City of New Bedford
Department of City Planning
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PLANNING BOARD

STAFF REPORT

REPORT DATE
September 24, 2020

PLANNING BOARD MEETING
September 30, 2020

Case #20-26: **SITE PLAN REVIEW**
100 Duchaine Boulevard
Map: 134 Lots: 5 & 462; &
Map: 133 Lot: 67

Owners: SMRE 100, LLC
255 State Street, 7th Floor
Boston, MA 02109

SMRE SUBLOT 20, LLC
401 Industry Road, Suite 100
Lousiville, KY 40208

Applicant: SMRE 100, LLC
255 State Street, 7th Floor
Boston, MA 02109

Agent: **Farland Corp.**
401 County Street
New Bedford, MA 02740

Overview

Request by applicant for a **Site Plan Review** for the expansion of an existing glass and plastics recycling and processing facility; including two building additions, at 23,050± and 22,819± respectively, solar canopies, a railroad line spur, and associated site improvements. Located at **100 Duchaine Boulevard** (Map: 134 Lots: 5 & 462; & Map: 133 Lot: 67) on a 70 ± acre site in Industrial C, Mixed Use Business, and Residential A zoned districts.

100 Duchaine Blvd
Entrance off Duchaine Blvd

100 Duchaine Blvd
Front/South Elevation

Permit History and Status

Planning Board – New Bedford

Sept. 27, 2017 – Site Plan Review (Case #32-17)

- **Granted, with conditions –** Construction of an addition on an existing structure for a recycling facility and parking area solar canopy

Jan. 23, 2018 – New Ground Sign (Case #42-17)

- **Granted, with conditions –** Construction of a new pylon ground sign

August 8, 2018 – Site Plan Review

- **Granted, with conditions** – Construction of a 27,500± addition to an existing structure to be converted into a recycling facility

September 30, 2020 – Site Plan Review (Current proposal)

- **To be determined -** Expansion of an existing glass and plastics recycling and processing facility, including two building additions at 23,050± and 22,819± , respectfully, solar canopies, a railroad line spur, and associated site improvements

Conservation Commission – New Bedford

Fall 2017 – Notice of Intent – Granted Order of Conditions (SE49-0771)

July 20, 2020 – Notice of Intent – Granted Order of Conditions (SE49-0831)

The Conservation Commission reviewed the project in accordance with Massachusetts Wetlands Protection Act (MGL C. 131 s 40) and City of New Bedford Wetlands Protection Ordinance (Section 15-1010 through 15-112 of the City Code).

Massachusetts Executive Office of Energy & Environmental Affairs

Massachusetts Environmental Policy Act (MEPA) Review (EEA #: 15990)

February 2019 – Expanded Environmental Notification Form (EENF) filed

May 15, 2019 – Final Record of Decision (FROD) Expanded Environmental Notification Form (EENF)

- **Granted Waiver – Phase 1**
  Waiver to allow the first phase of development, as described in the EENF, to proceed prior to the completion of the Draft Environmental Impact Report (DRAFT EIR) and Final EIR (FEIR) for the remaining development
- Phase 1 described as: construction of a 27,500 SF building, construction of a railroad (RR) sidetrack from the main RR line to the glass processing facility, and installation of a 1.9-megawatt (MW) solar photovoltaic (PV) array.

January 30, 2020 – Certificate of the Secretary of Energy and Environmental Affairs on the Draft Environmental Impact Report

- **Determination that DEIR adequately and property complies with MEPA and its implementing regulations. The Proponent may prepare and submit for review a Final Environmental Impact Report (FEIR)**
- The DEIR was determined to meet the requirements for the MEPA process and the applicant may proceed with submitting a FEIR. The applicant is required to address the comments received on the DEIR and revise the submission materials.
- Phase 1 was again noted as being granted a waiver to proceed prior to the completion of MEPA review.
- Phase 1 described as: construction of a 27,500 SF building for glass recycling/processing, a 23,050-sf bunker building attached to the north side of the new glass recycling/processing building, a 22,819-sf side bunker building southeast of the new glass recycling/processing building, a railroad (RR) sidetrack from the main RR line to the glass processing facility, and installation of a 1.9-megawatt (MW) solar photovoltaic (PV) array. The glass recycling/processing facility will also occupy an approximately 50,000-sf portion of an existing 92,200-sf building ("existing building").
- Phase 2 will require the full and complete MEPA review
- Phase 2 described as: MSW and C&D transfer station, the biosolids drying facility and extension of the RR sidetrack to services these facilities

What is being reviewed during the September 30, 2020 Planning Board hearing?

The proposal being reviewed by the Planning Board at this time is for the expansion of the existing glass and plastic recycling use on the site. This expansion includes the two new building additions, solar canopies, a rail line spur into the site and associated site improvements. This phase is also known as Phase 1 in the MEPA filing with the state. As noted above, Phase 1 has received a waiver from the state and may proceed with local permitting.

