



March 31, 2021

Michael McCarthy
Staff Planner
Department of City Planning
133 William Street
New Bedford, MA 02740

RE: Response to Comments
115 Coggeshall Street

Dear Mr. McCarthy,

Fuss & O'Neill has prepared this letter to address comments received in a Memorandum from Jamie Ponte, Commissioner of the City of New Bedford Department of Public Infrastructure dated March 17, 2021. The comments are listed in *italics* followed by our responses.

In addition to addressing comments from the above source, the following changes have also been made.

1. A trash compactor is proposed to replace the existing plaza dumpster enclosures. The trash compactor has been sized to handle an equivalent amount of waste as the existing dumpsters in a smaller more efficient footprint.
2. A dumpster enclosure for use only by the dispensary is proposed at the northwest work limits. As a result, one plaza parking space will be removed.
3. The southwest corner of the building will be renovated to reduce the depth of the building by approximately three (3) feet to allow for increased maneuverability for delivery vehicles. Sheet AUT – Turning Movements has been included for reference.

Department of Public Infrastructure Comments

1. *The February 10, 2021 Planning Board meeting voted to approve DPI's recommendation that the Traffic Analysis prepared for the redevelopment of this site undergo peer review by the City's traffic engineer consultant. A draft Traffic Impact Analysis Peer Review memorandum was issued by CDM Smith, dated February 28, 2021, for review of the provided materials pertaining to the require traffic study report dated January 11, 2021 prepared by Fuss & O'Neill. Applicant provided a response to comments letter, dated March 15, 2021, that addresses the CDM Smith peer review memo comments as well as additional traffic report documentation. CDM Smith has reviewed the revised case study materials and response letter from*

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the applicant and has provided a final Traffic Impact Analysis Peer Review memorandum for this project, dated March 17, 2021.

The CDM Smith memo dated March 17, 2021 concluded our study had incorporated their comments in general accordance with accepted industry standards. The memo also included some outstanding final comments, which have been addressed and summarized in a separate cover letter submitted to the City of New Bedford Department of Public Infrastructure.

2. *Refer to Sheet CS-101. Proposed "typical bituminous concrete pavement restoration" must extend beyond the sawcut limits of work for utility install/disruption to the roadway. Final pavement restoration shall combine all work within the roadway into one continuous patch and extend curb to curb. Refer to Comment 13 & 14 of DPI's February 10, 2021 Memorandum to the Planning Board.*

The Typical Bituminous Concrete Pavement Restoration has been shown over utility trenches in Coggeshall Street. Mill and overlay is proposed from curb to curb as shown on sheet CS-101.

3. *"FOR DELIVERIES ONLY" sign proposed within the grass ribbon of the sidewalk located on Coggeshall St, east of the driveway curb cut, must be relocated to within private property. No private signage allowed within City layout.*

The sign has been moved out of the City's Right of Way as shown on sheet CS-101.

4. *Conflict of existing utility mains and service connections located within Coggeshall St. Sheet CG:101 has too many overlapping labels for proposed utility work, curb-tie elevations, and match grade elevations. Also, engineer to clarify pipe location and label of all existing utilities.*

Sheet CU-101 – Utility Plan has been added to the plan set to more clearly depict the work associated with the proposed utilities.

Existing utilities shown on the plans are based on visible features noted on the site survey as well as plans of record received from the City of New Bedford. The following plans of record have been incorporated into the plans:

- "Plan of Alteration to Street Line; Coggeshall Street; Vicinity of New Coggeshall St. Bridge; STA. 68 89 to STA. 74 37 on State Base Line; New Bedford, Mass." Sheet 1904A; Dated July 11, 1962
- "Plan and Profile; Coggeshall Street; Acushnet Ave. to the River" Sheet 3573

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- "Plan and Profile of Part of Coggeshall Street; Acushnet Ave to the River" Sheet 3573
- "Discontinuance of Portions of Streets & Alterations to Street Lines Due to Interstate Route 195, Relocation of Route 140 8 South Connector by Mass. Dept. of Public Works" Sheet 6601A, 1-4; Dated May 21, 1965
- "Fairhaven-New Bedford; Coggeshall St. (Howland Rd.)" Sheet B-223 No.2; Dated 6/62
- "City of New Bedford, Massachusetts; Wastewater System Improvements; Phase I – Coggeshall Street Sewer Separation; Project No. CWSRF-3858; Bid No. 15439042" Sheets G-1, LGN, 1-11, 11A, 12-15; Dated February 2015
- Sewer Plot 118A
- "Riverside Landing; Utility As-Built Plan; New Bedford, MA" Sheet 118B
- Water Plot 86

5. *Water meter for proposed 1 1/2" service must be installed at point of direct entry into the building.*

Water meter will be installed at point of entry. See sheet CU-101 for entry location and Note 16 under Utilities on sheet CN-101.

6. *Will there be a fire suppression service required? If yes, fire supply service will require additional connection to the water main located in Coggeshall St. In accordance with New Bedford Construction Standards, a fire supply service cannot tap off a domestic service and vice versa.*

A fire service to the building is not proposed for this project.

