

*Engineering,  
Landscape Architecture  
and Environmental Science*



# **REQUEST FOR SCOPING MEETING**

## **TRAFFIC MOVEMENT PERMIT SUBMISSION**

**Phase II Redevelopment Jordan Meat's  
Site  
207 & 209 Fore Street  
Portland, Maine**

On behalf of

**Fore Middle India, LLC  
11 Corporate Drive  
Belmont, NH 03220**

**May 1, 2012**

Engineering,  
Landscape Architecture  
and Environmental Science



May 1, 2012  
4883-01

Bill Needelman, AICP, Senior Planner  
Planning & Urban Development Department  
Planning Division  
City of Portland  
389 Congress Street  
Portland, ME 04101-3509

**Request for Traffic Movement Permit (TMP) Scoping Meeting, Proposed Phase II Jordan Meats Site Redevelopment**

Dear Bill:

Milone & MacBroom, Inc. is working with Fore Middle India, LLC, on the redevelopment of the former Jordan's Meat site located at 207 & 209 Fore Street in Portland. The proposed mixed-use development will consist of the following uses; 22,463 sf of retail shopping plaza, 65,712 sf of general office space, 18 residential condominiums and an integrated parking structure with 166 spaces provided. Previously, a mixed-use development was constructed on the site which will remain and consists of a 122 room hotel, a 7,022 sf restaurant, and 12 residential condominiums. An existing 90 space surface parking lot will be removed.

Copies of the "Notice of Intent to File", which is being submitted to the City of Portland, the Maine Department of Transportation (MDOT), and all of the abutters concurrent with this filing is included in this application.

Prior to submission of this TMP Scoping document, we have had pre-application discussions with City staff and the City's Traffic Engineer. While we believe this package is complete, please do not hesitate to contact me should you have any questions or require additional information. The applicant looks forward to proceeding with the City of Portland's review of the Traffic Movement Permit for this project so that construction can be commenced in 2012. As such, we welcome the opportunity to meet with you in the near future at a formal scoping meeting.

Sincerely,

MILONE & MACBROOM, INC.

John Q. Adams, P.E., PTOE  
Maine Regional Manager

Encl.

cc: Fore Middle India, LLC.  
Derek Olson, MDOT Southern Region Traffic Engineer

## Table of Contents

- *Cover Letter*
- *Traffic Movement Permit Application & Notice of Intent to File*
- *Tax Map & Abutters List*

<u>Item</u>	<u>Section</u>
Site & Traffic Information	1
Accident Data	2
Development Entrances and Exits	3
Title Right or Interest	4
Public or Private Rights of Way	5
Construction Schedule	6

Department of Transportation  
Traffic Engineering Division  
16 State House Station  
Augusta, Maine 04333  
Telephone: 207-624-3620

FOR MDOT USE  
ID #

1/2000

Total Fees:  
Date Received:

\*\*\*\*\*

PERMIT APPLICATION - TRAFFIC  
TRAFFIC MOVEMENT PERMIT, 23 M.R.S.A. § 704 - A

Please type or print:

This application is for: Traffic 100-200 PCE's    
Traffic 200+ PCE's

Name of Applicant: Fore Middle India, LLC.

Address: 11 Corporate Drive, Belmont, NH 03220 Telephone: (603) 527-9090

Name of local contact or agent: John Q. Adams, P.E., PTOE, Milone & MacBroom, Inc.

Address: 100 Commercial St., Suite 417, Portland, ME 04101 Telephone: (207) 541-9544

Name and type of development: Phase II Redevelopment of Jordan's Meats Site - A Mixed-Use Office, Retail and Residential Condominium Building

Location of development including road, street, or nearest route number: Corners of Middle, India and Fore Streets

City/Town/Plantation: Portland, County: Cumberland Tax Map # 29-L, Lot # 3

Do you want a consolidated review with DEP pursuant to 23 M.R.S.A. § 704-A (7)? Yes  No

Was this development started prior to obtaining a traffic permit? No

Is the project located in an area designated as a growth area (as defined in M.R.S.A. title 30 - A, chapter 187)?  
Yes  No

Is this project located within a compact area of an urban compact municipality? Yes  No

Is this development or any portion of the site currently subject to state or municipal enforcement action?  
No

Existing DEP or MDOT permit number (if applicable): N/A

Name(s) of DOT staff person(s) contacted concerning this application: Tom Errico, P.E., City Traffic Review Engineer and Derek Olson, P.E., MDOT Southern Region Traffic Engineer

Name(s) of DOT staff person(s) present at the scoping meeting for 200+ applications: \_\_\_\_\_

04271

1/2000

CERTIFICATION

The traffic engineer responsible for preparing this application and/or attaching pertinent site and traffic information hereto, by signing below, certifies that the application for traffic approval is complete and accurate to the best of his/her knowledge.

Signature: John Q. Adams Re/Cert/Lic No.: 11083

Name (print): John Q. Adams, P.E., PTOE

Date: April 30, 2012



If the signature below is not the applicant's signature, attach letter of agent authorization signed by applicant.

"I certify under penalty of law that I have personally examined the information submitted in this document and all attachments thereto and that, based on my inquiry of those individuals immediately responsible for obtaining the information, I believe the information is true, accurate, and complete. I authorize the Department to enter the property that is the subject of this application, at reasonable hours, including buildings, structures or conveyances on the property, to determine the accuracy of any information provided herein. I am aware there are significant penalties for submitting false information, including the possibility of fine and imprisonment."

Greg Kirsch

Fore Middle India, LLC  
By Greg Kirsch, Member

Signature of applicant

April 20, 2012

Date

**NOTICE OF INTENT TO FILE**

Please take notice that

Fore Middle India, LLC.  
11 Corporate Drive  
Belmont, NH 03220  
(603) 527-9090

is intending to file a Traffic Movement Permit application with the Maine Department of Transportation pursuant to the provisions of 23 M.R.S.A. § 704 - A on or about the:

5/1/12

The application is for:

The Phase II mixed-use development on the former Jordan Meats site on Fore Street which will consist of 65,712 sf of general office space, 22,463 sf of retail plaza space, and 18 residential condominium units. As part of the Phase II development, the existing site entrance on Fore Street will be utilized and a new site entrance on Middle Street will be added. Both site entrances will be full-access. New trips generated by the proposed Phase II development will consist of 112 trip-ends during a typical weekday AM peak hour, 162 trip-ends in the PM peak hour and 123 trip-ends during the Saturday peak hour. Construction and occupancy are anticipated in 2013.

This Phase II application will amend the previously approved and constructed phase I development, which included; a 122 room hotel, 7,022 sf restaurant and 12 condominium units.

at the following location:

The proposed project is located on the north side of Fore Street (#207 & 209) between Franklin Arterial and India Street in the City of Portland.

A request for a public hearing must be received by the Department, in writing, no later than 20 days after the application is found by the Department to be complete and is accepted for processing. Public comment on the application will be accepted throughout the processing of the application.

The application will be filed for public inspection at the Department of Transportation Division office (Scarborough) during normal working hours. A copy of the application may also be seen at the municipal offices in Portland, Maine.

Written public comments may be sent to the Department of Transportation, Traffic Engineering Division, 16 State House Station, Augusta, Maine 04333.

**Abutters List**

City of Portland  
389 Congress Street  
Portland ME 04101

77 Middle Street Assoc LLC  
100 Silver Street  
Portland ME 04101

Riverside Ventures LLC  
5 Moulton Street  
Portland ME 04101

Micucci Brothers Inc  
45 India Street  
Portland ME 04101

Portland Water District  
225 Douglass Street  
Portland ME 04102

Russell Lerman  
4 Green Needle Drive  
Scarborough ME 04074

Antigonish Holdings Co LLC  
208 Fore Street  
Portland ME 04101

Simba Inc  
446 Commercial Street  
Portland ME 04101

M & A Partners Inc  
120 Exchange Street  
Portland ME 04101

Olympia Equity Industries VP LLC  
PO Box 508  
Portland ME 04112

Middle Street Office Tower Associates  
100 Middle Street  
Portland ME 04101

80-90 Corps  
100 Silver Street  
Portland ME 04104

Scarcrow Holdings LLC  
30 Highland Street  
Portland ME 04103

Port City Glass Inc  
50 India Street  
Portland ME 04101

India & Middle LLC  
47 India Street  
Portland ME 04101

Richard Micucci & Sherene M Bernier  
11 Canterbury Lane  
Falmouth ME 04105

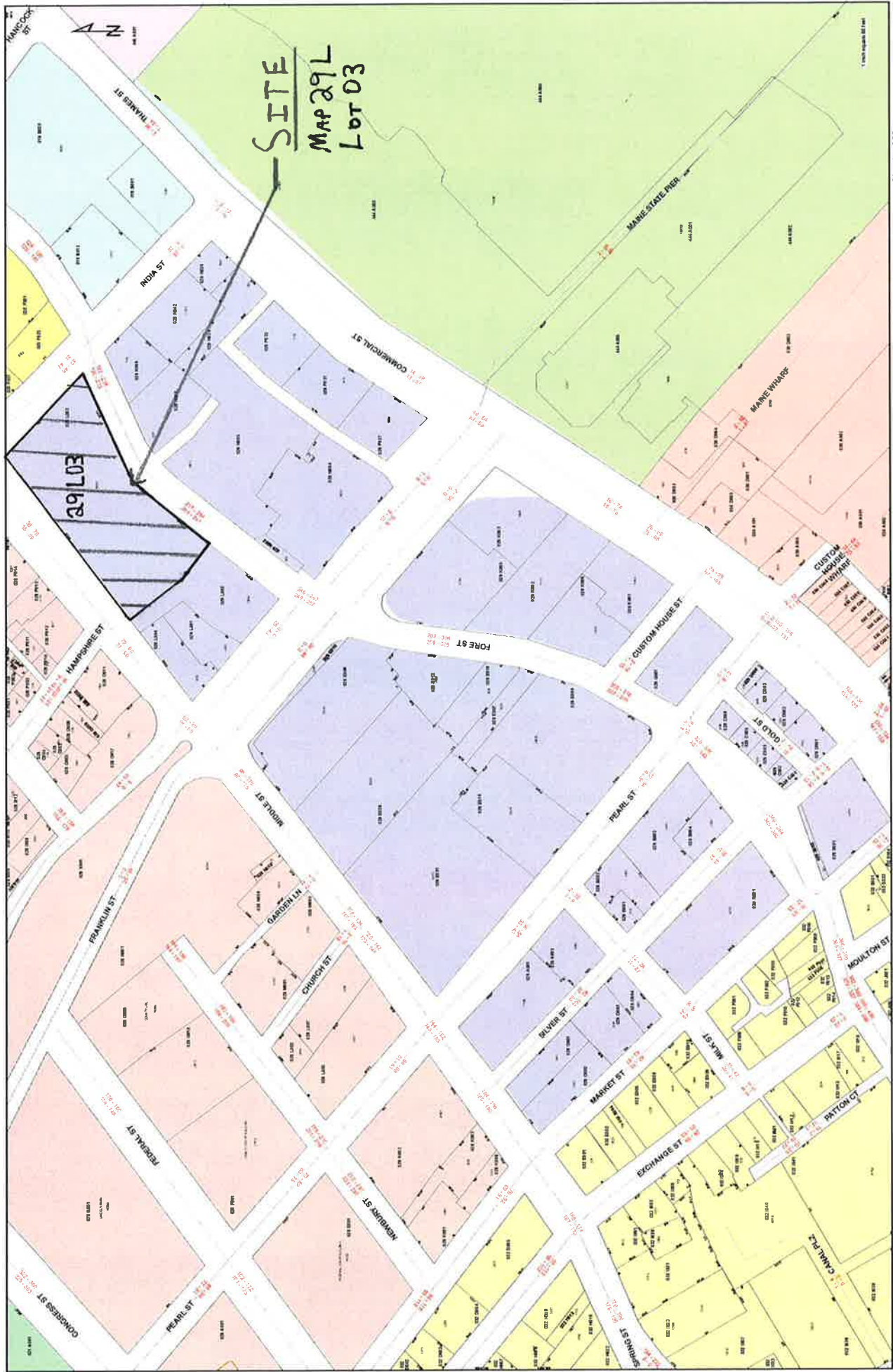
25 India Street LLC  
1270 Soldiers Field Road  
Boston MA 02135

Bass Ackwards Realty LLC  
c/o Tim Haines  
Sebago Brewing Co  
48 Sanford Drive  
Gorham ME 04038

209 Fore Street LLC  
c/o Greg Kirsch  
11 Corporate Drive  
Belmont NH 03220

Portside Condo Assoc  
c/o Mark Stelmack, President  
211 Fore Street, Unit 1  
Portland ME 04101

Portside Condo Assoc  
c/o Dirigo Management  
One City Center  
Portland ME 04101



**SITE**  
MAP 29L  
LOT 03



## **Section 1 Site and Traffic Information**

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### 1.1 Site Plan and Development History

Fore Middle India, LLC, is proposing to develop a Phase II mixed-use development on the former Jordan's Meat site. The proposal includes 65,712 sf of general office space, 22,463 sf of retail plaza space, 18 residential condominiums and an integrated 166 space parking structure. The proposed development is located on the south side of Middle Street and is bordered by Franklin Street to the west, India Street to the east and Fore Street to the south. The project site is located at 207 & 209 Fore Street and is identified on City of Portland tax maps as Map 29-L, Lot 3. The site is surrounded by a mix of business, commercial, and residential uses including; hotels, parking garages, restaurants, office space, apartments, condominiums and other commercial uses.

Previously the project site was issued a Traffic Movement Permit by the City of Portland for a Phase 1 development that has been constructed on the site. The Phase I development included a 122 room hotel, 7,022 sf restaurant and 12 residential condominium units.

Access to the site is currently provided by a full-access entrance on Fore Street. Access to the Phase II portion of the development will be provided by the existing site entrance on Fore Street and a proposed full-access site entrance on Middle Street. The Middle Street entrance is located approximately 270 ft east of Franklin Street. Major access routes to the site will be Franklin Street to the west and I-295 to the north.

Middle Street in the vicinity of the project is a 2-lane, bi-directional roadway with a width of approximately 40-44 ft. with on-street parking on both sides traversing from east to west through a commercial area of Portland. The posted speed on Middle Street is 30 mph.

### 1.2 Existing and Proposed Site Uses

The existing site currently has a mixed-use development including a 122 room hotel, a 7,022 sf restaurant, 12 residential condominiums and a 90 space surface parking lot. The 90 space parking lot will be removed and the parking spaces integrated into the proposed parking structure.

The Phase II proposal will include 65,712 sf of general office space, 22,463 sf of retail plaza space, 18 residential condominiums and a 166 space integrated parking structure.

### 1.3 Site and Vicinity Boundaries

A regional map showing the development site and its traffic influence areas as defined in Maine DOT's Chapter 305 of the General Rules of the Department of Transportation

(Section 6B) is presented in the proposed site plan (located in Section 5) and location map (Figure 1 enclosed at the end of Section 1).

#### 1.4 Proposed Uses in the Vicinity of the Site

To our knowledge, the only significant trip generator that has been approved but not yet fully developed is the Bay House/Village at Ocean Gateway/Village Cafe site. Remaining trips from these developments will be included in the Background traffic volumes for analysis purposes. These are shown in Figure 4 at the end of Section 1.

#### 1.5 Trip Generation

Trip generation calculations were completed for the proposed Phase II development according to Maine DOT guidelines. The proposed trip generation was calculated using the following: Land Use Codes (LUC); 710 General Office Space, 820 Retail Shopping Plaza, and 230 residential condominiums. The results are shown below.

**Table 1**  
**Proposed Lot 7 Trip Generation**

Use	AM Peak Hour	PM Peak Hour	Sat Peak Hour
22,463 Retail	22.5	83.8	109.8
65,712 Office	101.9	97.9	26.9
18 Res. Condos	7.9	9.4	8.5
Subtotal	132.2	191.1	145.2
<b>Total w/ 15% TDM* Reductions</b>	<b>112</b>	<b>162</b>	<b>123</b>

\*Traffic Demand Management (TDM) Reductions based on ITE studies published in ITE Trip Generation Handbook, 2nd Edition, Appendix B, June 2004. Average Reduction Rate of 15% utilized, based on 8% to 24% reductions reported in Studies of TDM measures including; transportation services & economic incentives. In addition, it is expected that the urban setting of this project will tend to reduce vehicular traffic due to the typically moderate pedestrian traffic observed in this area of Portland.

The results of our trip generation calculations indicate that the mixed-use development will generate a total of 112 AM peak hour trip-ends, 162 PM peak hour trip-ends and 123 Saturday peak hour trip-ends. A more detailed breakdown of expected trip generation is provided at the end of this section. Based on these results, the proposed development will require a Traffic Movement Permit (TMP) from the Maine DOT through the City of Portland's delegated review authority.

It should be noted that in the Parking Study that has been prepared by Opechee Construction Corporation, general retail (LUC 820) was not utilized in the parking calculations. Instead, specific and plausible land use types within the retail sphere were chosen. This was done in an effort to choose uses that had been researched by ITE and that had data that was based on urban type developments. Typically, large portion of data from the ITE Parking Generation Guide, 4<sup>th</sup> Edition, contain study sites in suburban areas which does not match the proposed project area. The authors of the Parking study have

attempted to use a likely scenario to accurately estimate expected parking demand.

### 1.6 Trip Distribution

Milone & MacBroom, Inc. has obtained the ratio of entering and exiting traffic for the proposed development based on ITE information for Land Use Codes (LUC); 710 General Office Space, 820 Retail Shopping Plaza, and 230 residential condominiums. The weekday AM and PM peak hour distribution are as follows:

<u>Land Use</u>	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
LUC 710 General Office:	88% Enter, 12% Exit	17% Enter, 83% Exit
LUC 820 Retail Shopping:	61% Enter, 39% Exit	49% Enter, 51% Exit
LUC 230 Residential Condos:	17% Enter, 83% Exit	67% Enter, 33% Exit
<b>Composite Average:</b>	<b>79% Enter, 21% Exit</b>	<b>33% Enter, 67% Exit</b>

### 1.7 Trip Composition

We also reviewed information available from ITE to determine the typical breakdown of trip composition for the proposed development. Trip composition for Land Use Codes (LUC); 820 Retail Shopping, 710 General Office Space, and 230 residential condominiums, were reviewed. Table 2 summarizes our findings.

**Table 2**  
**Weekday Peak Hour Trip Composition**

<b>Type of Trip</b>	<b>Primary/Diverted</b>	<b>Pass-By</b>	<b>Total</b>
<b>Proposed LUC 820 Retail Shopping</b>	70%	30%	100%
<b>Proposed LUC 710, General Office Space</b>	100%	0%	100%
<b>Proposed LUC 230 Residential Condominiums</b>	100%	0%	100%

### 1.8 Trip Assignment

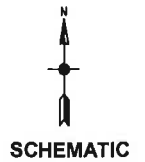
The site generated trips were generally distributed as follows:

- 80% to/from the west via Franklin Arterial
- 20% to/from the east via India Street

This is consistent with the distribution utilized for the Old Port Hospitality TMP that was previously completed in 2010. In our distribution of site generated trips we have also shown the impacts of not all site generated trips parking on-site. This is discussed in

more detail in the Parking Study prepared by Opechee Construction Corporation, which has been submitted separately in the site plan application. The synopsis of this is that approximately half of the general office space generated trips will not park within the proposed parking structure. We have approximated the effect of this by only showing 50% of general office space trip-ends entering and exiting the site. We have reasonably estimated that the remaining 50% of the general office space trip-ends will utilize nearby surface parking lots and parking garages, park on-street in vicinity of the site or make other arrangements for parking. We assumed that of the 50% of general office space trips that will park off-site, that half of these or (25% of general office space trip-ends) will park nearby at the adjacent Ocean Gateway parking garage. These have been shown on the site generated trips figure (Figure 5) at the end of this section.

Traffic counts were taken at the intersections of India Street at Middle Street, India Street at Fore Street, and Fore Street at the existing site entrance. These counts were taken on April 17<sup>th</sup> and are shown Figure 2 at the end of this section. The traffic counts were then seasonally and annually adjusted. Roadways in this area are classified as Type 1 (Urban/Commuter) route and were adjusted seasonally adjusted to the 30th highest design hour according to Maine DOT guidelines (increased by 8%). To account for the 2013 build year the counts were annually adjusted by 1%. The seasonally and annually adjusted traffic counts are presented in Figure 3 at the end of this section. The Other Development trips shown in Figure 4 were then added to the adjusted traffic counts (Figure 3) to arrive at the 2013 Background Traffic Volumes, shown in Figure 6. The site generated trip assignment shown in Figure 5 were then combined with the Background Traffic Volumes to arrive at the 2013 Post Development Traffic Volumes, which are presented in Figure 7 at the end of this section..



