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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: Tamaro Landscaping/Summer Oven Site Plan – 539-541 Ocean House Road

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 Jennifer Feeney and Nicholas Tamaro of Summer Oven and Tamaro Landscaping, respectively, from Cape Elizabeth, Maine along with supporting documentation and a six drawing set of the project plans dated March 26, 2014. The updated site plan has been drafted by John H. Leasure Architect, Inc. A March 26, 2014 Sheet C-100 plan of the access changes and improvements along Route 77 entitled "Grading & Site Layout Plan" and plans of construction details have been provided by Blais Engineering. We also met at the site on March 19, 2014 with the Public Works Director and designer Todd Gammon of Blais Engineering to review the changes to the driveway configuration and the proposed improvements in the Route 77 right of way. Based on our review of submitted material and the project's conformance to the technical requirements of Section 19-9 of the Zoning Ordinance, Site Plan Completeness, we offer the following comments:

1. The applicant is proposing to amend a previously approved site plan from the late 1980's to change the use of Buildings No.3 and No.4 and to relocate the site entrance off of Ocean House Road. Building No.3 will change from a cold storage to a small engine repair building. Building No.4 is proposed as a 26 seat restaurant and village retail which has been changed from the small engine repair and village retail. The designer is proposing a curb closure at the southern edge of the property with a relocated entrance to the north end of the property in order to allow better accessibility control and improved traffic flow.
2. In general, the Site Plan is lacking detail and is difficult to read. The designer should add a north arrow as well as a legend. To eliminate confusion, the designer should clearly depict existing structures from what is being proposed and ensure that dimensions and elevations of all features are clearly labeled (square footage of buildings, parking spaces, pipe sizes, culvert inverts).
3. The parking layout on the Site Plan indicates 37 parking spaces will be provided of which two will be handicap parking spaces. In order to comply with ADA, one of these handicap spaces

must be van accessible with a minimum 8-foot space alongside a minimum 8-foot aisle. It does not appear that the current configuration meets that requirement. Additionally, the corresponding sign must indicate that the handicap space is van assessable.

4. It should be noted that a Street Opening Permit must be obtained from the Public Works Director prior to the commencement of construction activities.
5. It appears that a driveway encroachment will be removed from the abutting drive on the north side of the site and a new fence will be installed in this location. A note should be added to the plans that indicates that the encroaching drive section will be removed and provide an offset distance of the fence location in relation to the property line.
6. The Chapter 17 Town Ways, Section 17-2-4 (c) Geometry states the following “[Driveway and Private Way entrances] shall intersect the traveled way at a horizontal angle as close as possible to 90 degrees, but in no case shall the horizontal angle be less than 75 degrees.” We have roughly approximated the new drive angle as 70 degrees from Sheet C-100 Grading & Site Layout Plan. The designer should review the accessway configuration and adjust it as necessary to meet the Town criteria.
7. The applicant has asked for a waiver of formal stormwater calculations as the removal of impervious surfaces will offset the additional area of new impervious surface associated with the new drive location. We support this waiver request.
8. The designer has noted that the next submission will include existing topography along Route 77 along with invert, confirmed size and location of the culvert located under Route 77. The new drainage system elevations can then be added to ensure proper correlation to the existing system.
9. The designer should add a note to the plan that states that the owner is responsibility for maintenance of the stone dust sidewalk. Further it should be noted that if the owner decides to pave the sidewalk that ADA compliant tactile warning strips would need to be provided.
10. The location of the stabilized construction entrance should be shown on the Site Plan.
11. It appears that trees are being proposed along the northern boundary of the project site as well as plantings to be installed throughout the site. The type and quantity of plantings and trees does not appear to be on the Site Plan. The designer should include a table with information on new tree/plant type and quantity.
12. Detail 2 on Sheet C-200 shows the paved apron section as having a 1-inch bituminous concrete wearing course and a 2-1/2-inch bituminous base course. The designer should use a 1-1/2-inch wearing course in order to be in conformance with the Town of Cape Elizabeth Standards which requires a 4-inch pavement build-up.
13. Additional detail is needed for the Underdrain Trench Section Detail on Sheet C-200. The designer should show whether an MDOT Type B or Type C underdrain pipe will be used. The pipe size should also be added to the detail.

Maureen O'Meara

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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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