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November 8, 2011

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

SUBJECT: Rudy's of the Cape Restaurant
Site Plan and Resource Protection Review

Dear Maureen:

We have received and reviewed an October 28, 2011 submission package for the subject project that included an 8-sheet plan set by Carroll Associates dated October 28, 2011. Also included in the package was an October 28, 2011 Site Plan Review and Resource Protection Permit. We have also participated in an October 24, 2011 on-site meeting with the designers, owner, and the Public Works Director. Based on our review of submitted material and the project's conformance to the technical requirements of Section 19-9 and Section 19-8, of the Zoning Ordinance, we offer the following comments.

1. The applicant, Two Lights General Store, LLC, is proposing to expand and redevelop its current building to accommodate an 80-seat restaurant/convenience store located at its existing Rudy's establishment at 517 Ocean House Road. The site will be reconfigured to provide controlled singular access/egress connection to Route 77 to generally align with the intersection of Broad Cove Road. A second phase of the project is proposing the construction of a small (1,250 SF) building on the north side of the new Rudy's building towards Davis Point Road. The applicant anticipates the building to serve as a retail tenant user or gift shop and will be accessed from the proposed central parking 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 application materials include an October 27, 2011 Traffic Assessment Report as prepared by the firm of Gorrill-Palmer Consulting Engineers, Inc. of Gray, Maine. In this report, it is noted that the sight distance for vehicles exiting the property is acceptable to the north, however is slightly less than the Town requirement to the south. It is further noted that with some vegetation removal that adequate sight distance could be achieved. It is believed that the installation of the new sidewalk alongside Route 77.

would likely result in the removal of the vegetation needed to provide sight distance to the site.

The report further recommends checking this element after the vegetation removal has been completed and conducting additional vegetation removal if necessary. Notes to this effect should be added onto the plan and the Board should consider the follow through of these recommendations as a condition of the Board's approval. The measured sight distances and required sight distances should also be added to the plan view.

3. Section 19-9-4 of the Zoning Ordinance requires that site plan and supporting submissions shall include traffic patterns and curb radii for parking, loading, and unloading areas. Traffic patterns and curb radii should be added to the plan set.
4. We are confused by the indication on Drawing L-1.0 that a new bike lane line will be painted alongside Route 77 to distinguish the limits of the bike path which seems to meander on the paved shoulder. As an existing, well-defined, white-lined bike path is already in place, we are unsure of the designer's intentions. Further, the packet indicates that the bike lane width will be reduced to accommodate the introduction of a curb along the edge of the Route 77 pavement. The proposed location of the existing painted white line along the edge of the traveled portion of Route 77 should remain unaltered. In addition, the width of the bikeway should be consistent and depicted on the plan.
5. The designer should indicate the types of curbs to be installed along Route 77 and within the development. Details of the installation should also be included.
6. The site development will require a realignment of an existing publicly accepted sanitary sewer currently located in the footprint of the proposed restaurant. The new easement remains consistent in width with previous plans. The Green Ash tree that is proposed directly over the sewer line, however, will need to be removed from the plans or relocated. A note should be added to the plan that improvements beyond the paved surfaces and curbing will be removed and replaced at the Owner's cost for any repair work to the installed sewer line. The Owner will also need to provide new easement documentation for Town acceptance to provide access to the newly aligned portion of the sewer. In addition, a note should be added to the plans indicating that the sanitary sewer extension will be in compliance with the December 15, 2008 Town of Cape Elizabeth Public Works Department Sewer Extension Standard. Finally, a trench detail of the sanitary sewer pipe installation should be added to the drawings.
7. The application materials include an October 28, 2011 Stormwater Management Report as prepared by the firm of Blais Civil Engineers of South Portland, Maine. The report describes the pre- and post-development conditions of the site and indicates a slight increase in the estimated post-development peak rate of runoff. As the designer notes, the effect of the proposed rain garden onto the runoff projections has not been factored into the analysis. This approach is understandable give that the element's effect on the runoff conditions is impractical to accurately portray within current stormwater modeling technology. Regardless, it will obviously temporarily store and attenuate the runoff

entering into it which will act to mitigate and treat stormwater runoff. We believe that the incremental calculated increase in the runoff peak rate is insignificant and therefore, we concur with the designer's assertion that the project will not have an adverse stormwater related impact on downstream properties.

8. On Drawing L-2.0, there is a proposed level spreader indicated downstream of the proposed rain garden level spreader. The designer should confirm if this level spreader is truly part of this design and, if so, add an elevation to its crest so that it can be constructed as intended in the field.
9. The designer should clarify the hydrant existence in the Route 77 right-of-ay to the south of the proposed access drive to the sight. The Existing Conditions Plan, Drawing L-0.0, shows a "hydrant" label, but shows no actual hydrant symbol whereas the other design plans employ a bold symbol style that would indicate that the hydrant is proposed to be installed.
10. Drawing L-1.0 indicates that the propane tank pad will be made of concrete whereas the build up detail on Drawing L-4.0 indicates a gravel surface. The designer should clarify this inconsistency.

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 Environment & Infrastructure, Inc



Stephen D. Harding, P.E.
Town Engineer

SDH:lap

cc: Bob Malley, Public Works Director
Todd Gammon, AMEC Environment & Infrastructure, Inc
Caitlyn Abbott, AMEC Environment & Infrastructure, Inc

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