Staff note the site plan set includes the words "Phase 1" and "Phase 2" but these labels are not to be considered or understood as consistent with the MEPA phasing.

Any subsequent expansions on the use(s) or construction of new buildings on the site will require further local review.

Existing Conditions

The project site is a 70± acres site located at the southern terminus of Duchaine Boulevard, in the New Bedford Business Park. The site has 575'± of frontage on Duchaine Boulevard and 1,170'± of frontage on Phillips Road. The site and abutting parcels are served by an interior, privately shared access, one-way, roadway loop network. The site has a 92,220± SF single-story warehouse and distribution style building with an attached 27,500 SF addition (under construction), paved and unpaved parking/loading areas, stormwater management infrastructure, a 1.5 MW photovoltaic solar energy system mounted on a series of carport canopies, and the remaining foundations of former buildings. The site also contains wooded and wetland resource areas. A stream is present along the northwest corner and western edge of the property. The project site was formerly known as and was part of the larger Polaroid campus; it is currently occupied by a glass and plastics recycling company known as Parallel Products.

100 Duchaine Blvd
West Elevation

"Glass Building" under construction
Rear/North Elevation

The surrounding neighborhood consists of industrial properties abutting directly to the north and south, railroad tracks and Acushnet Cedar Swamp to the west, newly constructed single-family dwellings directly abutting to the southeast, and a single-family residential neighborhood located east across Phillips Road.

Proposed Conditions

The current proposal is to expand the existing use (glass and plastics recycling and processing) with two more building additions, a newly added rail line spur to service the site, and new photovoltaic solar canopy arrays. Existing internal roadway, parking and loading areas, and landscaping on site remain mostly unchanged under the proposal.

The building additions include a 23,050+ building labeled as “Glass Building Expansion” which will be attached on the north side a 27,500 SF addition currently under construction and labeled as “Glass Building” on the plan set. A second 22,819 SF+ building addition is labeled as “bunker building and is located to the southeast of the “Glass building”.

A railroad line spur is proposed to enter the site from the northwest corner of the site and cross southeasterly across the site to the rear (north side) of the building. A new rail bridge crossing the stream on site is proposed. Wetland replication areas are proposed in exchange for where the project disturbs existing wetland areas.

Solar array canopy structures are proposed to extend from the front (south side) of the existing building over a portion of the loading docks and the main entrance to the building and also in the rear of the buildings over the proposed rail lines.

New parking layouts are proposed for the southeast and northeast parking lots.

Site Preparation (Demolition & Erosion Control)

The site preparation will include clearing of land for the proposed rail line spur into the site, for the two areas proposed for wetland replication, in areas along the rear of the buildings (north side) where the new rail line service is proposed and minor clearing of overgrowth around the site where indicated.

Location for proposed solar array/rail line depot
Rear/North Elevation- looking east from northwest corner of building/site

Southeast corner of the building complex
Looking northwest from internal roadway

In the far northeast corner of the site an existing steel and wood beam railcar bridge which will be removed via a crane. A dewatering hole is proposed adjacent to the rail bridge crossing during construction of the new bridge.

Near the western gravel parking and loading area, a fuel pump will be removed and relocated. Portions of the existing utility services are proposed to be removed. A water service is proposed to be redirected for a fire service. Concrete pads adjacent to the parking area are proposed to be removed.

A section of the roadway on the western loop will be removed and regraded where the rail line work is proposed to cross the roadway into the main portion of the site.

A catch basin located near the southwest corner of the existing building, where a footing for the front solar array is proposed, will be removed, and relocated.

In the area proposed at the southeast corner for the bunker building, existing walkways, a retaining wall, a parking area, and a portion of the current utilities will be removed.

A construction entrance pad is proposed utilizing an existing ramp near the northeast corner of the proposed building locations. An adjacent gravel access ramp will be removed.

In the southeastern parking lot, a concrete retaining wall will be removed.

Sediment and erosion controls include haybales, silt fencing, and staked compost tubes, where appropriate. The existing catch basins will be fitted with silt sacks.

