



241.95.03

April 14, 2011

Maureen O'Meara, Town Planner
Town of Cape Elizabeth
320 Ocean House Road
P.O. Box 6260
Cape Elizabeth, Maine 04107

SUBJECT: Golden Ridge Lane
Subdivision Amendment Review

Dear Maureen:

We have received and reviewed a submission package for the subject project. The package included a March 31, 2011 letter addressed to you from John Mitchell of Mitchell & Associates with supporting documentation including an amended minor subdivision application in booklet form dated March 31, 2011 and an eight sheet plan set dated March 31, 2011. We are familiar with the project site from our past review of the subdivision in 2003 and also met on March 7, 2011 with John Mitchell and Betsy Melrose of Mitchell & Associates to discuss the proposed project. Based on our March 7th meeting, our review of submitted material, and the project's conformance to the technical requirements of Section 16-2-5 of the Zoning Ordinance, Subdivision Amendments, we offer the following comments.

1. The applicant, Golden Ridge Lane, LLC, is proposing an amendment to the previously approved Golden Ridge Subdivision to create an additional lot at the end of Golden Ridge Lane. By creating an additional lot, the improvements to Golden Ridge Lane will include upgrading the existing 550 linear foot gravel road to 18 feet in width with two foot grassed shoulders on both sides and construct a new 500 linear foot road section with a turnaround at the end to provide access to the new lot.

We understand that the Board will be conducting a completeness level review of the project at the upcoming Board meeting. We have reviewed the submission requirements and, in our opinion, it appears that the current submission package addresses the submission issues. The remainder of our comments presented below relates to design details beyond the completeness level of review. These comments are included herewith to facilitate future submittals and reviews of the project. It should be noted that additional comments may be forthcoming as more detailed information becomes available and our review of the project continues.

2. The Existing Conditions Plan and the Amended Subdivision Plan should be stamped by a Professional Land Surveyor.
3. The culverts at stations 2+68 and 3+81 appear to have 0.7-feet and 0.4-feet of cover respectively as designed. The designer should review the design to provide at least a foot of cover or consider the use of reinforced concrete pipe at these locations instead of the high density polyethylene (HDPE) culvert shown.
4. It is stated that the improvements to the existing portion of Golden Ridge Lane will include an upgraded gravel road of 18-feet in width with two-foot grassed shoulders on either side. As the road currently varies in width from 11 to 15 feet, it is assumed that the road will be box cut and reconstructed to provide the proper depths and compaction of the gravel subbase and base materials. The designer should clarify the construction sequence.
5. It appears that a utility easement will be necessary from where the proposed underground utilities (electric, telephone and cable TV) will extend from the utility pole located on the Young's property. It should be confirmed that the easement includes work outside of the right-of-way.
6. The applicant has submitted a completed HHE-200 Form completed by Albert Frick Associates for the proposed subsurface wastewater disposal areas which should be reviewed by the Code Enforcement Officer.
7. The Golden Ridge Lane Extension maintenance agreement does not specify who will be responsible for maintaining the fire hydrant. It is our understanding that the Portland Water District (PWD) will be requiring an easement for the public water main within the private way. The applicant should clarify provisions of maintaining and the ownership of the hydrant and water main, and show the proposed easement on the plans if maintained by the PWD.
8. The application includes a narrative and summary of the stormwater management of the site and sizing of the proposed culverts. The package includes stormwater calculations and we are in the process of reviewing them.
9. It appears that the post-development flows are higher than the pre-development flows. The designer is not proposing any water conveyance BMPs or water detention in the design. The designer may consider the use of level spreaders at the outlet of the culverts to decrease the flow rate.

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10. The designer should review anticipated ditch velocities for the steep sections of the road and consider the use of protective measures and erosion control BMPs such as stone check dams, if needed, to slow down the stormwater conveyed in the ditch.

We trust that these comments will assist the Board during their deliberations on this project. Should there be any questions or comments regarding our review, please do not hesitate to contact us.

Sincerely,
AMEC Earth & Environmental, Inc



for
Stephen D. Harding, P.E.
Town Engineer

SDH:sdg

cc: Bob Malley, Public Works Director
Bruce Smith, Code Enforcement Officer
John Mitchell, Mitchell & Associates
Todd Gammon, AMEC Earth & Environmental, Inc
Andrew Masella, AMEC Earth & Environmental, Inc

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