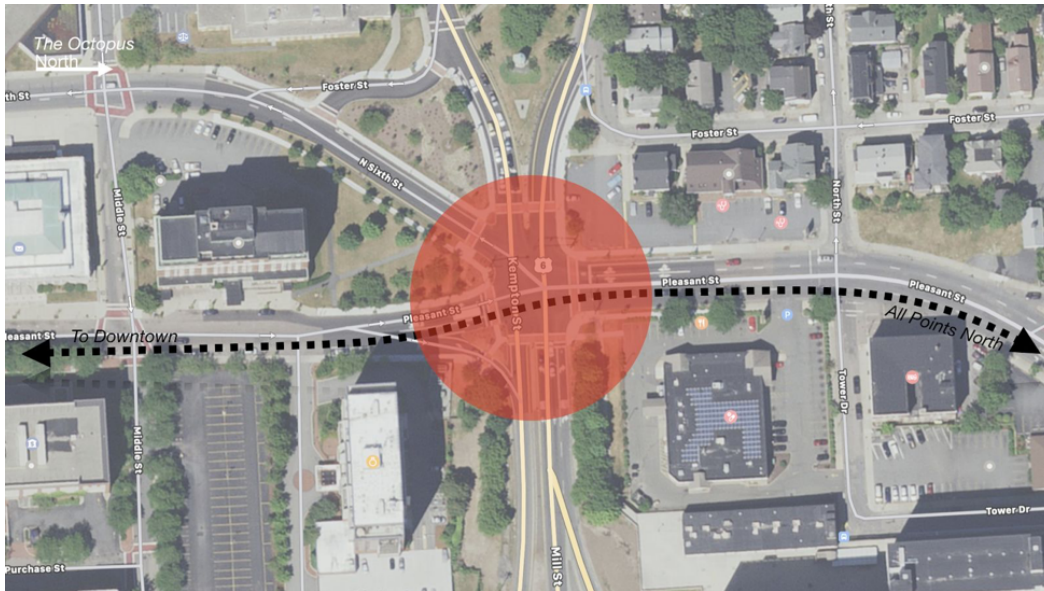
Purchase Street & Hillman Street

This intersection is one of the most hazardous crossings along the corridor. In addition to the changes above, a pedestrian signal should be installed and the distance for crossing should be decreased. This will have the additional benefit of slowing cars making the right-turn onto Purchase St.

By connecting the new housing developments with an inviting walk downtown, the city becomes less reliant on cars and creates new opportunities for residents to go into shops north of downtown. The wider sidewalks also allow for easier mobility for the elderly at Melville Towers. The condensing of lane width works with the speed tables to quell speeds down the street and make crossing safer.

The area referred to as “the Octopus” (see **Image 6**) is a confluence of Route 6 (connecting New Bedford with Fairhaven, across the river) and several other smaller roads including Purchase St. and North Sixth St. The resulting intersection creates a barrier between downtown and the area north including the MBTA, Quest Center and Hicks-Logan Sawyer.

Image 6: Route 6, “The Octopus”



This area has a high volume of elderly and disabled people from the Melville Towers complex that may have a hard time getting through the intersection. This also creates a barrier for pedestrians to get to downtown.⁸

While understanding that the octopus still has pedestrian problems, this item should be put on the back-burner since it has been recently redone. However, as pedestrian traffic is expected to increase between the MBTA station and downtown, this should be dealt with in the upcoming years.