**PROJECT:**  
**PHASE II REDEVELOPMENT OF JORDAN'S MEATS SITE**  
**207 & 209 FORE STREET**  
**PORTLAND, MAINE**

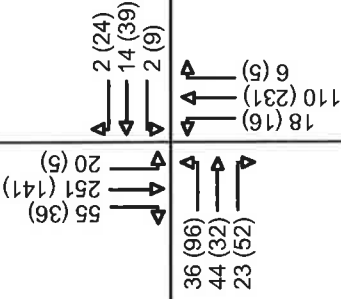
**FOR:**  
**FORE MIDDLE INDIA, LLC**  
**11 CORPORATE DRIVE**  
**BELMONT, NH 03220**

**2012 EXISTING TRAFFIC VOLUMES**



**SCHEMATIC**

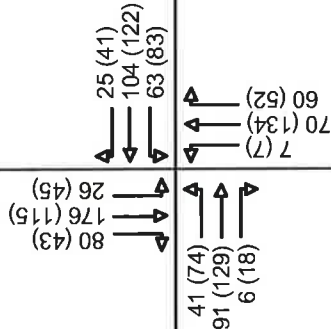
MIDDLE STREET



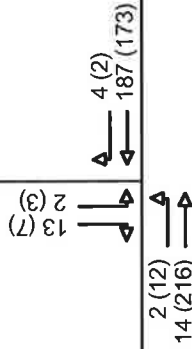
PROPOSED ENTRANCE

**SITE**

INDIA STREET



FORE STREET



**PROJECT:**  
**PHASE II REDEVELOPMENT OF JORDAN'S MEATS SITE**  
**207 & 209 FORE STREET**  
**PORTLAND, MAINE**

**FOR:**  
**FORE MIDDLE INDIA, LLC**  
**11 CORPORATE DRIVE**  
**BELMONT, NH 03220**

AM = XX - 8:00-9:00 AM  
 PM = (XX) - 4:30-5:30 PM

**NOTE:**  
 DATE OF COUNTS  
 4/17/12



**2013 ADJUSTED TRAFFIC COUNTS**



**SCHEMATIC**

MIDDLE STREET

60 (39) →  
273 (152) →  
22 (5) →  
2 (26) ←  
15 (43) ←  
2 (10) ←

124 (179) →  
0 →  
89 (108) ←  
0 ←

39 (104) →  
48 (35) →  
25 (56) →  
19 (17) →  
120 (252) →  
7 (5) →

PROPOSED  
ENTRANCE

**SITE**

INDIA STREET

2 (13) →  
15 (235) →  
14 (8) →  
2 (3) →

4 (2) →  
204 (189) →

FORE STREET

87 (47) →  
192 (125) →  
28 (49) →  
27 (45) →  
113 (133) →  
69 (90) →  
8 (8) →  
76 (146) →  
65 (57) →

AM = XX  
PM = (XX)

**PROJECT:**  
**PHASE II REDEVELOPMENT OF JORDAN'S MEATS SITE**  
**207 & 209 FORE STREET**  
**PORTLAND, MAINE**

**FOR:**  
**FORE MIDDLE INDIA, LLC**  
**11 CORPORATE DRIVE**  
**BELMONT, NH 03220**

- NOTE:**
1. SEASONAL ADJUSTMENT OF 1.08% APPLIED
  2. ANNUAL ADJUSTMENTS OF 1% APPLIED TO ACCOUNT 2013 BUILD YEAR.



**OTHER DEVELOPMENT TRIPS**



**SCHEMATIC**

← 16 (26)  
→ 0

MIDDLE STREET

← 28 (43)  
→ 0

PROPOSED  
ENTRANCE

**SITE**

INDIA STREET

FORE STREET

← 4 (6)  
← 12 (19)  
← 3 (5)  
→ 4 (7)  
→ 1 (2)  
→ 2 (4)

← 8 (12)  
← 20 (31)  
← 0 (0)  
→ 4 (7)  
→ 2 (3)  
→ 0 (0)

← 0 (1)  
← 0  
← 0  
→ 3 (5)  
→ 0  
→ 0  
→ 0 (4)

← 0  
← 3 (5)  
→ 2 (4)  
→ 0

**PROJECT:**  
**PHASE II REDEVELOPMENT OF JORDAN'S MEATS SITE**  
**207 & 209 FORE STREET**  
**PORTLAND, MAINE**

**FOR:**  
**FORE MIDDLE INDIA, LLC**  
**11 CORPORATE DRIVE**  
**BELMONT, NH 03220**

AM = XX  
PM = (XX)

**NOTE:**  
OTHER DEVELOPMENT TRIPS INCLUDED,  
VILLAGE AT OCEAN GATE AND VILLAGE  
CAFE REDEVELOPMENT







**SCHEMATIC**

**SITE GENERATED TRIP - ENDS**

MIDDLE STREET

3 (4)  
3 (2)  
2 (1)

0 (1)  
1 (4)  
0 (2)

1 (4)  
4 (6)

5 (1)  
16 (21)

9 (27)  
2 (7)

PROPOSED  
ENTRANCE

**SITE**

24 (16)  
5 (1)

FORE STREET

3 (2)  
0 (2)  
2 (0)

0 (1)  
2 (4)  
0 (2)

7 (4)  
1 (4)

3  
2 (2)  
2 (2)  
4

8 (2)  
0 (1)

AM = XX  
PM = (XX)

**NOTE:**  
25% OF GENERAL OFFICE TRIP - ENDS  
HAVE BEEN ALLOCATED TO THE OCEAN  
GATEWAY PARKING GARAGE.

**PROJECT:**  
**PHASE II REDEVELOPMENT OF JORDAN'S MEATS SITE**  
**207 & 209 FORE STREET**  
**PORTLAND, MAINE**

**FOR:**  
**FORE MIDDLE INDIA, LLC**  
**11 CORPORATE DRIVE**  
**BELMONT, NH 03220**



MMI# 4883-01  
FIGURE 5

**2013 BACKGROUND TRAFFIC**



**SCHEMATIC**

64 (46)  
274 (154)  
22 (9)  
19 (17)  
122 (253)  
11 (12)  
6 (32)  
27 (62)  
5 (15)

105 (134)  
0

**MIDDLE STREET**

152 (222)  
0

47 (116)  
68 (66)  
25 (56)

**PROPOSED  
ENTRANCE**

**SITE**

**INDIA STREET**

89 (51)  
194 (128)  
28 (49)  
27 (46)  
113 (133)  
69 (90)  
8 (8)  
79 (150)  
65 (57)

**FORE STREET**

4 (2)  
207 (193)

2 (13)  
18 (240)

AM = XX  
PM = (XX)

**PROJECT:  
PHASE II REDEVELOPMENT OF JORDAN'S MEATS SITE  
207 & 209 FORE STREET  
PORTLAND, MAINE**

**FOR:  
FORE MIDDLE INDIA, LLC  
11 CORPORATE DRIVE  
BELMONT, NH 03220**



**2013 POST DEVELOPMENT TRAFFIC VOLUMES**



SCHMATIC

106 (138)  
 4 (6)  
 157 (223)  
 16 (21)  
 9 (27)  
 2 (7)  
 48 (120)  
 73 (68)  
 26 (58)  
 20 (19)  
 123 (258)  
 13 (13)  
 6 (33)  
 28 (66)  
 5 (17)

PROPOSED  
ENTRANCE

SITE

MIDDLE STREET

26 (29)  
 23 (241)  
 19 (39)  
 4 (11)  
 11 (6)  
 208 (197)

INDIA STREET

92 (53)  
 194 (130)  
 30 (49)  
 27 (47)  
 115 (137)  
 69 (92)  
 50 (90)  
 103 (144)  
 8 (22)  
 11 (10)  
 81 (152)  
 69 (58)

AM = XX  
PM = (XX)

**PROJECT:**  
**PHASE II REDEVELOPMENT OF JORDAN'S MEATS SITE**  
**207 & 209 FORE STREET**  
**PORTLAND, MAINE**

**FOR:**  
**FORE MIDDLE INDIA, LLC**  
**11 CORPORATE DRIVE**  
**BELMONT, NH 03220**

**Fore Middle India, LLC**  
**207 & 209 Fore St, Portland**

**Phase 2 Trip Generation**

<b>LUC 820 Retail Shopping Plaza</b>				
Time Period	Size (sf)	Rate (trips/1000sf)	Trip-Ends	
Weekday AM Peak Hour Roadway 7-9 AM	22,463	1.00	22.5	
Weekday PM Peak Hour Roadway 4-6 PM	22,463	3.73	83.8	
Weekday AM Peak Hour Generator	22,463	1.00	22.5	
Weekday PM Peak Hour Generator	22,463	3.73	83.8	
Saturday Peak Hour	22,463	4.89	109.8	

<b>With Reduction Factors</b>		
Enter	Exit	Check
11.6	7.4	19.1
34.9	36.3	71.2
11.6	7.4	19.1
34.9	36.3	71.2
48.6	44.8	93.4

<b>LUC 710 General Office</b>				
Time Period	Size (sf)	Rate (trips/1000sf)	Trip-Ends	
Weekday AM Peak Hour Roadway 7-9 AM	65,712	1.55	101.9	
Weekday PM Peak Hour Roadway 4-6 PM	65,712	1.49	97.9	
Weekday AM Peak Hour Generator	65,712	1.55	101.9	
Weekday PM Peak Hour Generator	65,712	1.49	97.9	
Saturday Peak Hour	65,712	0.41	26.9	

Enter	Exit
76.2	10.4
14.1	69.1
76.2	10.4
14.1	69.1
12.4	10.5

<b>LUC 230 Residential Townhouse/Condo</b>				
Time Period	Units	Rate (trips/Unit)	Trip-Ends	
Weekday AM Peak Hour Roadway 7-9 AM	18	0.44	7.92	
Weekday PM Peak Hour Roadway 4-6 PM	18	0.52	9.36	
Weekday AM Peak Hour Generator	18	0.44	7.92	
Weekday PM Peak Hour Generator	18	0.52	9.36	
Saturday Peak Hour	18	0.47	8.46	

Enter	Exit
1.1	5.6
5.3	2.6
1.3	5.5
5.1	2.9
3.9	3.3

Total Trip-Ends	Total		Total with 15% Reduction for TDM Measures*	Enter	Exit	Composite Enter/Exit %
	Enter	Exit				
Weekday AM Peak Hour Roadway 7-9 AM	132.2	112	112	89.0	23.4	79%
Weekday PM Peak Hour Roadway 4-6 PM	191.1	162	162	54.4	108.0	33%
Weekday AM Peak Hour Generator	132.2	112	112	89.1	23.3	79%
Weekday PM Peak Hour Generator	191.1	162	162	54.1	108.3	33%
Saturday Peak Hour	145.2	123	123	64.8	58.7	52%

\*TDM Reduction based on ITE studies published in *ITE Trip Generation Handbook, 2nd Edition, Appendix B, June 2004*. Average Reduction Rate of 15% utilized, based on urban project setting, and 8% to 24% reductions reported in Studies of TDM measures including; transportation services & economic incentives.

**Fore Middle India, LLC**  
207 & 209 Fore St, Portland

**Phase 2 Trip Generation w/ Entrance Distribution**

Time Period	Size (sf)	Rate (trips/1000sf)	Trip-Ends
<b>LUC 820 Retail Shopping Plaza</b>			
Weekday AM Peak Hour Roadway 7-9 AM	22,463	1.00	22.5
Weekday PM Peak Hour Roadway 4-6 PM	22,463	3.73	83.8
Weekday AM Peak Hour Generator	22,463	1.00	22.5
Weekday PM Peak Hour Generator	22,463	3.73	83.8
Saturday Peak Hour	22,463	4.89	109.8

With Reduction Factors	Enter	Exit
	11.6	7.4
	34.9	36.3
	11.6	7.4
	34.9	36.3
	48.6	44.8

Time Period	Size (sf)	Rate (trips/1000sf)	Trip-Ends
<b>LUC 710 General Office</b>			
Weekday AM Peak Hour Roadway 7-9 AM	65,712	1.55	101.9
Weekday PM Peak Hour Roadway 4-6 PM	65,712	1.49	97.9
Weekday AM Peak Hour Generator	65,712	1.55	101.9
Weekday PM Peak Hour Generator	65,712	1.49	97.9
Saturday Peak Hour	65,712	0.41	26.9

Enter	Exit
76.2	10.4
14.1	69.1
76.2	10.4
14.1	69.1
12.4	10.5

Time Period	Units	Rate (trips/Unit)	Trip-Ends
<b>LUC 230 Residential Townhouse/Condo</b>			
Weekday AM Peak Hour Roadway 7-9 AM	18	0.44	7.92
Weekday PM Peak Hour Roadway 4-6 PM	18	0.52	9.36
Weekday AM Peak Hour Generator	18	0.44	7.92
Weekday PM Peak Hour Generator	18	0.52	9.36
Saturday Peak Hour	18	0.47	8.46

Enter	Exit
1.1	5.6
5.3	2.6
1.3	5.5
5.1	2.9
3.9	3.3

Total Trip-Ends	Total	Total with Additional 15% Reduction for TDM Measures*	Enter	Exit	Composite Enter/Exit %
Weekday AM Peak Hour Roadway 7-9 AM	132.2	112	89	23	79%
Weekday PM Peak Hour Roadway 4-6 PM	191.1	162	54	108	33%
Weekday AM Peak Hour Generator	132.2	112	89	23	79%
Weekday PM Peak Hour Generator	191.1	162	54	108	33%
Saturday Peak Hour	145.2	123	65	59	52%
					48%

\*TDM Reduction based on ITE studies published in ITE Trip Generation Handbook, 2nd Edition, Appendix B, June 2004. Average Reduction Rate of 15% utilized, based on 8% to 24% reductions reported in Studies of TDM measures including: transportation services & economic incentives

Check	Fore St Entrance		Middle St Entrance		Ocean Gateway Garage		Remaining General Office
	Enter	Exit	Enter	Exit	Enter	Exit	
19.1	5.1	3.3	6.5	4.2	0	0	
71.2	15.3	16.0	19.5	20.3	0	0	
19.1	5.1	3.3	6.5	4.2	0	0	
71.2	15.3	16.0	19.5	20.3	0	0	
93.4	21.4	19.7	27.2	25.1	0	0	
86.6	25.4	3.5	12.7	1.7	23.2	2.6	23.2
83.2	83.2	4.7	23.0	2.4	3.6	17.5	3.6
86.6	86.6	25.4	3.5	12.7	1.7	19.3	2.6
83.2	83.2	4.7	23.0	2.4	3.6	17.5	3.6
22.9	22.9	4.1	3.5	1.8	3.1	2.7	3.1
6.7	6.7						
8.0	8.0						
6.7	6.7						
8.0	8.0						
7.2	7.2						
112	112	31	7	20	11	23	3
162	162	20	39	27	34	4	18
112	112	31	7	21	11	19	3
162	162	20	39	27	35	4	18
123	123	25	23	33	30	3	3

**Accurate Counts**  
978-664-2565

N/S Street : Fore Street  
E/W Street: India Street  
City/State : Portland, ME  
Weather : Clear

File Name : 48830002  
Site Code : 48830002  
Start Date : 4/17/2012  
Page No : 2

**Groups Printed- Cars - Trucks**

Start Time	Fore St From North			India St From East			Fore St From South			India St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:45 PM	19	30	12	0	31	14	18	34	3	11	35	13	220
Total	84	114	51	6	129	67	71	125	18	44	104	38	851
05:00 PM	10	27	7	3	43	14	21	25	4	7	35	8	204
05:15 PM	29	33	7	2	29	14	16	31	3	11	23	13	211
05:30 PM	17	26	7	3	41	20	19	26	5	11	26	7	208
05:45 PM	12	27	10	1	25	15	22	33	2	10	20	9	186
Total	68	113	31	9	138	63	78	115	14	39	104	37	809
Grand Total	802	1176	444	109	1080	631	526	1012	132	427	1259	468	8066
Apprch %	33.1	48.6	18.3	6	59.3	34.7	31.5	60.6	7.9	19.8	58.4	21.7	
Total %	9.9	14.6	5.5	1.4	13.4	7.8	6.5	12.5	1.6	5.3	15.6	5.8	
Cars	789	1154	436	108	1043	621	518	993	129	422	1245	466	7924
% Cars	98.4	98.1	98.2	99.1	96.6	98.4	98.5	98.1	97.7	98.8	98.9	99.6	98.2
Trucks	13	22	8	1	37	10	8	19	3	5	14	2	142
% Trucks	1.6	1.9	1.8	0.9	3.4	1.6	1.5	1.9	2.3	1.2	1.1	0.4	1.8

Start Time	Fore St From North				India St From East				Fore St From South				India St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	14	28	9	51	2	14	10	26	14	25	1	40	5	37	21	63	180
08:15 AM	20	25	8	53	2	9	20	31	8	17	1	26	8	43	22	73	183
08:30 AM	13	21	4	38	3	27	17	47	7	31	1	39	6	46	25	77	201
08:45 AM	16	30	4	50	0	20	13	33	12	23	3	38	7	50	12	69	190
Total Volume	63	104	25	192	7	70	60	137	41	96	6	143	26	176	80	282	754
% App. Total	32.8	54.2	13		5.1	51.1	43.8		28.7	67.1	4.2		9.2	62.4	28.4		
PHF	.788	.867	.694	.906	.583	.648	.750	.729	.732	.774	.500	.894	.813	.880	.800	.916	.938
Cars	63	103	25	191	7	67	60	134	41	91	6	138	26	175	79	280	743
% Cars	100	99.0	100	99.5	100	95.7	100	97.8	100	94.8	100	96.5	100	99.4	98.8	99.3	98.5
Trucks	0	1	0	1	0	3	0	3	0	5	0	5	0	1	1	2	11
% Trucks	0	1.0	0	0.5	0	4.3	0	2.2	0	5.2	0	3.5	0	0.6	1.3	0.7	1.5

**Accurate Counts**  
978-664-2565

N/S Street : Fore Street  
E/W Street: India Street  
City/State : Portland, ME  
Weather : Clear

File Name : 48830002  
Site Code : 48830002  
Start Date : 4/17/2012  
Page No : 1

**Groups Printed- Cars - Trucks**

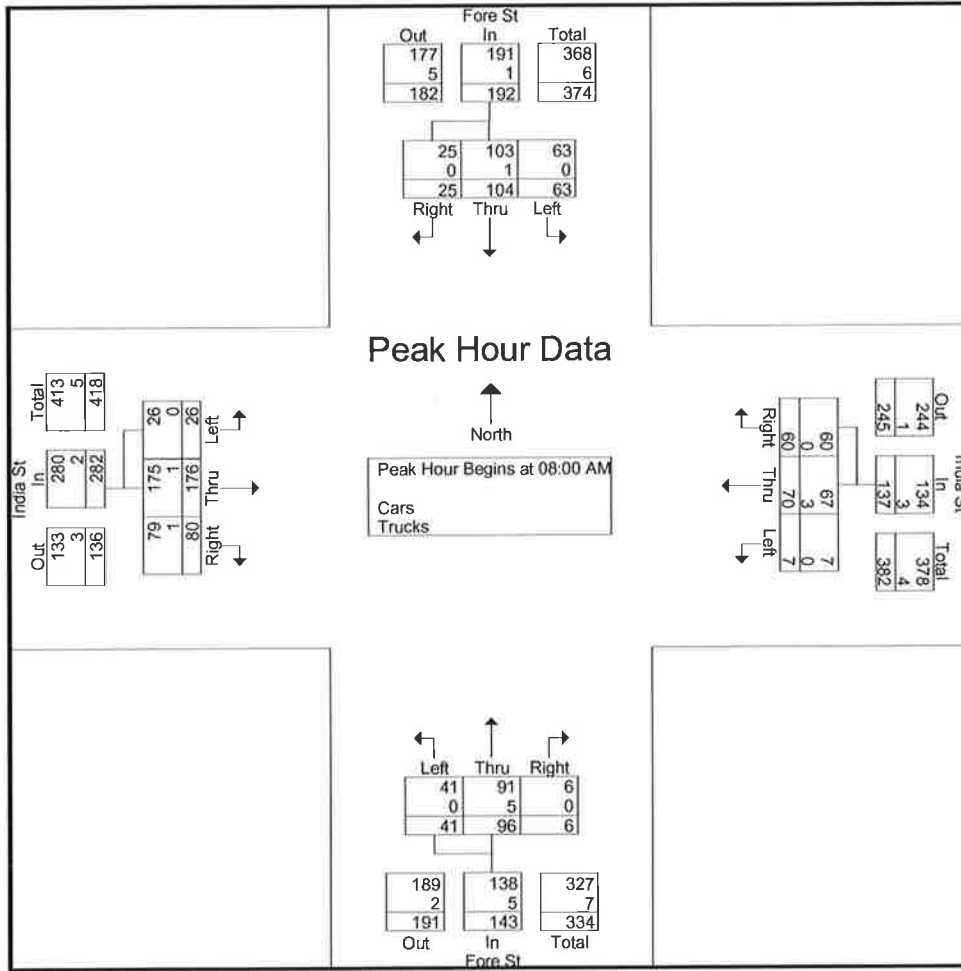
Start Time	Fore St From North			India St From East			Fore St From South			India St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
06:00 AM	5	1	2	1	5	3	1	1	0	3	5	3	30
06:15 AM	7	10	0	0	9	3	2	5	0	1	7	1	45
06:30 AM	11	8	2	1	8	5	1	1	1	2	16	4	60
06:45 AM	11	9	4	0	16	7	4	4	2	5	16	7	85
Total	34	28	8	2	38	18	8	11	3	11	44	15	220
07:00 AM	10	9	4	0	10	8	4	8	0	6	24	6	89
07:15 AM	10	17	4	5	11	7	6	10	0	7	34	10	121
07:30 AM	20	25	5	2	16	11	4	12	1	9	26	13	144
07:45 AM	14	27	11	4	15	10	10	25	0	9	36	22	183
Total	54	78	24	11	52	36	24	55	1	31	120	51	537
08:00 AM	14	28	9	2	14	10	14	25	1	5	37	21	180
08:15 AM	20	25	8	2	9	20	8	17	1	8	43	22	183
08:30 AM	13	21	4	3	27	17	7	31	1	6	46	25	201
08:45 AM	16	30	4	0	20	13	12	23	3	7	50	12	190
Total	63	104	25	7	70	60	41	96	6	26	176	80	754
09:00 AM	20	25	11	1	18	5	7	15	2	9	33	10	156
09:15 AM	17	13	6	4	26	14	2	19	3	3	28	4	139
09:30 AM	18	23	8	1	14	12	9	18	1	7	28	9	148
09:45 AM	18	25	9	2	15	9	13	17	2	7	31	7	155
Total	73	86	34	8	73	40	31	69	8	26	120	30	598
10:00 AM	13	21	6	1	17	5	10	21	1	7	23	11	136
10:15 AM	21	26	11	3	30	15	4	27	7	6	22	8	180
10:30 AM	12	23	8	3	16	14	4	18	0	8	24	5	135
10:45 AM	13	25	11	1	23	20	11	19	1	9	14	7	154
Total	59	95	36	8	86	54	29	85	9	30	83	31	605
11:00 AM	17	17	6	4	19	10	11	13	2	11	17	6	133
11:15 AM	19	25	6	1	20	11	12	22	2	6	16	5	145
11:30 AM	12	22	10	3	28	14	7	17	5	6	19	10	153
11:45 AM	17	24	3	2	24	13	19	17	3	16	27	12	177
Total	65	88	25	10	91	48	49	69	12	39	79	33	608
12:00 PM	18	25	13	1	24	16	15	19	5	20	30	17	203
12:15 PM	10	28	20	2	20	14	8	32	3	11	32	8	188
12:30 PM	21	28	14	2	20	21	16	26	6	13	23	5	195
12:45 PM	17	25	11	7	25	16	10	30	6	13	26	13	199
Total	66	106	58	12	89	67	49	107	20	57	111	43	785
01:00 PM	25	20	13	3	23	21	14	28	6	11	30	6	200
01:15 PM	21	41	13	5	32	16	14	19	3	8	27	11	210
01:30 PM	18	24	10	3	19	7	18	27	2	10	29	8	175
01:45 PM	18	33	16	2	25	19	13	22	2	13	29	9	201
Total	82	118	52	13	99	63	59	96	13	42	115	34	786
02:00 PM	15	26	9	4	27	13	10	28	4	11	28	10	185
02:15 PM	23	29	12	2	23	13	4	21	5	3	20	7	162
02:30 PM	19	28	18	4	36	8	4	24	4	10	27	11	193
02:45 PM	20	31	12	3	13	18	10	25	4	8	28	11	183
Total	77	114	51	13	99	52	28	98	17	32	103	39	723
03:00 PM	17	35	11	2	28	14	18	20	2	14	22	10	193
03:15 PM	18	32	13	3	29	18	16	24	3	8	24	7	195
03:30 PM	22	34	12	2	29	15	12	23	4	11	27	8	199
03:45 PM	20	31	13	3	30	16	13	19	2	17	27	12	203
Total	77	132	49	10	116	63	59	86	11	50	100	37	790
04:00 PM	22	27	11	2	30	19	12	25	7	4	28	10	197
04:15 PM	18	25	13	2	37	24	22	27	0	13	19	6	206
04:30 PM	25	32	15	2	31	10	19	39	8	16	22	9	228