Proposed location of Bunker Building
Looking north from internal roadway

Operations

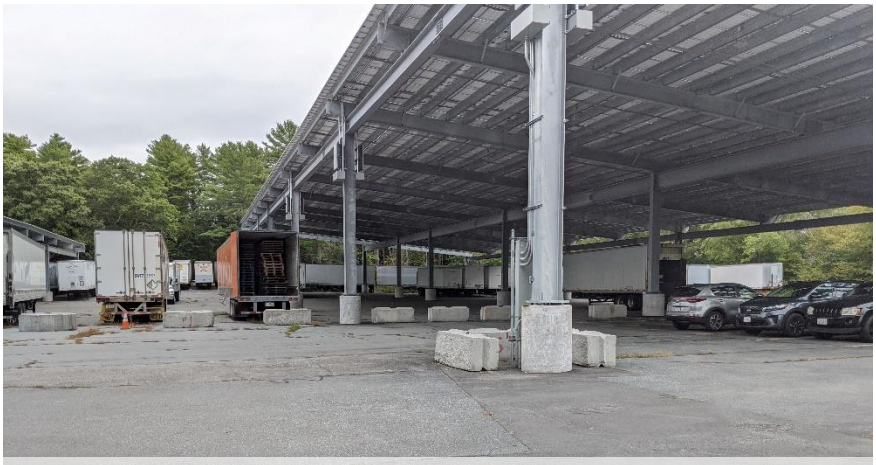
According to the application the facility currently has and will continue to have 75 employees. The proposed hours of operation are 24 hours a day, 7 days a week. The operation has 25 employees per shift working in three different shifts: 6am-2:30pm, 2pm-10:30pm, and 10pm-6:30am. No customers are served on site. Deliveries are described as 24 hours a day with times varying but noted as being "consistent with typical Industrial Park peak hours".

Proposed location for "Glass Building Addition" (East side)
Looking west from internal roadway

No information was provided relative to the anticipated rail line operation. ***The board may wish to seek further information as it relates to the arrival and departure of the rail cars from the site and the loading and movement of rail cars on site.***

The board may wish to have the applicant provide more detailed information about site operations. Specifically, the board may wish to seek information about any exterior operations such as the loading and movement of the rail cars and the storage and movement of materials outside the buildings.

Further, given the proximity to residential abutters the board may wish to condition the hours of operations for any elements of the operation that may have noise impacts on the adjacent residential areas.



Existing carport solar array over parking lot
Southeast corner of site. Looking southeasterly.

Parking & Loading

The proposed parking plan exceeds the city requirements – 189 parking spaces and 17 loading spaces are required under ordinance whereas 200 parking spaces and 21 loading spaces are proposed. The plan proposes new parking layouts in the two existing parking lots on the east side of the site.

In the first lot, located in the southeast corner of the site, parking is proposed under two existing solar canopy arrays. Under the southern solar array, 21 trailer parking spaces (12'x 53') and 18 standard parking spaces (9'x20') are proposed. Under the northern solar array, 24 standard parking spaces are proposed. A truck scale is also proposed under the northern array. It is unclear if any parking is proposed around the scale.

Existing carport solar array over parking lot
Southeast corner of site. Looking east.

In the second lot, located north of the first, the parking plan is to have 137 standard parking spaces, 2 of which are marked as handicapped van accessible spaces. **No pedestrian or ADA accessible pathways are identified from this parking lot.**

Staff note that upon a site visit a number of trailers were parked in both lots marked for standard spaces. **If the northern lot it to be used for trailers, the board may wish to have the applicant revise the plan to include trailer parking spaces in this area as well.**

Northeast parking lot
Looking south from north edge of parking lot.

In the northeastern lot staff noted several items of concern. One lamp post was missing in the middle of the parking lot. The pole of which was in a nearby stormwater basin. A jersey barrier was protecting vehicles from driving into the base that remained. The remaining light poles were without the light fixtures. A catch basin in the lot needs to be cleared of debris and the traffic islands need to be cleared of overgrowth. Lastly, staff note the plan set layout sheet appears to be missing proposed traffic islands. Islands are shown on the grading and drainage sheet but not on any other proposed layout sheets. Further, the entire layout is missing from the site circulation plan. ***The board may wish to have the applicant update the plan set to include the parking lot islands, landscaping, and lighting for this lot.***

No bicycle parking is proposed. ***The board may wish to condition the approval to include a bicycle rack be added to the site plan.***

Staff note the parking numbers in the application and on the cover sheet of the plan set differ from the number displayed on the plan set. The number on the plan layout are higher than the stated amounts in the application and on the cover. Additionally, staff note the applicant does not specify the number of vehicles to be utilized in the business. Staff have

utilized the applicant's calculations to estimate the 149 vehicles listed in staff calculations below. ***The board should request the applicant clarify their parking calculations and further revise their plan set to ensure the numbers match.***

USE	PARKING REQUIREMENTS	LOADING REQUIREMENTS
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	One (1) space per 1,500 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	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

Parking Calculations

10 parking spaces (1 per 1,500 SF)	**2** Loading spaces (1 per 10,000 SF)
30 parking spaces (1 per 5,000 SF in excess of 15,000 SF)	**15** Loading spaces (1 per 15' of dock)
149* parking spaces (1 per vehicle utilized in the business)	
189 Total parking spaces required	**17** Loading space(s) required

* Staff note the applicant does not specifically specify the number of vehicles to be utilized in the business. Staff have utilized the applicant's calculations to estimate the 149 vehicles.

