



May 10, 2021  
17213-01

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

Subject: 287 Ocean House Road – Lumber Retail Store Site Plan Amendment Review

Dear Maureen:

We have received and reviewed a recent submission package for the subject project. The package included an April 27, 2021 cover letter from Brandon Binette of Northeast Civil Solutions with supporting documentation along with two drawings which have been revised from the originally approved plan set. The drawings consist of Sheet 1 - Site Plan Amendment and Sheet 2 - Construction Details. Both submitted plans are dated April 30, 2021.

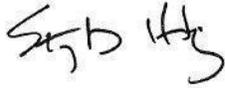
The Based on our review of the submitted material and the project's conformance to the technical requirements of Section 19-9 Site Plan Completeness, we offer the following comments:

1. The applicant is proposing to amend the original development of a lumber retail store on the 0.93-acre parcel in the Town Center. The proposed amendments include the following items:
  - the removal of an earlier approved, but unbuilt exterior storage shed and the installation of the 8-foot-tall wooden fence with a gate which would then create an exterior storage area to the north of the site building,
  - the construction of a 10-foot section of a 6-foot-tall wooden fence to be constructed off the southwestern corner of the building to obscure the visibility of the exterior storage items located behind (to the west) of the existing building,
  - the allowance of the exterior and overnight storage of items located in front (to the east) of the existing building,
  - the removal of four parking spaces to allow for the new storage space to the north of the building and the placement of a new bike rack on a concrete pad in a currently grass surfaced area,
  - and the removal of the previously approved 1.25-inch surface course of hot asphalt pavement to allow the previously placed base course of pavement to be the only pavement material applied to serve the retail facility.

2. The designer should provide dimensions for the proposed bike rack concrete pad on the Site Plan and a detail of the pad on the Construction Details plan.
3. The Site Plan Amendment drawing graphically shows an extension of the southern parking stipe for the southerly-most parking space in front of the existing retail building. This strip then graphically extends off the exterior face concrete bump out which is being proposed for outdoor storage. During construction, it was determined in conversations with the Town Staff and the owner that this painted line would serve no practical purpose so it was eliminated as part of the Site Plan Deminimis Change process. To eliminate any confusion as to this item, the designer should remove this proposed paint stripe from the plan.
4. We disagree with the designer's premise in the submitted April 27<sup>th</sup> cover letter that the removal of the surface course of pavement "will not produce a negative effect on the integrity of the pavement". The plans indicate that a layer of 19mm pavement has been placed at the site. This material is a courser material than would normally be placed as a surface course. While the "ride-ability" or smoothness of the pavement would be less of an issue in a parking lot/site circulation situation than in a roadway application, the durability and, in particular, the resistance to damage from large truck turning movements will definitely be compromised with the lack of a surface layer of pavement. While no one can accurately predict the extent of the effect that the lack of a surface course of pavement would have on the usable life span of parking lot pavement, the end result would be a diminished lifespan and a need for more frequent maintenance. In addition, should the increased maintenance aspect of this parking lot not be kept up in a timely manner, the safety to users of the parking lot would also be lessened. For these reasons, we do not support the elimination of the previously approved placement of the surface pavement course which is a typical local and industry-wide standard.
5. The applicant has also provided cost estimates from paving contractors which indicate that paving costs for the surface course would be \$23,800 and \$25,000. One estimate includes striping, but no tack coat (which would be needed) and the other estimate includes new striping (which would be needed), but no tack coat. Both estimates are based on a 1.5-inch thickness of the pavement layer which is a 20% increase in depth and the resulting tonnage of pavement placed in comparison to the originally approved 1.25-inch thickness. We have reviewed the estimated tonnage placed and confirmed that at a 1.25-inch thickness, approximately 90 tons of pavement would be required. At this tonnage, the placement of the surface course by the two estimates would be well beyond \$200/ton which appears to be excessive even in today's extremely volatile construction pricing market. For comparison, we applied a \$90/ton price in assessing the project's construction cost estimate for establishing the project's performance guarantee.
6. If the surface course remains in the project, the elevation of the pavers placed for the walkway connecting to the Route 77 sidewalk will also need to be raised to match the new surface pavement as was noted in the Ruck Paving email on costs.

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 "SDH" followed by a stylized flourish.

Stephen D. Harding, P.E.  
Town Engineer

SDH:sdh

cc: Brandon Binette, Northeast Civil Solutions