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May 27, 2016

Mr. John G. Radcliffe  
Chairman  
New Bedford Conservation Commission  
New Bedford City Hall  
133 William Street  
New Bedford, MA 02744

RE: Nitsch Project #9972  
Amended OOC  
200 Theodore Rice Blvd.  
New Bedford, MA

Dear Mr. Radcliffe:

This letter is in regards to the Amended Order of Conditions requested regarding the site improvements project located at 200 Theodore Rice Boulevard in New Bedford, Massachusetts (SE049-0693). Nitsch Engineering has reviewed the following items submitted as part of the proposed request for an Amended Order of Conditions:

- Request for Amended Order of Conditions Letter prepared by Field Engineering Co. Inc., dated May 4, 2016;
- Proposed conditions drainage calculations, no date; and
- Plan entitled, "Plan to Accompany an Amended Order of Conditions Request, First Highland Management and Development Corporation," prepared by Field Engineering Corp., dated May 4, 2016. This plan included one sheet only depicting layout, grading, and drainage changes.

With regards to the materials, we have the following comments:

1. The scope of the previously approved project, which had been submitted and approved for NSTAR, has been significantly reduced. The approved project included substantially more parking improvements, a paved material stockpile area, additional stormwater retention basins, and more stormwater quality treatment.
2. The parking lot located in the northwest corner of the site has been revised. Previously, this parking area was designed to drain to a detention basin located directly in front of the building. This detention basin has been removed. The parking lot grading has been changed so the parking lot grades to the north and stormwater either drains towards the landscape island or the newly proposed stormceptor 450i. The applicant should provide sizing calculations for the stormceptor. This is all new pavement so all stormwater should be treated to remove 80% of Total Suspended Solids (TSS).
3. The curbing in the northern parking lot should be better defined so the stormwater flow paths are apparent. As drawn on the submitted plans, it appears that curb is not proposed along the northern edge of the parking lot. Therefore, as drawn, stormwater will flow into the landscape island on the western side of the parking lot and bypass the proposed stormceptor unit. If curb is installed, the grading will need to be revised to allow stormwater to flow around the parking islands. The grading and design of this area should be revised so that water flows to the stormceptor, consistent with the drainage calculations.
4. The driveway on the western side of the site was approved to drain into a landscape depression that would function as a sediment basin or forebay. There was a pipe that allowed water to flow to the site's closed drainage system and receive additional treatment. The revised design contains a depression only. The depression is less than one foot deep. There is no outlet pipe, so presumably this area is intended to either infiltrate into the ground or water will overtop during large storms. Calculations

regarding the design of this area were not developed so it is unclear whether this depression can accommodate stormwater generated by the driveway up to the 100-year storm.

5. The existing parking lot located to the west of the existing building was previously designed with more formal parking, landscaped islands, and a closed drainage system providing water quality treatment. The revised plans show this area to be scarified and new pavement installed. There is no reduction in impervious surface or any stormwater best management practices. Therefore, there are no water quality improvements associated with this area under the new design. During the site walk, we discussed the options for providing water quality treatment in the re-paved area. We recommend water quality Best Management Practices be incorporated into this area.
6. Landscape islands have been added to the parking lot located to the east of the building. These islands could restrict the movement of water to the paved waterway that discharges to basin 1. The revised design implies that curbing will not be installed at the edge of the parking area, which would create a situation where water flows directly into the basin as opposed to the forebay as originally designed. Curbing and/or grading revisions should be developed to insure that water is directed to the paved waterway and into the sediment forebay.
7. We recommend the applicant check the parking lot grading located near the southeast corner of the building. The proposed grading implies a low point that may create ponding.
8. The applicant should confirm the size of the pipe leading from the proposed double catch basin located in the parking area south of the building.
9. The request for an Amended Order of Conditions included one sheet only. There were not any revised details submitted with the revised plans. Comparing the approved calculations with the calculations submitted with the Amended Order of Conditions request indicates that there have been some minor modifications to the outlet control structures from the detention basins. These details should be revised for consistency with the calculations to ensure they are constructed correctly.

If you have any questions, please call us at 617-338-0063.

Very truly yours,

**Nitsch Engineering, Inc.**



Scott D. Turner, PE, AICP, LEED AP ND  
Director of Planning

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