



July 12, 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 a June 22, 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 submitted drawings include Sheet 3 of 5 - Site & Layout Plan and Sheet 5 of 5 - Construction Details. Both plans are revision dated June 22, 2021.

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:

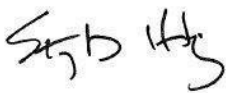
1. As noted in our original May 10, 2021 review comment letter, the applicant is proposing to amend the original development of a lumber retail store on the 0.93-acre parcel in the Town Center. The proposed amendments include the following items:
 - the removal of an earlier approved, but unbuilt exterior 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.
2. The applicant is also requesting the removal of the 1.25-inch-thick surface pavement course which is often referred to as the wearing course from the approved plans. The plans indicate that a 2.25-inch-thick layer of 19mm pavement was designed to have been placed at the site as a base layer of pavement. This material is a courser material than would normally be placed as a surface course and is often referred to as the binder course.
3. In support of the request to remove the surface course of pavement from the project, the submission package also included a June 26, 2021 Pavement Coring Summary Report from John Turner Consulting. The report provides the results of the on-site coring of the pavement in four locations. The thicknesses of the cores ranged from 1.65-inches to 2.83-inches. Two of the cores were less than the specified 2.25-inch base course pavement thickness and two of the cores were greater than the specified

thickness with the average of the four cores being 2.33-inches. The report also included the gradation results of the samples of Reclaim Base Gravel directly under the pavement which ranged from a depth of 2.09-inches to 3.60-inches. The material gradations revealed a fairly uniform material, that wouldn't technically meet typical MDOT gravel material specifications.

4. The Pavement Coring Summary Report states that *"Based on visual observations, the parking lot appears to be in good condition with minimal signs of distress. We believe that the parking lot is capable of supporting typical parking lot traffic loads and plow truck traffic for snow removal"*. No supporting analysis with calculations were provided for the pavement strength in comparison to the anticipated loads beyond this visual assessment.
5. The Pavement Coring Summary Report also includes a recommendation to conduct an annual maintenance program to help maintain the pavement in its good condition, but the report does not include any details as to what steps the maintenance program would include.
6. We agree with the designer's past statements that the existing gravel is likely sufficient given the site's past commercial use and understand that due to the past contamination issues and ongoing DEP VRAP status of the site that a complete assessment of the existing gravel buildup materials is not practical to conduct. Likewise, we would expect the pavement which was placed approximately nine months ago and has experienced one relatively mild winter season would appear to be in good condition. Regardless, we continue to maintain that not including the surface course pavement layer for a commercial grade parking lot open to the public is not in keeping with current industry practice and, as such, do not support the request for its removal with this project.
7. As noted in our previous review comment letters, should the surface course remain in the project, the elevation of the pavers placed for the walkway connecting to the Route 77 sidewalk will need to be raised to match the new surface pavement.

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.



Stephen D. Harding, P.E.
Town Engineer

SDH:sdh

cc: Brandon Binette, Northeast Civil Solutions
Jay Reynolds, Cape Elizabeth Public Works Director