

1.0 INTRODUCTION

It is proposed to construct a retail store in New Bedford which requires Site Plan Review and a Special Permit from the Planning Board. One element of the submittal package is a Development Impact Statement. This document has been prepared to satisfy that requirement.

2.0 EXISTING CONDITIONS

The site is a vacant parcel on the south side of Swift Street and west side of Orchard Street. It is referenced as Lot 292 on Assessors Map 23. It contains 43,500 square feet of area. Historically, the site was covered with a large manufacturing building. The site slopes down from a high point at elevation 17 at the northeast end to elevation 10 at the southwest end of the site. The land surface is covered with grass with some shrubs.

3.0 PROPOSED DEVELOPMENT

It is proposed to construct a 9,180 square foot, single story, retail store with an ancillary parking lot with 30 standard spaces and 2 van accessible handicap spaces. The New Bedford zoning ordinance requires 46 parking spaces. A special permit is being requested to require fewer spaces because the Family Dollar operation does not need more than 30 spaces and there is ample available parking on Swift and Orchard Streets. Requiring fewer parking spaces will result in a greater amount of pervious landscaping.

The proposed wall mounted signs comply with the zoning standards. The standard Family Dollar internally lighted pylon sign, which is detailed in Attachment D of this report, complies with zoning standards as follows:

CRITERIA	REQUIRED	PROPOSED
Maximum height of top of sign	15 LF	13.7 LF
Maximum height of bottom of sign	10 LF	10 LF
Maximum area of sign	25 SF	24 SF

Other than the number of parking spaces, zoning standards will be met.

The sidewalks adjacent to the development on Orchard and Swift Streets will be reconstructed with a 5 foot wide grass ribbon strip and 5 foot wide concrete sidewalk on Orchard Street and a 4 foot wide grass ribbon strip and a 5 foot wide concrete sidewalk on Swift Street. Ordinarily, the

Department of Public Infrastructure requests shade trees be planted every 40 feet along the street in the grass ribbon strip. A review of the photographs presented in Attachment C demonstrate that the utility companies have been hacking away at the existing shade trees dooming them never to mature as functional or aesthetic shade trees. As an alternative, it is being proposed that the requisite shade trees be planted 10 to 15 feet off the street layout, thereby keeping them far away enough from the power lines to allow them to mature as tall shade trees. Several smaller trees (i.e. lilac) will still be planted in the grass ribbon strip and the existing trees will be preserved. The pear and lilac appear on the City's recommended street tree list but they will not be very effective as shade trees. The combination of on-site large shade trees and off-site small trees will combine to effect the desired street scape.

4.0 PHYSICAL ENVIRONMENT

The site is a listed Massachusetts Contingency Plan (MCP) site due to impacted soil from the former tire manufacturing operation. In addition, the soil is geotechnically unsuitable in its current condition. The soil from the entire site will be excavated down to the original slab elevation. Unsuitable debris will be removed and then the soil will be placed and compacted in one foot lifts. All solid waste will be transported to a licensed disposal facility. Other than the above, there are no unusual geologic, archeologic, scenic or historic features or structures. There are no stone walls, trails, open space links, or indigenous wildlife.

There is undeveloped land to the west and south. A city park is to the north and the John Devalles School and the Monte Pio Luzo American Club is to the east.

5.0 SURFACE WATER AND SUBSURFACE CONDITIONS

The site contains urban fill which, as in many areas of New Bedford, have been impacted by petroleum hydrocarbons, metals and poly nuclear aromatic hydrocarbons (PAHs). After development, these soils will be inaccessible since they will be beneath pavement and the concrete slab. During construction, they will be managed with a written soil management plan.

Historical releases of lubricating oils and other petroleum products (No. 6 fuel oil) have resulted in the detection of TPH and the following PAHs in soils; acenaphthene, anthracene, benzo(a)anthracene, benzo(b)fluoranthene, benzo(k)fluoranthene, benzo(g,h,i)perylene, benzo(a)pyrene, chrysene, dibenzo(a,h)anthracene, dibenzofuran, fluoranthene, fluorene, indeno(1,2,3-cd)pyrene, naphthalene, phenanthrene and pyrene. Lead, butyl benzl phthalate and the following VOCs were also detected in soils: xylenes, methylene chloride, chloroform, tetrachloroethene, 1,2 dichloroethene and styrene.

Historical releases of lubricating oils and other petroleum products (No. 6 fuel oil) have resulted in the detection of TPH, naphthalene, and benzene in groundwater. Creosols (2 methylphenol, 4 methylphenol), 2,4 dimethylphenol, benzoic acid, phenol, bis 2 ethyl hexyl phthalate and the following VOCs were also detected in groundwater: ethylbenzene, toluene, xylenes, methyl tertiary

butyl ether, isopropylbenzene, n-propylbenzene, 1,2,4, trimethylbenzene, methylene chloride, chloroform, 1,1 dichloroethene, 1,1 dichloroethane, 1,2 dichloroethene, trichloroethene, vinyl chloride, trichlorofluoromethane, 1,4 dichlorobenzene and 4, methyl 2 pentanone.

