



Date: November 2, 2020
To: Nathan Poore, Town Manager
From: Justin Early, Town Engineer
Re: Street Acceptance Street Standards – Alpine Drive and Sylvan Drive

Below is a summary of the Town’s street design standards, as specified in Section 14-64 of the Code of Ordinance, along with how Alpine Drive and Sylvan Drive meet these standards (shown in bold and italicized).

Sec. 14-64. Street design standards

The council shall consider the following when reviewing private ways proposed for acceptance:

1. The land subdivision ordinance's street construction and design objectives and standards which are currently in effect; ***Standard has been met***
1. The street design approved by the planning board and any waivers that may have been granted; ***Standard has been met. No planning board waiver request found.***
2. The deviation between the current standard and the built condition; ***As-Built drawings have been submitted to document construction deviations.***
3. The ability to provide public services along and within the private way such as school bussing, trash pick-up, emergency services and plowing; ***Standard has been met.***
4. E911 street addressing conformance; ***Standard has been met***
5. Street connectivity. Street connectivity may be required for streets not yet approved by the planning board as of May 23, 2005. The town council shall review the proposal against the following standards:
 - a. Reduction of costs to provide waste collection, snowplowing, public transit and school-related transit including decrease in travel time and mileage; ***There are no reduction of costs associated with this street connectivity.***
 - b. Shortening of emergency access response times and the provision of alternative routes; ***Shortening of response times is not anticipated with this acceptance.***
 - c. Diffusion of traffic and reduction of traffic impacts and congestion on public roadways and intersections; ***None anticipated.***
 - d. Connectivity between residential and commercial developments; ***There is no street connectivity to separate residential or commercial developments.***
 - e. Trail, bike and pedestrian connections; ***Public access to opens space is being proposed via a series of pedestrian easements off the end of Alpine Drive. However, the proposed access rights from the easements will have a “gap” through land owned by Central Maine Power.***
 - f. Future connections to new developments. ***There are no connections to future developments proposed with this application.***
6. Minimum thresholds required. Minimum thresholds required are:
 - a. For private ways serving residential development, certificates of occupancy have been issued for a minimum of sixty-five (65) percent of the approved units, with rounding to occur to the next highest whole number. ***Standard met.***
 - b. For streets in commercial developments, certificates of occupancy have been issued for a minimum of sixty-five (65) percent the number of lots or buildings whichever is greater, with rounding to occur to the next highest whole number. ***N/A***