# Accurate Counts

978-664-2565

N/S Street : Fore Street  
 E/W Street: India Street  
 City/State : Portland, ME  
 Weather : Clear

File Name : 48830002  
 Site Code : 48830002  
 Start Date : 4/17/2012  
 Page No : 3



Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

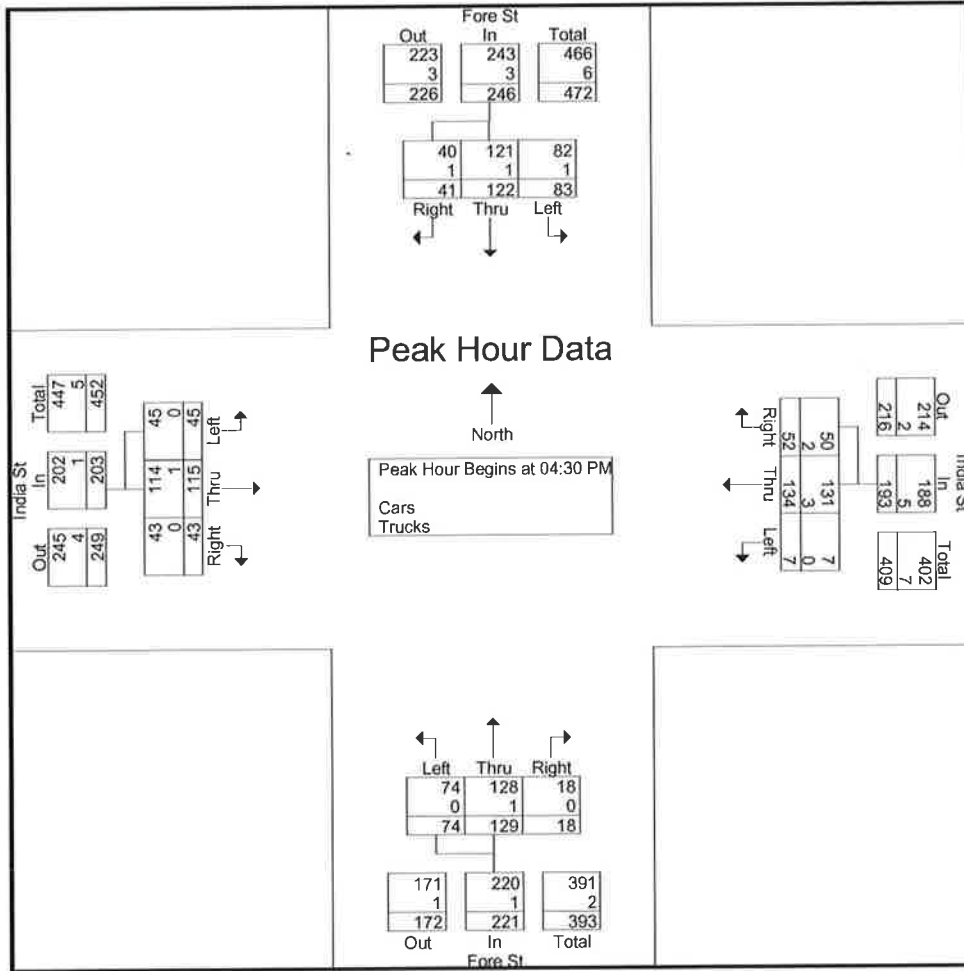
	07:30 AM				08:30 AM				08:00 AM				08:00 AM			
+0 mins.	20	25	5	50	3	27	17	47	14	25	1	40	5	37	21	63
+15 mins.	14	27	11	52	0	20	13	33	8	17	1	26	8	43	22	73
+30 mins.	14	28	9	51	1	18	5	24	7	31	1	39	6	46	25	77
+45 mins.	20	25	8	53	4	26	14	44	12	23	3	38	7	50	12	69
Total Volume	68	105	33	206	8	91	49	148	41	96	6	143	26	176	80	282
% App. Total	33	51	16		5.4	61.5	33.1		28.7	67.1	4.2		9.2	62.4	28.4	
PHF	.850	.938	.750	.972	.500	.843	.721	.787	.732	.774	.500	.894	.813	.880	.800	.916
Cars	68	104	33	205	8	86	49	143	41	91	6	138	26	175	79	280
% Cars	100	99	100	99.5	100	94.5	100	96.6	100	94.8	100	96.5	100	99.4	98.8	99.3
Trucks	0	1	0	1	0	5	0	5	0	5	0	5	0	1	1	2
% Trucks	0	1	0	0.5	0	5.5	0	3.4	0	5.2	0	3.5	0	0.6	1.2	0.7



**Accurate Counts**  
978-664-2565

N/S Street : Fore Street  
E/W Street : India Street  
City/State : Portland, ME  
Weather : Clear

File Name : 48830002  
Site Code : 48830002  
Start Date : 4/17/2012  
Page No : 7



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	03:00 PM				04:45 PM				04:30 PM				04:30 PM			
+0 mins.	17	35	11	63	0	31	14	45	19	39	8	66	16	22	9	47
+15 mins.	18	32	13	63	3	43	14	60	18	34	3	55	11	35	13	59
+30 mins.	22	34	12	68	2	29	14	45	21	25	4	50	7	35	8	50
+45 mins.	20	31	13	64	3	41	20	64	16	31	3	50	11	23	13	47
Total Volume	77	132	49	258	8	144	62	214	74	129	18	221	45	115	43	203
% App. Total	29.8	51.2	19		3.7	67.3	29		33.5	58.4	8.1		22.2	56.7	21.2	
PHF	.875	.943	.942	.949	.667	.837	.775	.836	.881	.827	.563	.837	.703	.821	.827	.860
Cars	75	131	49	255	8	140	60	208	74	128	18	220	45	114	43	202
% Cars	97.4	99.2	100	98.8	100	97.2	96.8	97.2	100	99.2	100	99.5	100	99.1	100	99.5
Trucks	2	1	0	3	0	4	2	6	0	1	0	1	0	1	0	1
% Trucks	2.6	0.8	0	1.2	0	2.8	3.2	2.8	0	0.8	0	0.5	0	0.9	0	0.5

**Accurate Counts**  
978-664-2565

N/S Street : Middle Street  
E/W Street : India Street  
City/State : Portland, ME  
Weather : Clear

File Name : 48830001  
Site Code : 48830001  
Start Date : 4/17/2012  
Page No : 1

**Groups Printed- Cars - Trucks**

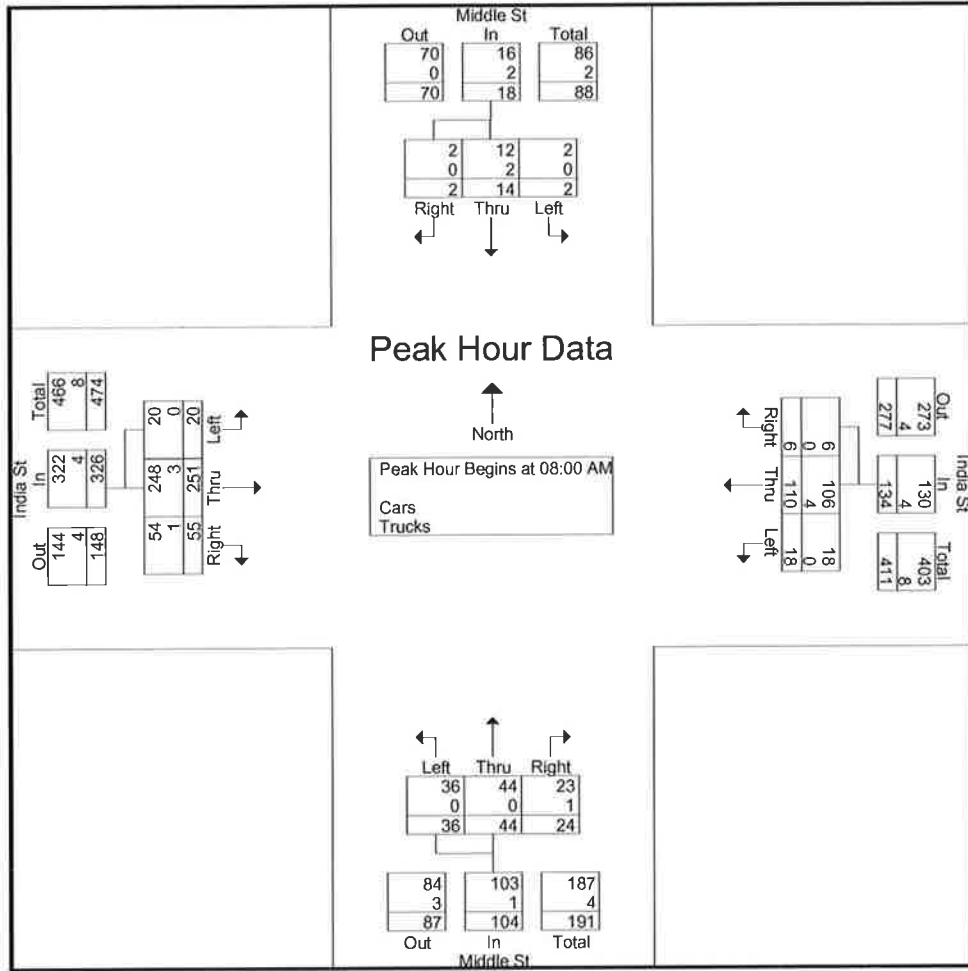
Start Time	Middle St From North			India St From East			Middle St From South			India St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	2	0	3	16	0	5	4	4	1	34	10	79
07:15 AM	0	4	1	0	19	0	6	2	4	3	47	7	93
07:30 AM	0	3	1	1	24	0	6	7	4	2	45	12	105
07:45 AM	0	5	3	5	33	0	7	3	8	3	58	14	139
Total	0	14	5	9	92	0	24	16	20	9	184	43	416
08:00 AM	1	4	1	11	22	2	6	13	7	2	58	12	139
08:15 AM	0	2	1	2	24	1	8	9	7	2	63	17	136
08:30 AM	0	7	0	3	34	2	9	11	4	8	72	13	163
08:45 AM	1	1	0	2	30	1	13	11	6	8	58	13	144
Total	2	14	2	18	110	6	36	44	24	20	251	55	582
Grand Total	2	28	7	27	202	6	60	60	44	29	435	98	998
Apprch %	5.4	75.7	18.9	11.5	86	2.6	36.6	36.6	26.8	5.2	77.4	17.4	
Total %	0.2	2.8	0.7	2.7	20.2	0.6	6	6	4.4	2.9	43.6	9.8	
Cars	2	25	7	27	194	6	60	59	43	27	432	97	979
% Cars	100	89.3	100	100	96	100	100	98.3	97.7	93.1	99.3	99	98.1
Trucks	0	3	0	0	8	0	0	1	1	2	3	1	19
% Trucks	0	10.7	0	0	4	0	0	1.7	2.3	6.9	0.7	1	1.9

Start Time	Middle St From North				India St From East				Middle St From South				India St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	4	1	6	11	22	2	35	6	13	7	26	2	58	12	72	139
08:15 AM	0	2	1	3	2	24	1	27	8	9	7	24	2	63	17	82	136
08:30 AM	0	7	0	7	3	34	2	39	9	11	4	24	8	72	13	93	163
08:45 AM	1	1	0	2	2	30	1	33	13	11	6	30	8	58	13	79	144
Total Volume	2	14	2	18	18	110	6	134	36	44	24	104	20	251	55	326	582
% App. Total	11.1	77.8	11.1		13.4	82.1	4.5		34.6	42.3	23.1		6.1	77	16.9		
PHF	.500	.500	.500	.643	.409	.809	.750	.859	.692	.846	.857	.867	.625	.872	.809	.876	.893
Cars	2	12	2	16	18	106	6	130	36	44	23	103	20	248	54	322	571
% Cars	100	85.7	100	88.9	100	96.4	100	97.0	100	100	95.8	99.0	100	98.8	98.2	98.8	98.1
Trucks	0	2	0	2	0	4	0	4	0	0	1	1	0	3	1	4	11
% Trucks	0	14.3	0	11.1	0	3.6	0	3.0	0	0	4.2	1.0	0	1.2	1.8	1.2	1.9

**Accurate Counts**  
978-664-2565

N/S Street : Middle Street  
E/W Street : India Street  
City/State : Portland, ME  
Weather : Clear

File Name : 48830001  
Site Code : 48830001  
Start Date : 4/17/2012  
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				08:00 AM				08:00 AM			
+0 mins.	0	5	3	8	5	33	0	38	6	13	7	26	2	58	12	72
+15 mins.	1	4	1	6	11	22	2	35	8	9	7	24	2	63	17	82
+30 mins.	0	2	1	3	2	24	1	27	9	11	4	24	8	72	13	93
+45 mins.	0	7	0	7	3	34	2	39	13	11	6	30	8	58	13	79
Total Volume	1	18	5	24	21	113	5	139	36	44	24	104	20	251	55	326
% App. Total	4.2	75	20.8		15.1	81.3	3.6		34.6	42.3	23.1		6.1	77	16.9	
PHF	.250	.643	.417	.750	.477	.831	.625	.891	.692	.846	.857	.867	.625	.872	.809	.876
Cars	1	16	5	22	21	109	5	135	36	44	23	103	20	248	54	322
% Cars	100	88.9	100	91.7	100	96.5	100	97.1	100	100	95.8	99	100	98.8	98.2	98.8
Trucks	0	2	0	2	0	4	0	4	0	0	1	1	0	3	1	4
% Trucks	0	11.1	0	8.3	0	3.5	0	2.9	0	0	4.2	1	0	1.2	1.8	1.2

**Accurate Counts**  
978-664-2565

N/S Street : Middle Street  
E/W Street : India Street  
City/State : Portland, ME  
Weather : Clear

File Name : 48830001  
Site Code : 48830001  
Start Date : 4/17/2012  
Page No : 1

**Groups Printed- Cars - Trucks**

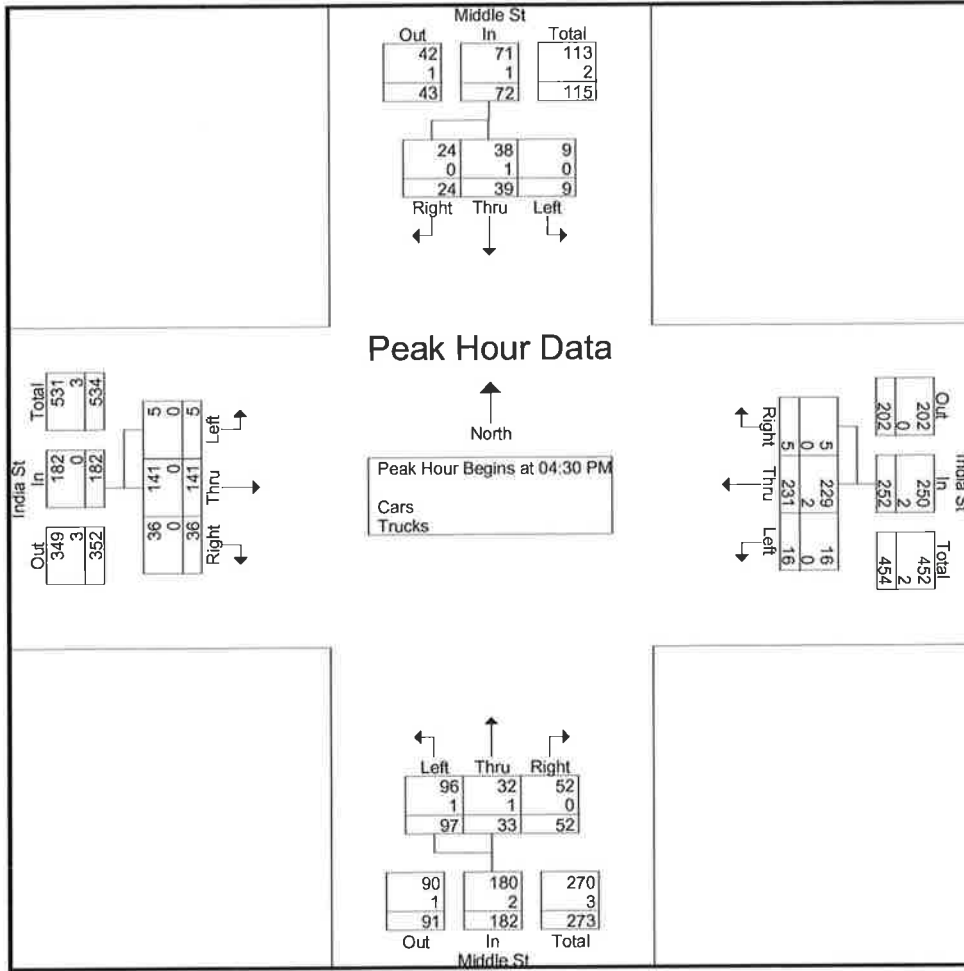
Start Time	Middle St From North			India St From East			Middle St From South			India St From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	6	2	5	4	49	1	15	7	9	0	35	12	145
04:15 PM	1	5	1	6	68	0	17	2	13	0	22	5	140
04:30 PM	2	9	6	7	58	2	23	6	15	0	30	12	170
04:45 PM	0	5	3	3	56	1	24	10	13	0	43	5	163
<b>Total</b>	<b>9</b>	<b>21</b>	<b>15</b>	<b>20</b>	<b>231</b>	<b>4</b>	<b>79</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>130</b>	<b>34</b>	<b>618</b>
05:00 PM	4	16	10	4	72	0	28	8	8	4	35	9	198
05:15 PM	3	9	5	2	45	2	22	9	16	1	33	10	157
05:30 PM	2	7	7	5	60	1	20	9	12	0	32	9	164
05:45 PM	1	8	5	12	43	0	20	8	9	2	22	2	132
<b>Total</b>	<b>10</b>	<b>40</b>	<b>27</b>	<b>23</b>	<b>220</b>	<b>3</b>	<b>90</b>	<b>34</b>	<b>45</b>	<b>7</b>	<b>122</b>	<b>30</b>	<b>651</b>
<b>Grand Total</b>	<b>19</b>	<b>61</b>	<b>42</b>	<b>43</b>	<b>451</b>	<b>7</b>	<b>169</b>	<b>59</b>	<b>95</b>	<b>7</b>	<b>252</b>	<b>64</b>	<b>1269</b>
Apprch %	15.6	50	34.4	8.6	90	1.4	52.3	18.3	29.4	2.2	78	19.8	
Total %	1.5	4.8	3.3	3.4	35.5	0.6	13.3	4.6	7.5	0.6	19.9	5	
Cars	19	60	42	42	446	7	168	58	95	7	252	64	1260
% Cars	100	98.4	100	97.7	98.9	100	99.4	98.3	100	100	100	100	99.3
Trucks	0	1	0	1	5	0	1	1	0	0	0	0	9
% Trucks	0	1.6	0	2.3	1.1	0	0.6	1.7	0	0	0	0	0.7

