

153-A-5

~~2005~~-0075

191 Harvard St.

Plan Amendment - Radcliffe Glen
Radcliffe Glen Condo Assoc.

on Spreadsheet

**CITY OF PORTLAND, MAINE
DEVELOPMENT REVIEW APPLICATION
PLANNING DEPARTMENT PROCESSING FORM
DRC Copy**

2005-0075

Application I. D. Number

4/5/2005

Application Date

Radcliffe Glen Condo Association

Applicant

25 Kimberly Court, Portland, ME 04103

Applicant's Mailing Address

Amendment to Plan - Radcliffe Glen

Project Name/Description

191 - 191 Harvard Street, Portland, Maine

Address of Proposed Site

153 A025001

Assessor's Reference: Chart-Block-Lot

Consultant/Agent

Applicant Ph: (207) 253-5020 Agent Fax:

Applicant or Agent Daytime Telephone, Fax

Proposed Development (check all that apply): New Building Building Addition Change Of Use Residential Office Retail
 Manufacturing Warehouse/Distribution Parking Lot Other (specify) _____

Proposed Building square Feet or # of Units _____ Acreage of Site _____ Zoning _____

Check Review Required:

- | | | | |
|---|--|--|--|
| <input checked="" type="checkbox"/> Site Plan (major/minor) | <input type="checkbox"/> Subdivision # of lots _____ | <input type="checkbox"/> PAD Review | <input type="checkbox"/> 14-403 Streets Review |
| <input type="checkbox"/> Flood Hazard | <input type="checkbox"/> Shoreland | <input type="checkbox"/> Historic Preservation | <input type="checkbox"/> DEP Local Certification |
| <input type="checkbox"/> Zoning Conditional Use (ZBA/PB) | <input type="checkbox"/> Zoning Variance | <input type="checkbox"/> Other _____ | |

Fees Paid: Site Pla _____ Subdivision _____ Engineer Review _____ Date _____

DRC Approval Status:

Reviewer _____

- Approved Approved w/Conditions See Attached Denied

Approval Date _____ Approval Expiration _____ Extension to _____ Additional Sheets Attached

Condition Compliance _____ signature _____ date _____

Performance Guarantee Required* Not Required

* No building permit may be issued until a performance guarantee has been submitted as indicated below

- | | | | |
|---|----------------------------|--|-----------------------------|
| <input type="checkbox"/> Performance Guarantee Accepted | _____ date _____ | _____ amount _____ | _____ expiration date _____ |
| <input type="checkbox"/> Inspection Fee Paid | _____ date _____ | _____ amount _____ | |
| <input type="checkbox"/> Building Permit Issue | _____ date _____ | | |
| <input type="checkbox"/> Performance Guarantee Reduced | _____ date _____ | _____ remaining balance _____ | _____ signature _____ |
| <input type="checkbox"/> Temporary Certificate of Occupancy | _____ date _____ | <input type="checkbox"/> Conditions (See Attached) | _____ expiration date _____ |
| <input type="checkbox"/> Final Inspection | _____ date _____ | _____ signature _____ | |
| <input type="checkbox"/> Certificate Of Occupancy | _____ date _____ | | |
| <input type="checkbox"/> Performance Guarantee Released | _____ date _____ | _____ signature _____ | |
| <input type="checkbox"/> Defect Guarantee Submitted | _____ submitted date _____ | _____ amount _____ | _____ expiration date _____ |
| <input type="checkbox"/> Defect Guarantee Released | _____ date _____ | _____ signature _____ | |



City of Portland Site Plan Application

If you or the property owner owes real estate or personal property taxes or user charges on any property within the City, payment arrangements must be made before permits of any kind are accepted.

Address of Proposed Development:		Zone:
Total Square Footage of Proposed Structure: <div style="text-align: center; font-size: 1.2em;">N/A</div>		Square Footage of Lot: <div style="text-align: center; font-size: 1.2em;">N/A</div>
Tax Assessor's Chart, Block & Lot: Chart# Block# Lot# Map 153 A 025	Property owner's mailing address: DIRIGO MANAGEMENT CO. ATTN: Deb Nugent ONE CITY CENTER PORTLAND, ME 04101	
		Telephone #: <div style="text-align: center; font-size: 1.2em;">207-871-1080</div>
Consultant/Agent, mailing address, phone # & contact person: DIRIGO MANAGEMENT CO. ATTN: Deb Nugent ONE CITY CENTER PORTLAND, ME 04101 207-871-1080	Applicant's name, mailing address, telephone #/Fax#/Pager#: Radcliffe Glen Condo Assoc C/O VIN SBANO 25 KIMBERLY COURT PORTLAND, ME 04103 DAY Phone: 207-253-5020	Project name: RADCLIFFE GLEN CONDOMINIUM ASSOCIATION - BARRIER
<p>Proposed Development (check all that apply)</p> <p> <input type="checkbox"/> New Building <input type="checkbox"/> Building Addition <input type="checkbox"/> Change of Use <input type="checkbox"/> Residential <input type="checkbox"/> Office <input type="checkbox"/> Retail <input type="checkbox"/> Manufacturing <input type="checkbox"/> Warehouse/Distribution <input type="checkbox"/> Parking lot <input type="checkbox"/> Subdivision (\$500.00) + amount of lots _____ (\$25.00 per lot) \$ _____ <input type="checkbox"/> Site Location of Development (\$3,000.00) (except for residential projects which shall be \$200.00 per lot _____) <input type="checkbox"/> Traffic Movement (\$1,000.00) <input type="checkbox"/> Stormwater Quality (\$250.00) <input type="checkbox"/> Section 14-403 Review (\$400.00 + \$25.00 per lot) <input type="checkbox"/> Other _____ </p> <p>Major Development (more than 10,000 sq. ft.)</p> <p> <input type="checkbox"/> Under 50,000 sq. ft. (\$500.00) <input type="checkbox"/> 50,000 - 100,000 sq. ft. (\$1,000.00) <input type="checkbox"/> Parking Lots over 100 spaces (\$1,000.00) <input type="checkbox"/> 100,000 - 200,000 sq. ft. (\$2,000.00) <input type="checkbox"/> 200,000 - 300,000 sq. ft. (\$3,000.00) <input type="checkbox"/> Over 300,000 sq. ft. (\$5,000.00) <input type="checkbox"/> After-the-fact Review (\$1,000.00 + applicable application fee) </p> <p>Minor Site Plan Review</p> <p> <input type="checkbox"/> Less than 10,000 sq. ft. (\$400.00) <input type="checkbox"/> After-the-fact Review (\$1,000.00 + applicable application fee) </p> <p>Plan Amendments</p> <p> <input type="checkbox"/> Planning Staff Review (\$250.00) <input checked="" type="checkbox"/> Planning Board Review (\$500.00) </p>		
- Please see next page -		


Who billing will be sent to: (Company, Contact Person, Address, Phone #) DIRIGO MANAGEMENT Co. ATTN: Deb Nugent	ONE CITY CENTER PORTLAND, ME 04101 207-871-1080
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- Submittals shall include (9) separate folded packets of the following:
- a. copy of application
 - b. cover letter stating the nature of the project
 - c. site plan containing the information found in the attached sample plans check list

Amendment to Plans: Amendment applications should include 6 separate packets of the above (a, b, & c)
ALL PLANS MUST BE FOLDED NEATLY AND IN PACKET FORM

Section 14-522 of the Zoning Ordinance outlines the process; copies are available at the counter at .50 per page (8.5 x11) you may also visit the web site: ci.portland.me.us chapter 14

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if a permit for work described in this application is issued, I certify that the Code Official's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

Signature of applicant: 	Date: 4/5/05
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This application is for site review ONLY, a building Permit application and associated fees will be required prior to construction.

Development in Portland

The City of Portland has instituted the following fees to recover the costs of reviewing development proposals under the Site Plan and Subdivision ordinances: application fee; engineering fee; and inspection fee. Performance and defect guarantees are also required by ordinance to cover all site work proposed.

The Application Fee covers general planning and administrative processing costs, and is paid at the time of application.

The Planning Division is required to send notices to neighbors upon receipt of an application and prior to public meetings. The applicant will be billed for mailing and advertisement costs. Applicants for development will be charged an Engineering Review Fee. This fee is charged by the Planning Division for review of on-site improvements of a civil engineering nature, such as storm water management as well as the engineering analysis of related improvements within the public right-of-way, such as public streets and utility connections, as assessed by the Department of Public Works. The Engineering Review fee must be paid before a building permit can be issued. Monthly invoices are sent out by the Planning Division on a monthly basis to cover engineering costs.

A Performance Guarantee will be required following approval of development plans. This guarantee covers all required improvements within the public right-of-way, plus certain site improvements such as landscaping, paving, and drainage improvements. The Planning Division will provide a cost estimate form for figuring the amount of the performance guarantee, as well as sample form letters to be filled out by a financial institution.

An Inspection Fee must also be submitted to cover inspections to ensure that sites are developed in accordance with the approved plan. The inspection fee is 2.0% of the performance guarantee amount, or as assessed by the planning or public works engineer. The minimum inspection fee is \$300 for development, unless no site improvements are proposed. Public Works inspects work within the City right-of-way and Planning inspects work within the site including pipe-laying and connections. (The contractor must work with inspectors to coordinate timely inspections, and should provide adequate notice before inspections, especially in the case of final inspection.)

Upon completion of a development project, the performance guarantee is released, and a Defect Guarantee in the amount of 10% of the performance guarantee must be provided. The Defect Guarantee will be released after a year.

Other reimbursements to the City include actual or apportioned costs for advertising and mailed notices. All fees shall be paid prior to the issuance of any building permit.

For more information on the fees or review process, please call the Planning Division at 874-8719 or 874-8721.

RADCLIFFE GLEN CONDOMINIUM ASSOCIATION

SITE PLAN APPLICATION

NATURE OF THE PROJECT STATEMENT

March, 2005

PROJECT NAME: Radcliffe Glen Condominium Association – Barrier.

PROJECT GOAL / PURPOSE: Place a permanent barrier / gate on the road between University Street (public road) and Majors Court (private road). Options for the type of barrier could be a concrete Jersey barrier, a swing gate locked with a chain that could be cut as necessary by emergency vehicles or an electronic gate opened by the use of a swipe card.

Majors Court is a privately funded and maintained road by the Radcliffe Glen Condominium Association (RGCA) and not the City of Portland. In addition, it is not signed as a public road. As a private road, lighting, road width and depth, and curbs are significantly different than on public roads. Prior to the completion of the condominiums, a concrete barrier did exist. Once all condominiums were completed (October, 2004), the barrier was removed. It is not appropriate nor reasonable for the City of Portland to expect a private Association to maintain a public road.

Once removed, traffic increased significantly. Not only have abutting neighborhoods found Majors Court to be the quickest route to Allen Avenue or Washington Street, other commuters have found this shortcut as well. This shortcut allows all travelers to avoid the Northgate traffic signals.

Vehicles passing through Majors Court are not just cars. Other vehicles include service, construction, trucks towing trailers, and even City plow trucks (when passing through, they lift their blade)...all avoiding the Northgate traffic signals.

It's not just the increase in traffic and the types of vehicles passing through, but it's also the following:

- **Safety:** Although there is a speed bump on Majors Court, it does not slow down many. Many vehicles speed through. Residents have seen cars speeding, spinning tires and fish tailing on Majors Court. One resident witnessed a car narrowly miss hitting a stone wall and another resident had to step into a snow bank to avoid a truck pulling a trailer. The ever increasing traffic will only increase the chances of an accident involving vehicles, property or pedestrians.

- **Damage:** Vehicles passing through have attempted to travel over curbs and sidewalks and drive over the lawns. Pictures of damage are available.
- **Litter / Rubbish:** Litter and rubbish on Majors Court is a problem that increases with the flow of traffic. It began with fast food wrappers and cups. It then increased to include beer and soda cans and bottles. It now has increased to include food scraps, discarded clothing and even trash bags being thrown out.
- **Maintenance Cost:** As mentioned above, Majors Court is privately funded and not built to public road standards. Putting the safety and damage issues aside for a moment, the increasing traffic flow is adding to the wear and tear beyond what would normally be expected. Again, it's not just the increasing flow of traffic but the type of vehicles as well...construction, service, and city plows.