Proposed Parking

200 Total parking spaces proposed	**21 Loading space proposed**

Traffic Impact & Access Study

A traffic assessment report has been submitted with the application. The report by McMahon Transportation Engineers & Planners is dated July 2018 and is inclusive of the entire project as contemplated for the Phase 1 *and* Phase 2 MEPA filing. The applicant has also submitted a memo from Philip Viveiros, P.E. PTOE Senior Project Manager, McMahon Transportation Engineers & Planners, dated July 2019 that is intended as a revision to the July 2018 report. The memo revises the report findings to specifically address Phase 1 impacts only. Staff note the memo submitted is a preliminary assessment and the phasing described does not match the phasing of the project as submitted for this Site Plan Review.

The board may wish to have the applicant submit a full traffic impact study for this phase only. Further, a peer review of the traffic report is being sought at this time. The City has yet to receive the peer review comments.

The July 2018 study (full build out Phase 1 & Phase 2 MEPA filing) included an inventory of existing traffic conditions in the vicinity of the site. This included turning movement counts on June 13, 2018 at key intersections during the peak weekday morning (7am-9am) and evening (3pm-6pm) periods; automatic traffic recorder (ATR) data collected for a 48-hour period from June 13, 2018 to June 14, 2018; and crash data from the Massachusetts Department of Transportation (MassDOT) to evaluate safety conditions in the study area. The study then utilized the data collected from the inventory to predict future conditions. The study area included the intersections of: Rt. 140 North/Southbound ramps at Braley Road, Braley Road/Theodore Rice Boulevard at Phillips Road, Theodore Rice Boulevard at Duchaine Boulevard, Duchaine Boulevard at Samuel Barnet Boulevard, Phillips Road at Samuel Barnet Boulevard, and Duchaine Boulevard at the Site Driveway.

The study predicts a total of 568 vehicle trips per day: broken down into 418 truck trips and 150 employee trips. The site is predicted to see a volume of 53 trips in the morning peak and 63 trips in the afternoon peak.

The study also includes a capacity analysis for the surrounding roadway network. The analysis utilizes the standard known as operating level of service (LOS) which grades an intersection A-F based on delay times. A having little or no delay and F having long delays. The analysis compares the existing conditions (2018 in this report) with future conditions if the project

is built (2025 Build) and if the project is not built (2025 No Build). In this case all intersection assessed are anticipated to see no change in the level of service grade except for the following:

The Route 140 Northbound on/off ramp at Braley Road currently operates at a LOS B for right turning vehicles and LOS F for left turning vehicles during the weekday morning and afternoon peaks. Under the 2025 Build condition the LOS for the right turning movement is expected to drop from LOS B to LOS C during the weekday afternoon. The left-hand turn will remain a LOS F for both peak periods.

Route 140 Southbound on/off ramp currently operates at a LOS F for left turning vehicles and LOB B for right turning vehicles. Under the 2025 Build condition the left turning movement will continue to operate at a LOS F and the right turning movement will drop to a LOS C during the morning peak.

Braley Road/Theodore Rice Blvd at Phillips Road northbound approach currently operates at a LOS A during the morning peak and LOS D during the weekday afternoon peak. Under the build conditions the northbound approach is expected to continue to operate at a LOS F during the afternoon peak and drop from a LOS A to LOS B during the morning peak.

The study concludes that "The capacity analysis indicates that the proposed development will not have any appreciable impact on the operations of the study area intersections or roadways. Based on the capacity analysis there are expected to be minor increases in delay at the southbound right turn movement at the intersection of the Route 140 southbound off ramp and Braley Road, and the northbound approach at the intersection of Braley Road/Theodore Rice Boulevard at Philips Road. However, both of these approaches are expected to operate under capacity under the 2025 Build conditions. The capacity analysis results indicate that the operations at the other study area intersections are not expected to be impacted as a result of the proposed development. McMahon Associates, Inc. concludes that mitigation measures are not necessary on the surrounding roadway network to accommodate the proposed development."[1]

The July 2019 Memo submitted with the application is a revision to the July 2018 report described above. It is intended to specifically address Phase 1 impacts only. This memo describes Phase 1 as including a 27,500 sf glass recycling/processing facility and the construction of a railroad sidetrack.

This memo indicates that Phase 1 is estimated to generate 108 vehicle trips per day.

The memo notes this figure is assuming all outbound material would be removed from the site via truck trailers. **It does not account for any reduction of trips from the use of the rail line to transport materials from the site.** Therefore, the report concludes that Phase 1 would generate 32 vehicle trips above the 2018 existing conditions, *without* utilizing the rail line. If utilizing the rail line, the site would likely be lower than the 2018 conditions.

