



July 14, 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 6, 2020 for the subject project. The package included a July 6, 2020 cover letter from Robert Metcalf of Mitchell & Associates, a five-drawing plan set which included four plans as prepared by Mitchell & Associates dated July 6, 2020 and 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, Private Accessway Completeness, 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. We understand that the Board will be conducting a completeness review for this project at their upcoming meeting. Many of our following comments should be considered beyond the completeness level and have been provided here to facilitate future submissions and reviews of the project. It should be noted that additional submitted information may result in additional review comments.
3. The Boundary and Existing Conditions Plan should be signed and stamped.
4. The plan should include a note that indicates that the new westerly driveway to serve the existing home on the front parcel shall be in place when the private accessway is completed.

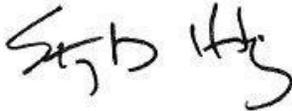
5. The applicant is requesting a waiver of the standard 14-foot wide private accessway with 2-foot grassed shoulders to a 12-foot wide private accessway with 2-foot grassed shoulders. Historically, we typically have not supported such waivers in past projects, however, we do understand that the Planning 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.
6. 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.
7. 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 10-foot radii are proposed for the new accessway. The applicant should request a waiver of the 20-foot radii standard if the 10-foot dimension is preferred.
8. 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.
9. The application documentation refers to a waiver request regarding the private accessway being centered within the 30-foot right of way for a majority of its 392+/- linear foot length. We believe that the requirement to center the roadway within the right-of-way is an Ordinance road standard and not a private accessway requirement. Further, it appears that the proposed accessway is centered throughout the entire 217+/- linear foot length and the portion of the accessway not centered in the right-of-way would be considered to be the driveway on the new lot. Therefore, we do not believe that this waiver request is necessary.
10. The provisions of the Private Accessway review focus on restricting drainage into the public roadway. In order to meet this standard, the design features a cross-sloped accessway surface toward the east where surface flow will be collected in a swale with two rain gardens to intercept and treat the surface water prior to reaching Fessenden Road. Given the loamy sand underlying site soils conditions, the rain gardens are intended to collect and infiltrate stormwater collected in the swale. In doing so, runoff from the new driveway will be collected into the swale before entering the public street. The designer should clearly dimension the length of these rain gardens and relocate the southerly rain garden from the Fessenden Road right-of-way so as not to be impacted from the Fessenden Road plowing operations.
11. As the functionality of the swales and rain gardens are directly correlated to ongoing timely and efficient maintenance, rain garden and swale maintenance plan steps should be noted on the drawings along with the party responsible for their upkeep.
12. The applicant has also requested a waiver of a formal Stormwater Management Report, however, we believe that this waiver request is likely not necessary as the submission package includes a narrative describing the project's Stormwater Management and the provisions of the Private Accessway review focus on restricting drainage into the public roadway which this project will follow.

13. The application documentation also refers to a waiver request regarding the installation of an enclosed stormwater system in lieu of the proposed open swale/rain gardens approach. Again, we believe that the requirement to construct an enclosed drainage pipe system is an Ordinance road standard and not a private accessway requirement. Therefore, we do not believe that this waiver request is necessary.
14. The proposed plans do not indicate the location of new granite monuments to be installed to delineate the private accessway the road right-of-way. The plans should be revised to indicate how the right-of-way will be physically defined in the field.

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: Robert Metcalf, Mitchell & Associates  
Bob Malley, Public Works Director