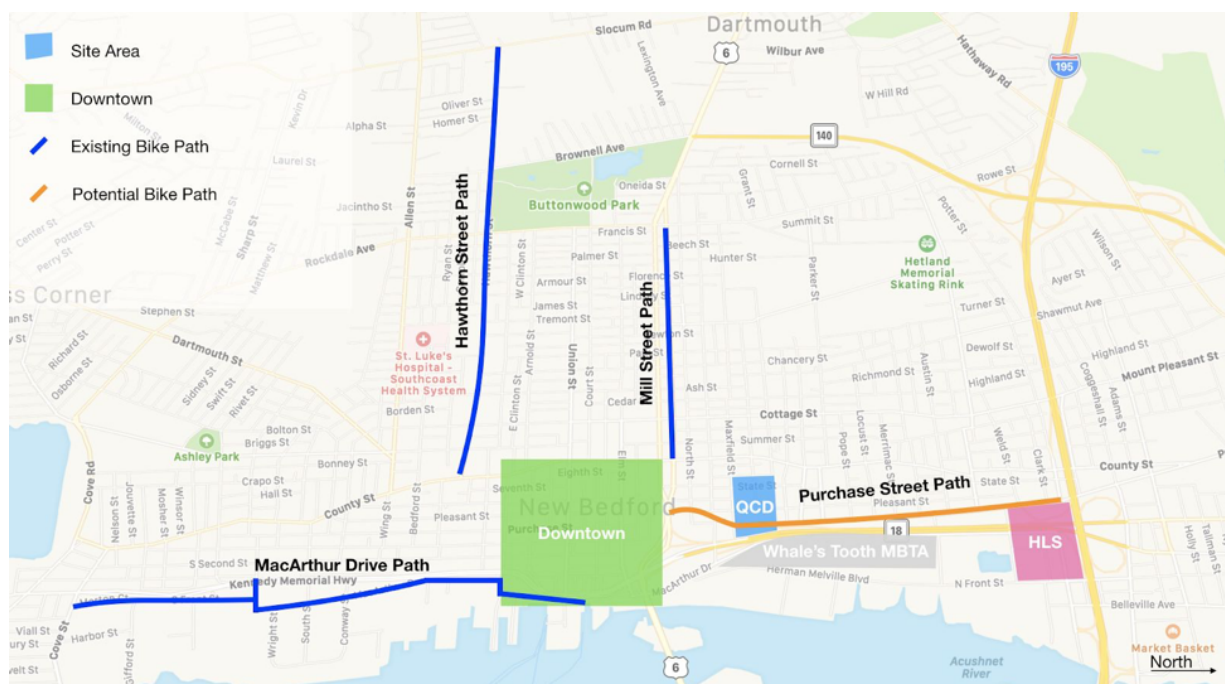
TRANSIT ORIENTED COMMUNITY – TRANSIT

Bike Share

The current biking infrastructure in New Bedford is fairly comprehensive with bike paths leading into the downtown. There are also a series of coastal bike paths that give residents access to waterfronts. This is a result of the city’s Destination New Bedford plan to create spaces for activities and promote opportunities for utilizing the waterfront.⁹ There is an existing bike path connecting the city with areas to the west and south, however there is currently no path that runs north.

A new bike path should be incorporated into the Purchase St. streetscape, and following the city’s code, the path “shall be attractively designed with proper regard for convenience.”¹⁰With Purchase St. allowing a new bike path towards the north, there will be greater connectivity and more transportation options for the Quest Center District. The addition of bike racks at nodes (e.g., Whale’s Tooth station pedestrian crossing, Quest Center, etc.) will provide destinations for the path. (See **Image 7**.)

Image 7: A map of existing and potential bike paths in the Quest Center District.

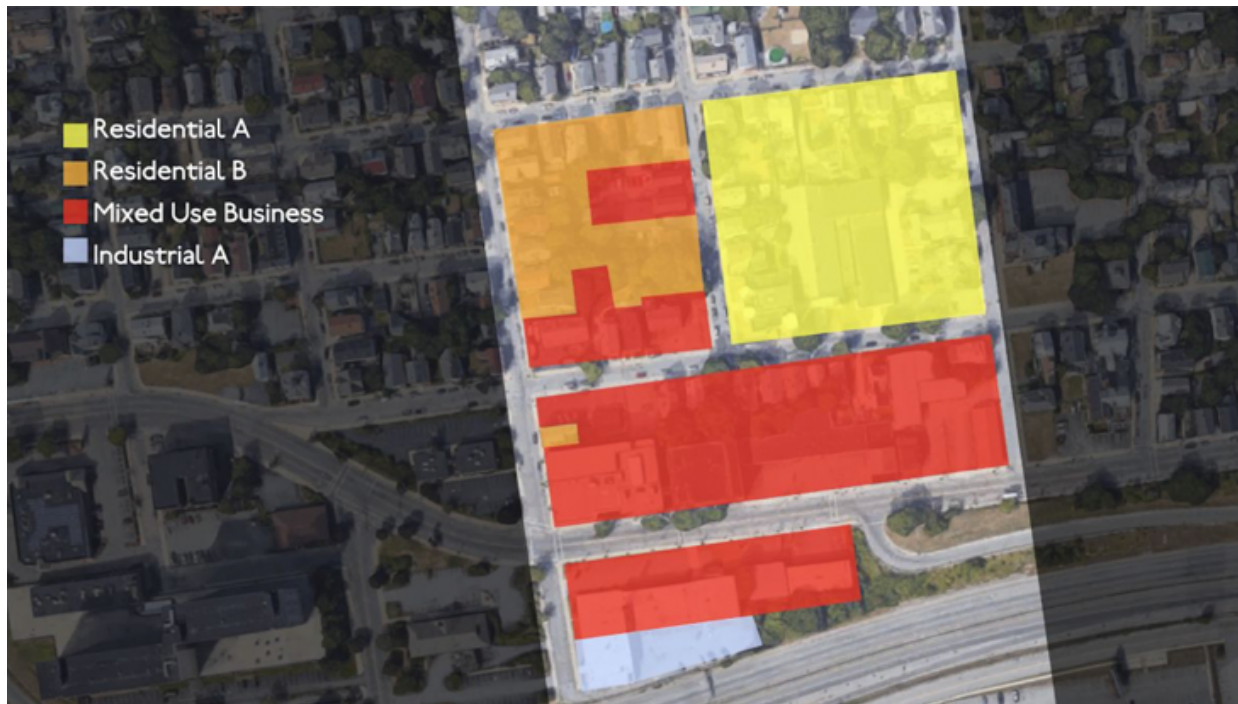


To generate money for the city and additional utilization of the paths, the implementation of a bike share system should be considered. Other cities in Massachusetts, including Dartmouth, have bike sharing programs. Companies like Ant Bicycle and Lime Bikes provide station-free bikes that are GPS tagged and can be unlocked from a phone app. These bikes generate revenue for the city and are an easy way for people to get from the MBTA station to downtown or to the ferry. While there is nothing explicitly addressed in the code for bike sharing, this will need to be brought to the city for approval.