End of Project Statement

**CITY OF PORTLAND, MAINE
DEVELOPMENT REVIEW APPLICATION
PLANNING DEPARTMENT PROCESSING FORM**

Traffic Copy

2005-0075

Application I. D. Number

4/5/2005

Application Date

Amendment to Plan - Radcliffe Glen

Project Name/Description

Radcliffe Glen Condo Association

Applicant

25 Kimberly Court, Portland, ME 04103

Applicant's Mailing Address

191 - 191 Harvard Street, Portland, Maine

Address of Proposed Site

153 A025001

Assessor's Reference: Chart-Block-Lot

Consultant/Agent

Applicant Ph: (207) 253-5020 Agent Fax:

Applicant or Agent Daytime Telephone, Fax

Proposed Development (check all that apply): New Building Building Addition Change Of Use Residential Office Retail
 Manufacturing Warehouse/Distribution Parking Lot Other (specify) _____

Proposed Building square Feet or # of Units

Acreage of Site

Zoning

Check Review Required:

- | | | | |
|---|--|--|--|
| <input checked="" type="checkbox"/> Site Plan (major/minor) | <input type="checkbox"/> Subdivision # of lots _____ | <input type="checkbox"/> PAD Review | <input type="checkbox"/> 14-403 Streets Review |
| <input type="checkbox"/> Flood Hazard | <input type="checkbox"/> Shoreland | <input type="checkbox"/> Historic Preservation | <input type="checkbox"/> DEP Local Certification |
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Fees Paid: Site Pla _____ Subdivision _____ Engineer Review _____ Date _____

Traffic Approval Status:

Reviewer Lucio Coto - PW

- Approved** **Approved w/Conditions** See Attached **Denied**

Approval Date _____ Approval Expiration _____ Extension to _____ Additional Sheets Attached

Condition Compliance _____ signature _____ date _____

Performance Guarantee **Required*** **Not Required**

* No building permit may be issued until a performance guarantee has been submitted as indicated below

<input type="checkbox"/> Performance Guarantee Accepted	_____	_____	_____
	date	amount	expiration date
<input type="checkbox"/> Inspection Fee Paid	_____	_____	
	date	amount	
<input type="checkbox"/> Building Permit Issue	_____		
	date		
<input type="checkbox"/> Performance Guarantee Reduced	_____	_____	_____
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	date		expiration date
<input type="checkbox"/> Final Inspection	_____	_____	
	date	signature	
<input type="checkbox"/> Certificate Of Occupancy	_____		
	date		
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	date	signature	
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City of Portland Site Plan Application

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Tax Assessor's Chart, Block & Lot: Chart# Block# Lot# Map 153 A 025		Property owner's mailing address: DIRIGO MANAGEMENT CO. ATTN: Deb Nugent ONE CITY CENTER PORTLAND, ME 04101
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Consultant/Agent, mailing address, phone # & contact person: DIRIGO MANAGEMENT CO. ATTN: Deb Nugent ONE CITY CENTER PORTLAND, ME 04101 207-871-1080		Applicant's name, mailing address, telephone #/Fax#/Pager#: Radcliffe Glen Condo Assoc c/o VIN SBANO 25 KIMBERLY COURT PORTLAND, ME 04103 Day Phone: 207-253-5020
		Project name: Radcliffe Glen CONDOMINIUM ASSOCIATION - BARRIER
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- Please see next page -		

RADCLIFFE GLEN CONDOMINIUM ASSOCIATION

SITE PLAN APPLICATION

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March, 2005

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End of Project Statement

August 23, 2005

Radcliffe Glen Condominium Association

C/O Mr. Vincent Sbano
25 Kimberly Court
Portland, ME 04103

RE: Radcliffe Glen - Proposed Amendment to an Approved Subdivision
Proposed Traffic Barrier at Majors Court and University Street
Application ID #2005-0075, CBL #153 A025001

Dear Mr. Sbano:

On August 9, 2005, the Portland Planning Board voted 4-0 (Odokara, Anton, and Tevenian Absent) to approve the above referenced subdivision amendment application. The approval was granted for the project with the following condition(s):

- i. The applicant shall coordinate with the City of Portland Police and Fire Departments to ensure that the proposed barrier is appropriately fitted with a Knox-Lock device or equivalent so that all forms of emergency response vehicles will have access between University Street and Majors Court. The final barrier and Knox-Lock design shall be subject to review and approval by the Planning Authority. The Planning Authority shall review and approve final barrier location consistent with other requirements.
- ii. The applicant shall keep the gated pathway between University Street and Majors Court clear and open to the passage of authorized emergency vehicles by keeping it free, at all times, of obstructions such as snow and ice, parked vehicles, and debris.
- iii. The applicant shall modify the site plan to provide a public vehicle turnaround at the Eastern terminus of University Avenue in conformance with the City's technical standards and shall grant a public easement to the City over said turnaround. This modification shall be subject to final review and approval by the City Engineer, Corporation Counsel, and the Planning Authority.
- iv. The applicant shall modify the plan to provide an adequate pedestrian connection between Major's Court and University Avenue, if one does not

site plan requirements determined to be incomplete or defective during the inspection. This is essential as all site plan requirements must be completed and approved by the Development Review Coordinator prior to issuance of a Certificate of Occupancy. Please schedule any property closing with these requirements in mind.

If there are any questions, please contact Ethan Boxer-Macomber, Planner at 756-8083 or ebm@portlandmaine.gov.

Sincerely,

Lee Lowry III, Chair
Portland Planning Board

cc: Lee D. Urban, Planning and Development Department Director
Alexander Jaegerman, Planning Division Director
Sarah Hopkins, Development Review Services Manager
Ethan Boxer-Macomber, Planner
Jay Reynolds, Development Review Coordinator
Marge Schmuckal, Zoning Administrator
Inspections Division
Michael Bobinsky, Public Works Director
Traffic Division
Eric Labelle, City Engineer
Jeff Tarling, City Arborist
Penny Littell, Associate Corporation Counsel
Greg Cass, Fire Prevention
Assessor's Office
Approval Letter File

March 9,2007

Re: Radcliffe Glen

Alex,

In response to your recent e-mail please find attached the amended conditions of approval for access/maintenance between University Street and Majors Court. It appears as though the Radcliffe Glen Condo Association is responsible for keeping this pathway clear.

Please let me know if you need anything else.

Thanks,

Phil

From: Alex Jaegerman
To: Barbara Barhydt; Philip DiPierro
Date: 3/5/2007 5:28:14 PM
Subject: Re: Fwd: Access on Harvard Street

Jennifer, can you pull the Radcliffe Glen file, especially the revision where the gate was approved.

Alex.

>>> John Cannon 3/5/2007 3:29:40 PM >>>

It may be the Radcliffe Glen. It is probably Majors Ct. The exact street breaks are not that clear but the gate is beyond where Harvard Street runs into Majors Ct. near either University or Woodlawn. (I'm at home so I don't have the map with me) While we're on that subject, the hydrant at Harvard and Majors Ct. has never been properly installed with the steamer port facing into the woods. Capt. Jackson has discussed this with the Water District but nothing has been done yet.

John A. Cannon, Captain
Portland Fire Department, Engine Co.11
580 Ocean Avenue
Portland, ME 04103
207-874-8424

>>> "Alex Jaegerman " <AQJ@portlandmaine.gov> 02/28/07 7:26 PM >>>

If this is the Radclife Glen project, then the homeowner's assoc is responsible. We'll need to check the approval. The gate was an amendment to the approved plan, after homeowners complained about cut-through traffic. It is an effort to keep an unused lane clear of snow. They should open the gate, plow it, and then re-lock it. We'll have to contact them about it.

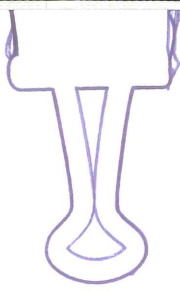
Alex.

>>> "Gregory Cass" <GEC@portlandmaine.gov> 2/28/2007 2:51:02 PM >>>

Sorry I thought I forwarded this.

Greg

CC: Jennifer Dorr



PLANNING BOARD REPORT #49-05

**RADCLIFFE GLEN TRAFFIC BARRIER
HARVARD STREET**

SUBDIVISION AND SITE PLAN AMENDMENT REVIEW

RADCLIFFE GLENN CONDOMINIUM ASSOCIATION, APPLICANT

Submitted to:
Portland Planning Board
Portland, Maine

Submitted by:
Ethan Boxer-Macomber, Planner

August 5, 2005

An August 9, 2005 Public Hearing has been scheduled for the Planning Board to consider the above referenced application.

I. PROJECT SUMMARY

Applicant:	Radcliffe Glenn Homeowner's Association 25 Kimberly Court Portland, ME 04103
Site Location:	Vicinity of University Street and Majors Court
CBL#:	153 A025001
Development Proposal:	To install a permanent barrier or gate at the intersection of University Street and Majors Court so as to preclude vehicles from passing from one to the other.
Zoning:	R3

II. PROJECT BACKGROUND & DESCRIPTION

In July of 2002 the Portland Planning Authority approved the 33-unit Radcliffe Glenn Condominium development including Stormwater, Site Plan, and Subdivision review. At the time of the review, concerns over the proposed street connectivity between the project's private internal roads and University Street were raised. There was a concern that opening a through route between University and Harvard streets would result in "cut-through" traffic between Allen and Washington Avenues. Responding to these concerns at a July 9, 2002 public hearing, the Board tabled the item for two weeks so that additional traffic analysis could be conducted. This connectivity issue was discussed in staff report #48-02A, which was presented to the board on July 23, 2002, the night of the final approval (Attachment C).

With regard to the issue of connectivity with University Street, staff report #48-02A concluded that:

"This is a private development with a private road system. The placement of appropriate signage and the installation of speed bumps should strongly discourage motorists unassociated with the development from using the roads as a cut-thru. If the private roads are negatively impacted by unauthorized use by the general public, it is anticipated that the developer, or the homeowners' association, will be requesting a revision to the site plan at that time."

Nearly three years have passed since the project's original approval. Control of the development was recently transferred from the developer to the homeowner's association. The Radcliffe Glenn Condominium Association (RGCA) is now requesting an amendment to the approved plan so that they may place a barrier between Majors Court and University Street. The RGCA cites several reasons for the request as outlined in a March 2005 project narrative (Attachment B).

New submissions from the applicant since the June 14, 2005 workshop are contained in Attachment J.

III. PUBLIC OUTREACH AND RESPONSE

Upon receipt of the subject site plan application; staff noticed property owners within 500 feet of the site and placed a legal ad in the *Portland Press Herald* newspaper in accordance with requirements. Prior to the June 14, 2005 workshop and the August 9, 2005 Public Hearing, the project was again noticed in the same manner.

As of the date of this report, staff has received written correspondence from only one member of the public pertaining to this application (Attachment K).

IV. SITE PLAN

Whereas the proposed barrier amendment has limited affect on the originally approved plan, the following analysis is limited to those sections of the City Code which are applicable to the Board's review.

1. Right, Title, and Interest §14-525(c)(10)

Full rights and control of the Radcliff Glenn development were recently transferred from the project developer, Larry Sturdivant, to the Radcliffe Glenn Condominium Association (RGCA). The applicant has submitted minutes from the February 7, 2005 and May 9, 2005 meetings of the RGCA to demonstrate that the Association endorses the subject application (Attachment D).

The February 7 minutes indicate that a poll was conducted of all 33 property owners in Radcliffe Glenn on "the advisability of petitioning the Portland Planning Board to reinstate the barrier at the end of Majors Court and/or to add signage to that street advising it to be private property". According to the minutes, 26 out of 33 units responded with 13 against the idea and 10 in support. Nonetheless, the May 9, 2005 minutes of the RGCA indicate that a motion "approve the barrier concept" was passed by a vote of 14-8.

