



August 12, 2020
20302

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

Subject: Stewart Property - 19 Fessenden Road Private Accessway Review

Dear Maureen:

We have received and reviewed a submission package dated July 31, 2020 for the subject project. The package included a July 31, 2020 cover letter from Robert Metcalf of Mitchell & Associates, a five-drawing plan set which included four plans as prepared by Mitchell & Associates with Sheets 1 and 3 dated July 6, 2020 and Sheets 2 and 4 dated July 31, 2020 along with a June 2 2020 Boundary and Existing Conditions Plan as prepared by Titcomb Associates. The package also included supporting documentation. Based on our review of the submitted material and the project's conformance to the technical requirements of Section 19-7-9, we offer the following comments:

1. The applicant is requesting a review of a proposed private accessway to create frontage for the development of a lot located to the north (behind) an existing residence at 19 Fessenden Road. The 0.77-acre rear parcel to be developed is referred to as Parcel 1 within the narrative, but is indicated as Parcel B on the boundary survey plan. Access to the property to be developed will be provided through a 30-foot wide private access right of way connection to Fessenden Road which will cover 0.15 acres along the east side of the 0.44-acre southerly (front) parcel referred to as Parcel 2 within the narrative, but is indicated as Parcel A on the boundary survey plan.

The total area of the two lots is 1.21 acres. In order to provide a dedicated access to the new single-family home on the rear lot, the applicant is proposing to relocate the existing driveway on the east side of the front lot to the west side of the front lot. A new wastewater septic system is proposed for the new home to be located on the rear lot and a new wastewater septic field is proposed for the front lot.

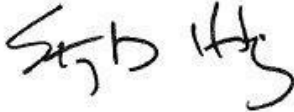
2. The applicant is requesting a waiver of the standard 14-foot wide private accessway with 2-foot grassed shoulders to a 12-foot wide private accessway with 2-foot grassed shoulders. Historically, we typically have not supported such waivers in past projects, however, we do understand that the Planning Board does have the right to grant these types of waivers so we defer to the Planning Board for a final decision on this waiver.
3. A Private Accessway Build-up Detail has been included on the Site Details plan (Sheet 4) of the drawing plan set. With the exception of the waiver request as discussed in the previous comment, the detail meets the Ordinance requirements for a Private Accessway.

4. The Private Accessway standards require a 20-foot radius be provided for the edges of the drive connection to the public street. The Layout, Utilities, & Planting Plan view on Sheet 2 indicates that 15-foot radii are proposed for the new accessway. The applicant has requested a waiver of the 20-foot radii standard and given that the private accessway will serve one lot off a local road, we would support the Planning Board granting this waiver.
5. As noted in our July 14th letter, we understand that the project team has received an approval from the Fire Chief to install a new sprinkler system within the new home to be built on the rear parcel in lieu of constructing a turnaround at the end of the new private accessway.
6. The revised plans have relocated the southerly rain garden out of the Fessenden Road right-of-way so as not to be impacted from the Fessenden Road plowing operations. Maintenance responsibilities and provisions have also been identified within the plan set. Therefore, our previous comments regarding the rain gardens have been addressed.
7. Sheet 2 now contains a suggested condition of approval that a letter of serviceability be provided from the Portland Water District (PWD) for a new water service connection into the 6-inch water main in Fessenden Road prior to the issuance of the building permit for Lot 1. As noted in our July 14, 2020 review comment letter, we support this approach.
8. The plans should be revised to clearly indicate the lot line division between Lot 1 and Lot 2. The proposed plans now indicate the location of two new granite monuments to be installed to at the northern end of the private accessway to delineate the right-of-way. By Ordinance, the Public Works Director has the right to determine whether the proposed monumentation is sufficient. In our conversation with him about this issue, he has requested that a new granite monument be added to the westerly front corner of the private accessway right of way along Fessenden Road and that the two currently proposed granite monuments at the end of the proposed right of way be replaced with iron rods.
9. The designer should revisit the erosion control filter barrier layout on Sheet 3. The barriers placed along the side property lines would not be effective in filtering runoff due to their placement across contours. A more effective location would be downgradient of the new grading limits running parallel to the contours.
10. The designer should indicate the placement of stone check dams in the swales to be constructed on both sides of the property to temporarily control runoff velocity and protect against channel erosion until the swales are stabilized with sufficient vegetation growth. A detail of a stone check dams should also be added to Sheet 3.
11. The new driveway to be built to the west of the existing home on Lot 1 is technically not part of the Planning Board's authority under this Private Accessway application and, will instead, be permitted as part of a new Driveway Entrance Permit which is processed by the Public Works Director. The applicant should be aware, however, that the catch basin indicated to be within the new paved driveway will need to be addressed when the driveway is constructed. The catch basin currently located in a grass area alongside the paved roadway. This catch basin is a very shallow, brick structure that is in poor condition and does not appear that it would be able to withstand frequent vehicular traffic. The Grading and Drainage exhibit on Sheet 2 indicates that

the existing catch basin rim is to be adjusted as necessary to provide drainage along the road. This basin will likely need to be replaced and/or relocated as part of the Driveway Entrance Permit process for this new driveway.

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,

SEBAGO TECHNICS, INC.

A handwritten signature in black ink, appearing to read "Stephen D. Harding".

Stephen D. Harding, P.E.
Town Engineer

SDH:sdh

cc: Robert Metcalf, Mitchell & Associates
Jay Reynolds, Public Works Director