LAND-USE REGULATIONS

The figure below shows the current zoning restrictions. Two of our proposed regulation changes come from the zoning. The area is all located in a mixed-use business district (see Image 8, in red). The current zone allows for up to three-stories of residential use. This would limit the size of the proposed project, which would hurt the potential development. Zoning changes would also be needed to address the required side yard and rear yard.

Image 8: Figure showing mixed-use business district (in red).



Parking Restrictions

There are conflicts in the parking code, as seen in **Table 1** below. In a five-story building (as the recommendation suggests), and then another two stories, there would be approximately 25-30 units, this requiring 50-60 parking spots. Additionally, with the proposed food market on the 36,000 square foot lot, this would require another ~140 spots. In total, these projects would need approximately 200 parking spots. This high number of parking spots would be difficult to develop.

Table 1: Excerpt from parking code guidelines for New Bedford.

Use	Parking Requirements	Loading Requirements
<p>One-family dwelling Two-family dwelling Multi-family (3) or more per structure</p>	<p>Two (2) spaces per dwelling unit Two (2) spaces per dwelling unit</p>	<p>One (1) loading space for each multifamily dwelling containing more than ten (10) dwelling units, or more than twenty (20) housekeeping units</p>
<p>Hotel, motel, bed and breakfast, rooming or boarding or lodging house, tourist home, dormitories, or other non-family residence accommodations, excluding group homes</p>	<p>One (1) space per each employee per shift, who does not reside on the premises; one (1) space per guest room, dwelling parking requirements, if applicable</p>	<p>One (1) loading space for each building containing more than 20 guest rooms</p>
<p>Offices: General, professional, business, banks, medical clinics and laboratories, radio and television stations; office of non-profit educational, cultural, or charitable organizations</p>	<p>One (1) space per each 200 sq. ft. of gross floor area but not less than two (2) spaces for each business intended to occupy the premises. After 10,000 sq. ft. of gross floor area, one space for every 1,000 sq. ft. of gross floor area unit</p>	<p>One (1) loading space for each building containing 10,000 sq. ft. or more of gross floor area. Two (2) loading spaces for 100,000 sq. ft. or more of gross floor area</p>
<p>Fast-food drive-in, carry-out restaurants</p>	<p>One (1) space per each employee per shift for a minimum of five (5) spaces plus one (1) space per 100 sq. ft. of gross floor area with a minimum of twenty (20) spaces</p>	<p>One (1) loading space for each building</p>

Businesses engaged in retail sale of goods and services, not elsewhere enumerated herein	One (1) space per each 200 sq. ft. of gross floor area, but not less than two (2) spaces for each business intended to occupy the premises. After 20,000 sq. ft. gross floor area, one space per 400 sq. ft. use	One loading space for each building containing more than 5,000 and less than 10,000 sq. ft. of gross floor area. Thereafter, one (1) additional loading space shall be required for each additional 25,000 sq. ft. of gross floor area
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CONCLUSION

The overall goal is to create a neighborhood that embodies connectivity and diversity. Through the economic and transit solutions presented in this proposal, this can be achieved. Strategic development as well as outreach to community members and stakeholders are needed to help ensure these recommendations can be implemented. On the economic development side, the establishment of mixed-use residential buildings and the creation of artist space will enhance the district. This will be complemented by a transit-oriented community that will focus less on cars and more on active transportation through wider sidewalks and new bike lanes. Moreover, the wayfinding signage and tree plantings will help create a stronger identity for the district.

TEAM 3 CITATIONS

¹ <https://www.tandfonline.com/doi/full/10.1080/17535069.2015.1011428?src=recsys>

² <https://academic.oup.com/cjres/article/5/3/307/478940>

³ Ibid

⁴ <http://www.newbedford-ma.gov/planning/hicks-logan-sawyer-district-2/>

⁵ <https://nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/>

⁶ <http://www.jjmanning.com/zoning/08-1065%20New%20Bedford%20Ordinances.pdf>

⁷ Lydon, Mike & Garcia, Anthony. (2015). Tactical Urbanism: Short-term action for long-term change. Washington, DC: Island Press.

⁸ <https://www.southcoasttoday.com/article/20140911/news/409110403>

⁹ <http://destinationnewbedford.org/wp-content/uploads/web-bike-NewBedford-3.pdf>

¹⁰ <http://www.jjmanning.com/zoning/08-1065%20New%20Bedford%20Ordinances.pdf>