2. Traffic, Loading, and Circulation §14-526(a)(1)

The applicant has presented a traffic count study at the intersection of University Street and Majors court (Attachment E). The City's consulting traffic engineer, Tom Errico, has reviewed this data and presented a June 9, 2005 response email (Attachment F). Mr. Errico concluded that the current through connection results in approximately 17 cut-through events by non-Radcliffe Glenn drivers at

peak weekday hour (5:00-6:00 PM). This is equivalent to one event approximate every 3.5 minutes. Mr. Errico will be present at the August 9, 2005 workshop to address any questions the Board may have.

3. Fire Prevention §14-526(a)(10)

The City's current Fire Prevention Officer, Jay Kelly, has reviewed the proposed barrier plan and visited the site. Mr. Kelly's has indicated that barriers, such as the one proposed, are strongly discouraged by the Fire Department (Attachment H). Should the Board allow the barrier to be installed, Mr. Kelly recommends that a Knox-Lock be incorporated in the proposed gate design. In this event, Planning Division staff would further recommend that the RGCA also be required to keep the gate area free of snow in winter months.

Staff understands that the applicant has communicated with the Police Department and determined that such a Knox-Lock gate could be made passable to both Fire and Police.

4. Consistency with Off-Premises City Infrastructure §14-526(a)(11)

Section 14-526(a)(11) states that, "The proposed development is designed so as to be consistent with off-premise infrastructure, existing and planned by the City".

The Radcliffe Glen site plan was designed so as to link the project's internal street network with the City's street network, namely University Court. The Board may wish to consider whether isolating the development's internal road network from University Street is consistent with this standard.

V. SUBDIVISION

1. Traffic §14-497(a)(5)

See Section IV, Site Plan, above.

2. Comprehensive Plan Conformance §14-497(a)(9)

Current Comprehensive Plan policies support neighborhood street connectivity while discouraging cut-through traffic from outside streets as summarized below:

Comprehensive Plan Transportation Section:

Guiding Principles Section (Pg. 30):

"Create a neighborhood street system characterized by a network of interconnected streets, which minimizes through-traffic in residential neighborhoods".

Policies Section (Pg. 31):

“Promote the interconnection of neighborhood streets and pathways, so that there are multiple paths of travel to get to destinations within and between neighborhoods by foot and bicycle, as well as auto.”

3. Subdivision Technical and Design Standards

§14-498

Current Subdivision standards support neighborhood street connectivity while discouraging cut-through traffic from outside streets as summarized below:

§14-498(b)(2)

“The proposed street layout shall be coordinated with the street system of the surrounding areas. All streets must provide for the continuation or appropriate projection of streets in surrounding areas and provide means of ingress and egress for surrounding acreage tracts.”

§14-498(b)(5)

“Streets shall not occupy more land than needed to provide access nor create unnecessary fragmentation of the subdivision into small blocks. Streets will be designed to discourage outside traffic from traversing the development.”

While these policies suggest that connectivity such as that existing between University Street and Majors Court should be maintained, they speak by in large to the issue of the “street” network. A street is defined in §14-47 as:

“A public way established by or maintained under public authority, or a way dedicated to the use of the public and appearing on the official map of the City.”

It should be noted that Majors Court is a private way, not a City Street.

No Cul-de-Sac or Hammerhead Provided

It should also be noted that prior to the development of Radcliffe Glen, University Street was a dead end street with vacant land beyond its terminus. At that time, City snowplows were able to pile snow off the end of the street. With Radcliffe Glen now developed, if the proposed barrier were to be installed, it is not clear how City plow operators would handle snow storage at the end of University Street. Current City technical standards require a cul-de-sac or 30x30 foot hammerhead at the end of dead end streets to provide a vehicle turn around and to facilitate snow plowing. Planning staff has posed presented this concern to the City Engineer and will present the Board with a response at the August 9, 2005 Public Hearing.

VI. MOTION FOR THE BOARD TO CONSIDER

On the basis of plans submitted by the applicant and on the basis of information contained in

Planning Report #49-05 relevant to standards for site plan and subdivision regulations, and other findings as follows:

1. That the proposed subdivision amendment is in conformance with the subdivision standards of the land use code.
 - i. The applicant shall coordinate with the City of Portland Police and Fire Departments to ensure that the proposed barrier is appropriately fitted with a Knox-Lock devise or equivalent so that all forms of emergency response vehicles will have access between University Street and Majors Court. The final barrier and Knox-Lock design shall be subject to review and approval by the Planning Authority.
 - ii. The applicant shall keep the pathway between University Street and Majors Court free of obstructions to the passage of emergency vehicles including but not limited to debris, snow and ice, and parked vehicles.
- iii. That the proposed site plan amendment is in conformance with the site plan standards of the land use code.

VII. ATTACHMENTS

- A. Application
- B. Project Narrative
- C. PB Report #48-02A (2002 Radcliffe Glenn Review)
- D. Radcliffe Glenn HOA Meeting Minutes - Evidence of Right, Title and Interest
- E. June 4, 2005 Eaton Traffic Count
- F. June 9, 2005 Errico Traffic Count Review
- G. Proposed Gate Detail
- H. June 10, 2005 Fire Prevention Review
- I. Site Plan w/ Proposed Gate Location
- J. August 5, 2005 RGCA "Key Points"
- K. Public Comment

**CITY OF PORTLAND, MAINE
DEVELOPMENT REVIEW APPLICATION
PLANNING DEPARTMENT PROCESSING FORM
Planning Copy**

2005-0075
Application I. D. Number
4/5/2005
Application Date

Radcliffe Glen Condo Association
Applicant
25 Kimberly Court, Portland, ME 04103
Applicant's Mailing Address

Amendment to Plan - Radcliffe Glen
Project Name/Description

Consultant/Agent
Applicant Ph: (207) 253-5020 Agent Fax:
Applicant or Agent Daytime Telephone, Fax

191 - 191 Harvard Street, Portland, Maine
Address of Proposed Site
153 A025001
Assessor's Reference: Chart-Block-Lot

Proposed Development (check all that apply): New Building Building Addition Change Of Use Residential Office Retail
 Manufacturing Warehouse/Distribution Parking Lot Other (specify) _____

Proposed Building square Feet or # of Units _____ Acreage of Site _____ Zoning _____

Check Review Required:

- | | | | |
|---|--|--|--|
| <input checked="" type="checkbox"/> Site Plan (major/minor) | <input type="checkbox"/> Subdivision # of lots _____ | <input type="checkbox"/> PAD Review | <input type="checkbox"/> 14-403 Streets Review |
| <input type="checkbox"/> Flood Hazard | <input type="checkbox"/> Shoreland | <input type="checkbox"/> Historic Preservation | <input type="checkbox"/> DEP Local Certification |
| <input type="checkbox"/> Zoning Conditional Use (ZBA/PB) | <input type="checkbox"/> Zoning Variance | | <input type="checkbox"/> Other _____ |

Fees Paid: Site Pla _____ Subdivision _____ Engineer Review _____ Date _____

Planning Approval Status:

Reviewer _____

- Approved Approved w/Conditions See Attached Denied

Approval Date _____ Approval Expiration _____ Extension to _____ Additional Sheets Attached

OK to Issue Building Permit _____ signature _____ date _____

Performance Guarantee Required* Not Required

* No building permit may be issued until a performance guarantee has been submitted as indicated below

- | | | | |
|---|----------------------------|--|-----------------------------|
| <input type="checkbox"/> Performance Guarantee Accepted | _____ date _____ | _____ amount _____ | _____ expiration date _____ |
| <input type="checkbox"/> Inspection Fee Paid | _____ date _____ | _____ amount _____ | |
| <input type="checkbox"/> Building Permit Issue | _____ date _____ | | |
| <input type="checkbox"/> Performance Guarantee Reduced | _____ date _____ | _____ remaining balance _____ | _____ signature _____ |
| <input type="checkbox"/> Temporary Certificate of Occupancy | _____ date _____ | <input type="checkbox"/> Conditions (See Attached) | _____ expiration date _____ |
| <input type="checkbox"/> Final Inspection | _____ date _____ | _____ signature _____ | |
| <input type="checkbox"/> Certificate Of Occupancy | _____ date _____ | | |
| <input type="checkbox"/> Performance Guarantee Released | _____ date _____ | _____ signature _____ | |
| <input type="checkbox"/> Defect Guarantee Submitted | _____ submitted date _____ | _____ amount _____ | _____ expiration date _____ |
| <input type="checkbox"/> Defect Guarantee Released | _____ date _____ | _____ signature _____ | |

AI



City of Portland Site Plan Application

If you or the property owner owes real estate or personal property taxes or user charges on any property within the City, payment arrangements must be made before permits of any kind are accepted.

Address of Proposed Development:		Zone:	
Total Square Footage of Proposed Structure: <p style="text-align: center;">N/A</p>		Square Footage of Lot: <p style="text-align: center;">N/A</p>	
Tax Assessor's Chart, Block & Lot: Chart# Block# Lot# Map 153 A 025		Property owner's mailing address: DIRIGO MANAGEMENT CO. ATTN: Deb Nugent ONE CITY CENTER PORTLAND, ME 04101	Telephone #: 207-871-1080
Consultant/Agent, mailing address, phone # & contact person: DIRIGO MANAGEMENT CO. ATTN: Deb Nugent ONE CITY CENTER PORTLAND, ME 04101 207-871-1080		Applicant's name, mailing address, telephone #/Fax#/Pager#: RADCLIFFE GLEN CONDO ASSOC C/O VIN SBANO 25 KIMBERLY COURT PORTLAND, ME 04103 DAY PHONE: 207-253-5020	Project name: RADCLIFFE GLEN CONDOMINIUM ASSOCIATION - BARRIER
<p>Proposed Development (check all that apply)</p> <p><input type="checkbox"/> New Building <input type="checkbox"/> Building Addition <input type="checkbox"/> Change of Use <input type="checkbox"/> Residential <input type="checkbox"/> Office <input type="checkbox"/> Retail <input type="checkbox"/> Manufacturing</p> <p><input type="checkbox"/> Warehouse/Distribution <input type="checkbox"/> Parking lot</p> <p><input type="checkbox"/> Subdivision (\$500.00) + amount of lots _____ (\$25.00 per lot) \$ _____</p> <p><input type="checkbox"/> Site Location of Development (\$3,000.00)</p> <p>(except for residential projects which shall be \$200.00 per lot _____)</p> <p><input type="checkbox"/> Traffic Movement (\$1,000.00) <input type="checkbox"/> Stormwater Quality (\$250.00)</p> <p><input type="checkbox"/> Section 14-403 Review (\$400.00 + \$25.00 per lot)</p> <p><input type="checkbox"/> Other _____</p> <p>Major Development (more than 10,000 sq. ft.)</p> <p><input type="checkbox"/> Under 50,000 sq. ft. (\$500.00)</p> <p><input type="checkbox"/> 50,000 - 100,000 sq. ft. (\$1,000.00)</p> <p><input type="checkbox"/> Parking Lots over 100 spaces (\$1,000.00)</p> <p><input type="checkbox"/> 100,000 - 200,000 sq. ft. (\$2,000.00)</p> <p><input type="checkbox"/> 200,000 - 300,000 sq. ft. (\$3,000.00)</p> <p><input type="checkbox"/> Over 300,000 sq. ft. (\$5,000.00)</p> <p><input type="checkbox"/> After-the-fact Review (\$1,000.00 + applicable application fee)</p> <p>Minor Site Plan Review</p> <p><input type="checkbox"/> Less than 10,000 sq. ft. (\$400.00)</p> <p><input type="checkbox"/> After-the-fact Review (\$1,000.00 + applicable application fee)</p> <p>Plan Amendments</p> <p><input type="checkbox"/> Planning Staff Review (\$250.00)</p> <p><input checked="" type="checkbox"/> Planning Board Review (\$500.00)</p>			

- Please see next page -

A2

Who billing will be sent to: (Company, Contact Person, Address, Phone #)

DIRIGO MANAGEMENT Co.
ATTN: Deb Nugent

ONE CITY CENTER
PORTLAND ME 04101
207-871-1080

Submittals shall include (9) separate folded packets of the following:

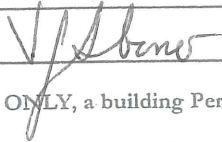
- copy of application
- cover letter stating the nature of the project
- site plan containing the information found in the attached sample plans check list

Amendment to Plans: Amendment applications should include 6 separate packets of the above (a, b, & c)
ALL PLANS MUST BE FOLDED NEATLY AND IN PACKET FORM

Section 14-522 of the Zoning Ordinance outlines the process; copies are available at the counter at .50 per page (8.5 x11) you may also visit the web site: ci.portland.me.us chapter 14

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if a permit for work described in this application is issued, I certify that the Code Official's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

Signature of applicant:



Date: 4/5/05

This application is for site review **ONLY**, a building Permit application and associated fees will be required prior to construction.

