

**From:** Jonathan R. Earle  
**Sent:** Monday, March 13, 2017 2:31 PM  
**To:** Dustin Roma (dustin@dmroma.com); Amanda L. Lessard  
**Cc:** Gretchen A. Anderson  
**Subject:** Development Review Comments

Dustin & Amanda,

Below are my preliminary comments for the projects you submitted for review:

**17-05 – Little Mountain, LLC (Subdivision)**

- No comments on the proposed subdivision amendment.

**17-05 – Big Mountain, LLC (Site Plan)**

- The project to the North Windham Road Improvement Impact Fee (Collection Area #1). Trip generation calculations will need to be provided and reviewed to determine the amount of impact fee required.
- Show sight distances at the existing entrance to the site on Route 302.
- Provide additional detail/narrative regarding site parking.
- Will the redeveloped site be served by public water for fire protection? Water main in 302 is not shown on the grading & utility plan.
- Stormwater management:
  - The project is in the Town's urbanized area resulting in greater than 1 AC of disturbed area and will need to comply with MS4 construction & post construction requirements.
  - The infiltration basin may need to be registered with the Maine DEP through the Class V injection control program.
  - The stormwater management report and plans meet the basic, flooding, and general standards required by the Town as referenced in Chapter 500. I agree with the approach of not modelling flows with the catch basin infiltrator as being a conservative approach.

**17-06 – Whites Bridge Road Condominium Amendment**

- The wooded buffer southwest of proposed lot A appears to meet slope and soil criteria for stormwater treatment.
- A detention pond shown with darker font is being shown just north of the gravel parking area. Is this pond proposed or existing?

**17-07 – Gambo Boat Launch**

- Parking – Providing a parking space depth of 20' does not allow for enough depth for a vehicle/trailer combination. Is the intent to have each user of the facility to occupy two spaces (one for vehicle and one for trailer)? Would it be possible to provide additional depth to the parking spaces (to the north, for example) so that each user would only occupy one space?

- Extending the limits of the paved access road, possibly to the PT of the first vertical curve (Sta. 1+54.55) would help reduce the chance of erosion of the gravel road over slopes approaching 7% and steeper.
- Stormwater Treatment – Discharge from the level spreaders to forested buffers exceeds slope required for treatment in the BMPs. The maximum slope allowed is 15:1 and existing slopes scale to approximately 6:1 to 8:1.
- Show location of stabilized construction entrance on site plan. Detail is provided.

#### **17-08 – Moose Landing North, LLC**

- The sketch plan shows a 30' wide drive aisle gravel road connection to Danielle Drive. Will your plan be to provide for a 50' right of way width to allow for any potential acceptance as a public road as defined in the road standards?
- Project is inside the Town's MS4 urbanized area and will need to meet Chapter 144 (Post Construction Stormwater Ordinance). The subject parcel is located just outside the Pleasant River watershed (the Town's priority watershed) and will require 2 construction phase inspections meeting MS4 requirements.
- It should be noted that Outdoor Retail Sales are permitted in C-3 as an accessory use to the principal retail use on the property. As designed, it would appear that stand alone retail sales on this property would not be allowed without combining parcel with abutting/existing Lee's Family Trailer parcel.

Please let me know if you have any questions or would like to discuss further.

Jon

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