



3618148365

April 9, 2014

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

SUBJECT: Harvest Lane Private Road Amendment

Dear Maureen:

We have received and reviewed a submission package dated March 28, 2014 for the subject project. The package included a March 28, 2014 cover letter addressed to you from Todd Gammon of Blais Civil Engineers from South Portland, Maine along with supporting documentation and a four page drawing set of the project plans all dated March 19, 2014. Based on our review of submitted material and the project's conformance to the technical requirements of Section 19-7-9, Subdivision Amendment of the Zoning Ordinance, we offer the following comments:

1. The applicant is proposing to amend a previously approved private road that was built to private road standards in 2009 to accommodate a new house lot. The designer has included an additional emergency vehicle turnaround and proposed to widen Harvest Lane to 18-feet and will provide a right-of-way which will satisfy the 125-foot frontage requirements in order to build one new home. Utilities have been added to the plans in order to service the new dwelling.
2. The earlier approval received several waivers that essentially provided that the roadway was approved to a private accessway standard. With the new lot addition, the applicant is proposing to expand the existing roadway and is requesting waivers for the following items:
 - a. Curbing at Harvest Lane/Valley Road intersection
 - b. Paving of the emergency vehicle turnaround
 - c. Paving of the first 50-feet of the private road
 - d. A 22-foot road width

In discussions with the Public Works Director and in past reviews for the Town of Cape Elizabeth, with the exception of paving the emergency vehicle turnaround, we have never supported these waivers.

3. The designer should consider adding a level spreader or plunge pool at the outlet of the 12-inch HDPE culvert. An energy dissipater will ensure that stormwater velocity decreases prior to entering the wetland which will lessen the opportunity for erosion.

Maureen O'Meara

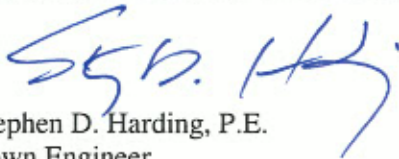
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4. The proposed gravel driveway shown on Drawing #3 of the plan set appears to be proposed to be located within 75-feet of a RP-2 wetland. At a minimum, a Permit-By-Rule (PBR) will be required by the Maine Department of Environmental Protection. The designer should provide a copy of the PBR submission to the Town for their records.
5. In the past approval, it was noted that the Town would be given a drainage easement. This drainage easement should be provided to the Town and included in the drawing set.
6. The designer has provided a stormwater calculation for a new culvert to be installed as part of the changes and noted that the proposed design changes are minor in scope and that additional stormwater calculations are not needed. Should the Board approve of the proposed plan in its current state, we would agree with the assessment that no further stormwater analysis is warranted. We reserve the right to alter that opinion should future changes to the plan become more extensive than what is currently proposed.
7. A note should be added to the drawing set that the Town will not be responsible for maintenance of the roadway.
8. The applicant should also be aware that as stipulated in the Ordinance and in keeping with current policy, private road construction is subject to the Town's inspection of those improvements throughout construction.

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:cca

cc: Bob Malley, Public Works Director
Caitlyn Abbott, AMEC

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