Development in Portland

The City of Portland has instituted the following fees to recover the costs of reviewing development proposals under the Site Plan and Subdivision ordinances: application fee; engineering fee; and inspection fee. Performance and defect guarantees are also required by ordinance to cover all site work proposed.

The **Application Fee** covers general planning and administrative processing costs, and is paid at the time of application.

The Planning Division is required to send notices to neighbors upon receipt of an application and prior to public meetings. The applicant will be billed for mailing and advertisement costs. Applicants for development will be charged an **Engineering Review Fee**. This fee is charged by the Planning Division for review of on-site improvements of a civil engineering nature, such as storm water management as well as the engineering analysis of related improvements within the public right-of-way, such as public streets and utility connections, as assessed by the Department of Public Works. The Engineering Review fee must be paid before a building permit can be issued. Monthly invoices are sent out by the Planning Division on a monthly basis to cover engineering costs.

A **Performance Guarantee** will be required following approval of development plans. This guarantee covers all required improvements within the public right-of-way, plus certain site improvements such as landscaping, paving, and drainage improvements. The Planning Division will provide a cost estimate form for figuring the amount of the performance guarantee, as well as sample form letters to be filled out by a financial institution.

An **Inspection Fee** must also be submitted to cover inspections to ensure that sites are developed in accordance with the approved plan. The inspection fee is 2.0% of the performance guarantee amount, or as assessed by the planning or public works engineer. The minimum inspection fee is \$300 for development, unless no site improvements are proposed. Public Works inspects work within the City right-of-way and Planning inspects work within the site including pipe-laying and connections. (The contractor must work with inspectors to coordinate timely inspections, and should provide adequate notice before inspections, especially in the case of final inspection.)

Upon completion of a development project, the performance guarantee is released, and a **Defect Guarantee** in the amount of 10% of the performance guarantee must be provided. The Defect Guarantee will be released after a year.

Other reimbursements to the City include actual or apportioned costs for advertising and mailed notices. All fees shall be paid prior to the issuance of any building permit.

For more information on the fees or review process, please call the Planning Division at 874-8719 or 874-8721.

A3

RADCLIFFE GLEN CONDOMINIUM ASSOCIATION

SITE PLAN APPLICATION

NATURE OF THE PROJECT STATEMENT

March, 2005

PROJECT NAME: Radcliffe Glen Condominium Association – Barrier.

PROJECT GOAL / PURPOSE: Place a permanent barrier / gate on the road between University Street (public road) and Majors Court (private road). Options for the type of barrier could be a concrete Jersey barrier, a swing gate locked with a chain that could be cut as necessary by emergency vehicles or an electronic gate opened by the use of a swipe card.

Majors Court is a privately funded and maintained road by the Radcliffe Glen Condominium Association (RGCA) and not the City of Portland. In addition, it is not signed as a public road. As a private road, lighting, road width and depth, and curbs are significantly different than on public roads. Prior to the completion of the condominiums, a concrete barrier did exist. Once all condominiums were completed (October, 2004), the barrier was removed. It is not appropriate nor reasonable for the City of Portland to expect a private Association to maintain a public road.

Once removed, traffic increased significantly. Not only have abutting neighborhoods found Majors Court to be the quickest route to Allen Avenue or Washington Street, other commuters have found this shortcut as well. This shortcut allows all travelers to avoid the Northgate traffic signals.

Vehicles passing through Majors Court are not just cars. Other vehicles include service, construction, trucks towing trailers, and even City plow trucks (when passing through, they lift their blade)...all avoiding the Northgate traffic signals.

It's not just the increase in traffic and the types of vehicles passing through, but it's also the following:

- **Safety:** Although there is a speed bump on Majors Court, it does not slow down many. Many vehicles speed through. Residents have seen cars speeding, spinning tires and fish tailing on Majors Court. One resident witnessed a car narrowly miss hitting a stone wall and another resident had to step into a snow bank to avoid a truck pulling a trailer. The ever increasing traffic will only increase the chances of an accident involving vehicles, property or pedestrians.

- **Damage:** Vehicles passing through have attempted to travel over curbs and sidewalks and drive over the lawns. Pictures of damage are available.
- **Litter / Rubbish:** Litter and rubbish on Majors Court is a problem that increases with the flow of traffic. It began with fast food wrappers and cups. It then increased to include beer and soda cans and bottles. It now has increased to include food scraps, discarded clothing and even trash bags being thrown out.
- **Maintenance Cost:** As mentioned above, Majors Court is privately funded and not built to public road standards. Putting the safety and damage issues aside for a moment, the increasing traffic flow is adding to the wear and tear beyond what would normally be expected. Again, it's not just the increasing flow of traffic but the type of vehicles as well...construction, service, and city plows.

End of Project Statement

PLANNING BOARD REPORT #48-02A

RADCLIFF GLEN
33 UNIT PLANNED RESIDENTIAL UNIT DEVELOPMENT
VICINITY OF 267 HARVARD STREET
LARRY STURDIVANT, APPLICANT

Submitted to:

Portland Planning Board
Portland, Maine

July 23, 2002

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I. INTRODUCTION

Larry Sturdivant has requested a public hearing before the Planning Board for a project known as Radcliff Glen. The project is a 33-unit condominium project consisting of nine buildings located on a site west of Washington Avenue between property owned by the First Baptist Church and existing single-family homes along Harvard Street. The property is a heavily treed, narrow parcel with a steeply sloped topography that drains east, north and south to Miliken Brook. A ten-foot wide City of Portland sewer easement runs along the southwest property line. The development is proposed as a Planned Residential Unit Development (PRUD) and will be subject to site plan and subdivision review.

68 notices were sent to area residents. A legal ad appeared in the July 2nd edition of the Portland Press Herald.

II. PREVIOUS ACTION

At a public hearing held on July 9, 2002, the Planning Board voted 4-1, (Caron opposed, Kritchels, Luck absent) that the proposed development is in conformance with the Subdivision Ordinance of the Land Use Code with the following conditions:

1. *That the subdivision plat be amended to include the City of Portland definition of subdivision as required by state law.*
2. *That the subdivision plat be amended to show the pedestrian access easement dedicated to Portland Trails in a manner acceptable to Corporation Counsel.*
3. *That the subdivision plat be amended to show an access easement to Lot 153-23, N/F Sarah Schwartz*
4. *That the tree-save areas delineate the extent of disturbance.*
5. *That the subdivision plat be amended to show an access easement to Lot 153-20, N/F John Glover.*

The Planning Board also voted 5-0, (Kritchels and Luck absent) that the proposed development meets the standards for the issuance of a DEP Stormwater Permit under delegated authority.

The Planning Board voted 5-0 to table the proposal to a date certain, July 23, 2002, 7:00 P.M. for consideration of the plans conformance with the Site Plan Ordinance of the Land Use Code. Chair Caron and Member Malone expressed concern that the plan has not adequately demonstrated its compliance with the following standard of the ordinance.

- (1) The provisions for vehicular loading and unloading and parking and for vehicular and pedestrian circulation on the site and onto adjacent public streets and ways; and the incremental volume of traffic will not create or

aggravate any significant hazard to safety at or to and including intersections in any direction where traffic could be expected to be impacted; and will not cause traffic congestion on any street which reduces the level of service below Level "D" as described in the 1985 Highway Capacity Manual published by the Transportation Research Board of the National Research Council, a copy of which manual is on file with the public works authority, or substantially increase congestion on any street which is already at a level of service below Level "D";

The proposed project will primarily impact the intersections of Harvard Street and Washington Avenue and to a lesser extent, Allen Avenue and University Street. The applicant has supplied a traffic study by Eaton Traffic Engineering for the proposed development that is included as attachment 4/5. The project is estimated to produce 254 total daily trips with half arriving and half departing the site. It is estimated that 21 of these trips will occur during the morning peak time (7:00 to 9:00) and 24 during the evening peak (4:00 to 6:00). The development will result in increases in the average total delay when entering or exiting Harvard Street. Field calculations coupled with computer modeling demonstrate the difficulties in accurately determining the actual increase in total expected delay. The computer modeling has difficulty in analyzing potential delays between minor streets and major streets that experience intermittent traffic gaps. The computer estimates the traffic gaps theoretically and does not take into account the influence of upstream signalization. The traffic study concludes that the relatively small number of trips generated during the peak travel times will not have a significant effect on the average total delay.

Bill Eaton of Eaton Traffic Engineering has conducted additional vehicle counts since the last public hearing. A report including these most recent counts will be available prior to the meeting of July 23rd. Mr. Eaton will be available at that meeting to discuss the traffic studies in further detail.

Discussion at the previous public hearing concerned the thru-way the plan as proposed would establish for motorists wishing to bypass the intersection of Washington Street and Allen Avenue. This is a private development with a private road system. The placement of appropriate signage and the installation of speed bumps should strongly discourage motorists unassociated with the development from using the roads as a cut-thru. If the private roads are negatively impacted by unauthorized use by the general public, it is anticipated that the developer, or the homeowners' association, will be requesting a revision to the site plan at that time.

The City's Traffic Engineer, Larry Ash, will be present at this evening's hearing to discuss the traffic issues related to the proposed development

III. STAFF RECOMMENDATIONS

Staff feels that the potential conditions of approval are either detail oriented or enhance the project. Staff recommends approval with the proposed conditions.

IV. MOTIONS FOR THE BOARD TO CONSIDER

On the basis of plans and material submitted by the applicant and on the basis of information

contained in Planning Report #47-02 and #47-02A, relevant to the standards of Site Plan Ordinance, the Planning Board finds:

- i. That the proposed development is/is not in conformance with the Site Plan Ordinance of the Land Use Code

Potential Conditions of Approvals:

1. *That the homeowner's documents be revised upon a complete review by Corporation Counsel.*
2. *That the applicant amend the landscape treatment plan for the area between to the passive recreation trail and the southerly abutter currently consisting of six Fraser Fir to include a variety of species.*
3. *That the site plan be amended to remove the one way/do not enter sign proposed in the vicinity of University Street to allow both ingress and egress.*
4. *That speed bumps be installed with the location and design submitted to the Planning Authority for review and approval.*

Attachments:

1. Supplement to Traffic Study, Eaton Traffic Engineering
2. Original Traffic Study, Eaton Traffic Engineering
3. Memo from Larry Ash
4. Memo from Jeff Tarling, 7-12-2002
5. Memo from Resident, Eleanor Mann
6. Signed Petition from area residents

Meeting Minutes of Radcliffe Glen Condominium Association Board
February 7, 2005

The Executive Board and Officers of the Radcliffe Glen Condominium Association met at the home of Jennifer Fischer at 34 Kimberly Court on Monday, February 7, 2005, beginning at 7:00pm.

Attendance:

Present: David Nutty, President; Linda McLoon, Secretary; Vin Sbano, Treasurer; Jennifer Fischer, At Large; Ralph Cordes, At Large.

The Minutes of the 1/3/05 meeting of the Board were approved with suggested amendments. The next meeting will be hosted by Vin Sbano at 25 Kimberly Court on Monday, March 7, beginning at 7pm. Unit owners who wish to do a project requiring Board approval will submit their written request to Board President, David Nutty.

Treasurer's Report

Treasurer Vin Sbano reported that Dirigo has caught up on the payment of outstanding bills. They still need more information from Nial Construction, but are making progress after getting the password allowing Nial's records on disk to be opened. Dirigo is checking to see to what extent the two month's advance condo fee payments made by unit owners at the time of closing were appropriately directed to an association contingency reserve fund, rather than used as working capital by Nial, which was allowed under our Declarations.