Surface water will be collected in a deep sump catch basin and treated with a Stormceptor brand storm treatment system and then discharged to a storm drain main which will be installed by the current landowners from a drain manhole in front of the Portugese Club toward the south end of Orchard Street. Due to the presence of impacted soil, on site infiltration of stormwater is ill advised.

6.0 CIRCULATION SYSTEM

Orchard Street is a city street which runs from Cove Road on the south to Court Street to the north. It has a 36 foot pavement width with sidewalks on both sides. There is excellent site visibility in both directions from the subject site. Swift Road runs easterly from Dartmouth Street and terminates at Orchard Street. It has a 24 foot pavement width and sidewalks on both sides. There is good site visibility in both directions from the subject site.

Orchard Street experiences moderate traffic in the morning and evening rush hours and light traffic for the balance of the day. Swift Street experiences light traffic all day.

The Institute of Transportation Trip Generation Manual was used to project the volume of traffic. Land Use 815, free standing discount store, was used. The projected daily volume of weekday trip ends is 514. Saturday daily trip ends is projected to be 653 and Sunday daily vehicle trip ends is projected to be 504. The following six figures present projected peak hourly turning movements with 7-9 a.m. being the peak hour of the city streets, 10-11 a.m. is the store's morning peak hour, 12-3 p.m. is the store's afternoon peak hours and 4-6 p.m. is the city street's evening peak hours. The most severe traffic conflict is during the 4-6 p.m. rush hour, where 8 northbound vehicles on Orchard Street are turning left into the site. These vehicles must wait for a gap in the southbound traffic. Since the Rivet Street and Orchard Street intersection is controlled by a four way stop sign, a steady stream of southbound gaps occur. The combination of moderate traffic and well distributed turning movements results in a level of service A in all situations.

It is proposed that the existing sidewalk on Swift and Orchard Streets be reconstructed with the New Bedford standard grass ribbon along the street edge.

7.0 SUPPORT SYSTEMS

No fuel storage is proposed at the site. Fire Station #11 is less than one mile from the site, therefore emergency response should not be an issue.

The presence of a parking lot will not have any affect on recreation or schools.

8.0 COMPLIANCE WITH SITE PLAN REVIEW STANDARDS

Sections 5470 of the New Bedford Zoning Ordinance prescribes specific Site Plan Review design requirements. This section presents how each of these design standards are being met:

8.1 Earthworks

The proposed grading for the site requires importing approximately 950 cubic yards of gravel required to be placed immediately beneath the slab and pavement and approximately 350 cubic yards of ordinary earth for beneath the gravel layer.

8.2 Pedestrian and Vehicular Safety

The site will be accessed by a proposed driveway and ample parking will be provided. Visitors will park near the building's main entrance, where a sidewalk will provide safe pedestrian access to the building. The on-site sidewalks will be connected to the off-site sidewalks in order to achieve safe pedestrian access.

8.3 Scenic Views

The proposed building will not obstruct any scenic views from publicly accessible locations.

8.4 Visual Intrusion

The parking, storage areas and outdoor service areas have been laid out so as not to be visually intrusive to any public way and residentially used or zoned areas. All trash storage areas will be screened by enclosures. Landscaping will be provided throughout the site.

8.5 Off-Site Glare

The proposed parking has been designed so as to prevent glare. The parking lot lighting will be dark sky compliant and will shine downward in order to prevent off-site glare.

8.6 Character, Material and Scale of Building

The proposed building is similar in character, material and scale to the other buildings in the area.

8.7 Water Contamination

All materials that have a potential for causing higher stormwater pollution loads will be stored indoors. The stormwater will be passed through a Stormceptor brand stormwater treatment system, thereby assuring proper water quality.

8.8 Zoning Compliance

Except for the number of parking spaces, the site design complies with all the relevant zoning ordinance provisions in the mixed-use business district.

8.9 Public Ways

The proposed use will not damage Orchard Street, Swift Street or any other public ways.

8.10 Internal Vehicle Circulation

The proposed driveways have been laid out in order to promote orderly and reasonable internal circulation within the site so as to protect public safety.

9.0 CONCLUSION

The proposed store will add to the City's tax base and provide a convenient location for shopping in that area of New Bedford. The developed property will be privately owned and maintained. None of the property will become common or public land. Compliance with zoning standards is presented on the Zoning Summary Table which is presented on the cover sheet on the set of project plans

It is intended that construction will be completed in 2017. Attachment A presents the projected site costs.