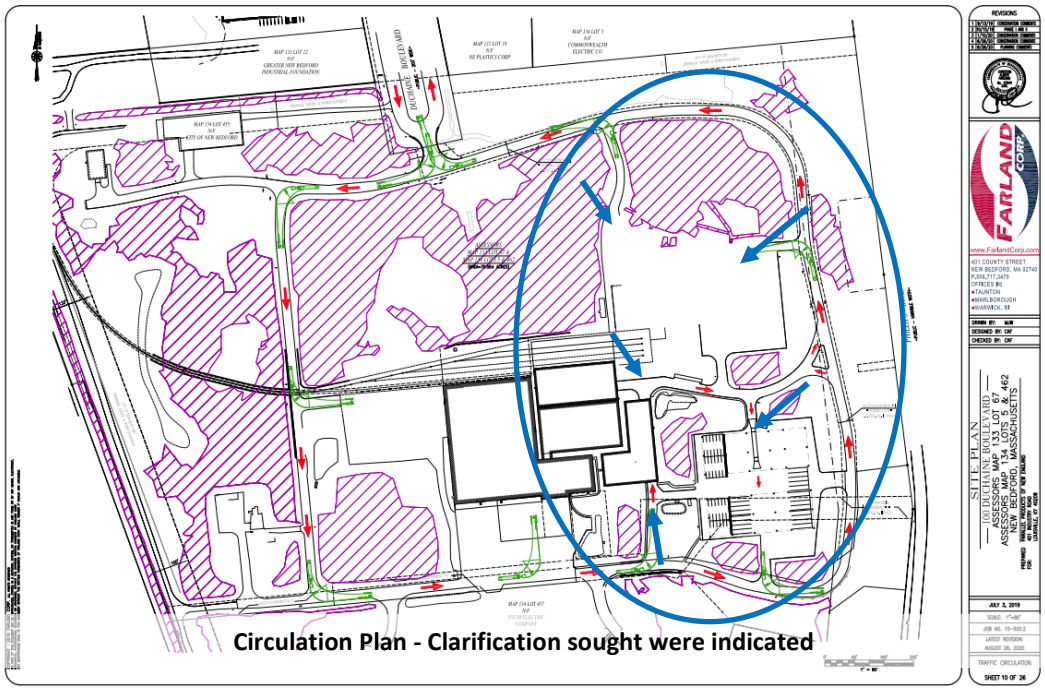
The applicant should provide evidence of the rail line contractual agreements as it relates to the movement of rail cars/amount of materials to be transported off site via rail for a more accurate picture of the traffic impacts.

Circulation
A circulation diagram has been submitted with the application.

The site as existing and proposed has a one-way internal loop roadway that circles the buildings and parking areas of this site. The roadway has existing one-way directional and 25MPH speed limit signage. Vehicles enter the site from Duchaine Boulevard (a paired one-way loop). At the site entrance drive, southerly moving vehicles turn right on the western loop of the roadway and proceed around the loop. Approximately 400' along the loop is the first driveway entrance into the main portion of the site on the west side of the building. This area is an unpaved and unmarked parking and loading area. There are 3 overhead bay doors on the west façade (plans note 2 whereas staff observed 3). There is ample turn space for

[1] Traffic Impact Study Solid Waste Transfer Station 100 Duchaine Boulevard, New Bedford, Massachusetts. McMahon Associates, Inc. July 2018. P.26

trailers to turn and maneuver to/from the loading bays and back to the loop roadway. There is also an existing dirt drive along the west side of the building that needs some regrading for pot holes but which vehicles can maneuver. The dirt drive is not shown as being utilized on the circulation plan.



Circulation Plan - Clarification sought were indicated

The main site access is on the south side of the buildings were a large driveway opening allows tractor trailer trucks to maneuver into any of the sixteen (16) loading bays along the southern façade. Fourteen (14) of the existing loading bays will be located under the newly proposed solar canopy. The circulation plan shows the trailers will still be able to access the loading dock bays.


Proposed location of Rail Crossing of internal roadway
West side of roadway loop

The board should seek further clarification of the circulation plan on the eastern side of the site. The circulation pattern proposed is unclear. It appears that vehicles may be entering into the bunker building (southeastern corner of the building complex) and then through to the other side. Turning movement illustrations are not shown for the turning movement in the rear of the building. Similarly, the turning movement into the south eastern parking area where the truck scale is proposed is not shown. Vehicles are shown entering the northeastern parking lot, but the parking lot details are missing. Details are also missing for a portion of the northern most drive leading into the site where the railroad track line ends at the northeast corner of the buildings.

The board should have the applicant provide a more detailed description of how vehicles will circulate through the various portions of the site.