Vin reported that condo owners, with only a few exceptions, have made payments of condo fees in a timely manner. After the annual meeting, when the budget has been established, owners will be able to set up direct payments of condo fees to Dirigo.

Property Manager's Report

A new property manager, Deb Nugent, is now handling the Radcliffe Glen account. Her e-mail address is deb@dirigomgmt.com. She has been asked to start the bidding process for new landscaping and snow removal contracts.

Steps to address the presence of radon in Phase I units will be completed on Feb. 28 when a fan will be installed in the Nutty's condo at 26 Kimberly Court, providing radon abatement to the four condominiums in that building. Fans have already been installed in three other condos: 25 Kimberly (Sbano), 26 Nicholas (Cunningham) and 25 Nicholas (Sturdivant). It was decided that the electricity to operate these fans should be paid for as a common association expense and Vin will follow-up to see that they are connected to the appropriate meters which also provide electricity to street lights and

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sprinklers. CMP has provided information which indicates the expense per month per fan will be \$7.13.

Dirigo has begun installing the storm doors for those who ordered them. David reported being pleased with the quality of the door and installation work. There will be an increase of approximately \$52 in the installation charge because of unforeseen complications in the process.

A letter was sent by Dirigo to Kelly Martin informing her that the basketball hoop outside her condo is in violation of condo by-laws. Jim O'Donnel will be told that the hoop has not been removed at this time.

Ralph Cordes reported a problem with water dripping from a gutter.

Old Business

Dirigo has taken steps to address the structural problems at Elizabeth Blanchflower's condo at 33 Nicholas Court. There was no news to report on asking the city to address the flow of water and resulting ice at the intersection of Majors Court and Harvard Street.

New Business

The question of parking commercial trucks which are the property of condo owners on the street in front of units was raised. Vin will bring this question to Dirigo, as well as ask for information on a parking plan for the entire complex.

A proposal was brought to the Board by Charles Smith of 20 Majors Court to modify his hot water heater from oil to propane gas. The work will be done by Fieldings according to Maine code. The request was approved with the provisions that the propane tank will be the same size as the existing tank and that the vent will be located away from the common wall/deck of the adjoining unit. Dirigo will be asked to provide oversight on this project.

Majors Court Barrier

Linda McLoon provided a summary of the owners' survey on the advisability of petitioning the Portland Planning Board to reinstate the barrier at the end of Majors Court and/or to add signage to that street advising it to be private property. 26 out of 33 units responded to the survey. Ten owners indicated they strongly want the Board to pursue reinstatement of the barrier, and 13 owners indicated they either felt strongly against, or leaned toward, not having a barrier.

It was recognized that while a majority of unit owners (13) would prefer not to reinstate the barrier at the end of Majors Court, the 10 owners who feel strongly that it should be

reinstated represent a significant 40% of owners. After discussion of how to resolve this in a manner to accord each group appropriate consideration, it was decided to follow a course of action justified by the RGCA Declaration, Article IX, Section 9.1.1 (b), which states, *“If a Limited Common Expense benefits more than a single Unit, that Limited Common Expense may be assessed solely against all the Units benefiting in proportion to the relative Common Expense liabilities of such Units as between themselves, as the Executive Board may periodically determine, or as may be changed pursuant to this Declaration.”*

In light of the fact that a majority of owners were not in favor of reinstating the barrier, the Board felt that it would be inappropriate to use Association funds to pay the \$500 application fee. However, in light of the provision stated above, the Board will follow through with an application to the Portland Planning Board requesting reinstate the barrier at the end of Majors Court on the condition that those owners who professed to strongly favor this course of action agree to fund the effort with individual donations of \$50. It may be possible for some owners to pay more than \$50, in order for the amount of \$500 to accompany the application to be raised. Upon payment of \$50 each by the ten unit owners in favor of it, Vin and his Long Range Planning Committee will draft the application and present it to the Planning Board. A letter announcing the result of the summary and the Board’s response will be signed by the Board and sent to all residents.

Depending on the outcome of the petition to the city’s Planning Board, the Board will consider the next steps, which may include signage. Should the Planning Board approve reinstating the barrier, then the actual expense will be determined and the decision to move forward with a new barrier will go to a vote of all unit owners.

Respectfully submitted,

Linda McLoon, Secretary

D3

Meeting Minutes of Radcliffe Glen Condominium Association
May 9, 2005

The Executive Board, Officers and Unit Owners of Radcliffe Glen Condominium Association met in the meeting room of The Woods at Canco, 257 Canco Road, Portland, Maine on Monday, May 9, 2005, beginning at 6:40pm.

The meeting was called to order by President David Nutty. Secretary Linda McLoon conducted a roll call of unit owners in attendance (attached), which indicated that fifteen unit owners were present and seven had sent proxies, providing a quorum. Secretary McLoon verified that notice of the meeting had been sent on April 22, 2005. A motion made by Don Yokom and seconded by Charles Smith to accept the Minutes of the November 22, 2004 meeting of the Association was approved.

Executive Board Report

President David Nutty reported that the Executive Board has met ten times, usually on the second Monday of each month at the condo of a member. Since the transitional election in November, we have received the resignation of one officer, former President Bob Winglass, and added a second member at large, Ralph Cordes, by executive appointment.

The management transition from Nial Construction to the Association and Dirigo Management was longer and more complex than anticipated. At this time most transitional issues have been resolved, with the exception of warranted landscaping.

A number of things were addressed in the first six months, including the transfer of financial assets from Nial Construction to the Association. The Board was able to select Dirigo as a management company and has responded to various owners' requests and questions. We addressed radon remediation, the Majors Court barrier proposal and problems caused by a severe winter. The Board also made storm doors available to owners and sent out several issues of a newsletter, News from the Glen, thanks to the efforts of Jennifer Fischer. It was noted that since our last meeting there have been two unit resales, with another unit currently on the market.

David said that the Board's objectives are to establish a sound financial structure, avoid special assessments, and maintain an attractive and appealing condominium complex.

Unit owners were reminded that remodeling projects other than interior decorating need Board approval and on occasion proper permits from the City of Portland. Questions were raised on exterior planting and landscaping. Information will be sent out on this subject in the newsletter. Owners were also reminded that punch lists for each unit need to be sent to Nial Construction.

D4

Property Manager's Report – By Deb Nugent, Dirigo Management Company Property Manager

1. Insurance: The renewal premium came in at \$11,262 for the annual premium, \$134 for the terrorism coverage. The Board should review the building values (replacement values) to be sure there is sufficient coverage. Currently the Association does not have an umbrella policy. The umbrella would give the Association additional coverage beyond \$1,000,000.00 for claims against bodily injury, property damage, and D&O coverage. A minimum policy would be an additional \$700.00 per year. This should be discussed at the next Board meeting.
2. Gutter Guards: Lloyd Lawrence from Waterloov has been to Radcliffe to look at the property and buildings. The gutter system he represents is solid on the top and goes underneath the rood shingle. The bottom section has little windows to keep the leaves out and allow water to flow. The gutters remain on all the time and never have to be cleaned. The solid top protects the gutter. The cost is an average of \$15 per foot and includes labor and materials. Please refer to the hand-out presented to the Board. Lloyd would like to attend the next Board meeting to make a presentation. He is also willing to put the system up on a unit for demonstration purposes.
3. Seabreeze: We negotiated and signed a two-year contract with Seabreeze for landscaping and snowplowing. We found them to be very flexible and willing to work with the Board and Association.
4. Storm Door Installation: The storm door installation went well and is still available to any homeowner who would like to still order one. There are some areas of trim that will need to be painted on units that did have doors installed. This will be addressed.
5. Water Damaged Units: We had several units that were damaged from the water that entered the units as a result of the build up of snow and ice. They were: 32 Nicholas Court, 29 Feeney Way, 31 Nicholas Court. Another unit, 34 Kimberly Court has damage in basement from water and cause is to be determined. Repairs have been made to two units, with two pending.
6. Winter: We had issues this winter on roofs as a result of the snow and ice build up. We ended up having Dirigo rake the roofs. Next winter, we will need to make sure we keep the roofs raked before the snow and ice are allowed to build up to a point it becomes too difficult to move.

Seabreeze had problems with some driveways getting them down to bare tar because of the location. It is more difficult to pull the snow out than it is to push it forward. Seabreeze was very receptive to complaints and addressed each in a timely manner. This winter was extremely challenging with the volume of storms we had and the accumulations of snow. Overall, Seabreeze did a great job keeping the property cleared.

D5

7. Oil: Dirigo's oil contract with Union Oil expires the end of May. Radcliffe Glen owners will be allowed to participate in the group pricing discount if they wish. Owners should contact Greg Shapiro at Union Oil to let them know they want to participate under the Dirigo contract. Owners will receive a contract from Union Oil and will have to respond quickly.

Treasurer's Report

Treasurer Vin Sbano reported that everything was found to be in order after the books from Nial Construction were reviewed. \$9,018.73 was turned over to us and Vin recommended we accept the books as presented.

The large number of snow storms last winter adversely affected the budget. The new contract with Seabreeze will limit to four the number of times the back walkways are shoveled next year. In the event of another snowy winter we will be more proactive to have roofs raked by Dirigo. We will continue with the same trash pick-up company as well. The estimated cost for electricity for the radon fans, approximately \$7.50-\$8 per month, will be reimbursed to the end units' owners.

The timetable to address various landscaping concerns is the city's call, but we anticipate Larry Sturdivant/Nial Construction to begin soon. Any landscaping must be clearly dead in order to be replaced.

Vin reported that there was \$8,388 in our account at the end of April. An additional \$715.83 will be directed each month from the total of monthly condo fees toward a long term reserve for future capital improvements or repairs. This will require higher monthly condo fees, with the A units charged \$180.73/month and the B units charged \$156.44/month. The submitted budget is "bare bones" to cover our anticipated expenses, as we avoided adding extras such as signage, heat tapes and gutter guards. The budget was approved following a motion by Don Yokom and seconded by Sara Read.

Majors Court Barrier Report

Speaking for the Long Range Planning Committee, Vin Sbano reported that on a survey of unit owners, a majority of owners wanted it open but a significant number wished it to be reinstated. Proponents of the barrier raised the necessary \$500 to submit an application to the city to allow a barrier. The city also wants a traffic study and specific information on the type of barrier desired. It was projected that the cost of a traffic study would be \$500-\$1,000 and a new barrier would cost \$1,400 - \$1,600. If the city approves the application, it will next be necessary for the Association to vote to approve or disapprove it.

Andy Ellis, who is leading the effort to reinstate the barrier, reported four major concerns making the barrier necessary:

- Safety issues, due to a narrow street, lack of lights, high speed and probable accidents;

D6

- Damage to the street;
- Litter – rubbish, cans, trash;
- Maintenance costs, due to extra wear & tear from increased traffic, including large trucks and city plows.

Another resident stated he would prefer a gate our residents can pass through or a chain across the road, but the latter was considered hazardous to motor bikes. Larger speed bumps were mentioned. The cost of a barrier was also considered and it was suggested that if various options are priced, one of those should be a driver operable fence. Opponents of the barrier said that they thought current amounts of traffic are exaggerated. The question of a need for an opening there to be available to fire and rescue equipment was also raised. A new development on Yale and Harvard streets has been proposed, which will include a street built and maintained by the city to connect Washington & Allen Avenues via Harvard Street. It is anticipated this would lessen the traffic currently using Majors Court as a cut through.

Don Yokom made a motion that the Association vote to approve the concept of the barrier, with the understanding that should the City of Portland act favorably on the pending application to allow a barrier to be reinstated, funding for it would need to be approved by a vote of the Association at a later date. Ballots were provided and of the 22 votes cast, 14 were in favor and 8 were opposed.

Amendments to Declarations & By-Laws

It was determined that the meeting was one vote shy of the number needed to pass amendments to the Association's By-Laws and Declaration, so the various proposed amendments of that nature included in the Agenda were tabled.