Start Time	Middle St From North				India St From East				Middle St From South				India St From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	9	6	17	7	58	2	67	23	6	15	44	0	30	12	42	170
04:45 PM	0	5	3	8	3	56	1	60	24	10	13	47	0	43	5	48	163
05:00 PM	4	16	10	30	4	72	0	76	28	8	8	44	4	35	9	48	198
05:15 PM	3	9	5	17	2	45	2	49	22	9	16	47	1	33	10	44	157
Total Volume	9	39	24	72	16	231	5	252	97	33	52	182	5	141	36	182	688
% App. Total	12.5	54.2	33.3		6.3	91.7	2		53.3	18.1	28.6		2.7	77.5	19.8		
PHF	.563	.609	.600	.600	.571	.802	.625	.829	.866	.825	.813	.968	.313	.820	.750	.948	.869
Cars	9	38	24	71	16	229	5	250	96	32	52	180	5	141	36	182	683
% Cars	100	97.4	100	98.6	100	99.1	100	99.2	99.0	97.0	100	98.9	100	100	100	100	99.3
Trucks	0	1	0	1	0	2	0	2	1	1	0	2	0	0	0	0	5
% Trucks	0	2.6	0	1.4	0	0.9	0	0.8	1.0	3.0	0	1.1	0	0	0	0	0.7

**Accurate Counts**  
978-664-2565

N/S Street : Middle Street  
E/W Street : India Street  
City/State : Portland, ME  
Weather : Clear

File Name : 48830001  
Site Code : 48830001  
Start Date : 4/17/2012  
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				04:30 PM				04:30 PM			
+0 mins.	4	16	10	30	6	68	0	74	23	6	15	44	0	30	12	42
+15 mins.	3	9	5	17	7	58	2	67	24	10	13	47	0	43	5	48
+30 mins.	2	7	7	16	3	56	1	60	28	8	8	44	4	35	9	48
+45 mins.	1	8	5	14	4	72	0	76	22	9	16	47	1	33	10	44
Total Volume	10	40	27	77	20	254	3	277	97	33	52	182	5	141	36	182
% App. Total	13	51.9	35.1		7.2	91.7	1.1		53.3	18.1	28.6		2.7	77.5	19.8	
PHF	.625	.625	.675	.642	.714	.882	.375	.911	.866	.825	.813	.968	.313	.820	.750	.948
Cars	10	39	27	76	20	252	3	275	96	32	52	180	5	141	36	182
% Cars	100	97.5	100	98.7	100	99.2	100	99.3	99	97	100	98.9	100	100	100	100
Trucks	0	1	0	1	0	2	0	2	1	1	0	2	0	0	0	0
% Trucks	0	2.5	0	1.3	0	0.8	0	0.7	1	3	0	1.1	0	0	0	0

**Accurate Counts**  
978-664-2565

N/S Street : Fore Street  
E/W Street : Site Entrance  
City/State : Portland, ME  
Weather : Clear

File Name : 48830003  
Site Code : 48830003  
Start Date : 4/17/2012  
Page No : 1

**Groups Printed- Cars - Trucks**

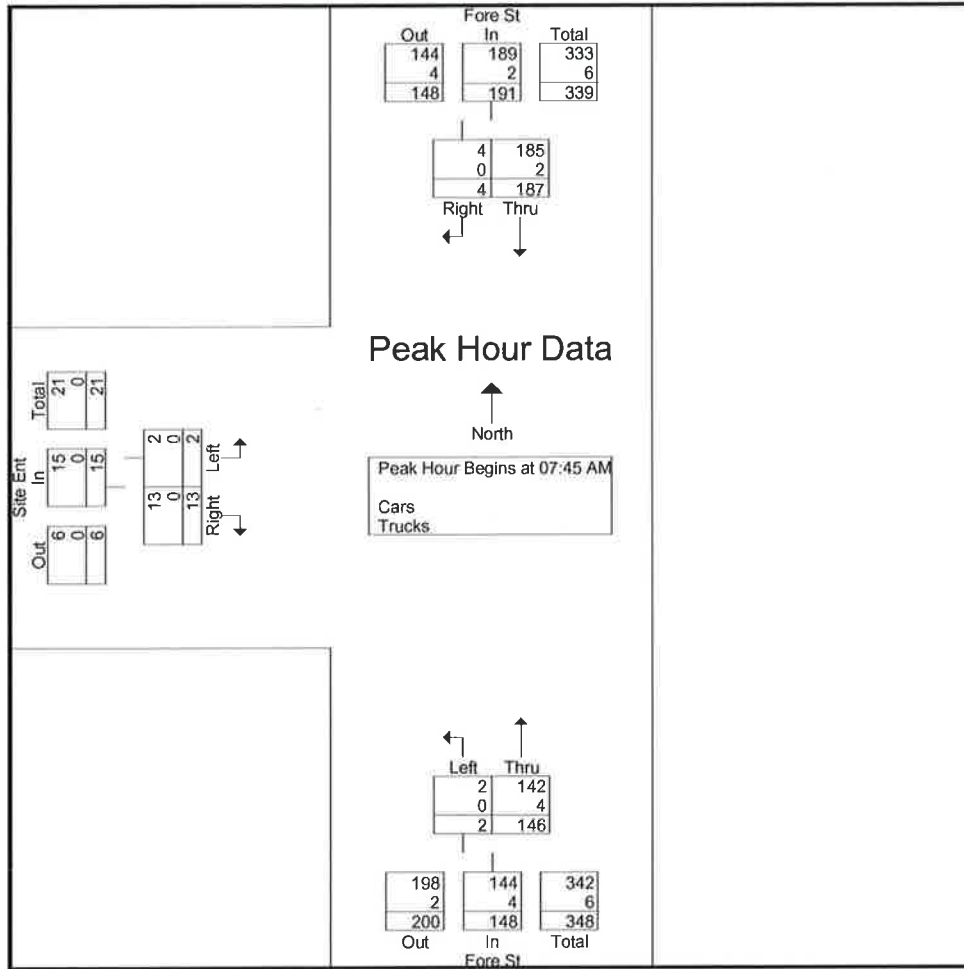
Start Time	Fore St From North		Fore St From South		Site Ent From West		Int. Total
	Thru	Right	Left	Thru	Left	Right	
07:00 AM	16	0	3	12	0	2	33
07:15 AM	29	0	0	16	0	2	47
07:30 AM	36	0	1	20	0	5	62
07:45 AM	48	1	0	38	0	5	92
<b>Total</b>	<b>129</b>	<b>1</b>	<b>4</b>	<b>86</b>	<b>0</b>	<b>14</b>	<b>234</b>
08:00 AM	51	0	1	42	0	4	98
08:15 AM	45	2	0	29	0	2	78
08:30 AM	43	1	1	37	2	2	86
08:45 AM	36	1	1	37	2	1	78
<b>Total</b>	<b>175</b>	<b>4</b>	<b>3</b>	<b>145</b>	<b>4</b>	<b>9</b>	<b>340</b>
<b>Grand Total</b>	<b>304</b>	<b>5</b>	<b>7</b>	<b>231</b>	<b>4</b>	<b>23</b>	<b>574</b>
Apprch %	98.4	1.6	2.9	97.1	14.8	85.2	
Total %	53	0.9	1.2	40.2	0.7	4	
Cars	300	5	7	225	4	23	564
% Cars	98.7	100	100	97.4	100	100	98.3
Trucks	4	0	0	6	0	0	10
% Trucks	1.3	0	0	2.6	0	0	1.7

Start Time	Fore St From North			Fore St From South			Site Ent From West			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	48	1	49	0	38	38	0	5	5	92
08:00 AM	51	0	51	1	42	43	0	4	4	98
08:15 AM	45	2	47	0	29	29	0	2	2	78
08:30 AM	43	1	44	1	37	38	2	2	4	86
Total Volume	187	4	191	2	146	148	2	13	15	354
% App. Total	97.9	2.1		1.4	98.6		13.3	86.7		
PHF	.917	.500	.936	.500	.869	.860	.250	.650	.750	.903
Cars	185	4	189	2	142	144	2	13	15	348
% Cars	98.9	100	99.0	100	97.3	97.3	100	100	100	98.3
Trucks	2	0	2	0	4	4	0	0	0	6
% Trucks	1.1	0	1.0	0	2.7	2.7	0	0	0	1.7

**Accurate Counts**  
978-664-2565

N/S Street : Fore Street  
E/W Street : Site Entrance  
City/State : Portland, ME  
Weather : Clear

File Name : 48830003  
Site Code : 48830003  
Start Date : 4/17/2012  
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	07:45 AM			07:15 AM					
+0 mins.	48	1	49	0	38	38	0	2	2
+15 mins.	<b>51</b>	0	<b>51</b>	<b>1</b>	<b>42</b>	<b>43</b>	0	<b>5</b>	<b>5</b>
+30 mins.	45	2	47	0	29	29	0	5	5
+45 mins.	43	1	44	1	37	38	0	4	4
Total Volume	187	4	191	2	146	148	0	16	16
% App. Total	97.9	2.1		1.4	98.6		0	100	
PHF	.917	.500	.936	.500	.869	.860	.000	.800	.800
Cars	185	4	189	2	142	144	0	16	16
% Cars	98.9	100	99	100	97.3	97.3	0	100	100
Trucks	2	0	2	0	4	4	0	0	0
% Trucks	1.1	0	1	0	2.7	2.7	0	0	0

**Accurate Counts**  
978-664-2565

N/S Street : Fore Street  
E/W Street : Site Entrance  
City/State : Portland, ME  
Weather : Clear

File Name : 48830003  
Site Code : 48830003  
Start Date : 4/17/2012  
Page No : 1

**Groups Printed- Cars - Trucks**

Start Time	Fore St From North		Fore St From South		Site Ent From West		Int. Total
	Thru	Right	Left	Thru	Left	Right	
04:00 PM	37	2	4	46	0	2	91
04:15 PM	34	0	6	43	0	1	84
04:30 PM	36	0	4	60	1	1	102
04:45 PM	49	0	1	50	1	3	104
<b>Total</b>	<b>156</b>	<b>2</b>	<b>15</b>	<b>199</b>	<b>2</b>	<b>7</b>	<b>381</b>
05:00 PM	37	0	4	58	0	2	101
05:15 PM	51	2	3	48	1	1	106
05:30 PM	32	1	3	47	0	2	85
05:45 PM	31	1	5	69	0	4	110
<b>Total</b>	<b>151</b>	<b>4</b>	<b>15</b>	<b>222</b>	<b>1</b>	<b>9</b>	<b>402</b>
<b>Grand Total</b>	<b>307</b>	<b>6</b>	<b>30</b>	<b>421</b>	<b>3</b>	<b>16</b>	<b>783</b>
Apprch %	98.1	1.9	6.7	93.3	15.8	84.2	
<b>Total %</b>	<b>39.2</b>	<b>0.8</b>	<b>3.8</b>	<b>53.8</b>	<b>0.4</b>	<b>2</b>	
Cars	306	6	30	418	3	16	779
<b>% Cars</b>	<b>99.7</b>	<b>100</b>	<b>100</b>	<b>99.3</b>	<b>100</b>	<b>100</b>	<b>99.5</b>
Trucks	1	0	0	3	0	0	4
<b>% Trucks</b>	<b>0.3</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>0</b>	<b>0</b>	<b>0.5</b>

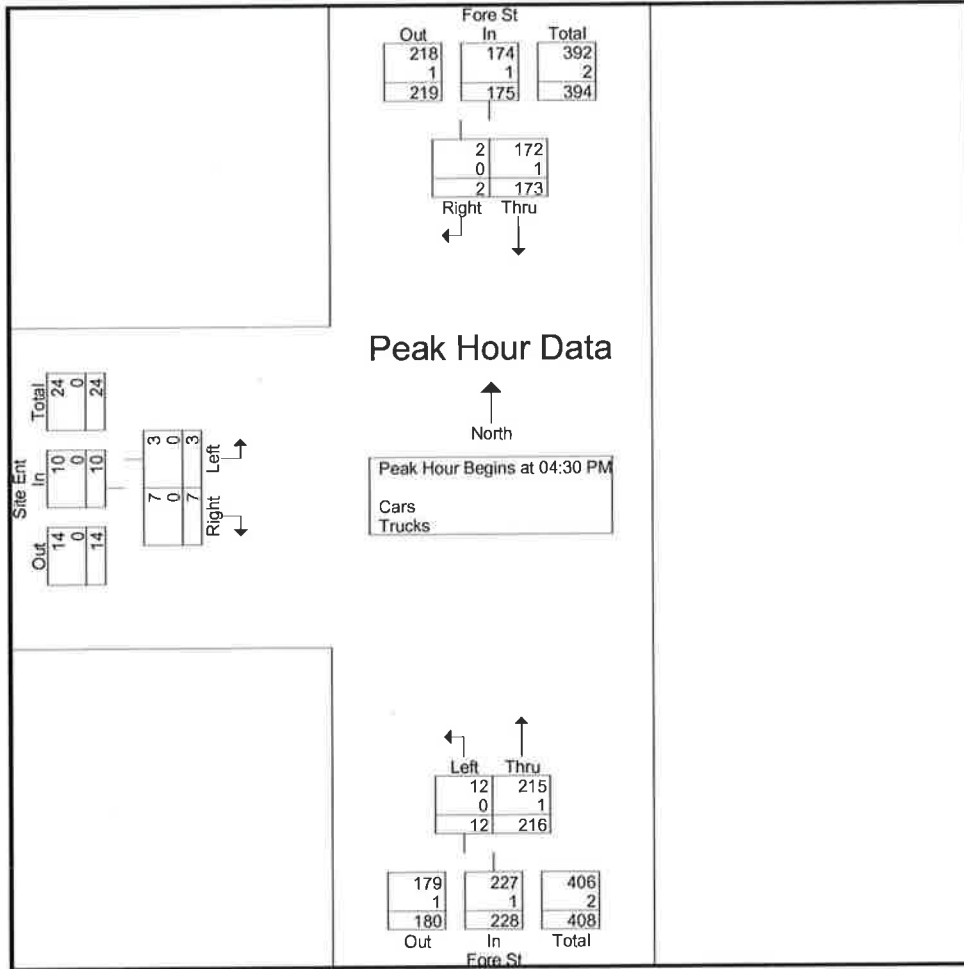
Start Time	Fore St From North			Fore St From South			Site Ent From West			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	36	0	36	4	60	64	1	1	2	102
04:45 PM	49	0	49	1	50	51	1	3	4	104
05:00 PM	37	0	37	4	58	62	0	2	2	101
05:15 PM	51	2	53	3	48	51	1	1	2	106
<b>Total Volume</b>	<b>173</b>	<b>2</b>	<b>175</b>	<b>12</b>	<b>216</b>	<b>228</b>	<b>3</b>	<b>7</b>	<b>10</b>	<b>413</b>
<b>% App. Total</b>	<b>98.9</b>	<b>1.1</b>	<b>99.4</b>	<b>5.3</b>	<b>94.7</b>	<b>99.6</b>	<b>30</b>	<b>70</b>	<b>625</b>	<b>974</b>
PHF	.848	.250	.825	.750	.900	.891	.750	.583	.625	.974
Cars	172	2	174	12	215	227	3	7	10	411
<b>% Cars</b>	<b>99.4</b>	<b>100</b>	<b>99.4</b>	<b>100</b>	<b>99.5</b>	<b>99.6</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>99.5</b>
Trucks	1	0	1	0	1	1	0	0	0	2
<b>% Trucks</b>	<b>0.6</b>	<b>0</b>	<b>0.6</b>	<b>0</b>	<b>0.5</b>	<b>0.4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.5</b>



**Accurate Counts**  
978-664-2565

N/S Street : Fore Street  
E/W Street : Site Entrance  
City/State : Portland, ME  
Weather : Clear

File Name : 48830003  
Site Code : 48830003  
Start Date : 4/17/2012  
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	04:30 PM			05:00 PM			04:30 PM		
+0 mins.	36	0	36	4	58	62	1	1	2
+15 mins.	49	0	49	3	48	51	1	3	4
+30 mins.	37	0	37	3	47	50	0	2	2
+45 mins.	51	2	53	5	69	74	1	1	2
Total Volume	173	2	175	15	222	237	3	7	10
% App. Total	98.9	1.1		6.3	93.7		30	70	
PHF	.848	.250	.825	.750	.804	.801	.750	.583	.625
Cars	172	2	174	15	220	235	3	7	10
% Cars	99.4	100	99.4	100	99.1	99.2	100	100	100
Trucks	1	0	1	0	2	2	0	0	0
% Trucks	0.6	0	0.6	0	0.9	0.8	0	0	0

## Section 2 Accident Data

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Traffic accident data from Maine DOT was reviewed in the vicinity of the development on Fore Street, Middle Street, Franklin Street and India Street for the latest available three-year period (2008-2010). Consistent with MDOT policies for developments that generate 100 to 200 new peak hour trips we have focused our review area on the site entrance and significant adjacent intersections only.

Our review of the data indicates that there are no high crash locations in the vicinity of the proposed development. An intersection or section of roadway is considered to be a high crash location if it has a minimum of eight crashes in a three-year period and a Critical Rate Factor of 1.0 or greater.

The following intersections and sections of roadway were reviewed and are listed with the number of accidents and HCL status. Back-up accident data provided by the Maine DOT is provided herein.

### Intersections

<u>Node</u>	<u>Description</u>	<u># Accidents</u>	<u>CRF</u>	<u>HCL</u>
18822	Fore St at India Street	4	0.97	No
18517	Fore Street at Franklin Street	6	0.42	No
18518	Middle Street at Franklin Street	12	0.71	No
18817	Middle Street at India Street	4	1.42	No

### Roadway Sections

<u>Nodes</u>	<u>Description</u>	<u># Accidents</u>	<u>CRF</u>	<u>HCL</u>
18817 – 18822	India St, Fore to Middle	1	0.65	No
18801 - 18817	Middle St, Hampshire St to Fore	2	2.30	No
18518 - 18801	Middle St, Franklin to Hampshire	0	0.0	No
18517 – 18822	Fore St, Franklin to India	1	0.39	No
18517 – 18518	Franklin St, Fore to Middle	0	0.0	No

### Crash Summary I

Node	Route - MP	Node Description	Nodes			Percent Annual M Injury Ent-Wah	Critical Rate	CRF
			U/R	Total Crashes	Injury Crashes A B C			
18822	0560286 - 0.47	6600N2 POR FORE INDA ST.	2	4	0	0	0.36	0.00
Study Years: 3 00			NODE TOTALS:			3.785	0.35	0.97

### Crash Summary II - Characteristics

Day of Week	Hour of Day												Un	Tot			
	12	1	2	3	4	5	6	7	8	9	10	11			PM		
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TUESDAY	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>

Unit Type	Total
1-Passenger Car	6
2-(Sport) Utility Vehicle	0
3-Passenger Van	0
4-Cargo Van (10K lbs or Less)	0
5-Pickup	0
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	0
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	0
<b>Total</b>	<b>6</b>

Maine Department Of Transportation - Traffic Engineering, Crash Records Section  
**Crash Summary II - Characteristics**

Crashes by Day and Hour

Day of Week	Hour of Day												Un	Tot			
	12	1	2	3	4	5	6	7	8	9	10	11			PM		
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	8
2-Sport Utility Vehicle	2
3-Passenger Van	0
4-Cargo Van (10K lbs or Less)	0
5-Pickup	0
6-Motor Home	0
7-School Bus	0
8-Transit Bus	0
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	0
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Feestrain	0
<b>Total</b>	<b>16</b>

Maine Department Of Transportation - Traffic Engineering, Crash Records Section  
**Crash Summary I**

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes	Percent Annual M	Crash Rate	Critical Rate	CRF					
				A	B	C	PD	Injury	Ent-Veh	Rate	Rate			
18577	0001A - 11.73	m of FORE ST - FRANKLIN ST	9	6	0	0	0	2	4	33.3	3.997	0.50	1.18	0.00
<b>Study Years:</b>	<b>3 00</b>													
<b>NODE TOTALS:</b>				<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>33.3</b>	<b>3.997</b>	<b>0.50</b>	<b>1.18</b>	<b>0.42</b>

Crash Summary

Node	Route - MP	Node Description	Nodes										Critical Rate	CRF		
			U/R	Total Crashes	K	A	B	C	PD	Injury	Ent-Veh	M			Crash Rate	
18578	0001A - 11.79	IN @ FRANKLIN ST, MIDDLE ST	9	12	0	0	1	2	9	25.0	4.990	0.80	1.13	0.00		
Study Years: 3 00			NODE TOTALS:			12	0	0	1	2	9	25.0	4.990	0.80	1.12	0.71

Crash Summary II - Characteristics

Day Of Week	Hour of Day												Un Tot													
	12	1	2	3	4	5	6	7	8	9	10	11		12	1	2	3	4	5	6	7	8	9	10	11	12
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
THURSDAY	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SATURDAY	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

Unit Type	Total		Vehicle Counts by Type	
	AM	PM	Unit Type	Total
1-Passenger Car	15	23	23-Bicyclist	0
2-(Sport) Utility Vehicle	6	24	24-Witness	9
3-Passenger Van	0	25	25-Other	1
4-Cargo Van (10K lbs or Less)	0	Total		29
5-Pickup	2			
6-Motor Home	0			
7-School Bus	0			
8-Transit Bus	0			
9-Motor Coach	0			
10-Other Bus	0			
11-Motorcycle	0			
12-Moped	0			
13-Low Speed Vehicle	0			
14-Autocycle	0			
15-Experimental	0			
16-Other Light Trucks (10,000 lbs or Less)	0			
17-Medium/Heavy Trucks (More than 10,000 lbs)	0			
18-ATV - (4 wheel)	0			
20-ATV - (2 wheel)	0			
21-Snowmobile	0			
22-Pedestrian	0			

Maine Department of Transportation - Traffic Engineering, Crash Records Section  
**Crash Summary II - Characteristics**  
 Crashes by Day and Hour

