



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 *SMHS*

FROM: Jamie Ponte, Commissioner *JP*

DATE: October 12, 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 with a revision date of 9/3/2021 (original date: 7/1/2021), titled "Site Plan- Proposed Starbucks With Drive-Thru Facilities", 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 August 11, 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 October 8, 2021, for review of the provided materials pertaining to the required traffic study report dated July 1, 2021 prepared by Stonefield Engineering & Design.
2. Proposed stormwater design does not include oil/water separator unit for parking lot runoff collection prior to the site's infiltration unit. Sheet C-12 calls out for "Stormtech highly recommends flexstorm insert in any upstream structures with open grates". Plans to be revised to require inserts for TSS removal and capture oil/ hazardous liquid prior to downstream infiltration.
3. Refer to previous DPI Memorandum, dated August 11, 2021, for comments that must still be addressed by the engineer:

- a. Comment 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.
 - i. Revised plan set shows “Proposed depressed granite curb (typical)” across the driveway aprons which is not in compliance with the City’s construction standards and specifications. Engineer to update plans.
- b. Comment 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.
 - i. Revised plans show install of granite curb to close in existing driveway but does not call out for new cement concrete sidewalk in the section that needs to be repaired at the old driveway apron location.
- c. Comment 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.
 - i. Revised plans did not expand on final trench restoration limits or include the note on the plan set.
- d. Comment 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.
 - i. Site Plan (Sheet C-4) and Truck Turn Plan (Sheet C-15 & C-16) do not show the existing Washington-style street lights located on the Mitchell St sidewalk that may be impacted by large vehicle maneuvers.
 - ii. DPI recommends that a third auto-turn scenario be shown with truck turns if cars are parked along the west side of Mitchell St.
- e. Comment 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.

- i. Refer to Sheet C-6, Utility Plan, still missing all utility mains and labeling for where the proposed services are connecting in to.
- f. Comment 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.
 - i. Alignment of proposed drainage connection was corrected but revised plan does not include detail for the service connection into the City's 6'x 3' RC box culvert on Coggeshall Street.
- g. Comment 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.
 - i. Engineer to discuss with DPI engineering and include detail construction notes on site plan.
- h. Comment 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.
 - i. Refer to Sheet C-6, 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.
- i. Comment 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.
 - i. Sheet C-11 not revised for asphalt depths of trench pavement.
- j. Comment 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.
 - i. Utility trench not revised to reflect City construction standards for backfill requirements.
- k. Comment 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.

- i. Revised plan still to be updated to include the old services to be cut and capped on the demo plan, Sheet C-3.
4. Refer to previous DPI Memorandum, dated August 11, 2021, for comments that must still be adhered to by the applicant:
 - a. Comment 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.
 - b. Comment 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.
 - c. Comment 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.
 - d. Comment 15: Water meter to be installed at point of direct entry into the building.
 - e. Comment 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.
 - f. Comment 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.
 - g. Comment 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.
 - h. Comment 22: Developer to contact DPI's IPP/FOG Engineer for grease trap maintenance and inspection permit.

- i. Comment 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.
- j. Comment 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.
- k. Comment 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.
- l. Comment 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