Committee Reports

- Social Committee – Betteanne Leahy discussed a progressive dinner which the committee has organized for next Saturday.
- Grounds & Maintenance – Ralph Cordes reported that he and the other members, Charles Smith and Kelly Martin, have not as yet had a meeting. He reported that Seabreeze had been asked to provide an estimate on some additional projects:
 1. Reseed or put down asphalt on curves connecting some roadways - \$150
 2. Transplant a tree on Feeney Way - \$375
 3. Plant shrubs around utility boxes - \$1,480

These items will be considered at a later meeting in conjunction with the proposed gutter guards.

Don Yokom moved that the Board was to be commended for all its hard work and effort over the last six months for the benefit of the Association.

The meeting was adjourned at 8:45pm.

D7

June 4, 2005

Andrew Ellis
36 Majors Court
Portland ME 04103

Re: Traffic Count on Majors Court – 5/20/05 – 5/27/05

Dear Andy:

Attached are two reports regarding traffic on Majors Court. The first is a two page report that presents traffic volume by hour and by direction (east toward Washington, west toward Woodlawn area). The hour designation is the end of the hour (i.e. 1:00 is 12:00 midnight to 1:00 AM), and time is in military format. The second report is volume and vehicle classification by hour. There are 15 Federal Highway Administration classifications, with 1 and 2 being motorcycles and autos respectively, 3 is a 4 tire 2 axle vehicle other than a car or pick-up, and on up to 15 which is a double trailer. The count did show a number of class 7 vehicles, which are 3 axle single unit trucks. Overall the average weekday traffic on Majors Way is about 196 vehicles (both directions). For the 7 units on Majors Court, I would estimate daily weekday traffic to be 35 – 40 trips (total both directions); accordingly you are seeing something on the order of 150 extra vehicle trips which can probably be classified as cut-through trips.

I will be getting some information on various types of gates and other “traffic calming” techniques and will forward this as soon as possible.

Yours truly,

EATON TRAFFIC ENGINEERING



William C. Eaton, P.E.



Eaton Traffic Engineering
 Traffic Volume/Classification
 Majors Court - Portland, ME
 WEEKLY SUMMARY FOR LANE 1
 Starting: 5/20/05

Client: 050180010000
 Site ID: 050180010000
 Location: Majors Ct
 Direction: EAST

File: 05018majorct.prn
 City: Portland
 County: Cumberland

TIME	MON 23	TUE 24	WED 25	THU 26	FRI 27	WKDAY AVG	SAT 21	SUN 22	WEEK AVG	TOTAL
01:00	0	3	3	0	0	1	0	2	1	8
02:00	3	1	1	0	1	1	1	0	1	7
03:00	0	0	0	0	0	0	2	0	0	2
04:00	0	1	1	2	1	1	0	0	0	5
05:00	1	1	1	5	2	2	1	0	1	11
06:00	1	2	4	2	3	2	1	1	2	14
07:00	4	4	3	6	2	3	3	2	3	24
08:00	2	4	2	1	4	2	2	1	2	16
09:00	3	3	2	3	4	3	6	3	3	24
10:00	3	5	5	7	7	5	7	1	5	35
11:00	4	5	3	4	5	4	3	5	4	29
12:00	2	8	8	5	7	6	11	6	6	47
13:00	2	4	5	4	8	4	2	2	3	27
14:00	9	2	5	5	9	6	5	4	5	39
15:00	2	7	5	9	4	5	4	7	5	38
16:00	11	9	7	11	9	9	4	3	7	54
17:00	14	15	18	8	15	14	7	4	11	81
18:00	9	3	7	7	11	7	6	6	7	49
19:00	8	5	8	13	3	7	5	3	6	45
20:00	6	2	8	6	6	5	6	2	5	36
21:00	1	2	3	3	6	3	3	2	2	20
22:00	0	1	2	0	7	2	6	1	2	17
23:00	1	1	2	1	5	2	1	2	1	13
24:00	0	1	1	4	4	2	2	1	1	13
TOTALS	86	89	104	106	123	96	88	58	83	654
% AVG WKDY	89.5	92.7	108.3	110.4	128.1		91.6	60.4		
% AVG WEEK	103.6	107.2	125.3	127.7	148.1		106	69.8		
AM Times	07:00	12:00	12:00	10:00	10:00	12:00	12:00	12:00	12:00	
AM Peaks	4	8	8	7	7	6	11	6	6	
PM Times	17:00	17:00	17:00	19:00	17:00	17:00	17:00	15:00	17:00	
PM Peaks	14	15	18	13	15	14	7	7	11	

€ 2

Eaton Traffic Engineering
 Traffic Volume/Classification
 Majors Court - Portland, ME
 WEEKLY SUMMARY FOR LANE 2
 Starting: 5/20/05

Client: 050180010000
 Site ID: 050180010000
 Location: Majors Ct
 Direction: WEST

File: 05018majorct.prn
 City: Portland
 County: Cumberland

TIME	MON 23	TUE 24	WED 25	THU 26	FRI 27	WKDAY AVG	SAT 21	SUN 22	WEEK AVG	TOTAL
01:00	0	3	1	1	2	1	1	1	1	9
02:00	1	0	1	0	0	0	1	0	0	3
03:00	0	0	0	1	0	0	1	1	0	3
04:00	1	1	1	1	0	0	0	0	0	4
05:00	1	5	2	2	3	2	2	2	2	17
06:00	2	4	8	6	3	4	2	3	4	28
07:00	9	8	15	11	10	10	6	0	8	59
08:00	5	6	11	7	10	7	3	1	6	43
09:00	3	4	4	7	10	5	7	2	5	37
10:00	5	2	4	6	3	4	6	7	4	33
11:00	9	6	5	1	6	5	8	13	6	48
12:00	8	9	10	4	9	8	11	9	8	60
13:00	10	4	9	6	5	6	8	10	7	52
14:00	4	5	4	6	7	5	11	10	6	47
15:00	8	6	7	12	3	7	6	4	6	46
16:00	6	6	11	6	3	6	5	7	6	44
17:00	6	7	6	8	10	7	11	5	7	53
18:00	13	3	8	6	6	7	10	8	7	54
19:00	7	7	1	5	4	4	13	3	5	40
20:00	7	6	6	6	9	6	5	3	6	42
21:00	1	3	1	5	6	3	4	2	3	22
22:00	1	0	2	1	2	1	2	0	1	8
23:00	0	0	2	3	2	1	1	0	1	8
24:00	0	1	1	0	3	1	1	0	0	6
TOTALS	107	96	120	111	116	100	125	91	99	766
% AVG WKDY	107	96	120	111	116		125	91		
% AVG WEEK	108	96.9	121.2	112.1	117.1		126.2	91.9		
AM Times	07:00	12:00	07:00	07:00	07:00	07:00	12:00	11:00	07:00	
AM Peaks	9	9	15	11	10	10	11	13	8	
PM Times	18:00	17:00	16:00	15:00	17:00	15:00	19:00	13:00	13:00	
PM Peaks	13	7	11	12	10	7	13	10	7	

ES

Eaton Traffic Engineering
 Traffic Volume/Classification
 Majors Court - Portland, ME
 CLASSIFICATION SUMMARY
 SAT 05/21/2005

Client: 050180010000
 Site ID: 050180010000
 Location: Majors Ct
 Direction: EAST
 Lane: 1

File: 05018majorct.prn
 City: Portland
 County: Cumberland

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tota
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5
08:00	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	5
09:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
10:00	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
12:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
13:00	0	10	0	0	0	0	0	1	0	0	0	0	0	0	0	11
14:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
15:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
16:00	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	7
17:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
18:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
19:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
20:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
24:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1

DAY TOTAL	3	116	3	1	0	0	1	1	0	0	0	0	0	0	0	125
PERCENTS	2.4%	92.8%	2.4%	0.8%	0.0%	0.0%	0.8%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles	97.6%															
											Trucks & Buses	2.4%				

AM Times	06:00	11:00	06:00	07:00												03:45	11:00
AM Peaks	1	9	1	1												1	9
PM Times	15:15	18:45	12:30												12:15	18:30	
PM Peaks	1	13	1												1	13	

E4

Eaton Traffic Engineering
 Traffic Volume/Classification
 Majors Court - Portland, ME
 CLASSIFICATION SUMMARY
 SUN 05/22/2005

Client: 050180010000
 Site ID: 050180010000
 Location: Majors Ct
 Direction: EAST
 Lane: 1

File: 05018majorct.prn
 City: Portland
 County: Cumberland

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tota
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:00	1	11	0	0	0	0	1	0	0	0	0	0	0	0	0	13
12:00	0	11	0	0	0	0	1	0	0	0	0	0	0	0	0	12
13:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
14:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
15:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
16:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
17:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
18:00	0	6	0	0	0	0	1	0	0	0	0	0	0	0	0	7
19:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DAY TOTAL	1	85	2	0	0	0	3	0	0	0	0	0	0	0	0	91
PERCENTS	1.1%	93.5%	2.2%	0.0%	0.0%	0.0%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles	96.7%															
											Trucks & Buses	3.2%				

AM Times	10:00	10:45					10:30									10:45
AM Peaks	1	13					2									15
PM Times		13:15	12:30				17:00									13:15
PM Peaks		10	1				1									11

ES

Eaton Traffic Engineering
 Traffic Volume/Classification
 Majors Court - Portland, ME
 CLASSIFICATION SUMMARY
 MON 05/23/2005

Client: 050180010000
 Site ID: 050180010000
 Location: Majors Ct
 Direction: EAST
 Lane: 1

File: 05018majorct.prn
 City: Portland
 County: Cumberland

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
08:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
09:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
11:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
12:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
13:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
14:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
15:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
16:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
17:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
18:00	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	8
19:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
20:00	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DAY TOTAL	1	96	10	0	0	0	0	0	0	0	0	0	0	0	0	107
PERCENTS	1.0%	89.7%	9.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles	100.0%															
Trucks & Buses				0.0%												

AM Times	06:45	10:30														06:45
AM Peaks	11	3														12
PM Times	16:45	19:15	14:45													17:30
PM Peaks	1	13	3													13

E6

Eaton Traffic Engineering
 Traffic Volume/Classification
 Majors Court - Portland, ME
 CLASSIFICATION SUMMARY
 TUE 05/24/2005

Client: 050180010000
 Site ID: 050180010000
 Location: Majors Ct
 Direction: EAST
 Lane: 1

File: 05018majorct.prn
 City: Portland
 County: Cumberland

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tota
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
06:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
07:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
08:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
09:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
10:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
12:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
13:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
14:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
15:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
16:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
17:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
18:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
19:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
20:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1

DAY TOTAL	0	93	3	0	0	0	0	0	0	0	0	0	0	0	0	96
PERCENTS	0.0%	96.9%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles	100.0%															
	Trucks & Buses 0.0%															

AM Times	06:45	06:00														06:45
AM Peaks	9	1														10
PM Times	15:45	18:45														18:45
PM Peaks	8	1														9

E7

Eaton Traffic Engineering
 Traffic Volume/Classification
 Majors Court - Portland, ME
 CLASSIFICATION SUMMARY
 WED 05/25/2005

Client: 050180010000
 Site ID: 050180010000
 Location: Majors Ct
 Direction: EAST
 Lane: 1

File: 05018majorct.prn
 City: Portland
 County: Cumberland

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tota
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	1	5	0	0	0	0	1	0	0	0	0	0	0	0	0	7
07:00	1	9	3	0	0	0	0	0	1	0	0	0	0	0	0	14
08:00	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
09:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
10:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
12:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
13:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
14:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
15:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
16:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
17:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
18:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
20:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
24:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1

DAY TOTAL	2	110	6	0	0	0	1	0	1	0	0	0	0	0	0	120	
PERCENTS	1.7%	91.7%	5.0%	0.0%	0.0%	0.0%	0.8%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%	
Passenger Vehicles	98.3%																
											Trucks & Buses		1.6%				

AM Times	05:00	06:45	06:00													06:45		
AM Peaks	1	15	3					1					1					18
PM Times	12:15		12:15													12:15		
PM Peaks	10		1													11		