Day of Week	Hour of Day												Un	Tot			
	12	1	2	3	4	5	6	7	8	9	10	11			PM		
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Unit Type	Total	
	AM	PM
1-Passenger Car	3	0
2-Sport Utility Vehicle	0	0
3-Passenger Van	1	0
4-Cargo Van (10K lbs or Less)	0	0
5-Pickup	1	0
6-Motor Home	0	0
7-School Bus	0	0
8-Transit Bus	0	0
9-Motor Coach	0	0
10-Other Bus	0	0
11-Motorcycle	0	0
12-Moped	0	0
13-Low Speed Vehicle	0	0
14-Autocycle	0	0
15-Experimental	0	0
16-Other Light Trucks (10,000 lbs or Less)	0	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	0	0
18-ATV - (4 wheel)	0	0
20-ATV - (2 wheel)	0	0
21-Snowmobile	0	0
22-Feasibility	0	0
<b>Total</b>	<b>5</b>	<b>0</b>

Page 3 of 10 on 4/3/2012, 12:59 PM

Maine Department of Transportation - Traffic Engineering, Crash Records Section  
**Crash Summary I**  
 NS202

Node	Route - MP	Node Description	U/R	Injury Crashes			Percent Annual M	Crash Rate	Critical Rate	CRF	
				A	B	C					
18817	0505055 - 0.39	060027 FOR MIDDLE ANDK BT	2	4	0	0	0.0	2.287	0.55	0.41	1.42
<b>Study Years:</b>	<b>3 00</b>							<b>2.287</b>	<b>0.59</b>	<b>0.41</b>	<b>1.42</b>

Unit Type	Total	
	AM	PM
23-Bicyclist	0	0
24-Fitness	0	0
25-Other	0	0
<b>Total</b>	<b>0</b>	<b>0</b>

Page 2 of 10 on 4/3/2012, 12:59 PM

**Crash Summary**

Start Node	End Node	Element	Offset Begin-End	Route - MP	Total Crashes	Injury Crashes			Crash Report	Crash Date	Crash Mile Point	Injury Degree		
						K	A	B C PD						
18917	18922	194424	0 - 0.04	0561000 - 0.18	1	0	0	0	0	1	2006-0880C	03/03/2008	0.20	PD
<b>Totals:</b>					1	0	0	0	0	1				

**Crash Summary I**

Start Node	End Node	Element	Offset Begin-End	Route - MP	Section Length	LUR	Total Crashes	Injury Crashes			Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
								K	A	B C PD					
18917	18922	194424	0 - 0.04	0561000 - 0.18	0.04	2	1	0	0	0	1	0.00076	499.90	674.37	0.00
<b>Section Totals:</b>					0.04	1	0	0	0	0	1	0.00076	499.90	674.37	0.00
<b>Study Years:</b>					3.00										

**Crash Summary I**

Start Node	End Node	Element	Offset Begin-End	Route - MP	Section Length	Injury Crashes						Annual HMVM	Crash Rate	Critical Rate	CRF			
						U/R	Tech	K	A	B	C					PD	Injury	Percent Injury
18801	18817	194039	0 - 0.06	060505 - 0.27	0.06	2	0	0	0	0	0	0	0	0	0.00018	3623.98	-1574.62	2.30
2629221 FOR MIDDLE HAMPSHIRE ST RD INV 91.09505																		
18518	18801	194025	0 - 0.06	060505 - 0.27	0.06	2	0	0	0	0	0	0	0	0	0.00071	0.00	12.09.96	0.00
18181 FRANKLIN ST MIDDLE ST RD INV 95.90595																		
<b>Study Years: 3.00</b>																		
<b>Section Totals:</b>																		
						0.12	2	0	0	0	0	2	0.0	0.00069	746.11	11:47.34	0.65	
<b>Grand Totals:</b>						0.12	2	0	0	0	0	2	0.0	0.00069	746.11	13:50.30	0.55	

**Crash Summary I**

Node	Route - MP	Node Description	U/R		Total Crashes	Injury Crashes						Percent Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
			U/R	Total		K	A	B	C	PD	Injury				
18801	060505 - 0.33	2629221 FOR MIDDLE HAMPSHIRE ST	2	0	0	0	0	0	0	0	0	0.00	0.51	0.00	0.00
<b>NODE TOTALS:</b>															
			0	0	0	0	0	0	0	0	0	0.00	0.51	0.00	0.00
<b>Study Years: 3.00</b>															



**Crash Summary**

Start Node	End Node	Element	Offset Begin-End	Route - MP	Total Crashes	Injury Crashes			Crash Report	Crash Date	Crash Mile Point	Injury Degree
						K	A	B				
18517	18622	194023	0 - 0.12	0580286 - 0.47	1	0	0	1	0	0	0.48	B
<b>Totals:</b>					1	0	0	1	0	0	0	

**Crash Summary**

Start Node	End Node	Element	Offset Begin-End	Route - MP	Section W/R Length	Total Crashes	Injury Crashes			Annual HWY/M	Percent Injury	Critical Rate	CRF			
							K	A	B					C	PD	
18517	18622	194023	0 - 0.12	0580286 - 0.47	0.12	1	0	0	1	0	0	0	0.00			
<b>Section Totals:</b>					0.12	1	0	0	1	0	0	100.0	0.00175	190.26	467.93	0.39

Study Years: 3.00

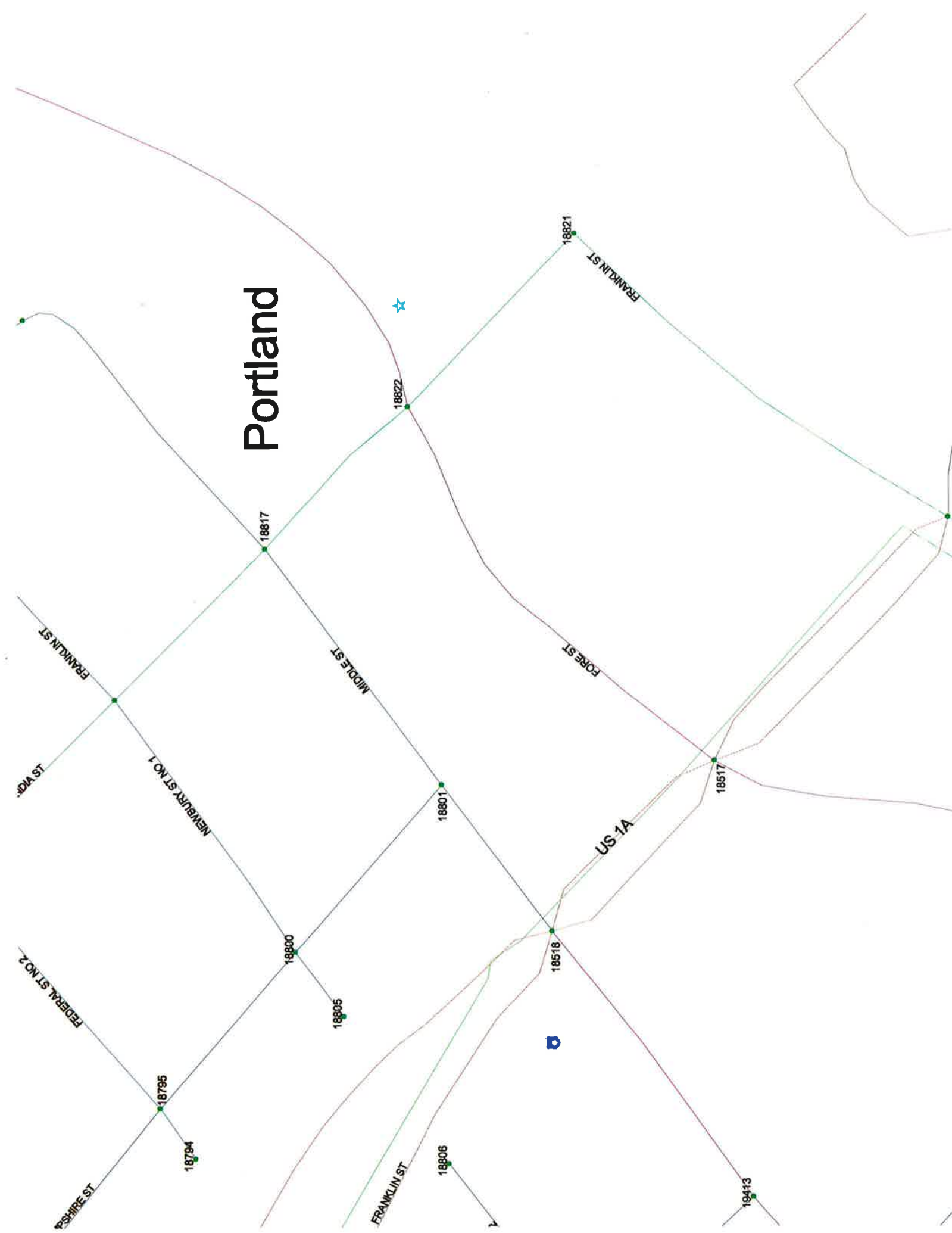
**Crash Summary**

Start Node	End Node	Element	Offset Begin-End	Route-MP	Section Length	Injury Crashes					Total Crashes	Crash Report	Crash Date	Crash Mile	Injury Degree
						A	B	C	PD	K					
18517	18518	2566760	0-0.06	000A-11.73	0.06	2	0	0	0	0	0	0	0	0	0
18517	18518	194021	0-0.06	007AS-1.69	0.06	2	0	0	0	0	0	0	0	0	0
<b>Totals:</b>															
						0	0	0	0	0	0	0	0	0	0

**Crash Summary**

Start Node	End Node	Element	Offset Begin-End	Route-MP	Section Length	Section UTR	Annual HIT/MI	Percent Injury	Injury Crashes					Crash Rate	Critical Rate	CRF
									A	B	C	PD	K			
18517	18518	2566760	0-0.06	000A-11.73	0.06	2	0.00084	0.0	0	0	0	0	0	0.00	300.17	0.00
18517	18518	194021	0-0.06	007AS-1.69	0.06	2	0.00084	0.0	0	0	0	0	0	0.00	300.21	0.00
<b>Study Years: 3 00</b>																
<b>Section Totals:</b>						0.12	0.00168	0.0	0	0	0	0	0	0.00	273.91	0.00
<b>Grand Totals:</b>						0.12	0.00168	0.0	0	0	0	0	0	0.00	483.56	0.00

# Portland



### Section 3 Development Entrances and Exits

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Sight distance was measured in each direction from the proposed site entrance on Middle Street. We have included a table that summarizes the sight distance requirements from the MDOT/City of Portland.

The proposed site entrance on Middle Street is located on the south side of Middle Street approximately 270 ft east of the intersection of Franklin Street at Middle Street. The posted speed limit on Middle Street is 30 mph. Based on a 30 mph posted speed limit, the Maine DOT/City of Portland requires 250 ft of sight distance. We measured the sight distance and found it to be a minimum of 250 ft looking to the left (west) and a minimum of 260 ft looking to the right (east). The sight distance may require the adjustment of on-street parking spaces on the south side of Middle Street west of the site entrance to provide an unobstructed view. This will be coordinated and confirmed with the City Traffic Engineer to minimize impacts to available on-street parking.

Therefore, it is our opinion that the proposed site entrance will provide satisfactory sight distances. The sight distances are shown on the plan titled, "Site Plan, Sheet C04, 4 of 11" attached in Section 5 of this document.

**Table 5**  
**City of Portland/MDOT Sight Distance Guidelines for Driveways**

Posted Speed (mph)	MDOT Required Sight Distance (feet)
25	200
30	250
35	305
40	360
45	425
50	495
55	570

4883-01

**Section 4 Title Right or Interest**

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Please see the following document.

- Deed to Parcel With Covenant

QUITCLAIM DEED WITH COVENANT  
(Maine Statutory Short Form)

OLD PORT HOSPITALITY, LLC, a Maine limited liability company, whose mailing address is 11 Corporate Drive, Belmont, New Hampshire 03220 ("Old Port"), for consideration paid, grants to FORE INDIA MIDDLE, LLC, a Maine limited liability company, whose mailing address is 11 Corporate Drive, Belmont, New Hampshire 03220 ("FIM"), with Quitclaim Covenant, a certain lot or parcel of land, with any buildings and improvements thereon, located on Fore Street, India Street and Middle Street in the City of Portland, County of Cumberland, and State of Maine, being more particularly bounded and described as follows:

Lot 2 as shown on a subdivision plan entitled "Subdivision Plan of Hotel, Restaurant & Portside Residences, 207 & 209 Fore Street, Portland, Maine" dated February 8, 2010, as most recently revised on April 23, 2010, approved by the City of Portland Planning Board on April 13, 2010, and recorded in the Cumberland County Registry of Deeds in Plan Book 210, Page 194 (the "Subdivision Plan").

This transfer from grantor Old Port to grantee FIM is the consolidation of a two-step transaction. In the first step, Old Port distributed the subject property to its only two members Mark G. V. Woglom and Gregory R. Kirsch in proportion to their capital interests in Old Port and as the second step said members contributed the subject property to FIM in the same proportion. Said Woglom and Kirsch are the only members of grantor Old Port and grantee FIM and said members own identical percentage interests in each company, such that this property transfer is a mere change in identity or form of ownership where no change in beneficial ownership is made and is therefore exempt from Maine real estate transfer tax as provided in 36 MRSA 4641-C(19).

Lot 2 is hereby conveyed subject to all matters shown on the Subdivision Plan and the General Notes set forth thereon. Particular reference is made to General Note 34 regarding the location of a portion of the common boundary line between Lot 1 and Lot 2 shown thereon.

Lot 2 comprises a portion of the premises described in a Warranty Deed from PME I, Limited Partnership to Old Port dated January 29, 2010, and recorded in the Cumberland County Registry of Deeds in Book 27567, Page 40 (the "PME I Deed").

The remaining premises described in said PME I Deed and retained by Old Port comprise Lot 1 shown on the Subdivision Plan.

Lot 2 is hereby conveyed together with the following rights and easements:

(a) The right and easement to temporarily enter upon Lot 1 with men and equipment in connection with the construction of any buildings, structures and other improvements on Lot 2 so long as such entry does not adversely affect the construction of any buildings, structures or other improvements on Lot 1 in the reasonable determination of Old Port, provided, however, that this right and easement shall terminate with respect to any area or areas of Lot 1 at such time as Old Port commences construction of any buildings, structures or other improvements within such area or areas of Lot 1 unless such use is specifically extended by written agreement of Old Port;

(b) The right and easement to connect any underground sewer and/or stormwater systems, electrical, telephone, telecommunications, water and any other utility systems constructed on and serving Lot 2 to any such systems constructed on Lot 1, subject to the submission of plans thereof and the written approval of Old Port not to be unreasonably denied, together with the right to maintain, repair and replace said connections, subject to the receipt of all necessary permits and approvals with respect thereto, provided that any damage to Lot 1 and said systems resulting therefrom shall be promptly repaired by FIM so as to restore Lot 1 and said systems to substantially their previous condition;

(c) The right and easement to connect any future building or other structure constructed on Lot 2 to the building to be constructed on Lot 1 as shown on the Subdivision Plan, subject to the submission of plans thereof and the written approval of Old Port not to be unreasonably denied, provided that the structural integrity of the building on Lot 1 is not adversely affected thereby as shall be reasonably determined by Old Port, and provided further that any damage to the building on Lot 1 resulting from such connection shall be promptly repaired by FIM so as to restore the building on Lot 1 to substantially its previous condition;

(d) The right and easement to temporarily enter upon Lot 1 with men and equipment as reasonably necessary in connection with the future maintenance and repair of any buildings, structures and other improvements on Lot 2 (including any portions or components thereof that extend across the common property line onto Lot 1) so long as such entry does not adversely affect the buildings, structures or other improvements on Lot 1 or the use thereof in the reasonable determination of Old Port;

(e) The right and easement, in common with others, to utilize any exterior pathways or walkways constructed on Lot 1 for pedestrian access only to and from Lot 2 and Middle Street, Fore Street and Franklin Street Arterial, provided, however, that such right and easement shall terminate and be of no further force and effect as to any such exterior pathways or walkways that are, if ever, subsequently removed from Lot 1;

(f) The right and easement, in common with others, to utilize the entrance way from Fore Street as shown on the Subdivision Plan solely for vehicular and pedestrian ingress and egress to and from Lot 2 and any buildings and improvements constructed thereon and Fore Street and not for use as part of any through street or way of any sort to Middle Street, provided, however, that Old Port shall have the right to relocate such entrance way to another location on Fore Street in which case this right and easement shall continue with respect thereto; and

(g) The right and easement to construct buildings and structures to the common property line between Lot 1 and Lot 2 without any setback at ground level, and also the following further rights and easements: architectural projections (for example and without limitation, cornices, window sills, roof overhangs, window or door frames, awnings, canopies, wall-mounted fixtures and equipment, etc.) of such buildings and structures may project across and beyond said common property line up to the following extent: no more than one foot (1') measured horizontally for projections that are less than twelve feet (12') above ground level and no more than four feet (4') measured horizontally for projections that are twelve feet (12') or more above ground level; footings for foundations that are at least three feet (3') below grade may extend across and beyond said property line up to three feet (3') measured horizontally; and, solely with respect to that portion of the

common property line designated as "Line L7" on the subdivision plan, building and structures may extend across and beyond said Line L7 up to eighteen inches (18") measured horizontally.

FIM agrees, for itself and its successors and assigns, to indemnify and hold harmless Old Port, its members, officers, directors, employees, successors and assigns, and others doing business on Lot 1, from and against any and all damages, liabilities, losses, expenses, claims, demands and suits (including reasonable attorneys' fees and other costs and expenses incurred in defending the same), incurred or suffered in consequence of either bodily injury to any person (including death) or damage to any property, and also any liens or encumbrances against Lot 1, arising out of, or in connection with, FIM's exercise of the rights and easements granted herein.

Lot 2 is conveyed subject to (a) a Mortgage, Security Agreement and Fixture Filing from Old Port to Bank of New England dated January 26, 2010, and recorded in the Cumberland County Registry of Deeds in Book 27567, Page 43, (b) a Collateral Assignment of Leases and Rents from Old Port to Bank of New England dated January 26, 2010, and recorded in said Registry of Deeds in Book 27567, Page 57, and (c) a Collateral Assignment of Contracts, Plans and Permits from Old Port to Bank of New England dated January 26, 2010, and recorded in said Registry of Deeds in Book 27567, Page 63.

Lot 2 is hereby further conveyed subject to an Easement Relocation Agreement by and between Old Port and the City of Portland dated April 28, 2010, and recorded in the Cumberland County Registry of Deeds in Book 27742, Page 28.

Old Port anticipates creating a condominium on Lot 1 to be known as the Hotel, Restaurant and Portside Residences Condominium (the "Condominium") that will include a unit in which will be operated as a restaurant facility, which unit will be referred to in the Declaration of the Condominium as the "Restaurant Unit". Lot 2 is further conveyed subject to the restriction that for so long as a full-service restaurant is being operated in the Restaurant Unit, no full-service restaurant containing three thousand five hundred (3,500) square feet or more of public space may be operated on Lot 2, provided, however, that this restriction shall, in any event, expire and be of no further force and effect on the fifteenth (15<sup>th</sup>) anniversary of the date of Old Port's initial conveyance of the Restaurant Unit to a third party. This restriction shall be enforceable by Old Port, its successors and assigns, and the owner of the Restaurant Unit, and not by the owner of any other units in the Condominium.

Lot 2 is hereby further conveyed subject to the following rights and easements that are hereby excepted and reserved for the benefit of Lot 1:

(a) The right and easement to temporarily enter upon Lot 2 with men and equipment and to utilize Lot 2 for the storage of building materials, building equipment and the like in connection with the construction of any buildings, structures and other improvements on Lot 1 so long as such use does not adversely affect the construction of any buildings, structures or other improvements on Lot 2 in the reasonable determination of FIM, provided, however, that this right and easement shall terminate with respect to any area or areas of Lot 2 at such time as FIM commences construction of any buildings, structures or other improvements within such area or areas unless such use is specifically extended by written agreement of FIM;

(b) The right and easement to connect any underground sewer and/or stormwater systems, electrical, telephone, telecommunications, water and any other utility systems constructed on and



serving Lot 1 to any such systems constructed on Lot 2, subject to the submission of plans thereof and the written approval of FIM not to be unreasonably denied, together with the right to maintain, repair and replace said connections, subject to the receipt of all necessary permits and approvals with respect thereto, provided that any damage to Lot 2 and said systems resulting therefrom shall be promptly repaired by Old Port so as to restore Lot 2 and said systems to substantially their previous condition;

(c) The right and easement to temporarily enter upon Lot 2 with men and equipment as reasonably necessary in connection with the future maintenance and repair of any buildings, structures and other improvements on Lot 1 so long as such entry does not adversely affect the buildings, structures or other improvements on Lot 1 or the use thereof in the reasonable determination of FIM;

(d) The right and easement, in common with others, utilize that portion of the southwesterly area of Lot 2 comprising the first forty (40) feet of a thirty (30) foot wide utility easement in favor of the City of Portland extending from Lot 1 towards Middle Street as shown on the Subdivision Plan, reference being made to said above-referenced Easement Relocation Agreement by and between Old Port and the City of Portland, for vehicular and pedestrian ingress and egress to and from Fore Street and Lot 1, and any buildings and improvements constructed thereon, together with the right to pave, maintain and repair such area, which area shall not be used or obstructed by FIM in any manner at any time so as to adversely affect the use thereof by Old Port for such purposes; and

(e) The right and easement to construct buildings and structures to the common property line between Lot 1 and Lot 2 without any setback at ground level, and the further right and easement for architectural projections (for example and without limitation, cornices, window sills, roof overhangs, window or door frames, awnings, canopies, wall-mounted fixtures and equipment, etc.) of such buildings and structures to project across and beyond said common property line up to the following extent: no more than one foot (1') measured horizontally for projections that are less than twelve feet (12') above ground level and no more than four feet (4') measured horizontally for projections that are twelve feet (12') or more above ground level.