It is also unclear how employees as pedestrians are provided safe access from the parking areas to the complex. There is an existing walkway leading from the southeastern parking lot to the corner of the bunker building but there is no egress door in this location. There are existing walkways also from the northeastern parking lot that are not shown on the proposed layout plan. **The board should have the applicant clarify the location of the main employee entrance on the site and review if any further internal walkways or pavement markings will be required for pedestrian movement and safety through the site.**

Further, staff note there is no details or information show on the plans for advance warning signage for the proposed rail line crossing of the internal roadway. **The board may wish to have the applicant clarify vehicular and pedestrian warning systems for the proposed rail crossing of the internal roadway.**

Noise
No information has been provided with this application about any noise generated on site or any mitigation measures. **The board may wish to have the applicant provide information about potential noise generators on site such as: vehicular noise from the truck traffic and any other heavy equipment utilized on site, movement of rail cars, tipping of materials, mechanical equipment on the exterior of the building including but not limited rooftop mechanicals, exhaust fans, sorting equipment such as conveyor belts, chutes, bells/alarms etc.**

Landscaping/Screening
The proposal includes formal landscaping in the form of a landscape bed along the southeast corner of the main building and two trees in front of the proposed side bunker building. The submission also includes a detailed planting schedule and plan for the wetland replication areas. Staff defers to the Conservation Commission for their review and approval of the wetland replication area plantings and plans.

The proposed formal landscape plantings include: A.) 12 – Hydrangeas, 5 – Autumn Anthem, 10 – Azealea, 1 – Japanese Lilac, 1 Blue Spruce.

Further, the proposed plantings along the southern building facade are the proposed under the solar canopy. **The board may wish to have the applicant clarify if these plants will survive in this location. If there is a drip edge and/or will enough sunlight be able to reach these plantings.**

Staff note the demolition plan notes the removal of concrete retaining walls located in the southeastern parking lot. However, these retaining walls are shown as remaining on other sheets in the plan set (sheet 11 & sheet 15). **The board may wish to have the applicant clarify if these concrete retaining walls are to remain and their purpose. If outdoor storage of materials is proposed, then the applicant must note those areas and the ways in which it will be screened/contained to reduce its escape or migration to areas off site and/or areas of environmental concern.**

Snow Storage & Waste Receptacles
Snow storage areas are not identified on these plans. Previous approvals noted that snow storage areas must be located outside the 100' wetlands buffer. **The board may wish to have the applicant explain proposed snow storage areas for winter storm events and have these areas added and labeled on to the site plan.**

No outdoor areas are identified for the waste or recycling receptacles**.** However, **on page 2 of the** Development Impact Statement under 'Support Systems' it states that "The proposed buildings will have a designated area for open top dumpsters that will consolidate trash and recycling materials. A third party is utilized to empty and return the dumpsters." **The board may wish to have the applicant clarify this statement and identify/label the location of any proposed dumpsters**.

Stormwater
The applicant has submitted a stormwater management plan. Planning staff defers to the Department of Public Infrastructure (DPI) regarding the systems compliance with the city stormwater regulations and the Conservation Commission for its compliance with wetlands regulations.

Utilities
The project proposes to utilize existing utilities as well as make changes to the utilities as previously noted. Staff defer to the Department of Public Infrastructure for their review and comments on the utilities plan.

Signage
There is an existing pylon sign located along the site frontage at Duchaine Boulevard. This signage was approved by the Planning Board previously (Case #42-17). No new signage is proposed for this review.

Lighting
The applicant provided a lighting exhibit and light specifications. The proposed site lighting includes:

A. 6 – LED Wall Mounted Area Lights - NV 1 Series (New - Proposed)
B. 20 – Wall Mounted lights (Existing)

The lighting illumination level are shown as brightest around the building edges where the wall lighting is installed and not extend far across the site. The lighting plan does not show existing or proposed lighting in the parking lot areas, the loop roadway, or under the solar canopies. Upon site inspection, staff noted the light fixtures are missing from the existing light poles in the north eastern parking lot and one pole appears to have broken and is currently located in a stormwater basin nearby.

The board may wish to inquire further about a full lighting/photometric plan for the site.


Light pole missing light fixtures

Architectural Plans
The architectural plan submission consists of two plan sets. The first by William Stark Architects, Inc. including the buildings and solar arrays. The second set, by RBI Solar, includes portions of, but not all, of the solar arrays structures as indicated on the site plan.

The proposed buildings will each consist of tan colored metal wall panels, with tan colored metal eaves and fascia trim and galvalume/gray colored metal roof panels. Portions of east and west elevations on both buildings will have clearstory translucent wall panels in the location as indicated on the plans.

The proposed side bunker building (located to the southeast of the "glass building") will vary in height with a maximum height of 44'-2' at the high point of the roof. The north elevation includes one overhead coiling door (20' height x 24' width). The south elevation includes one overhead coiling door (20' height x 24' width) and one standard egress door. The east and west elevations each include one standard egress door. No windows are proposed.