ER

Eaton Traffic Engineering
 Traffic Volume/Classification
 Majors Court - Portland, ME
 CLASSIFICATION SUMMARY
 THU 05/26/2005

Client: 050180010000
 Site ID: 050180010000
 Location: Majors Ct
 Direction: EAST
 Lane: 1

File: 05018majorct.prn
 City: Portland
 County: Cumberland

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tota
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
07:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
08:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
09:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
10:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
13:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
14:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
15:00	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
16:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
17:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
18:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
19:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
20:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
21:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DAY TOTAL	0	109	2	0	0	0	0	0	0	0	0	0	0	0	0	111
PERCENTS	0.0%	98.2%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles	100.0%															
Trucks & Buses	0.0%															

AM Times	06:45	07:45														06:45
AM Peaks	15	2														15
PM Times	14:15															14:15
PM Peaks	14															14

E9

Eaton Traffic Engineering
 Traffic Volume/Classification
 Majors Court - Portland, ME
 CLASSIFICATION SUMMARY
 FRI 05/27/2005

Client: 050180010000
 Site ID: 050180010000
 Location: Majors Ct
 Direction: EAST
 Lane: 1

File: 05018majorct.prn
 City: Portland
 County: Cumberland

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tota
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	4
07:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
08:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
09:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
10:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
11:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
12:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
13:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
14:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
15:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
16:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
18:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
19:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
20:00	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	9
21:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
24:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2

DAY TOTAL	1	107	5	0	0	0	1	0	0	0	0	0	0	0	0	114
PERCENTS	0.9%	93.9%	4.4%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles	99.1%															
	Trucks & Buses										0.8%					

AM Times	06:45	06:30														06:45	
AM Peaks	10	2														12	
PM Times	19:15	16:30	19:45														16:30
PM Peaks	1	10	1														10

E10

Eaton Traffic Engineering
 Traffic Volume/Classification
 Majors Court - Portland, ME
 CLASSIFICATION SUMMARY
 SAT 05/21/2005

Client: 050180010000
 Site ID: 050180010000
 Location: Majors Ct
 Direction: WEST
 Lane: 2

File: 05018majorct.prn
 City: Portland
 County: Cumberland

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tota
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
10:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:00	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
12:00	0	9	0	0	0	0	2	0	0	0	0	0	0	0	0	11
13:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
14:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
15:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
16:00	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	4
17:00	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	7
18:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
19:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
20:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
21:00	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	3
22:00	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	6
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
24:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2

DAY TOTAL	4	75	3	1	0	0	3	1	0	0	0	0	1	0	0	88
PERCENTS	4.6%	85.3%	3.4%	1.1%	0.0%	0.0%	3.4%	1.1%	0.0%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	100%
Passenger Vehicles	93.1%															
											Trucks & Buses	6.8%				

AM Times	06:00	11:15	10:00	11:15	11:15	11:15										11:15
AM Peaks	1	9	1	2												11
PM Times	12:45	16:45	16:30	20:30	19:45	14:45	16:45									
PM Peaks	1	8	1	1	1	1										9

Eaton Traffic Engineering
 Traffic Volume/Classification
 Majors Court - Portland, ME
 CLASSIFICATION SUMMARY
 SUN 05/22/2005

Client: 050180010000
 Site ID: 050180010000
 Location: Majors Ct
 Direction: WEST
 Lane: 2

File: 05018majorct.prn
 City: Portland
 County: Cumberland

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tota
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	5
12:00	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	6
13:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
14:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
15:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
16:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
17:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
18:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
19:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
24:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1

DAY TOTAL	3	53	0	0	0	0	2	0	0	0	0	0	0	0	0	58
PERCENTS	5.2%	91.4%	0.0%	0.0%	0.0%	0.0%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles	96.5%												Trucks & Buses	3.4%		

AM Times	11:00	11:15											10:15	11:00
AM Peaks	1	5											1	6
PM Times	15:45	13:30											21:30	13:30
PM Peaks	1	8											1	8

E12

Eaton Traffic Engineering
 Traffic Volume/Classification
 Majors Court - Portland, ME
 CLASSIFICATION SUMMARY
 MON 05/23/2005

Client: 050180010000
 Site ID: 050180010000
 Location: Majors Ct
 Direction: WEST
 Lane: 2

File: 05018majorct.prn
 City: Portland
 County: Cumberland

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tota
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
08:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
10:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
11:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
12:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
13:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
14:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
15:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:00	0	9	1	0	0	0	1	0	0	0	0	0	0	0	0	11
17:00	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
18:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
19:00	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	8
20:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DAY TOTAL	1	77	7	0	0	0	1	0	0	0	0	0	0	0	0	86
PERCENTS	1.2%	89.6%	8.1%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles	98.8%															
											Trucks & Buses		1.1%			

AM Times	06:45	08:30														06:45
AM Peaks	4	2														5
PM Times	18:00	16:15	13:15											15:00	16:15	
PM Peaks	1	14	1											1	14	

E13

Eaton Traffic Engineering
 Traffic Volume/Classification
 Majors Court - Portland, ME
 CLASSIFICATION SUMMARY
 TUE 05/24/2005

Client: 050180010000
 Site ID: 050180010000
 Location: Majors Ct
 Direction: WEST
 Lane: 2

File: 05018majorct.prn
 City: Portland
 County: Cumberland

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tota
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
09:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
10:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
11:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
12:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
13:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
14:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
15:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
16:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
17:00	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
18:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
19:00	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5
20:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
24:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1

DAY TOTAL	2	78	8	0	0	1	0	0	0	0	0	0	0	0	0	89	
PERCENTS	2.3%	87.7%	8.9%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%	
Passenger Vehicles	98.8%																
											Trucks & Buses		1.1%				

AM Times	04:45	09:30	00:30													11:00
AM Peaks	1	6	2													9
PM Times	16:15		14:00	18:00									16:15			
PM Peaks	14		1	1									15			

E 14

Eaton Traffic Engineering
 Traffic Volume/Classification
 Majors Court - Portland, ME
 CLASSIFICATION SUMMARY
 WED 05/25/2005

Client: 050180010000
 Site ID: 050180010000
 Location: Majors Ct
 Direction: WEST
 Lane: 2

File: 05018majorct.prn
 City: Portland
 County: Cumberland

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tota
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
07:00	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
08:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
11:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
13:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
14:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
15:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
16:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
17:00	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
18:00	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	7
19:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
20:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
24:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1

DAY TOTAL	0	94	8	0	0	1	0	0	0	0	1	0	0	0	0	104	
PERCENTS	0.0%	90.4%	7.7%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	100%	
Passenger Vehicles	98.0%																
											Trucks & Buses		1.9%				

AM Times	11:15	00:45														06:00	11:15
AM Peaks	8	1														1	8
PM Times	16:15	12:15					16:45										16:15
PM Peaks	16	2					1										18

E 15

From: "Tom Errico" <terrigo@wilbursmith.com>
To: "Ethan Boxer-Macomber" <EBM@portlandmaine.gov>
Date: 6/9/05 4:18:31 PM
Subject: Radcliffe Glen

Ethan-

I have reviewed the June 4, 2005 Traffic Count Letter prepared by Eaton Traffic Engineering. I found the methods used to be acceptable. As noted in the letter approximately 150 vehicles are likely cut-through vehicles over a 24-hour period on Majors Court. Please keep in mind that some of this cut-through traffic may be associated with the other Radcliffe Glen residential units (26 units) that are not directly accessed onto Majors Court. The count data indicates that during the highest AM peak hour (7:00-8:00) the weekday average was 13 vehicles on Majors Court. Three (3) of these vehicles are likely associated with Radcliffe Glen (the seven units on Majors Court) and 10 vehicles would be considered cut-through. The highest PM peak hour occurred between 5:00 and 6:00pm and was 21 vehicles. Four (4) of these vehicles are likely associated with Radcliffe Glen and 17 vehicles would be considered cut-through.

If you have any questions or need additional input, please call me.

Thomas A. Errico, P.E.
Senior Transportation Engineer
Wilbur Smith Associates
59 Middle Street
Portland, Maine 04101
(207) 871-1785 Phone
(207) 871-5825 Fax

CC: "Katherine Earley" <KAS@portlandmaine.gov>

F

Proposal

Page No.

of

Pages

E. A. BURNS' FENCING INC.

Highway Guard Rail - Chain Link
Cedar Fence

14 Rochester Street P.O. Box 395
WESTBROOK, MAINE 04098
Phone 854-2463 FAX 854-3636

PROPOSAL SUBMITTED TO Mr. Jeffrey McCue		PHONE	DATE April 28, 2005
STREET 24 Majors Court		JOB NAME Same	
CITY, STATE and ZIP CODE Portland, ME 04103		JOB LOCATION Same	
ARCHITECT	DATE OF PLANS	JOB PHONE	

We hereby submit specifications and estimates for:

We propose to furnish and install 1 - 30' wide double drive pipe gate. We will use 4" posts set in concrete.

TOTAL COST - \$1,650.00

NOTE: This is a site unseen quote, and is subject to change upon inspection of the site.

NOTE: DUE TO AN UNSTABLE STEEL MARKET, THIS PRICE WILL BE HELD FOR 10 DAYS ONLY.

E.A. BURNS' FENCING, INC. assumes no responsibility for any damage to underground pipes, power lines, etc. in the process of installing posts, if the Company is not notified of existence and locations of same in writing. E.A. BURNS' FENCING, INC. assumes no responsibility for the location of property lines. If we should have to drill because of ledge or other materials, \$28.50 extra per hole will be charged.

If we should have to use concrete, there will be an additional charge of \$15.00 per post.

We Propose hereby to furnish material and labor — complete in accordance with above specifications, for the sum of:
ONE THOUSAND SIX HUNDRED FIFTY AND 00/100 _____ dollars (\$ 1,650.00)

Payment to be made as follows:

50% DUE WITH ACCEPTANCE, BALANCE DUE UPON COMPLETION OF JOB.

All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices. Any alteration or deviation from above specifications involving extra costs will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado and other necessary insurance. Our workers are fully covered by Workman's Compensation Insurance.

Authorized Signature

Peter A. Leveque

Note: This proposal may be withdrawn by us if not accepted within 10 days.

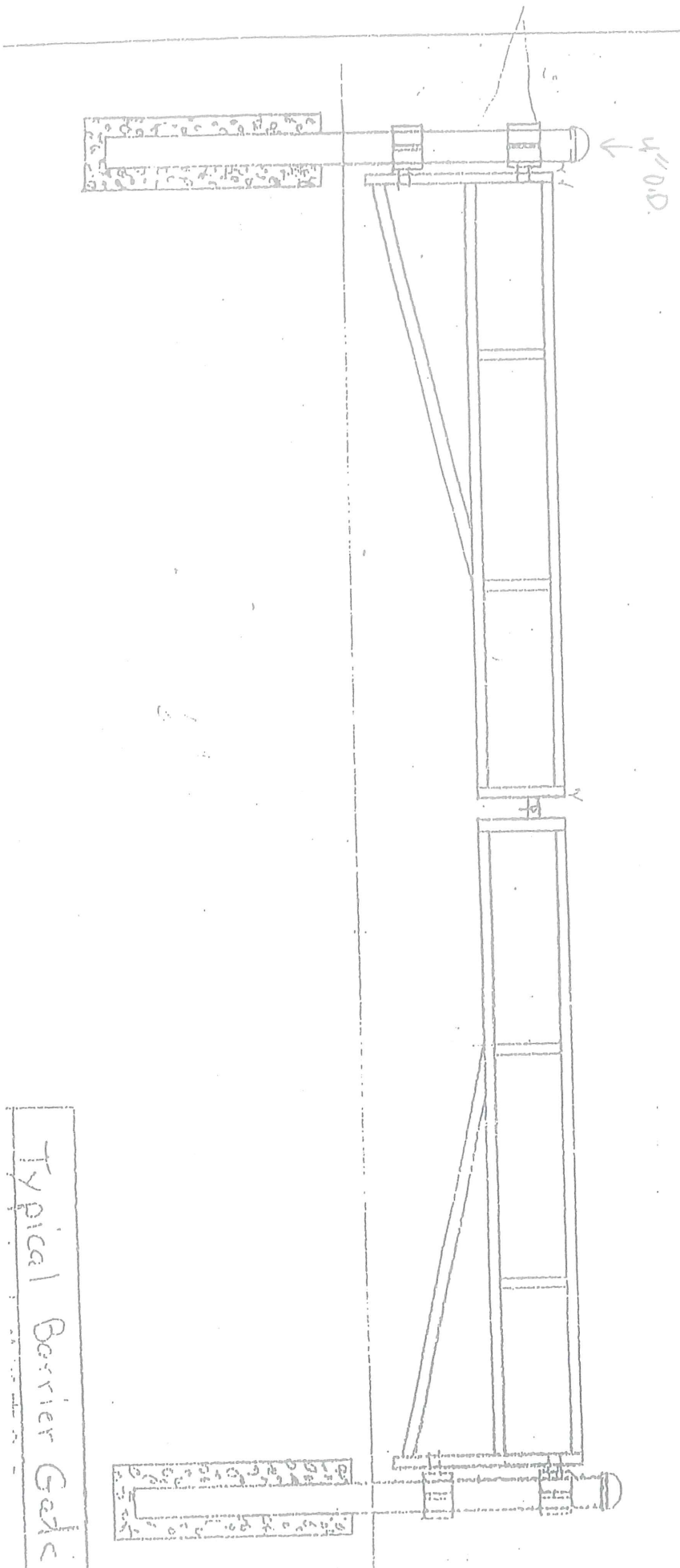
Acceptance of Proposal — The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

Signature _____

Date of Acceptance: _____

Signature _____

GI



Typical Barrier Gate

25

LIST SIZE	6 5/8"	O.D.
	2"	O.D.