Old Port agrees, for itself and its successors and assigns, to indemnify and hold harmless FIM, its members, officers, directors, employees, successors and assigns, and others doing business on Lot 2, from and against any and all damages, liabilities, losses, expenses, claims, demands and suits (including reasonable attorneys' fees and other costs and expenses incurred in defending the same), incurred or suffered in consequence of either bodily injury to any person (including death) or damage to any property, and also any liens or encumbrances against Lot 2, arising out of, or in connection with, Old Port's exercise of the rights and easements excepted and reserved herein.

Further reference is made to a Parking Agreement by and between Old Port and FIM of even date and relating to parking rights of Old Port on Lot 2 to be recorded in the Cumberland County Registry of Deeds subsequent to the recording of this Deed.

The rights and easements conveyed, excepted and reserved herein and the terms and conditions thereof shall be binding upon and shall inure to the benefit of the parties hereto, and their respective successors and assigns, and shall be appurtenant to and shall run with Lot 2 and Lot 1, as the case may be, in accordance with the terms and conditions thereof.

IN WITNESS WHEREOF, OLD PORT HOSPITALITY, LLC and the FORE INDIA MIDDLE, LLC have caused this Agreement to be executed by their duly authorized representatives as of the date first set forth above.

WITNESS:

[Signature]

OLD PORT HOSPITALITY, LLC

By: [Signature]  
Mark G. V. Woglom  
Its Manager

STATE OF NEW HAMPSHIRE  
COUNTY OF BELKNAP, ss.

June 11, 2010

Personally appeared the above named Mark G. V. Woglom, Manager of OLD PORT HOSPITALITY, LLC, and acknowledged the foregoing instrument to be his free act deed in his said capacity and the free act and deed of said OLD PORT HOSPITALITY, LLC.



Before me,  
[Signature]  
Justice of the Peace  
Gregory R. Kirsch  
Print name

Received  
Recorded Register of Deeds  
Jun 17, 2010 10:38:30A  
Cumberland County  
Pamela E. Lovley

WITNESS:

[Signature]

FORE INDIA MIDDLE, LLC

By: [Signature]  
Mark G. V. Woglom  
Its Manager

STATE OF NEW HAMPSHIRE  
COUNTY OF BELKNAP, ss.

June 11, 2010

Personally appeared the above named Mark G. V. Woglom, Manager of FORE INDIA MIDDLE, LLC, and acknowledged the foregoing instrument to be his free act deed in his said capacity and the free act and deed of said FORE INDIA MIDDLE, LLC.



Before me,  
[Signature]  
Justice of the Peace  
Gregory R. Kirsch  
Print name

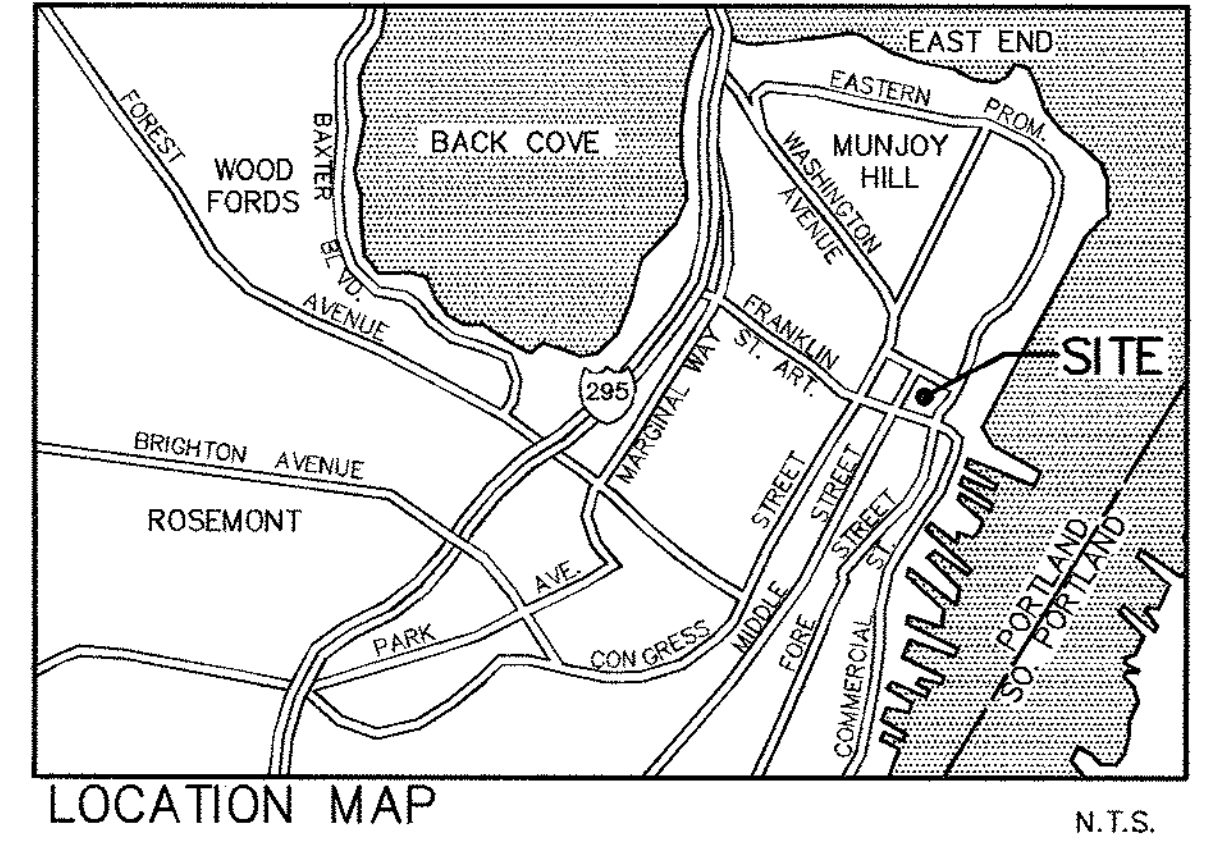
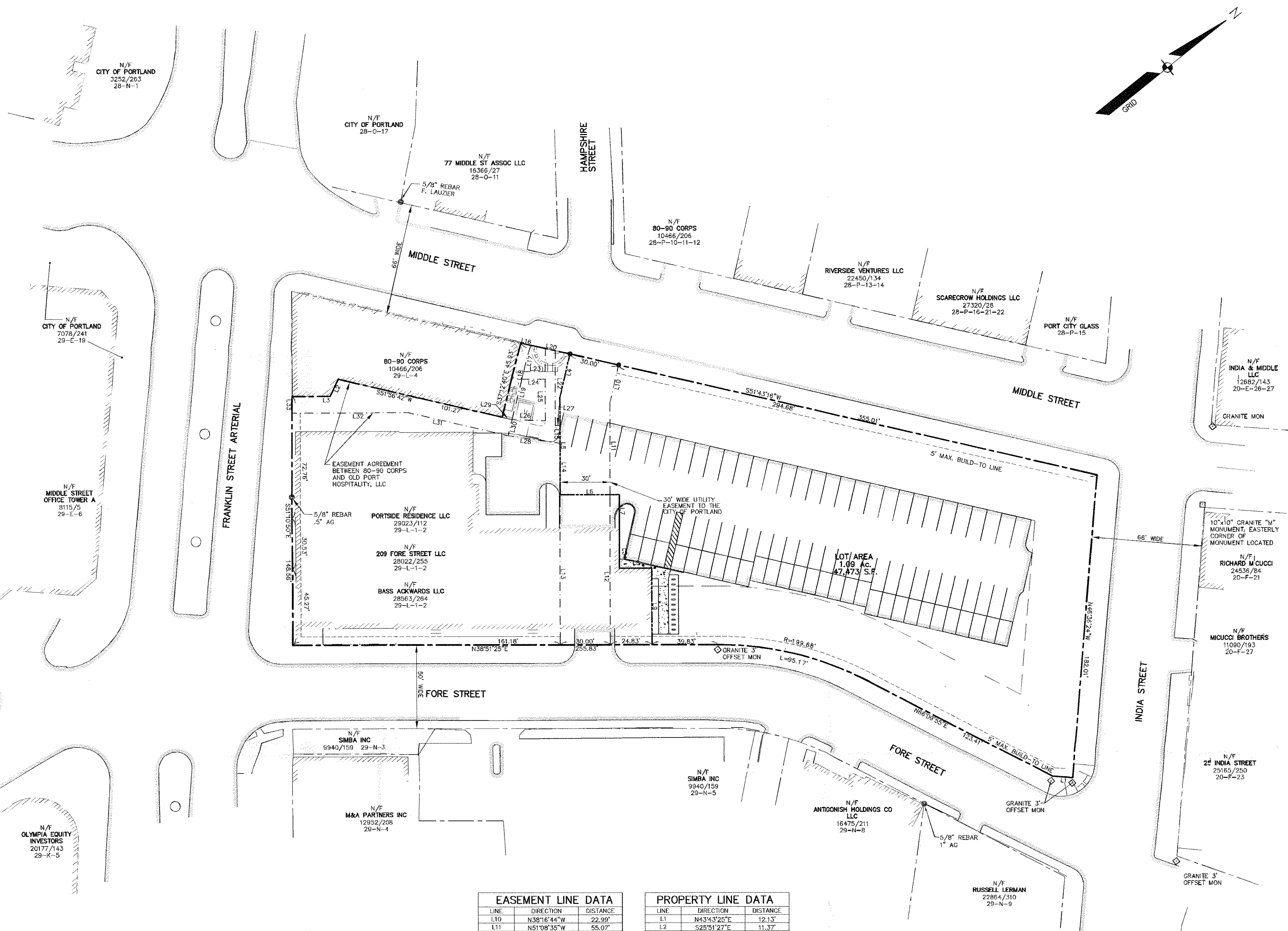
4883-01

## **Section 5 Public or Private Rights-of-Way**

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Please see the following plans.

- “Subdivision Plan of Hotel, Restaurant and Portside Residences” 207 & 209 Fore Street, Portland Maine, Sheet 1 of 1, Prepared Sebago Technics, Inc., Revised 4/23/10, Scale 1”=30’.
- “Property Information” Phase II Mixed Use Redevelopment Of The Former Jordan’s Meat Site, Portland, Maine, Sheet C01, 1 of 11, Prepared By: Opechee Construction Corp., Dated 5/1/12, Scale 1”=30’.  
Please Note the Following Easements:
  1. 30’ Wide Utility Easement to the City of Portland
  2. Easement Agreement between Old Port Hospitality, LLC, and 80-90 Corps.
- “Site Plan” Phase II Mixed Use Redevelopment Of The Former Jordan’s Meat Site, Portland, Maine, Sheet C04, 4 of 11, Prepared By: Opechee Construction Corp., Dated 5/1/12, Scale 1”=20’.  
*~ Middle Street Site Entrance Sight Distance Noted on Plan*
- “Floor Plans” Phase II Mixed Use Redevelopment Of The Former Jordan’s Meat Site, Portland, Maine, Sheet C11, 11 of 11, Prepared By: Opechee Construction Corp., Dated 5/1/12, Scale 3/64”=1’-0”.



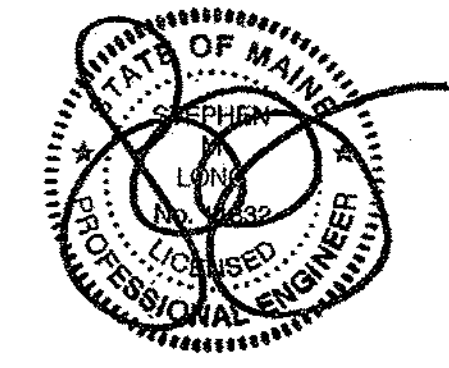
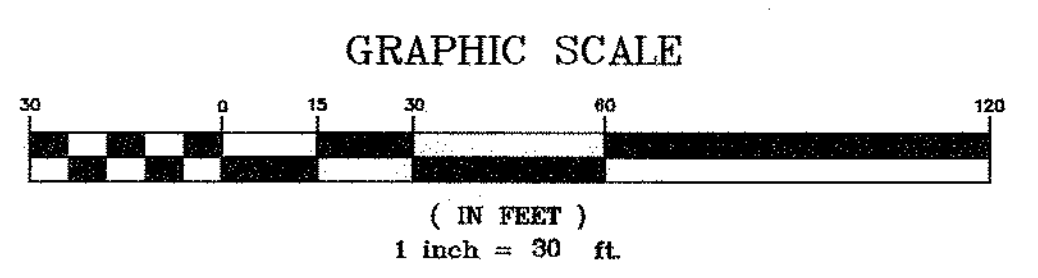
- GENERAL NOTES**
- THE RECORD OWNER OF THE PARCEL IS FORE INDIA MIDDLE, LLC, 11 CORPORATE DRIVE, BELMONT, NEW HAMPSHIRE, BY DEED IN DEED BOOK 27050 PAGE 68. DEEDS AND PLANS REFERENCED AS RECORDED ARE ON FILE AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS (CCRD).
  - THE PROPERTY IS SHOWN AS LOT 3 OF BLOCK L ON THE CITY OF PORTLAND TAX MAP 29.
  - TOTAL AREA OF PARCEL IS APPROXIMATELY 47,473 S.F.
  - BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON AN ON THE GROUND ALTA SURVEY BY SEBAGO TECHNICS, INC. PERFORMED IN APRIL OF 2005, WITH FIELD INSPECTION PERFORMED IN NOVEMBER OF 2009 AND JANUARY OF 2010 AND RESEARCH UPDATES PERFORMED IN FEBRUARY OF 2010.
  - PLAN REFERENCES:
    - "ALTA/ACSM LAND TITLE SURVEY OF JORDAN'S MEATS PROPERTY, FORE STREET, INDIA STREET, MIDDLE, FRANKLIN ST ARTERIAL, PORTLAND, MAINE," PREPARED BY SEBAGO TECHNICS DATED DECEMBER 4, 2010.
    - "SUBDIVISION PLAN OF HOTEL, RESTAURANT AND PORTSIDE RESIDENCES 207 & 209 FORE STREET, PORTLAND, MAINE," PREPARED BY SEBAGO TECHNICS DATED FEBRUARY 10, 2010.
  - THE PROPERTY IS LOCATED WITHIN THE CITY OF PORTLAND B-3 ZONE AND WITHIN THE DOWNTOWN ENTERTAINMENT OVERLAY ZONE. THE MIDDLE STREET AREA ABUTTING THE LOCUS SITE IS WITHIN THE "PEDESTRIAN ENCOURAGED AREA" WHICH IS NOT MANDATORY BUT ENCOURAGED.
  - BASED UPON THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAPS (FIRM) PANEL NUMBER "230051 0014" BY THE ENTIRE LOCUS PROPERTY IS LOCATED WITHIN ZONE C "AREAS OF MINIMAL FLOODING".

**EASEMENT LINE DATA**

LINE	DIRECTION	DISTANCE
L10	N38°16'44"W	22.99'
L11	S51°08'35"W	55.07'
L12	S51°08'35"W	89.67'
L13	S51°08'35"W	89.67'
L14	S51°08'35"W	30.65'
L15	S51°08'35"W	10.71'
L16	S51°13'16"W	6.00'
L17	N37°12'40"W	16.53'
L18	N37°12'40"W	4.64'
L19	N37°12'40"W	24.79'
L20	S51°43'16"E	6.15'
L21	S51°08'35"E	13.98'
L22	S51°08'35"E	44.79'
L23	S38°51'25"W	12.99'
L24	S38°51'25"W	14.11'
L25	S51°08'35"E	24.94'
L26	N41°21'46"E	20.10'
L27	N38°51'25"E	2.83'
L28	N47°15'06"E	31.65'
L29	N51°56'42"E	6.00'
L30	S37°12'40"E	10.00'
L31	S51°56'42"W	61.41'
L32	S38°37'43"W	70.11'
L33	N51°22'17"W	10.00'

**PROPERTY LINE DATA**

LINE	DIRECTION	DISTANCE
L1	N43°43'25"E	12.13'
L2	S25°51'27"E	11.37'
L3	S38°37'43"W	23.03'
L4	S38°16'44"E	26.37'
L5	S51°08'35"E	58.45'
L6	N38°51'25"E	35.50'
L7	S51°08'24"E	20.01'
L8	S38°51'36"W	19.33'
L9	S51°08'35"E	45.66'
L34	S51°08'24"E	24.00'



REVISION SCHEDULE	DATE	DESCRIPTION

**COPECHEE**  
CONSTRUCTION CORPORATION  
11 CORPORATE DRIVE, BELMONT, NH 03120  
PHONE (603) 327-5090 FAX (603) 327-5191

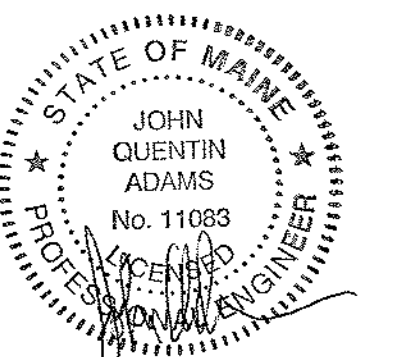
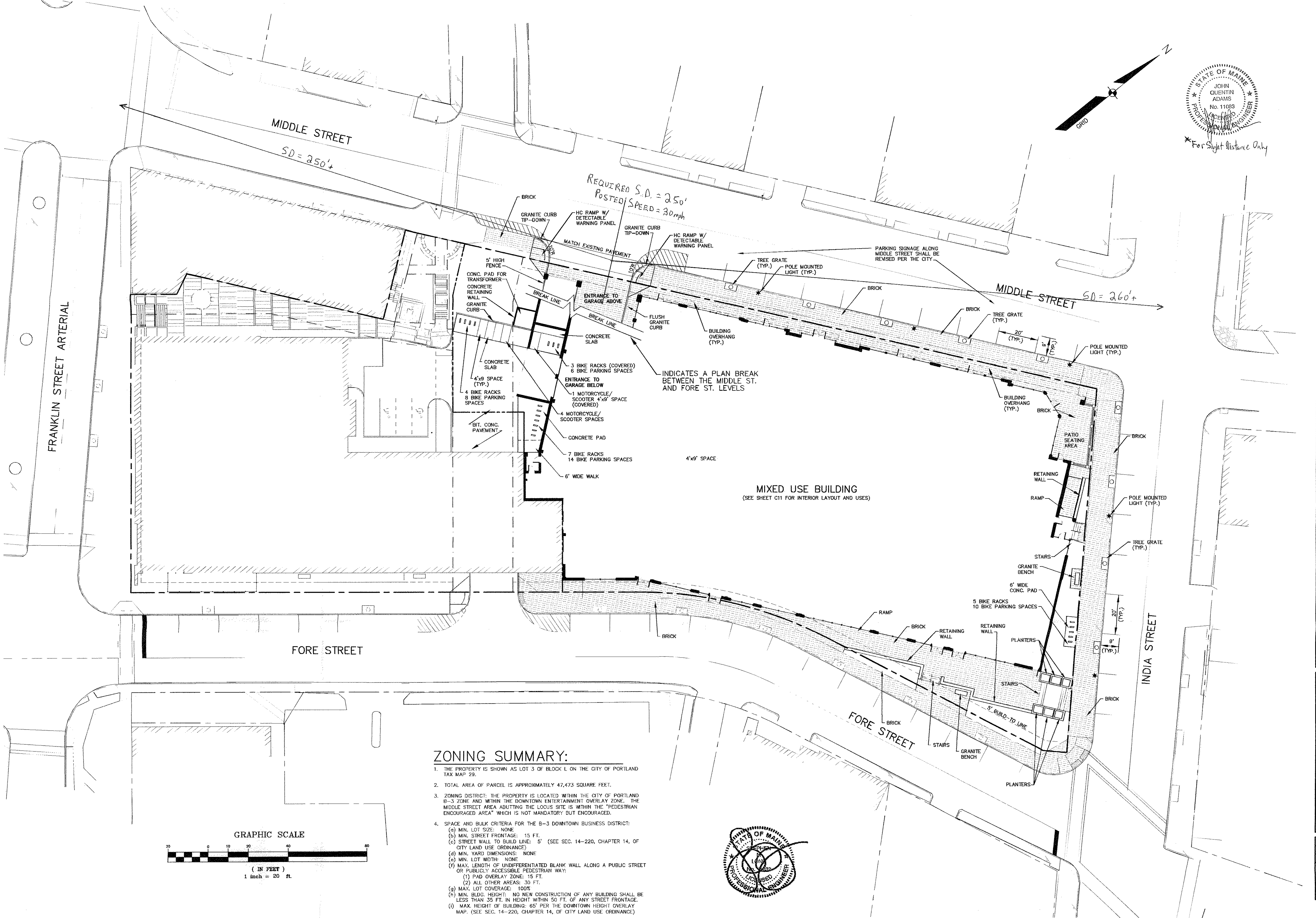
**PROPERTY INFORMATION**

PROJECT: **PHASE II MIXED USE REDEVELOPMENT OF THE FORMER JORDAN'S MEATS SITE** PORTLAND, ME

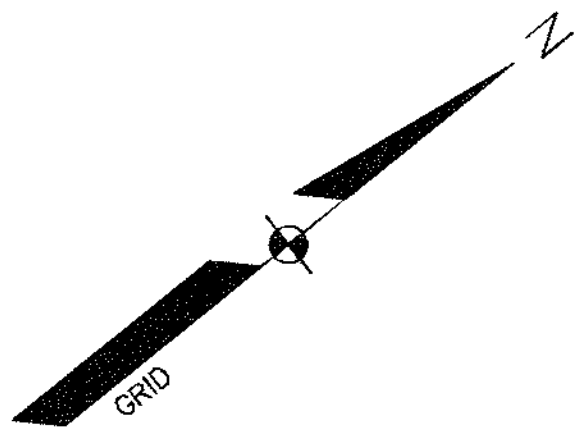
DATE: 05-01-12  
SCALE: 1" = 30'  
DRAWN BY: SML

