



October 9, 2020

Tabitha Harkin, *City Planner*
City of New Bedford
Dept. of Planning, Housing &
Community Development
133 William Street, Room 303
New Bedford, MA 02740

**RE: Response Letter
Parallel Products – Transfer Station
100 Duchaine Boulevard – New Bedford, Massachusetts**

Dear Tabitha,

We have enclosed a response letter and revised Site Plans in response to the staff recommendations dated September 24, 2020 and Department of Public Infrastructure comments dated September 29, 2020 regarding review of the Planning Board Submittal.

We trust the attachments noted above and included herewith will provide the necessary documentation to address their comments. If you should have any questions, please feel free to contact us.

Very Truly Yours,

FARLAND CORPORATION, INC.

Christian A. Farland

Christian A. Farland, P.E., LEED AP
Principal Engineer and President

cc: File, Client

Planning Department Staff Recommendations

Comment #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.

The application for this phase is only for glass recycling and not plastic.

Comment #2

The proposal should be revised to clearly and consistently describe the project including buildings, site design, phasing, and all components.

Farland Corp has revised the site plans to be more clear and represent Phase I which is what the applicant is seeking approval for at this time.

Comment #3

The project is required to be consistent and compliant with all federal, state, and local permits.

The project as designed is consistent and compliant with all federal, state, and local permits.

Comment #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).

- a) Rail cars will be moved on site as required for loading Rail car movements will occur between 7 am and 10 pm.**
- b) No machinery will operate outside**
- c) No materials will be stored outside**
- d) Rail cars will be loaded via an overhead conveyor under the canopy. Rail car loading will occur between the hours of 7 am and 10 pm**

Comment #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.

We have done the following to reduce any possible noise pollution for phase 1 glass processing:

- Operation of material handling equipment (front end loaders) occurs inside the proposed structures**
- All trucks dumping glass at the site is dumped inside the proposed structures**
- All heating equipment for the structures is mounted on the interior of the building**
- There are no proposed exhaust fans on the proposed structures**

In addition we have proposed the following

- Electric rail car mover, reducing noise and CO2 pollution**

Rail cars are loaded via a conveyor that passes through the north wall of the building under the canopy

We have proposed to limit the time for both rail car movements and loading discussed in comment 4

Comment #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.

The applicant isn't proposing any exterior machinery.

Comment #7

A traffic report is to be submitted that clearly defines the traffic impacts of this phase of the project.

FC is scheduled to meet with DPI 10/14/20 to discuss.

Comment #8

A Peer Review of the Traffic Study is required.

FC is scheduled to meet with DPI 10/14/20 to discuss.

Comment #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.

FC has provided a letter from Mass Coasted dated July 22, 2019 which provides additional information in regard to the rail.

If 100 percent of outbound glass were shipped via rail, parallel would ship out 1,346 tons of glass per week

a) Every rail car holds 125 tons

b) That would mean just under 11 rail cars shipped out per week

c) The site is designed so we can fill 10 cars prior to having them pulled by mass coastal

d) We anticipate not needing to be serviced by mass coastal more than once per week

Comment #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.

FC to revised the plans to include railroad crossing signage as required.

Comment #11

A bicycle rack is to be provided [in a location identified by the board].

FC has revised the plan to include a bicycle rack as requested.

Comment #12

A revised parking plan is to be provided that includes the parking lot traffic islands, ADA accessible pedestrian pathways, and lighting.

FC has revised the plans to depict a ADA accessible parking and pedestrian pathway as requested.

Comment #13

The parking calculations should be clarified, and numbers shall be revised so they match across all submission materials.

FC has revised the parking calculations as requested.

Comment #14

Traffic circulation plan is to be revised to provide more information regarding elements not depicted on the eastern side of the site.

FC has revised the plan as requested.

Comment #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.

FC has revised the plans to include signage to the entrance to the site.

Comment #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.

FC has added the speed limit signs to the plan set as requested.

Comment #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.

FC has added a no idling and no queuing sign to the plan set as requested.

Comment #18

The landscape plan is to be revised to clearly identify any existing lawn and landscape areas that are to remain and new that are proposed.

FC has revised the landscape plan as requested.

Comment #19

Delineate the uses of any exterior areas of the site under existing and proposed conditions.

FC has revised the site plans as requested. Please note that under the existing and proposed conditions there is not any recycling processing taking place outside the buildings.

Comment #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.

FC has revised the plans to include snow storage as requested.

Comment #21

Exterior dumpster locations are to be identified on the plans.

FC has revised the plans to include exterior dumpster locations as requested.

Comment #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.

The applicant will not be utilizing any exterior areas for storage of materials.

Comment #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.

A photometric plan has been provided for the proposed work. The existing site contains lighting around the private driveway. The applicant welcomes the Planning Staff to visit the site when it is dark to review that the site lighting is indeed adequate.

Comment #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.

FC has provided the solar array plans as requested.

Department of Public Infrastructure (DPI) Comments**Comment #1**

2018 traffic study does not account for the Milford and Franklin glass recycling plants closing and the 2019 memorandum only assumes use of rail (phase II of the proposed project) with no major impact from the 2018 study. Developer must submit a new traffic study with revised data to accurately depict current day conditions. Traffic study will be subject to a peer review by the City's traffic engineer consultant.

FC is scheduled to meet with DPI 10/14/20 to discuss.

Comment #2

Truck traffic to stay away from Phillips Rd.

The applicant agrees with DPI's comment.

Comment #3

The department requires further discussion with the owner's engineer to evaluate phasing of buildings with rerouting of existing and proposed utilities.

FC is scheduled to meet with DPI 10/14/20 to discuss.

Comment #4

Permits for utilities must be obtained from the Department of Public Infrastructure, Engineering Division.

The applicant agrees with DPI's comment.

Comment #5

Label size of existing and proposed water, sewer, and drainage mains and service connections.

FC has revised the plans as requested.

Comment #6

Existing water and sewer services to be abandoned are to be capped in accordance with the City of New Bedford Construction Standards. Water services are to be capped at the main. Sewer services are to be capped at the property line.

The applicant agrees with DPI's comment.

Comment #7

Developer to contact DPI's IPP/FOG Engineer for sampling manhole maintenance and inspection permit.

The applicant agrees with DPI's comment.

Comment #8

Area of impact is greater than one (1) acre. Owner must file a NPDES permit and supply a copy to DPI's Engineer Division.

The applicant agrees with DPI's comment.

Comment #9

Proposed fire hydrants, located within private property, need to be maintained in accordance with New Bedford Fire Department's standards.

The applicant agrees with DPI's comment.

Comment #10

Owner/Developer must contact the Department of Public Infrastructure-Engineering Division to assign a new address for the new building(s) if to be utilized by different entities.

The building will be owned and operated by the same entity.

Comment #11

The Department of Public Infrastructure requires a final set of plans to be submitted that reflects all revisions made prior to the start of construction.

The applicant agrees with DPI's comment.

Comment #12

Developer and site contractor must schedule and attend a pre-construction meeting with the Department of Public Infrastructure's Assistant City Engineer prior to the start of construction.

The applicant agrees with DPI's comment.

Comment #13

Upon completion, Engineer must submit As-Built Drawings prior to the Certificate of Occupancy being issued.

The applicant agrees with DPI's comment.