7. *Existing sewer service is an undocumented connection to the City's sewer main. If the service is to be reused, it will require a new sewer permit be filed with DPI. It will also require the installation of a cleanout 2' feet from property line.*

The existing sewer is to be reused. Notes 10-12 under Utilities on sheet CN-101 have been added to include existing sewer reuse requirements.

8. *Refer to Sheet CD-502. Revise details accordingly. a. Sidewalks are 4" in depth and cement concrete driveway aprons are 6" in depth. b. Any install of granite curb within City Right of Way shall be straight edge, not chamfer edge.*

Concrete Sidewalk detail on sheet CD-502 has been revised to indicate a concrete depth of 4" for sidewalks and 6" for driveway apron. Granite Curb detail on sheet CD-502 has been revised to have a straight edge.

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9. *Refer to Sheet CD-506. All trenches within City Right of Way shall be backfilled with flowable fill from pipe bedding to finished grade.*

Storm Sewer Trench detail on sheet CD-504 and Water Service Trench detail on sheet CD-506 have been revised to depict flowable fill from pipe bedding to finished grade. Note 14 under Utilities on sheet CN-101 has been added to indicate flowable fill shall be used from pipe bedding to finished grade on all trenches within City ROW.

10. *Detail for cement concrete driveway apron was not provided. Please include in detail sheet of revised plan set.*

Sidewalks Through Driveways Without Curb Returns detail has been included on sheet CD-503.

11. *Refer to previous DPI Memorandum, dated February 10, 2021, for comments that must still be addressed and/or adhered to by the applicant:*

- a. *Comment 2: The proposed project contains work within private property of the abutting parcels. Show easements on site plan and reference the recorded easements book and page. The following summarizes the proposed work on abutting private parcels:*
 - i. *Sheet 1 of 1, titled Boundary & Topographic Survey, prepared by Control Point Associates, Inc. dated 12-30-2020, depicts the applicant's parcel (Assessors Map 86, Lot 10) bounded by a black bold line with bearings & distances. All other plan sheets for the proposed site plan, prepared by Fuss & O'Neill, show a dashed line that is the limit of work, not the parcel lot line boundary. Plans should be updated to show parcel lines with proposed easement areas.*
 - ii. *Proposed infiltration overflow with manhole(s) and catch basin within grass area, east of the building, is located within private property of the abutting parcel. These utilities will require a utility easement.*
 - iii. *The proposed sidewalk running along the east side of the building appears to be the connection between the front door and rear parking lot. The sidewalk is straddling the property lines. This will require an easement.*
 - iv. *Proposed paving and landscaping at the southwest corner of the project site, west of the curb cut on Coggeshall Street, is located on private property of the abutting parcel.*

Property lines are shown on all plans in addition to limit of work. Ascend and its legal team is working with the neighboring shopping center owners to integrate the project into the center.

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- b. *Comment 3: Existing curb cut located on the northerly line of Coggeshall Street, for vehicle access to the building, spans over two parcels. The easterly portion of the driveway apron is on the abutting parcel, with approximately 13-ft on the applicant's property.*

Ascend and its legal team is working with the neighboring shopping center owners to integrate the project into the center.

- c. *Comment 6: Developer to check condition of existing sewer and water services proposed to be maintained and reused.*

A new water service is proposed. Existing sewer service will be CCTV for adequacy of reuse as indicated on Note 10 under Utilities on sheet CN-101.

- d. *Comment 7: Any existing water and/or sewer services to be abandoned or old unused services pertaining to the parcel are to be capped in accordance with the City's construction standards. Water services are to be capped at the main. Sewer services are to be capped at the property line.*

The existing sewer service is to remain. The existing water service will be capped at the main in conformance with City requirements indicated on Note 13 under Utilities on sheet CN-101.

- e. *Comment 9: Proposed catch basins within the new parking lot, just north of the building, should address the need for a higher level of TSS removal to mitigate the potential for clogging of the infiltration system with sand and debris.*

Standard 4 of the Massachusetts Stormwater Handbook (Handbook) states that the stormwater management systems shall be designed to remove 80% of the average annual post-construction load of Total Suspended Solids (TSS). The onsite subsurface infiltration system is utilized to remove the required 80% TSS.

In accordance with Standard 3 for recharge, 44% of TSS removal is required prior to discharge in the subsurface system because of rapid infiltration rates in the soils. Deep Sump Catch Basins, as shown on the sheet CG-101, are recognized by the Handbook to remove 25% of TSS.

Due to high groundwater elevations and a compact site, the implementation of a sediment forebay or vegetated filter strip is not practical. Therefore, to meet the required 44% pretreatment, two "isolator rows" are proposed in the subsurface

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infiltration system at the inlet locations, directly downstream of the deep sump catch basins. The chambers in the isolator rows are wrapped in two layers of geotextile fabric. The fabric acts as a filter to prevent large debris and sediment from leaving these rows and entering the crushed stone. Inspections ports allow the isolator rows to be inspected. If required, sediment and debris can be removed utilizing a water jet and/or vacuum.