**C01**  
SHEET: 1 OF 11

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\*For Sight Distance Only



FRANKLIN STREET ARTERIAL

MIDDLE STREET  
SD = 250+

REQUIRED S.D. = 250'  
POSTED SPEED = 30mph

MIDDLE STREET  
SD = 260+

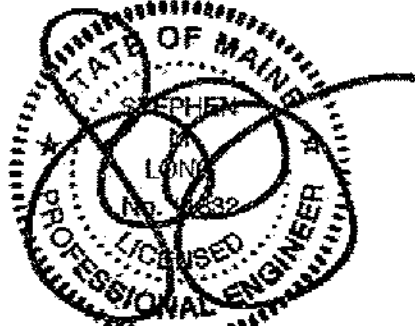
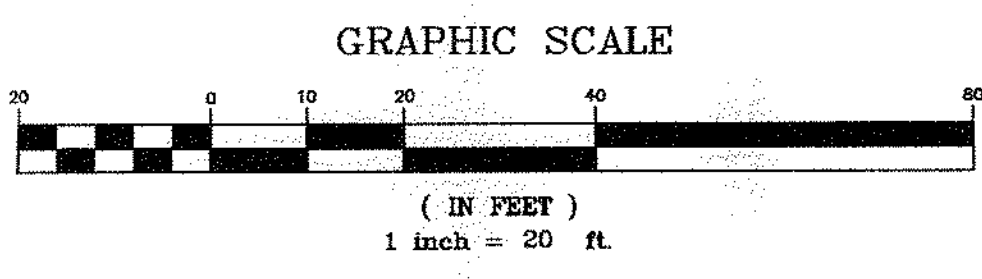
FORE STREET

INDIA STREET

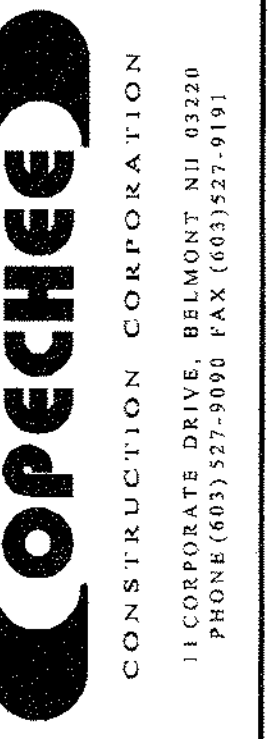
MIXED USE BUILDING  
(SEE SHEET C11 FOR INTERIOR LAYOUT AND USES)

ZONING SUMMARY:

1. THE PROPERTY IS SHOWN AS LOT 3 OF BLOCK L ON THE CITY OF PORTLAND TAX MAP 29.
2. TOTAL AREA OF PARCEL IS APPROXIMATELY 47,473 SQUARE FEET.
3. ZONING DISTRICT: THE PROPERTY IS LOCATED WITHIN THE CITY OF PORTLAND B-3 ZONE AND WITHIN THE DOWNTOWN ENTERTAINMENT OVERLAY ZONE. THE MIDDLE STREET AREA ABUTTING THE LOCUS SITE IS WITHIN THE "PEDESTRIAN ENCOURAGED AREA" WHICH IS NOT MANDATORY BUT ENCOURAGED.
4. SPACE AND BULK CRITERIA FOR THE B-3 DOWNTOWN BUSINESS DISTRICT:
  - (a) MIN. LOT SIZE: NONE
  - (b) MIN. STREET FRONTAGE: 15 FT.
  - (c) STREET WALL TO BUILD LINE: 5' (SEE SEC. 14-220, CHAPTER 14, OF CITY LAND USE ORDINANCE)
  - (d) MIN. YARD DIMENSIONS: NONE
  - (e) MIN. LOT WIDTH: NONE
  - (f) MAX. LENGTH OF UNDIFFERENTIATED BLANK WALL ALONG A PUBLIC STREET OR PUBLICLY ACCESSIBLE PEDESTRIAN WAY:
    - (1) PAD OVERLAY ZONE: 15 FT.
    - (2) ALL OTHER AREAS: 30 FT.
  - (g) MAX. LOT COVERAGE: 100%
  - (h) MIN. BLDG. HEIGHT: NO NEW CONSTRUCTION OF ANY BUILDING SHALL BE LESS THAN 35 FT. IN HEIGHT WITHIN 50 FT. OF ANY STREET FRONTAGE.
  - (i) MAX. HEIGHT OF BUILDING: 65' PER THE DOWNTOWN HEIGHT OVERLAY MAP. (SEE SEC. 14-220, CHAPTER 14, OF CITY LAND USE ORDINANCE)



REVISION	SCHEDULE	BY

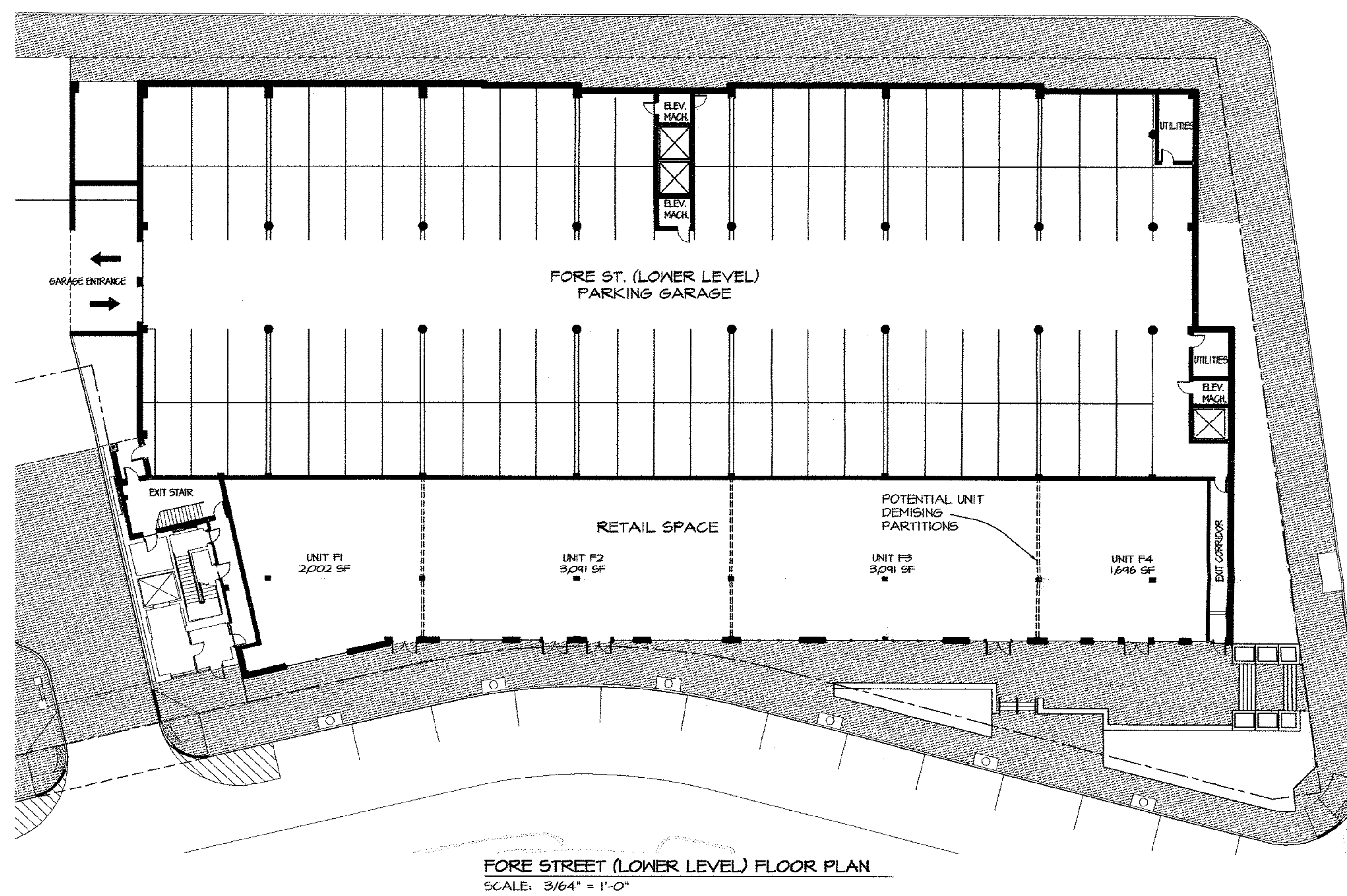
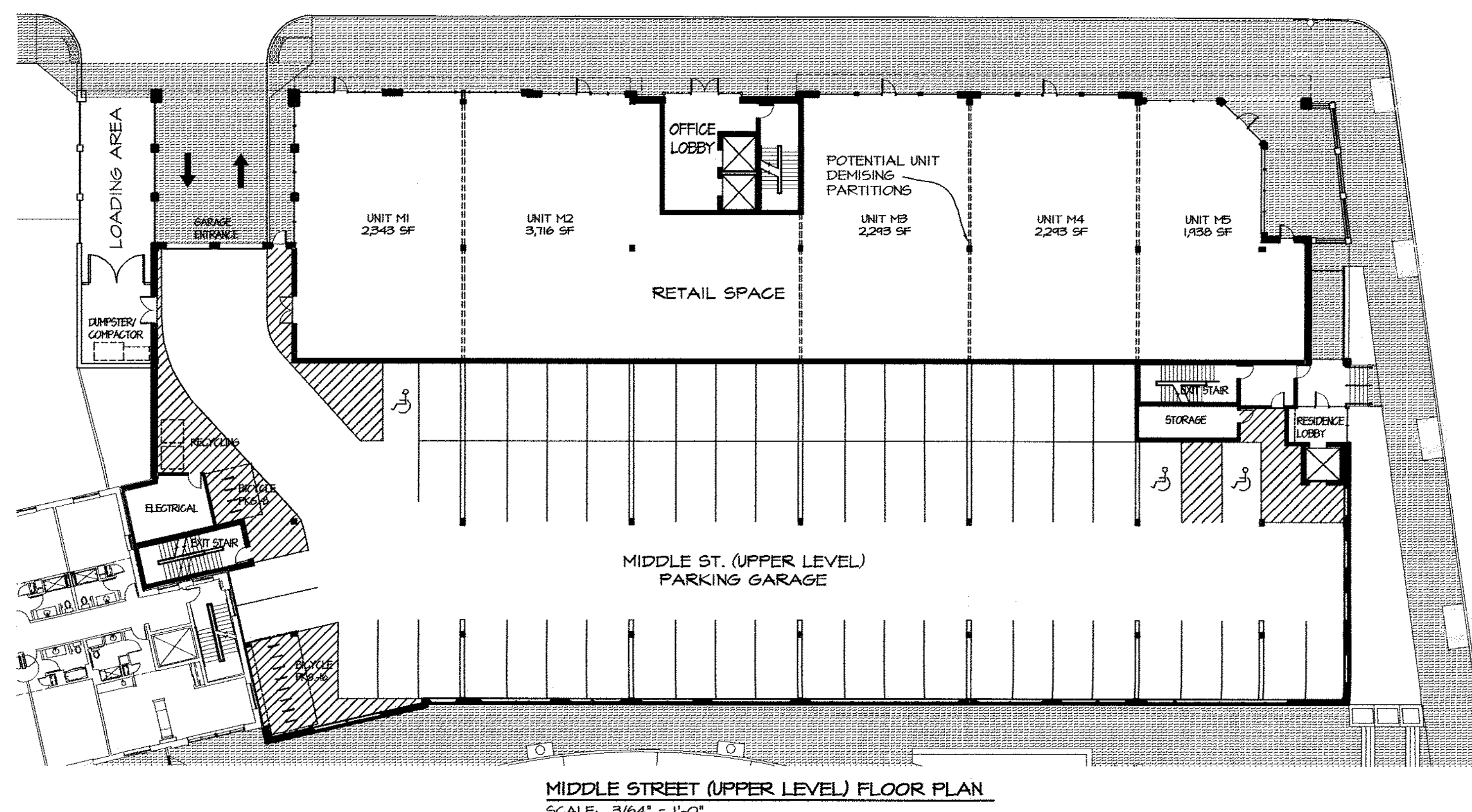
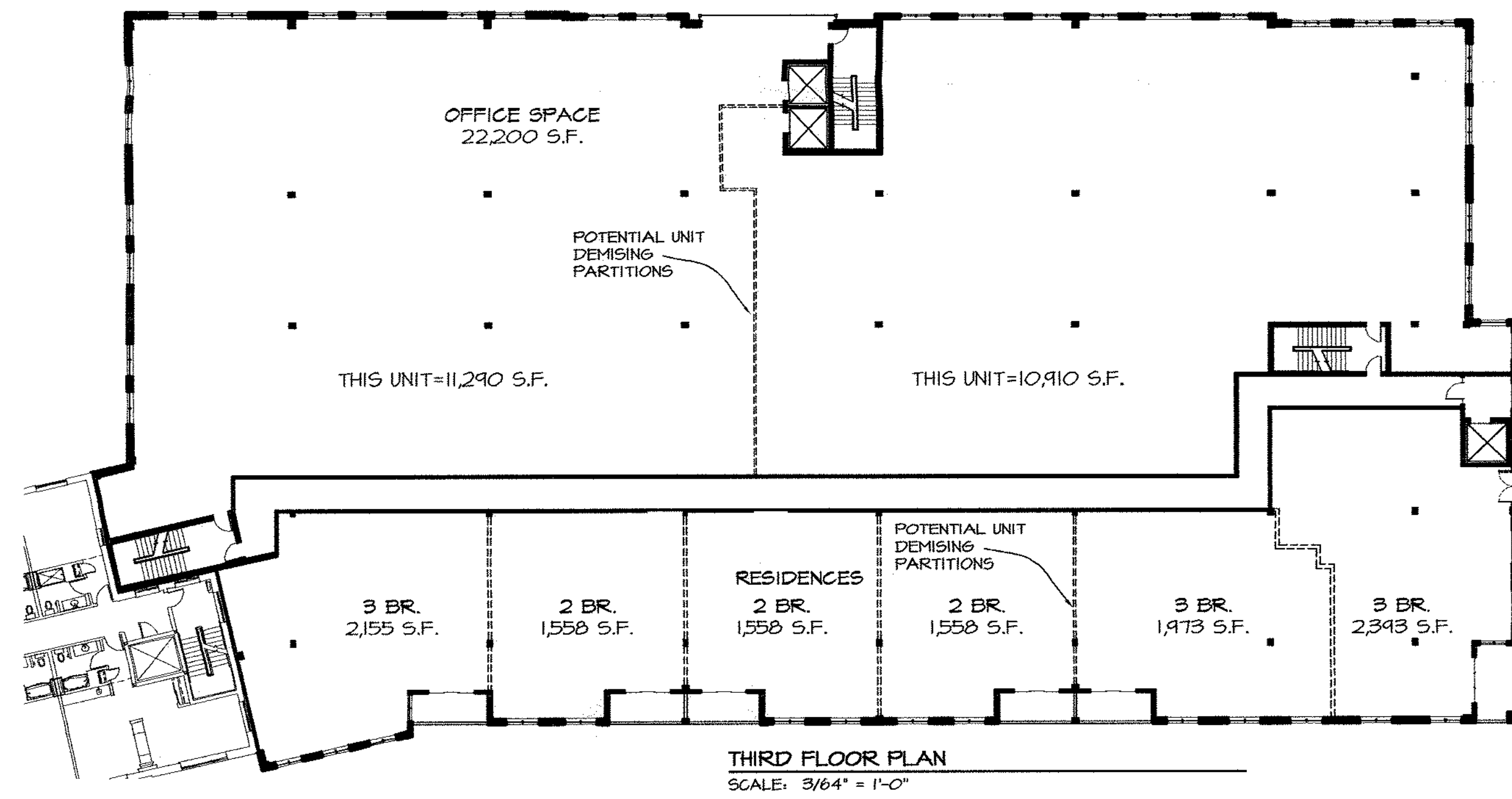
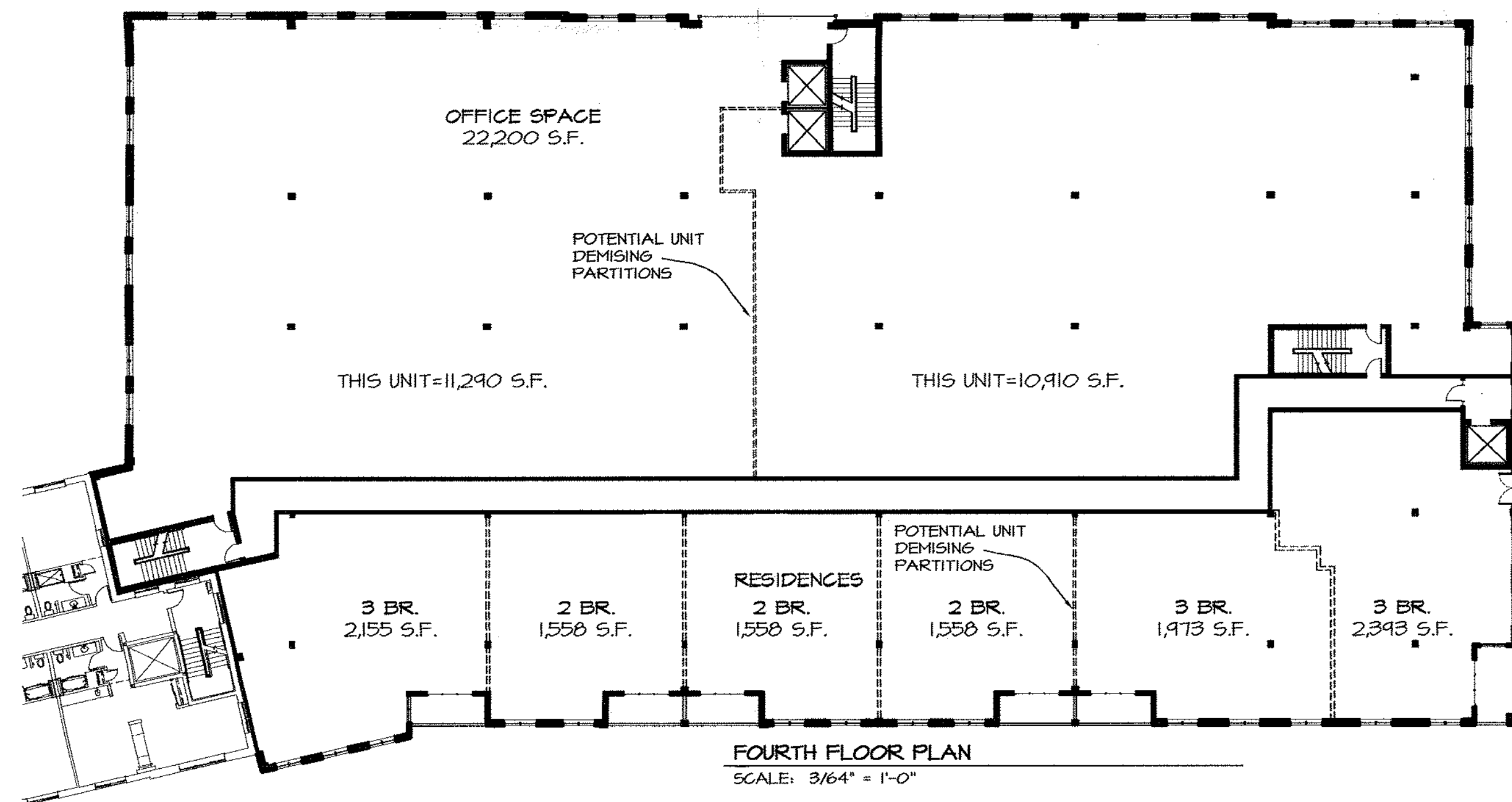
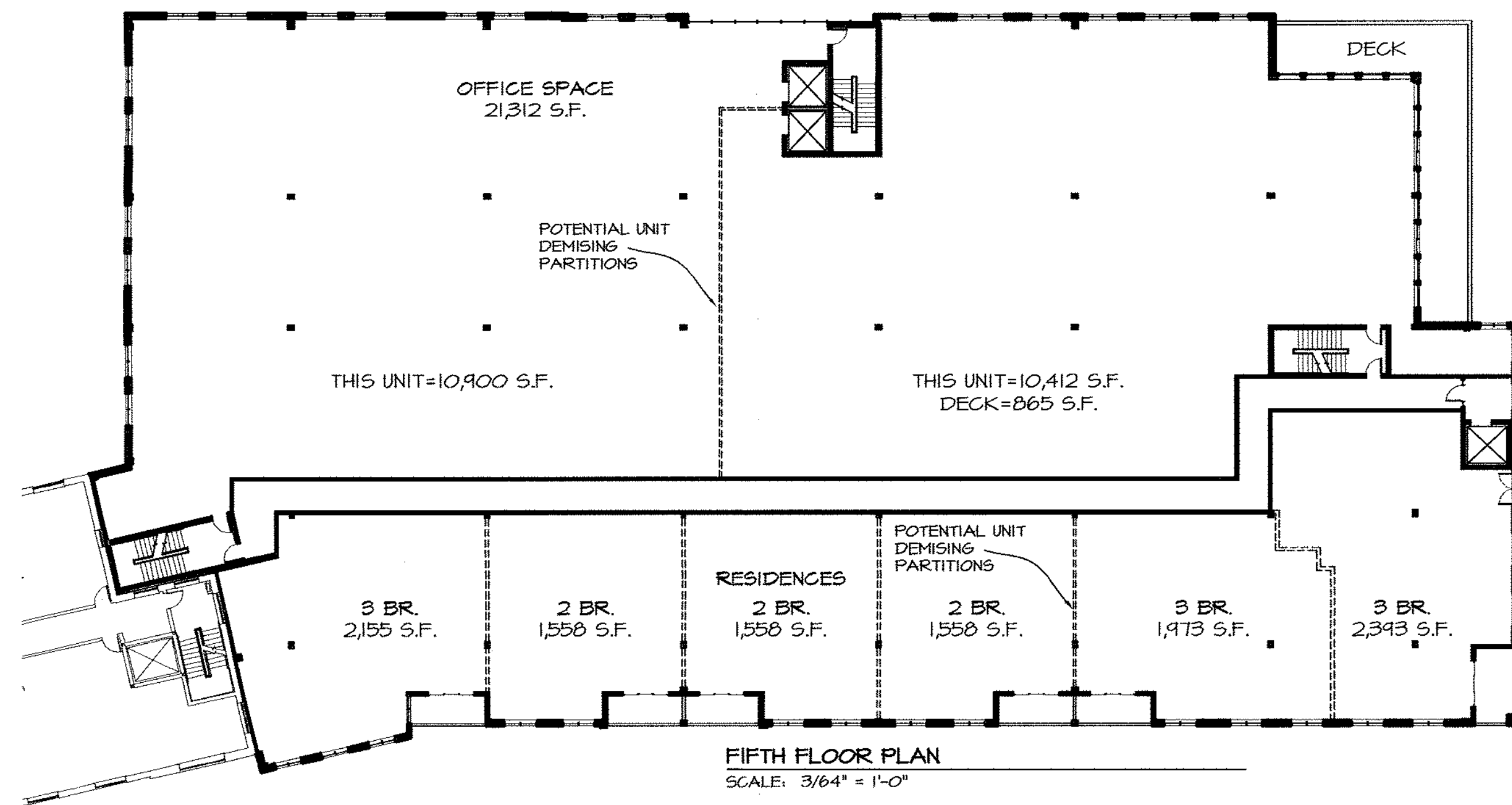