Broken light pole in stormwater basin

The proposed glass building extension (located to the rear/north of the "glass building") will have an overall height of 50' at the high point of the sloped roof. The roof line is to match the adjacent existing building. The north elevation includes two overhead coiling doors (dimensions not labeled), two standard egress doors, and two framed openings labeled for a conveyor run-through. The south elevation includes a connector building to the existing glass building, a standard egress door, and two framed openings labeled for a conveyor run-through. The west elevation includes an overhead coiling door (18' height x 12' width) and a standard egress door. Sloping metal roofing panels are shown over

the rail car depot area where the rear solar array is proposed along the west elevation. The east elevation includes an overhead coiling door (20' height x 20' width) and one standard egress door. Sloping metal roof panels are shown over the rail car depot area where the rear solar array is proposed along the east elevation.

Staff notes there appears to be an inconsistency in the plan set for the rear solar canopy. Sheet A3.2 shows sloped metal roof panels with an overall height of 50' at the maximum and 24' at the low point. Whereas Sheet A3.5 shows an open galvanized steel structure with the slope in a different direction. **The board should request the applicant clarify the incongruency between the plan sheets.**

The board should also inquire about the framed cutouts on the north and south facades labeled for a conveyor run-through. The applicant must provide more information regarding any mechanical equipment that will extend off the exterior of the building. Detailed specifications for any machinery located on the exterior of the building will need to be provided for review. Operation and use information for the machinery will also be required.

Review Comments

As required under city ordinance, the case submittal documents were distributed to City Clerk, City Solicitor, Health Department, Inspectional Services, Engineering, Public Infrastructure, Conservation Commission, Fire Department and School Department.

Comments were not received as of the publication of this report; any comments received will be made available at the public meeting.

Master Plan Goal

The proposal is consistent with the master plan's goal for the development of underperforming sites to increase and stabilize the commercial tax base and create jobs.

Materials for Consideration

The engineered plan submission is shown as "Phase I & Phase II Site Plan 100 Duchaine Boulevard Assessors Map 133 Lot 67 & Map 134 Lots 5 & 462 New Bedford, Massachusetts" dated July 3, 2020, last revision dated August 26, 2020. Plans were prepared by Farland Corp., in New Bedford, MA and stamped by Christian Albert Farland, PE. The plan set consists of the following sheets:

- Sheet 1 Cover Sheet
- Sheet 2 Existing Conditions Overall Site
- Sheet 3 Existing Conditions
- Sheet 4 Existing Conditions Cont.
- Sheet 5 Erosion Control & Demolition
- Sheet 6 Erosion Control & Demo. Cont.
- Sheet 7 Layout Overall Site
- Sheet 8 Layout
- Sheet 9 Layout Cont.
- Sheet 10 Traffic Circulation
- Sheet 11 Utilities
- Sheet 12 Utilities Cont.
- Sheet 13 Grading & Drainage
- Sheet 14 Grading & Drainage Cont.
- Sheet 15 Lighting & Landscaping
- Sheet 16 Lighting & Landscaping Cont.
- Sheet 17 Landscaping & Planting Schedule
- Sheet 18 Color Presentation
- Sheet 19 Notes & Legend
- Sheet 20 Details
- Sheet 21 Details Cont.

- Sheet 22 Details
- Sheet 23 Details
- Sheet 24 Details

The architectural plan submission is shown as "Parallel Products 100 Duchaine Blvd. New Bedford, MA 02745 – Planning Board Submission" dated September 16, 2019 prepared by William Starck Architects, Inc. , in Providence, RI, unstamped. The plan set consists of the following sheets:

- Drawing A1.1 Glass Building Extension Floor Plan
- Drawing A1.2 Side Bunker Building Floor Plan
- Drawing A1.3 Front Photovoltaic Canopy #1 Floor Plan
- Drawing A3.1 Proposed Side Bunker Building Elevation
- Drawing A3.2 Proposed Glass Building Extension Elevations
- Drawing A3.3 Proposed Front Photovoltaic Canopy #2 Elevations
- Drawing A3.4 Proposed Front Photovoltaic Canopy #1 Elevations
- Drawing A3.5 Proposed Rear Photovoltaic Canopy #1 Elevations
- Drawing C1A Proposed Architectural Site Plan

The solar panel details and architectural plan submission is shown as "Solar Canopy for Parallel Products at 100 Duchaine Blvd. New Bedford, MA 02745" last revision dated 8/29/19, prepared by RBI Solar in Cincinnati, OH, unstamped. The plan set consists of the following sheets:

- Sheet SC001 Cover Sheet
- Sheet SC002 General Notes & Module Specifications
- Sheet SC003 Site Plan
- Sheet SC101 Foundation & Column Plan
- Sheet SC102 Foundation & Column Plan
- Sheet SC103 Component Plan
- Sheet SC104 Component Plan
- Sheet SC301 Canopy Section
- Sheet SC302 Canopy Section
- Sheet SC401 Foundation & Base Plate Details
- Sheet SC501 Component Details

Site Plan Criteria

In considering Site Plan Approval for the proposed project, the Board must find that the plan meets a number of objectives identified in Section 5470 of the City's (c.9) Zoning Ordinance including:

- **Adequate access to each structure for fire and service equipment;**
- **Adequate provision for utilities and stormwater drainage**;
- **Site alteration shall be designed after considering the qualities of the specific location, proposed land use, the design of building form, grading, egress points and other aspects of the development so as to:**
  - Minimize cut/fill volumes, removal of 6" caliper trees and larger, removal of stone walls, displacement of wetland vegetation, extent of stormwater flow increase from the site, soil erosion and the threat of air/water pollution;
  - Maximize pedestrian/vehicular safety to/from the site;
  - Minimize the obstruction of scenic views from publicly accessible locations;
  - Minimize visual intrusion by controlling layout/visibility of parking, storage and outdoor service areas viewed from public ways and residential areas;
  - Minimize glare from vehicle headlights and lighting fixtures;
  - Minimize unreasonable departure from the character, materials and scale of buildings in the vicinity;
  - Minimize contamination of groundwater from on-site wastewater disposal systems or operations on the premises involving the use, storage, handling or containment of solid/liquid wastes and hazardous substances;
  - Ensure compliance with the Zoning Ordinance;
  - Minimize damage to existing adjacent public ways;
  - Promote orderly and reasonable internal circulation within the site so as to protect public safety.

Staff Recommendations

Site Plan Approval.

Having reviewed the submitted materials, Planning Staff **does not recommend approval** until the following information is provided and reviewed:

1. The applicant is to clarify the proposed use for plastic recycling and provide evidence of approval from the state for the inclusion of plastics in the MEPA waiver for Phase 1.
2. The proposal should be revised to clearly and consistently describe the project including buildings, site design, phasing, and all components.
3. The project is required to be consistent and compliant with all federal, state, and local permits.
4. The applicant is to provide more detailed information about site operations, including but not limited to: loading and movement of rail cars, the presence and use of any machinery on the exterior of the buildings, the types and use of any heavy construction equipment, vehicles, and any temporary storage of materials on site (in open air, containers, or trailers).
5. The applicant is to provide information about potential noise generators on site such as: vehicular noise from the truck traffic and any other heavy equipment utilized on site, rail car movements, tipping of materials, mechanical equipment on the exterior of the building including but not limited rooftop mechanicals, exhaust fans, sorting equipment such as conveyor belts, chutes, bells/alarms etc.
6. Detailed specifications for any machinery located on the exterior of the building will need to be provided for review. Operation and use information for the machinery is required for review.
7. A traffic report is to be submitted that clearly defines the traffic impacts of this phase of the project.
8. A Peer Review of the Traffic Study is required.
9. Evidence of a contract with the rail operator and detailed information about the specifics of this operation is to be provided. Information should include but is not limited to: the frequency of transport arrival and departures from the site, number of rail cars, volume of material to be transported per day etc.
10. An advance warning system for vehicles and pedestrians is to be added to the plan for the proposed rail crossing of the internal roadway.
11. A bicycle rack is to be provided [in a location identified by the board].

12. A revised parking plan is to be provided that includes the parking lot traffic islands, ADA accessible pedestrian pathways, and lighting.
13. The parking calculations should be clarified, and numbers shall be revised so they match across all submission materials.
14. Traffic circulation plan is to be revised to provide more information regarding elements not depicted on the eastern side of the site.
15. Inbound and Outbound project generated truck traffic serving the site must utilize Theodore Rice Boulevard to Duchaine Boulevard inbound and vice versa outbound and noted on the plans.
16. The existing 25 mile per hours speed limit signs posted along the internal roadway are to be shown and labeled on the plan set.
17. No idling and no queuing signage is also to be added along internal roadway on the east side of the site. The signage is to be shown and labeled on the plan set.
18. The landscape plan is to be revised to clearly identify any exiting lawn and landscape areas that are to remain and new that are proposed.
19. Delineate the uses of any exterior areas of the site under existing and proposed conditions.
20. Snow storage areas are to be identified on the plans. All snow storage areas are to be located outside of the 100' wetlands buffer zone.
21. Exterior dumpster locations are to be identified on the plans.
22. Any exterior areas utilized for storage of materials, if any, whether in the open air, open and/or closed containers is to be identified on the plans.
23. Lighting plan is to be revised to include the entire site lighting including existing and proposed. A photometric plan is to be provided for the entire site.
24. The plan sets for the solar arrays are to be revised and provided so that all plans are congruent, and each set contains all arrays as proposed.

Materials Provided by the Applicant are available at: *https://www.newbedford-ma.gov/planning/planning-board-agenda-info-2020/*

Staff Report prepared by: Jennifer Carloni, Senior Planner
Reviewed by: Tabitha Harkin, Director City Planning

100 Duchaine Boulevard (Map: 134 Lots: 5 & 462; & Map: 133 Lot: 67)

NOTE: Property line is approximate; for discussion purposes, only. Aerial map is oriented north.