

NARRATIVE TO ACCOMPANY PLANNING BOARD
PETITION FOR SITE PLAN APPROVAL
RAW SEAFOODS INC
PROPOSED COLD STORAGE FACILITY
SAMUEL BARNET BOULEVARD
NEW BEDFORD, MASSACHUSETTS

1.0 PROJECT OVERVIEW

On behalf of our client and applicant of record, Raw Seafoods Inc., Field Engineering has prepared this Planning Board Petition for a Site Plan Approval in accordance with the City of New Bedford Comprehensive Zoning By Law and the Planning Board Rules and Regulations for Site Plan Approval for review and approval of the proposed construction of an approximate 92,000 square foot cold storage facility on an existing vacant lot located on Samuel Barnet Boulevard in the New Bedford Business Park.

The applicant is proposing to this development to expand and supplement their existing operations in the City of New Bedford. Work will include construction of the building with proposed parking and loading areas as shown on the Proposed Site Development Plans accompanying this petition. The applicant is also proposing to construct a railroad spur off the rail line that currently exists along the westerly boundary of the project site.

As the Site Plans show, the proposed impervious surfaces will be serviced by an extensive stormwater management system including sediment forebays, deep sump catch basins and either an extended detention/infiltration basin or wet basin that will serve to treat and attenuate the runoff prior to discharge of the runoff off-site. A portion of the proposed impervious surface will be treated by an on-site proprietary water quality unit prior to discharge to the existing drainage system off-site.

The proposed building will be serviced by water, sewer, electric, and communications utilities currently located within Samuel Barnet Boulevard. The site will be accessed by a single access driveway off Samuel Barnet Boulevard on the easterly side of the site. Finally, as the attached Proposed Site Development Plans show, provisions have been made for the potential future expansion of the proposed facility and the stormwater management system has been sized to accommodate this additional impervious area.

PLANNING
OCT 13 2015
DEPARTMENT
CKB 25.15

2.0 EXISTING CONDITIONS

The proposed project is located on City of New Bedford Assessor's Lot 63 on Map 133 and the legal address of the project site is NS Samuel Barnet Boulevard. The project site is bounded to the east and north by an extensive wetland system, bounded to the south by Samuel Barnet Boulevard, and bounded to the east by an existing power line easement and wetland complex containing a perennial stream. On the other side of the wetland complex and perennial stream is an existing rail line. An existing grassed swale runs along the front of the property between Samuel Barnet Boulevard and the developable portion of the property. The existing 14.1 acres parcel is currently vacant wooded area and contains approximately 10.6 acres of upland.

The wetland resource areas surrounding the eastern and northern sides of the site have been previously delineated and approved through an Abbreviated Notice of Resource Area Delineation. The wetland resource area and perennial stream along the western property boundary were flagged by Epsilon Associates in September 2015. As was mentioned in previous sections of this narrative, the entire site is currently wooded with the exception of the existing power line easement along the western side of the property. According to the most recent Federal Emergency Management Agency (FEMA) Flood Insurance mapping, Community Panel Nos. 255216-0377-F, dated 7/7/2009, no portion of the proposed project site is located within the 100 year floodplain.

3.0 PROPOSED CONDITIONS

3.1 PROPOSED BUILDING

The project consists of the construction of an approximate 92,000 square foot cold storage warehouse building with associated office, reception, and common spaces as shown on the attached Proposed Site Development Plans prepared by Field Engineering Co. Inc. and floor plan prepared by CMC, Inc. The building will be serviced by eight (8) loading docks located to the rear of the building, one (1) drive-in door adjacent to the loading docks and one (1) loading door along the westerly side of the building for rail access. There will be two separate entrances to the building along the rear façade, one entrance for general employee access and one entrance for truck drivers coming to the facility. As previously mentioned, provisions have also been made for a future addition to the building as shown on the site plans. Finally, the proposed building will be constructed with an energy efficient white TPO roof which help to minimize cooling costs for the proposed freezer building and also minimize "heat island" impacts.

3.2 SITE IMPROVEMENTS

The proposed site improvements will include the construction of a single access drive off of Samuel Barnet Boulevard to the parking and loading areas located behind the proposed building. Twenty seven (27) paved parking spaces are proposed with two (2) handicap spaces as shown on the site plans. In addition eight (8) paved truck spaces and one (1) drive-in door will be provided to access the proposed enclosed loading area. The site will be serviced by existing public utilities currently available within Samuel Barnet Boulevard. Proposed lighting will consist of wall-packs on the building and low-level ground lighting within the landscaped areas.

The applicant is also proposing to construct a rail spur off the existing industrial rail line that is located along the westerly boundary of the project. This rail spur will require a crossing over the existing perennial stream. This crossing will be designed to meet both the standards of the rail company and the U.S. Army Corps Stream Crossing Standards as required by the Massachusetts Wetlands Protection Act. This stream crossing will be reviewed through the Notice of Intent process with the New Bedford Conservation Commission. Wetlands alteration associated with the stream crossing has been kept beneath 5,000 square feet with adequate wetland replication, therefore allowing the Conservation Commission to permit the work.

3.3 STORMWATER MANAGEMENT SYSTEM AND COMPLIANCE WITH APPLICABLE STANDARDS

he proposed stormwater management system has been designed to comply with DEP's stormwater management standards that were incorporated into the regulations on

January 2, 2008 (see 310 CMR 10.05(6)(k)) and incorporates a number of Best Management Practices (BMPs), as prescribed in the Department of Environmental Protection Stormwater Management Handbook. These practices include structural and non-structural measures providing stormwater quantity and quality management. These BMPs will function to minimize potential adverse water quality impacts to the surrounding wetland ecosystem. The Stormwater Management System Report prepared by Field Engineering Co. Inc. describes the temporary and permanent stormwater BMPs proposed for the site development and includes drainage calculations prepared by a Registered Professional Engineer, a DEP Stormwater Management Form Checklist, and a Post Construction Operation and Maintenance Plan with Long Term Pollution Prevention Plan.

The existing and proposed paved and gravel parking areas on the developed lot are the primary target area for water quantity and quality control measures for the project. The goal of the proposed stormwater management system design was to provide the necessary water quality treatment and attenuation for all of the runoff generated in proposed conditions. The stormwater management system makes use of a variety of stormwater Best Management Practices (BMP's) to meet this objective. These BMP's are described in more detail in the attached Stormwater Management System Report.

Runoff from the majority of the site will flow through sediment forebays and extended detention/infiltration systems with culvert outfalls and overflow riprap spillways which will serve to reduce the rates of runoff to the subject analysis point. A portion of the paved surface will discharge to a proprietary water quality inlet for pre-treatment prior to discharge to the analysis point. The predicted Total Suspended Solids (TSS) Removal and Water Quality calculations for these areas are submitted in the Stormwater Management System Report. Calculations have been provided to show that the proposed stormwater management system will provide more than adequate water quality volumes and capabilities to handle the proposed paved and impervious areas on the developed portions of the lot prior to discharge off-site.

Finally, the Project Proponent will file for coverage under the National Pollutant Discharge and Elimination System Construction General Permit. Prior to construction, the Project Proponent will develop Stormwater Pollution Prevention Plan ("SWPPP") identifying BMPs that will be implemented to prevent erosion and sedimentation. A copy of this SWPPP will be forwarded to the Conservation Commission upon completion. The SWPPP will be finalized prior to construction in conjunction with the selection of the site contractor. The SWPPP will be updated as necessary during construction and maintained throughout the period of construction.