The Stormwater Handbook states that a sediment forebay provides 25% TSS removal as long as it is designed to hold greater than 0.1-inch/impervious acre of stormwater that drains to it. The isolator rows are designed to provide this same amount of storage. Therefore, the isolator rows will provide an equivalent amount of TSS removal as a sediment forebay. This combined with the deep sump catch basins will result in a 44% TSS removal.

Additionally, this project is considered a redevelopment per Standard 7 of the Handbook because it is a development on a previously developed site that results in no net increase in impervious area. As a result, the pretreatment requirement need only be met to the maximum extent practicable.

TSS removal calculations are provided in Appendix G of the Stormwater Management Report dated January 8, 2021 prepared by Fuss & O'Neill.

- f. Comment 11: Any roof leaders and/or sump pump connections to the City's sewer system are to be disconnected and redirected to the storm drain, on site infiltration system, or pervious areas.*

Note 15 under Utilities on sheet CN-101 has been added to indicate existing and proposed roof leaders and sump pump connections should be connected to the storm drain, subsurface infiltration system, or pervious area.

- g. Comment 12: All utilities to be installed or modified, are to be in accordance with City of New Bedford construction standards.*

Note 9 under Utilities on sheet CN-101 has been added to indicate all utilities are to be installed or modified in accordance with City of New Bedford construction standards.

- h. Comment 13: Coggeshall Street was paved in June 2017 and is currently still within the five-year moratorium for restriction of any work within the roadway. If timeline of this project requires*

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disturbance of Coggeshall St prior to the Summer of 2022, a waiver must be submitted to DPI for written approval from the Commissioner.

Note 7 under Regulatory Requirements on sheet CN-101 has been added to indicate a waiver and approval from DPI is required if disturbance of Coggeshall Street is to occur prior to the Summer of 2022.

- i. Comment 14: Any disturbance to the roadway of Coggeshall St will require that final restorations include paving the patch from curb to curb with infrared at the seams and thermoplastic pavement markings replaced. Must coordinate with DPI's Engineering division to verify location of traffic signal sensor loop detectors.*

Note 2 under Pavement on sheet CN-101 has been added to indicate paving and marking replacement requirements as well as to coordinate with DPI's Engineering division prior to construction.

- j. Comment 15: Permits for driveways, sidewalk and utilities must be obtained from the Department of Public Infrastructure Engineering Division. Coordinate with DPI for construction related inspections of stormwater, water and wastewater infrastructure.*

Note 8 under Regulatory Requirements on sheet CN-101 has been added to indicate all permits must be obtained with DPI prior to construction and that construction related inspections must be coordinated with DPI.

- k. Comment 16: Developer to check with MassDOT for any potential impacts for work conducted within MassDOT jurisdiction for Highway State Layout.*

Site plans were submitted to the MassDOT permitting office in November of 2020, and it was determined that a State Highway Access Permit would be required only if significant impact to traffic on the I-195 Exit 17 ramps was expected, or changes to the study area traffic signals were required.

Our traffic study indicates no significant impacts to traffic, and no off-site mitigation is proposed at any of the study intersections. Therefore, no Access Permit is required.

- l. Comment 17: Developer must contact DPI's Engineering Division to assign the legal address number that corresponds to the door to be used as the main entrance of the building. Applicant shall not proceed with any advertising for the project under the old address number.*

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- i. Recent address assignments conducted for the new businesses in the vicinity of this site (i.e. Popeyes, Urgent Care facility, etc) have confirmed that the formerly used address "115 Coggeshall St" does not correspond accordingly to this building's location within the block.*

Acknowledged. Representatives from the Ascend team will coordinate with DPI to determine the new address for the site.

- m. Comment 18: Developer must schedule a pre-construction meeting with DPI's Assistant City Engineer prior to the start of construction. DPI will not signoff of any/all permits until the preconstruction meeting has taken place.*

Note 6 under Regulatory Requirements on sheet CN-101 has been added to indicate a pre-construction meeting must be held.

- n. Comment 19: DPI requires a final plan set to be submitted that reflects all revisions made prior to the start of construction and/or issuance of any permits.*

Acknowledged.

- o. Comment 20: Upon completion of work, Developer must submit a stamped as-built drawing of all utility work prior to Certificate of Occupancy being issued.*

Acknowledged.

- p. Comment 21: Review the City's Stormwater Management Rules and Regulations [SMRR] for requirements regarding rights of entry, easements, O&M plans, and access needs following construction.*

Acknowledged.



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If you have any questions or need additional information regarding any of the above comments, please contact me at (617) 282-4675, x5341.

Sincerely,

Matthew W. Skelly, PE, PTOE
Project Manager

Enclosures:

1. Revised Permitting Plans: Ascend Cannabis Dispensary; 115 Coggeshall Street, New Bedford, Massachusetts; revised March 31, 2021 (separately bound)
2. Sheet AUT – Turning Movements dated January 8, 2021 (separately bound)