SITE PLAN

PROJECT: PHASE II MIXED USE REDEVELOPMENT OF THE FORMER JORDAN'S MEATS SITE  
PORTLAND, ME

DATE: 05-01-12  
SCALE: 1" = 20'  
DRAWN BY: SML

**C04**  
SHEET: 4 OF 11



**BUILDING AREA SUMMARY**

RETAIL AREA-FORE ST. (4 UNITS)	9,880 SF
MIDDLE ST. (5 UNITS)	12,583 SF
OFFICE AREA-	65,712 SF
RESIDENTIAL AREA-	33,585 SF
PARKING AREA- FORE ST. (LOWER LEVEL)	24,705 SF
MIDDLE ST. (LOWER LEVEL)	19,481 SF
COMMON AREA-	14,594 SF
<b>TOTAL</b>	<b>181,040 SF</b>

**PARKING SUMMARY**

FIRST FLOOR HOTEL PARKING-	103 SPACES
SECOND FLOOR RESIDENTIAL PARKING-	63 SPACES
<b>TOTAL</b>	<b>166 SPACES</b>

REVISION	SCHEDULE	BY

**LOPECHEE**  
CONSTRUCTION CORPORATION  
11 CORPORATE DRIVE, BELMONT NH 03220  
PHONE (603) 527-9090 FAX (603) 527-9191

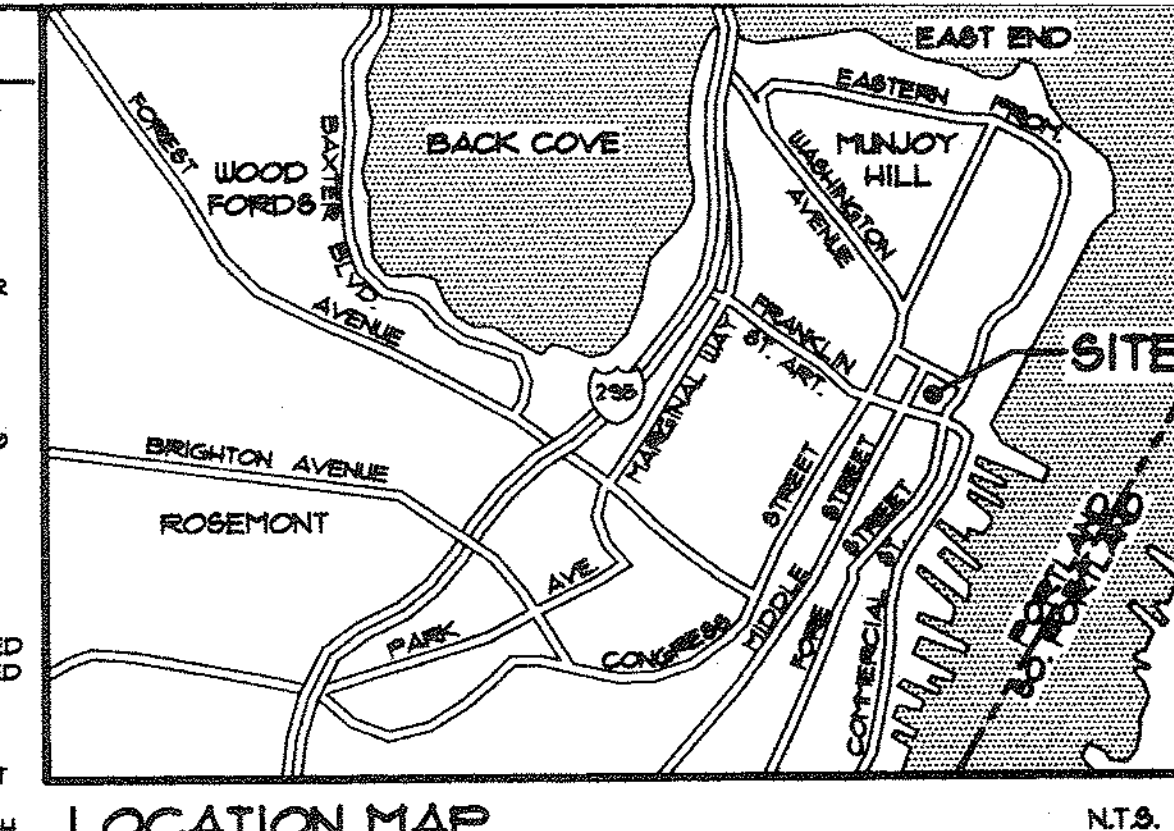
**FLOOR PLANS**

PROJECT: PHASE II MIXED USE REDEVELOPMENT OF THE FORMER JORDAN'S MEATS SITE PORTLAND, ME

DATE: 05-01-12  
SCALE: SEE PLAN  
DRAWN BY: JD/KPH

**GENERAL NOTES:**

1. APPLICANT: OLD PORT HOSPITALITY, LLC 11 CORPORATE DRIVE, 11 BELMONT, NEW HAMPSHIRE, 03328.
2. THE RECORD OWNER OF THE PROPERTY IS OLD PORT HOSPITALITY, LLC BY DEED DATED JANUARY 23, 2009 AND RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS (CORD) IN BOOK 17961, PAGE 4-0.
3. THE PROPERTY IS SHOWN AS LOTS 1, 2, 3 OF BLOCK L ON THE CITY OF PORTLAND TAX MAP 28.
4. TOTAL AREA OF PARCEL IS APPROXIMATELY 16,209 SQUARE FEET.
5. BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON AN ON THE GROUND ALTA SURVEY TITLED "ALTA SURVEY OF JORDAN'S HEATS PROPERTY FOR OLD PORT HOSPITALITY, LLC BY SEBAGO TECHINCS, INC. PERFORMED DATED DECEMBER 4, 2009 REVISED THROUGH DECEMBER 10, 2009 TO BE RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS.
6. ZONING DISTRICT: B-3 DOWNTOWN BUSINESS DISTRICT.
7. SPACE AND BULK CRITERIA FOR THE B-3 DOWNTOWN BUSINESS DISTRICT:
  - (a) MIN. LOT SIZE: NONE
  - (b) MIN. STREET FRONTAGE: 19 FT.
  - (c) STREET WALL TO BUILD LINE: 9' FT. (SEE SEC. 14-229, CHAPTER 14, OF CITY LAND USE ORDINANCES)
  - (d) MIN. YARD DIMENSIONS: NONE
  - (e) MIN. LOT WIDTH: NONE
  - (f) MAX. LENGTH OF UNDEVELOPED BLANK WALL ALONG A PUBLIC STREET OR PUBLICLY ACCESSIBLE PEDESTRIAN WAY:
    - (1) PAD OVERLAY ZONE: 19 FT.
    - (2) ALL OTHER AREAS: 30 FT.
  - (g) MAX. LOT COVERAGE: 100%
  - (h) MIN. BLDG. HEIGHT: NO NEW CONSTRUCTION OF ANY BUILDING SHALL BE LESS THAN 35 FT. IN HEIGHT WITHIN 50 FT. OF ANY STREET FRONTAGE, EXCEPT FOR PARKING ATTENDANT BOOTHS OR BLANK REMOTE TELLER FACILITIES
  - (i) MAX. HEIGHT OF STRUCTURES: SEE SEC. 14-229, CHAPTER 14, OF CITY LAND USE ORDINANCE.
8. "HOTEL, RESTAURANT AND PORTSIDE RESIDENCES" IS A PRIVATE CONDOMINIUM DEVELOPMENT THAT WILL CONSIST OF A HOTEL UNIT, A RESTAURANT UNIT AND A RESIDENTIAL UNIT. THE RESIDENTIAL UNIT WILL ITSELF BE A SUB-CONDOMINIUM NAMED "PORTSIDE CONDOMINIUM" CONSISTING OF UP TO 12 DWELLING UNITS. FOR DIMENSIONS AND BOUNDARIES OF THE UNITS AND COMMON ELEMENTS REFER TO THE CONDOMINIUM PLATS AND PLANS OF THE FOREGOING CONDOMINIUM AND SUB-CONDOMINIUM TO BE RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS.
9. THE SIGNATURE(S) OF THE CITY OF PORTLAND PLANNING BOARD ON THIS SUBDIVISION PLAN SHALL CONSTITUTE APPROVAL OF SUBDIVISION OF THE LAND INTO TWO LOTS AS SHOWN HEREUPON AND APPROVAL OF SUBDIVISION OF THE TOP FLOOR OF THE PROPOSED BUILDING INTO UP TO 12 RESIDENTIAL CONDOMINIUM UNITS. THE APPLICANT OR ITS SUCCESSORS OR ASSIGNS MAY DESIGNATE AND ALTER THE LAYOUT, DIMENSIONS AND BOUNDARIES OF THE RESIDENTIAL DWELLING UNITS WITHOUT FURTHER PLANNING BOARD APPROVAL. PROVIDED THAT NO MORE THAN 12 RESIDENTIAL DWELLING UNITS MAY BE DESIGNATED AND CONSTRUCTED.



**EXISTING E CURVE DATA**

CURVE	LENGTH	RADIUS	DELTA	CRD. BEARING	CRD. DIST.
C1	35.11'	195.68'	21°0'38"	S82°30'40"W	54.21'

**EXISTING E DATA**

LINE	DIRECTION	DISTANCE
L1	N43°45'29"E	0.15'
L2	S29°51'21"E	1.31'
L3	S38°31'43"W	23.89'

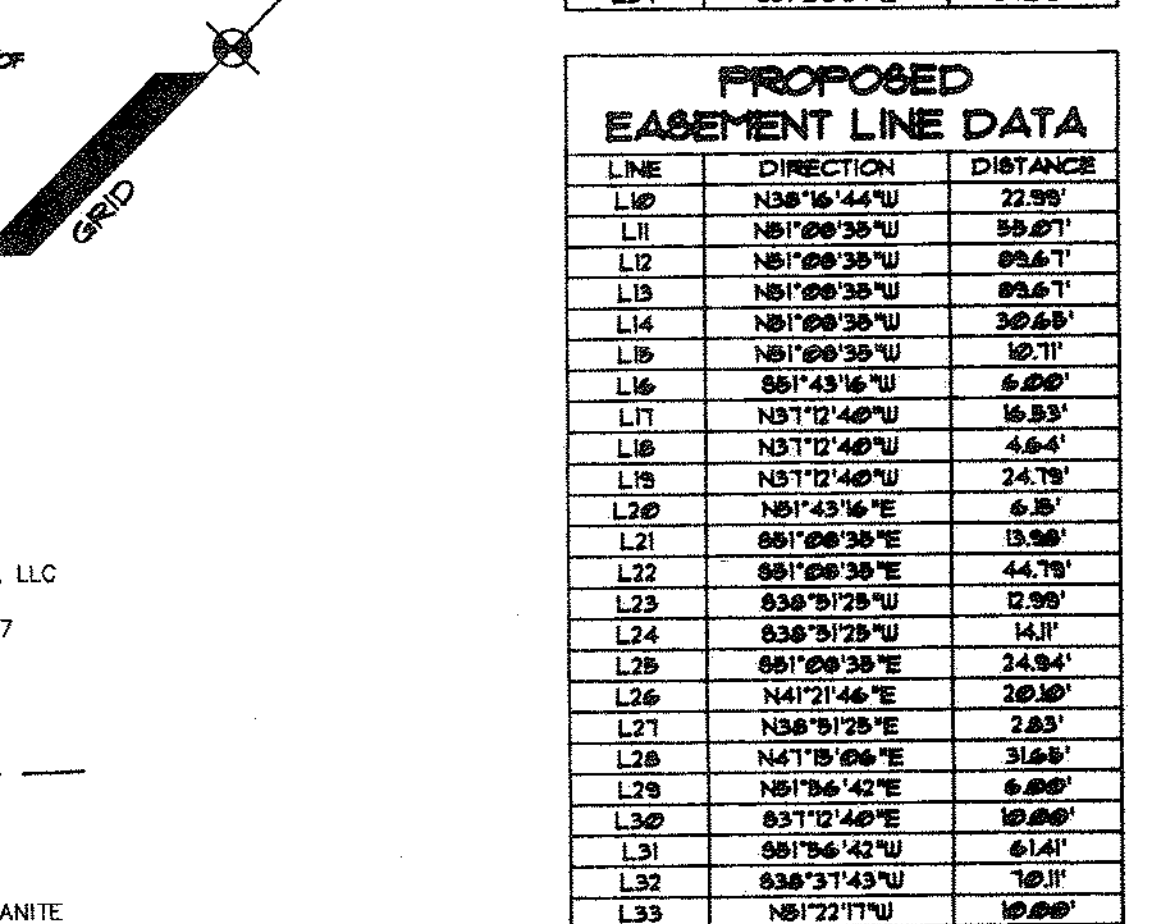
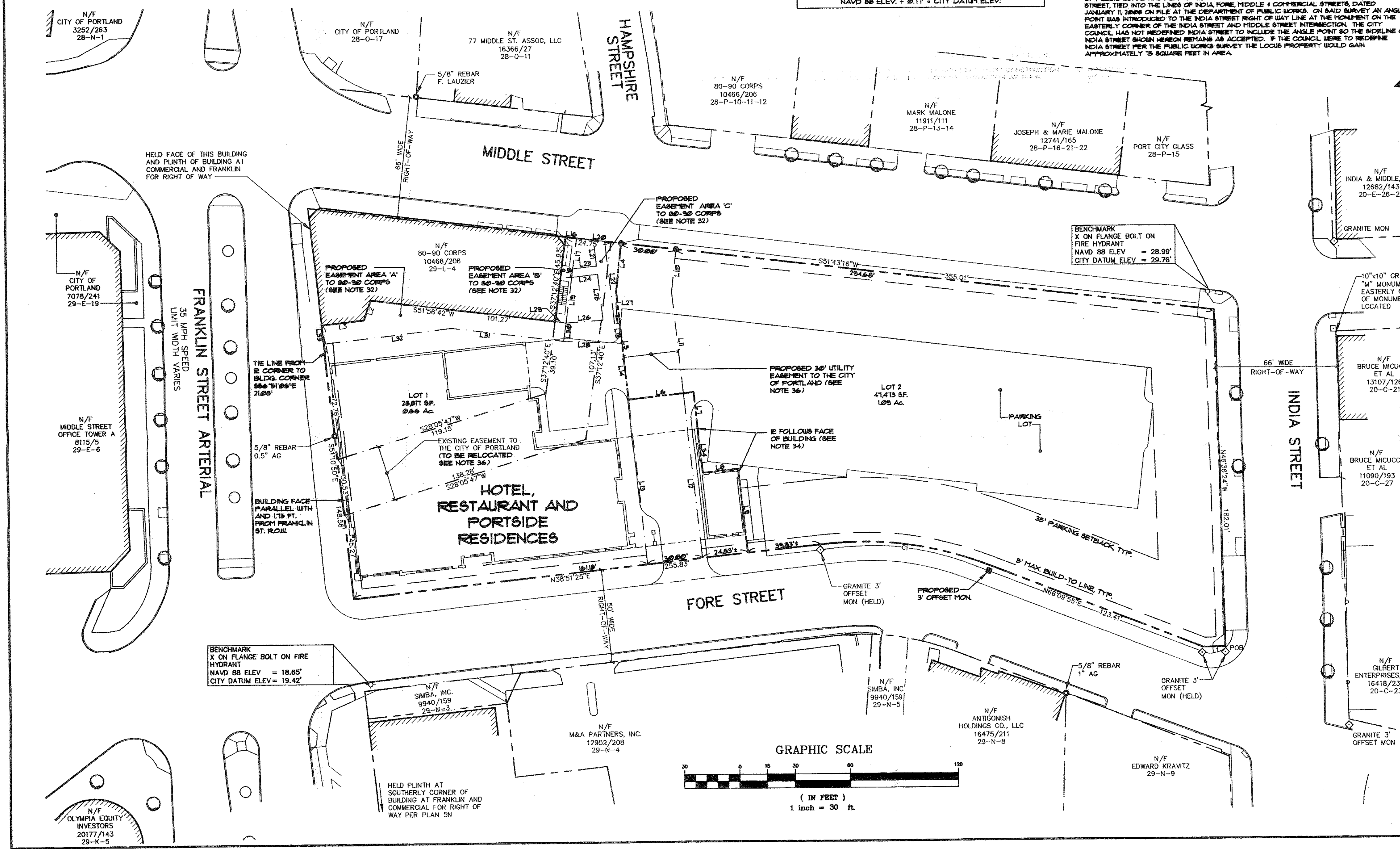
**PROPOSED E DATA**

LINE	DIRECTION	DISTANCE
L4	S38°50'55"E	26.31'
L5	S81°08'38"E	58.48'
L6	N38°51'29"E	39.89'
L7	S81°08'38"E	29.89'
L8	S38°51'29"E	13.33'
L9	S81°08'38"E	49.66'
L10	S81°08'38"E	24.89'

**PROPOSED EASEMENT LINE DATA**

LINE	DIRECTION	DISTANCE
L10	N38°16'44"E	22.99'
L11	N81°08'38"E	59.21'
L12	N81°08'38"E	24.89'
L13	N81°08'38"E	83.61'
L14	N81°08'38"E	30.63'
L15	N81°08'38"E	10.11'
L16	S81°43'16"E	6.89'
L17	N81°12'40"W	16.83'
L18	N81°12'40"W	4.64'
L19	N81°12'40"W	24.78'
L20	N81°43'16"E	6.89'
L21	S81°08'38"E	13.99'
L22	S81°08'38"E	44.78'
L23	S81°08'38"E	2.99'
L24	S38°51'29"E	14.11'
L25	S81°08'38"E	24.94'
L26	N41°24'46"E	20.89'
L27	N58°51'29"E	2.83'
L28	N41°24'46"E	31.63'
L29	N81°08'42"E	6.89'
L30	S31°12'40"E	10.89'
L31	S81°08'42"W	6.14'
L32	S38°31'43"W	10.11'
L33	N81°22'11"W	10.89'



**LEGEND**

EXISTING	DESCRIPTION	PROPOSED
---	BOUNDARY LINE/ROW	---
---	ABUTTER LINE/ROW	---
---	SETBACK	---
---	EASEMENT	---
○	MONUMENT	○
○	IRON PIPE/ROD	○
---	CURVE/LINE NO.	---
○	BENCHMARK	○
---	BUILDING	---
---	EDGE PAVEMENT	---
---	PAVEMENT PAINT	---
---	CURBLINE	---
○	HYDRANT	○
○	LIGHT POLE/UTILITY	○
○	UTILITY POLE	○

**APPROVAL - CITY OF PORTLAND PLANNING BOARD**  
 APRIL 13, 2010

*[Signature]*  
*[Signature]*

STATE OF MAINE  
 CUMBERLAND COUNTY SS REGISTRY OF DEEDS  
 RECEIVED *June 4th 2010*  
 AT 10:30 AM AND RECORDED IN  
 PLAN BOOK 210 PAGE 194  
 ATTEST *[Signature]* REGISTRAR

**Sebago Technics**  
 Engineering & Surveying  
 250 Oostland Rd., Suite 8  
 Lewiston, ME 04240  
 Tel: (207) 753-0277  
 www.sebagotechnics.com

**PROJECT NO. FIELD BOOK DESIGN CHD DRAWN**  
 05090 824 MWL

**RECORD OWNER:**  
 SEE NOTE 2

**SUBDIVISION PLAN**  
 OF:  
**HOTEL, RESTAURANT AND PORTSIDE RESIDENCES**  
 207 & 208 FORE STREET  
 PORTLAND, MAINE  
 FOR:  
**OLD PORT HOSPITALITY, LLC**  
 11 CORPORATE DRIVE  
 BELMONT, NH 03220

**DATE** 02-08-10 **SCALE** 1"=30'

**SHEET 1 OF 1**

4883-01

**Section 6    Schedule**

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Construction is scheduled to commence in 2012 with completion in 2013.