



241.95.03

May 11, 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 May 3, 2011 submission package for the subject project that included a May 3, 2011 letter addressed to you from John Mitchell of Mitchell & Associates with supporting documentation and an 8-sheet plan set revised May 2, 2011. We also participated in a Planning Board site walk on Friday, April 29, 2011. Based on our site visit, 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.
2. We understand that the private road must meet the local road standards as contained in Chapter 16 of the Town's Subdivision Regulations. The project was previously approved in 2004 with waivers reducing the road section to 18-feet in width instead of 20-feet and to have only the first 50-feet paved. Although there is an existing driveway/road in place, there is no record of this road being constructed to Town standards or to the previously approved plans.

In the submitted package, 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. In a prior Planning Board approval of Golden Ridge Lane in 2003, the roadway section was to be completely reconstructed to a consistent section throughout its entire length. It does not appear that these road improvements

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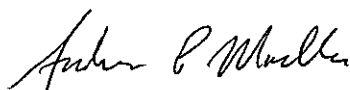
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were actually accomplished and in conversations with the Public Works Director, there is no record of construction review of the existing drive that exists today. The current plan suggests that test pits will be dug to determine gravel depths. Given that the materials within the existing drive are likely highly variable in depth and consistency, we believe that the entire roadway section should be rebuilt and extended to a consistent width and depth with known materials. Therefore, we recommend that the designer provide a note on the plans specifying that the proposed road, including the existing portion to be upgraded, will be box cut and reconstructed to provide the proper depths and compaction of the gravel subbase and base materials.

3. A portion of the Tc path for subarea #4 runs parallel with the 50 and 52 contours before turning into ditch flow. It is our understanding that these are drawn accurately based on BH2M's field inspection that revealed a swale at this location not picked up by the surveyors. As a minor issue, these two Tc paths are identical for both the pre and the post development plans. However, as it appears, the Tc path on the post development plan would actually flow into the proposed swale adjacent to the road instead of following the same path as shown in the pre development plan.
4. It should be noted that the post development peak rates at all six points of analysis (AP) are higher than the pre development peak rates. Since the actual flow rates are relatively modest, however, the actual increases do not represent significant increases. Although the flows are being conveyed to a wetland, the flat receiving areas will likely dissipate before reaching the property line. Therefore, we concur with the designer's assertion that no significant runoff rates will result from the development as proposed.

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



Stephen D. Harding, P.E.
Town Engineer

SDH:lap

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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