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October 10, 2012

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

SUBJECT: For Williams Park Site Improvements
Site Plan Review

Dear Maureen:

We have received and reviewed a September 28, 2012 submission package for the subject project. The package included a September 28, 2012 Amended Site Plan Review Application with a cover letter addressed to you and the Cape Elizabeth Planning Board Members from John D. Mitchell of Mitchell & Associates. The submission package also included a seven sheet plan set of drawings dated September 28, 2012. Based on our review of submitted material and the project's conformance to the technical requirements of Section 19-9 and Section 19-8-3 of the Zoning Ordinance, we offer the following comments.

1. The applicant, Town of Cape Elizabeth, is proposing to expand parking at Fort Williams Park by adding a cul-de-sac to the end of the existing Ship Cove parking lot, creating an additional 25 spaces. Other improvements include upgrading the Ship Cove picnic area, realigning portions of the roadway along Wheatly Road and at the entrance to the Ship Cove parking lot, and reconstructing the sidewalks. 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 applicant is requesting a waiver of Section 19-9-4, paragraph C.12 of the Submission Requirements and on the need for stormwater calculations. We support these waiver requests given the Town's willingness to accept the flow from the relatively small impact of 3,558 total square feet of additional impervious area, and due to the close proximity of the Ship Cove.
3. We suggest using a thicker, black solid line to show the proposed edge of pavement. It is currently difficult to delineate the existing edge of pavement from the proposed. The

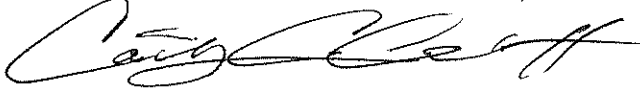
designer should also consider showing the limits of full depth construction on the site plan as it is unclear where the limits of the existing pavement

4. The note for the concrete pad repair on Sheet 2-A reads "Remove existing concrete pad, replace with 4 inches reinforced concrete. According to the detail, the concrete pad should be replaced with 6 inches of reinforced concrete. The engineer should clarify the proposed reinforced concrete thickness of the pad.
5. The handrail is shown as being constructed in the grass off the side of the concrete pad. However, the detail on Sheet 4 shows the handrail being anchored into the concrete pad. The designer should clarify the design intent.
6. According to the ADA Standards for Accessible Design, three accessible parking spaces are required when the total number of parking spaces provided per lot is between 51 and 75. The designer should consider adding an additional accessible parking space. The aisle widths should be dimensioned as well to ensure that one required van accessible space is provided with a required 8-foot aisle.
7. Since the center of the proposed cul-de-sac will be re-graded and disturbed during construction, a note should be added about whether the area will be loamed and seeded or some other cover treatment will be used.
8. The designer should consider adding handicap ramps at each of the crosswalk locations.
9. A note on Sheet 2-B implies that a new bituminous walkway is being proposed and blended into the existing walk along Ocean Road. It appears that a small area of walkway will need to be removed as well. The designer should consider sawcutting the sidewalk back to where the start of removal and matching the new bituminous concrete to the existing walk. With the extension of the sidewalk, new curbing will need to be added along Ocean Road.
10. The grading plan shows every 5th existing contour as a solid line. It is hard to tell what is being proposed compared to what is existing for a 20-foot contour near the cul-de-sac. The 5-foot contour intervals should be changed to a dashed line to avoid confusion.
11. We are confused as to whether the existing 4" PVC is connected to the existing catch basin between Station 3+00 and 3+50 on Ocean Road. The 12" stormdrain that is proposed from this catch basin to the rip rap outlet is currently shown with only 0.7-feet of cover. The designer should clarify the design intent and confirm that this is a sufficient amount of cover and that there will be no conflicts with the existing waterline through Ocean Road.
12. The following comments are in reference to the site details on Sheet 4:
 - a. The surface/course mix shown in the bituminous pavement detail for the roads and parking areas should be changed from 1-inch thick to 1.5-inches thick. This will ensure compliance with future Town standards as the Town is currently proposing that a 2.5" binder course and 1.5" surface course be used for all roadway and parking areas.

- b. Detail 2 shows a bituminous sidewalk detail as having a 1" thick 19mm HMA binder mix with a 1-inch thick layer of 9.5 mm HMA surface/fine mix for a surface mix. The new Town standard will be changed to a 2.5-inch thick 9.5mm HMA placed in two lifts given the difficulty in placing a one-inch thick layer of HMA.
 - c. The curb detail currently shows the slipform sloped concrete curb set on the compacted gravel course. The curb should be shown as being constructed on the binder pavement prior to the placing of surface pavement.
 - d. The concrete tipdown in Detail 5 should be shown as 7-feet rather than 6-feet.
 - e. We suggest using cast iron plates in concrete rather than truncated dome brick pavers for the handicap ramps.
 - f. The sections of proposed pavement in the sawcut detail should match Detail 1.
 - g. The designer should consider adding a parking space detail or additional dimensioning particularly given the curvilinear nature of the layout of the new spaces.
13. It appears that Note 2 under the "erosion control practices/temporary measures" notes on Sheet 5 has multiple areas of overlapping text and unfinished sentences. This note should be fixed.
14. It should be noted that the 70 parking spaces described in Priority 1 under Exhibit 7 of the Amended Site Plan Review Application should be 72 parking spaces.

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



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

SDH:lap

cc: Bob Malley, Public Works Director
Caitlyn Abbott, AMEC E&I

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