



**CITY OF NEW BEDFORD**  
Jonathan F. Mitchell, Mayor


## Department of Public Infrastructure

Jamie Ponte  
Commissioner

Water  
Wastewater  
Highways  
Engineering  
Cemeteries  
Park Maintenance  
Forestry

## Memorandum

TO: City of New Bedford Planning Board

FROM: Jamie Ponte, Commissioner 

DATE: August 11, 2021

SUBJECT: Proposed Starbucks with drive-thru facilities– Site Plan  
NS Coggeshall St (f.k.a. 0 & 8 Mitchell St and 157 Coggeshall St)  
Plot 93, Lots 275, 168 & 169

The City of New Bedford (City) Department of Public Infrastructure (DPI) has reviewed the submitted plan titled "Site Plan- Proposed Starbucks With Drive-Thru Facilities" dated July 01, 2021, prepared by Stonefield Engineering & Design, along with all supporting documents submitted for the new development of the above referenced site. The following summarizes DPI's comments to the proposed site plan:

1. The proposed project contains multiple parcels. No recorded ANR or 81X plan to date that reflects the reconfigured lot lines on the proposed plan set for this Site Plan Review has been submitted.
2. It is recommended that the Technical Memo, dated July 1, 2021 prepared by Stonefield Engineering & Design, regarding the Traffic Impact Assessment prepared for the new development of this site undergo peer review by the City's traffic engineer consultant.
3. Commercial driveways (modification, closure or creation of new driveways) are subject to Traffic Commission Board approval prior to release of the driveway permit from DPI.
4. Driveways must be built in accordance with City construction standards, 90-degree alignment from the roadway with four-foot vertical granite curb transitions to either side. Engineer to revise all "proposed concrete curb" work in City right-of-way called for on the plan set to granite curbing meeting City standards.
5. Close in existing driveway apron on Mitchell Street leading to lot 168. Developer to install 6" wide vertical granite curb with full width cement concrete sidewalks.

6. Coggeshall Street driveway is shifting westerly from existing location. Developer to remove and reset granite curb transition on easterly side of previous driveway apron.
7. 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 disturbance of Coggeshall Street prior to the Summer of 2022, a waiver must be submitted to DPI for written approval from the Commissioner.
8. Any disturbance to the roadway of Coggeshall Street will require that final restorations include paving the patch from curb to curb with infrared at the seams and thermoplastic pavement markings replaced. Engineer to revise plan set accordingly.
9. Truck turn plan provided for firetrucks demonstrations the need for the truck to ride up and over the westerly curb line of Mitchell Street. There is concern that this same maneuver will occur when delivery trucks enter and exit the site. DPI recommends a Autoturn plan be submitted showing delivery truck turns (WB-50). Depending on the findings of this, the City may require additional modifications to the Mitchell Street sidewalk.
10. Engineer must update plans to clearly show all utilities, including labeling of sizes and material type for all utility mains within the Right of Way and existing services to the property.
11. Proposed 15" HDPE drainage overflow to City's system; HDPE pipe not allowed within City ROW. Also, all services must enter City layout perpendicular to the roadway/utility main. The proposed angular entry traversing Coggeshall Street not allowed. Revise plans accordingly and provide a detail for the service connection into the City's 6'x 3' RC box culvert on Coggeshall Street.
12. Oil/water separator to be placed at the inlet connection of the infiltration system, not the outlet pipe. Engineer to revise plans.
13. Proposed sewer service connection to be direct entry into City's sewer manhole located in Coggeshall St. Sewer manhole is epoxy lined. Contact DPI Engineering for further discussion and requirements for restoration of the wall of the epoxy-lined manhole structure.
14. Refer to Sheet C-6: The curb stop for the proposed 2" domestic water service must be located 1.5' from face of the curb, not property line. Also, the clean out for the proposed 6" PVC gravity sewer service must be located 2' off property line, into City Layout not private property. Engineer to revise plans.
15. Water meter to be installed at point of direct entry into the building.
16. No proposed fire supply service to be installed. Fire supply cannot be tapped off domestic service connection. If fire suppression system is required, Engineer to revise plans and show proposed location, size and pipe material for fire supply service.



17. Refer to Sheet C-11: Full Depth Asphalt Pavement Detail to be revised to 2.5" HMA binder course and 1.5" top course. Curb Ramp with flares detail should be revised to be in accordance with New Bedford specs.
18. Refer to Sheet C-12: Utility Trench Detail to be revised to for utility install depths and flowable fill requirements (Refer to City construction standards) as backfill material.
19. 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. Refer to Sheet C-3: Engineer to update plan to include all water services and sewer service to be capped.
20. All utilities to be installed or modified, are to be in accordance with City of New Bedford construction standards and are to be performed by a City-approved bonded contractor.
21. 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 sidewalk, driveway, stormwater, water and wastewater infrastructure.
22. Is the grease trap proposed for inside the building? Developer to contact DPI's IPP/FOG Engineer for grease trap maintenance and inspection permit.
23. The 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 any of the old address numbers.
24. 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.
25. 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.
26. Upon completion of work, Developer must submit a stamped as-built drawing of all utility work prior to Certificate of Occupancy being issued.

Cc: Department of Inspectional Services  
Department of Resiliency and Environmental Stewardship  
ALRIG USA Development, LLC  
Stonefield Engineering & Design