Main Line Fence

Main Line Fence Co., Inc.

Jeff McCue
24 Majors Court
Portland, ME 04103

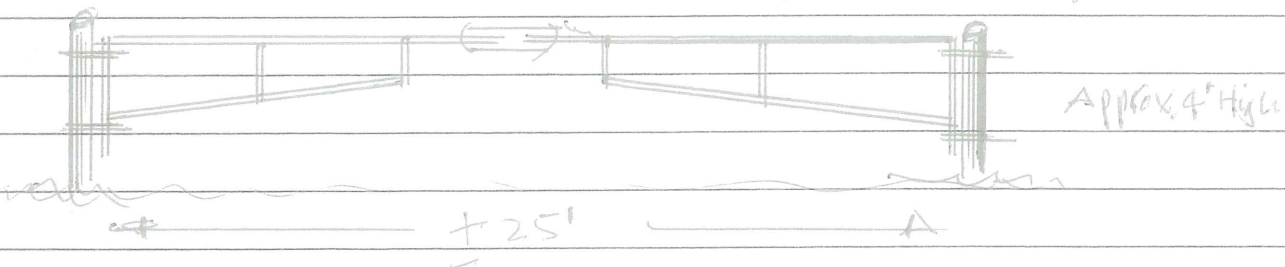
PO Box 27A, Cumberland, Maine 04021
(207) 829-5549
(800) 244-5549

Date: 4/28/05

WE PROPOSE to:

"Preliminary Price"

Furnish and install 1 - double swing
galvanized "Bar Gate" with 4" o.d. galvanized
steel gate posts set into concrete footings.
Gate frame is 2" o.d. galvanized steel - I-beam
construction. Approx. 25' opening.



Total Lump Sum Price \$ 1500⁰⁰

TERMS:

25% Deposit with order, balance on completion (Approx. Fifteen hundred dollars.)

MAIN LINE FENCE CO. assumes no responsibility for any damage to underground pipes, power lines, etc. in the process of installing posts, if the Company is not notified of existence and locations of same in writing.

We are fully insured for Worker's Compensation, Public Liability, and Property Damage. Certificates of our coverage will be forwarded upon request.

Please sign and return yellow copy of this contract. If this proposal is not accepted within thirty days, it may be necessary to renegotiate same.

Accepted:

By: _____

By: Glen York
MAIN LINE FENCE CO.

Amount enclosed:

\$ _____ 1 1/2% per month (18% per year) late charge will be added on accounts over 30 days.

93



TO: Ethan Boxer-Macomber
COMPANY: _____
FAX#: 756-8258
PHONE#: _____

FROM: Vincent Sbrano
 Senior Vice President
FAX#: (207) 253-5520
PHONE#: (207) 253-5020
 (800) 537-7709

Date: 8/5/05
Number of Pages (including coversheet): 3

Message:

Per our discussion

51

TWO UNION STREET · SUITE 301 · PORTLAND, ME 04101 · TELEPHONE 207.253.5020 · FAX 207.253.5520 · 1.800.537.7709

MEMBER BOSTON STOCK EXCHANGE NASD · SIPC

The information contained herein, including any expression of opinion, has been obtained from, or is based upon, sources believed by us to be reliable, but is not guaranteed as to accuracy or completeness. This is not intended to be an offer to buy or sell or solicitation of an offer to buy or sell, the securities or commodities, if any, referred to herein. Our firm and/or its officers and employees may from time to time have a position in one or more of the securities mentioned herein. The firm or one of its affiliates may from time to time perform investment banking or other services for, or solicit investment banking or other business from, any company mentioned in the stock

Accounts carried at National Financial Services Corporation, a Fidelity Investment Company.

Planning Board Meeting
Radcliff Glen Condominium Association
Proposed Gate Presentation
August 9, 2005

PURPOSE OF THIS PRESENTATION:

Gain the approval of the Portland Planning Board to allow the RGCA to install a simple gate across the University Street end of Majors Court. The intent of this chain gate is not to isolate the RGCA from the surrounding neighborhood, but to only restrict through vehicular traffic. Our intent and desire is to construct the gate to allow the easy passage of bicyclist, runners, walkers, strollers, etc. We wish to be connected to and be part of the "greater neighborhood".

KEY POINTS:

- This action has been voted on and approved by the RGCA.
- This point cannot be stressed enough. Majors Court is a private road, and privately maintained by the Condominium Association and not tax dollars. Excessive wear and tear is already visible compared to other roadways throughout the RGCA. The required traffic study indicates traffic 4-5 times greater than expected by the 7 residents living on Majors Court. Again, Majors Court is a private road, maintained by private dollars, not tax dollars.
- The through traffic is causing major public safety issues. There are numerous examples of excessive speeding, oversized vehicles, reckless driver behaviors (fishtailing, spinning rubber, taking the turns too fast) and "near misses". As recently as Saturday, July 29, 2005 a truck came speeding down University Street, took the turn onto Majors Court too fast and lost control. The truck hit the curb, totally lost it's rear right wheel...finally coming to a screeching halt. This is well documented as three Police Cruisers arrived on the scene and the truck had to be towed. This private road is used by the general public. Not only do numerous neighborhood children play on this road, it is part of the Portland Trails System...there is a 6ft access easement running the length of Majors Court. Bicyclists, runners, walkers, children, parents all use Majors Court. Visibility after dark is very limited as only two lights are on the street...one on each end.
- The traffic study, RGCA residents and non-residents have reported through traffic. One non-resident reported that about 50% of the traffic he watched

52

were traveling through...from Washington Street to Allen Avenue, bypassing the Washington/Allen intersection. This will only increase with time and the completion of the Merrill's Corner complex.

- To our knowledge, Majors Court is the only private road where public through traffic is permitted...public to private to public again. We ask the Portland Planning Board to confirm this.

SAFETY / FIRE / RESCUE:

- It is our intent to work with all local Police, Fire and Rescue organizations.
- In that spirit, we have asked the Portland Fire Department to visit our street. The representative acknowledged the situation and understood the rationale. He felt a gate could be installed that met everyone's needs.
- If approved, our gate will have a lock with a key distributed to all local Police, Fire and Rescue organizations. In addition, it will be easily "breakable" if an emergency vehicle needs to get through quickly...very similar to Parsons Pond Condominiums.
- The construction of this chain gate would place no greater risk to the neighborhoods than prior to the removal of the jersey barrier just 8-10 months ago. In fact, RGCA's suggestion would be safer...prior to the construction, through passage was not an option and during the construction, the jersey barrier allowed no passage.

End of Summary

J3

From: <Debkeen2@cs.com>
To: <SH@portlandmaine.gov>
Date: 8/5/05 2:11:01 PM
Subject: to the Planning Board (Radcliff Glen)

Earlier I submitted general comments on the issue of and purpose of connectivity. I see that the Radcliff Glenn is on the agenda this week. I urge you to read the section on the Transportation Plan re connectivity and I urge Sarah to copy that section for you. As I understand it (and I'm in a rush so have not re-read it) the purpose of connectivity is NOT to provide alternative pathways off of major arterails(what we would all call our own little shortcuts) , although that is likely one of the ways that they are used, but to provide connectivity WITHIN neighborhoods, so that internal transpaortation(whether car, foot, or bike) can avoid going ONTO major arterials . It's to add a layer of connectivity among and between neighborhoods so they become MORE autonomous and connected WITH each other. And they were intended to add a layer of safety to neighborhoods. Neighborhoods could get to services by using the "back way" as opposed to going on the arterials. It's purpose is to enhance "neighborhoods" autonomy, safety, etc. not detract FROM them.

I used as the example my childhood in the Deering /Woodfords area(where connectivity has ALWAYS existed in a gridlike fashion), and it's stucture allowed the children there to travel safely internally (by bike and foot) to friends, schools, playgrounds, stores etc.. we rarely if ever had to travel ON the arterials As we got older, we did have to cross them however . But because they were only two lanes across, we could cross them relatively safely and could continue to travel internally thru other less traveled neighborhoods.

I see the purpose of connectivity to ensure safety and autonomy of the neighborhoods and NOT to provide cut thrus and shortcuts for cars who want to avoid the waits and heavy traffic of the arterials.

Connectivity happened naturally in the past when we were less auto dependent. It made sense. Our older neighborhoods have it because it worked. The reason for connectivity NOW is to recreate those neighborhoods of the past. But we live in different times. Aterials now slice thru neighborhoods that used to be connected because the roads have been widened to make way for our ever increasing reliance upon the auto. That too was a purposeful "plan"- ---developed in the 60's and 70's.

It was called urban renewal. It's what created Franklin Arterial and Spring Street arterials(the first time any of us had heard the term "arterial"). Franklin arterial sliced both Munjoy Hill and Bayside in two. Spring Street resulted in the elimination of MANY historical Buildings---- AS a young person of 17 I was among many who protested with picket signs - I still have a brick from one of those historical buildings razed in 6-5-71 -still has the date on it!!!! Those actions resulted in the createion of Landmarks and the Preservation movement. How Portland grows and what we respect and preserve is NOT a new concern for me!!!! It's an ongoing concern for me.

I don't claim to know all of Portland's history but I know some of it. The dead ends in Riverton on both sides of Forest in particular came about NOT because of any "exclusive" plan. But because of geograghy(the railroads). The same is True for parts of Allen Ave (the railroad is the cause of the deadends. Tthe streets deadend AT and because of the railroad tracks) It is true that some cul de sacs-dead ends were created purposefully (NO doubt)---primarily in North Deering--with a more exclusive --intent. But even there it's more geograghy driven.

KI

Now to this site. These roads deadended in the recent past because NOONE ever expected the land that Radcliff Glen now occupies would or could EVER be developed. It was basically built into the back side of what is commonly called "Rocky Hill". I think most of you were Not on the Board at the Time. Think--- a massive mountain of LEDGE!! In the past it would have been considered undevelopable land. The neighborhoods deadended because noone was interested in the costs of blasting thru all that ledge!!! But the market and technology changes and it became an "affordable"(at \$250,000-\$300,000 a unit) and do-able proposition.

Which brings us to today. During construction of Radcliff Glen the road was closed. After construction and the City council approval of the Packard the road was opened up. Rumor has it (and I don't know if it IS true) that stop and shop had done a survey and found folks on Washington Ave wouldn't go out of their way and thru Allen Ave to reach the stop and shop site. They were looking for an easier route for their potential customers on Washington Ave - an undeclared back door to their site. So they approached the developer of the condo's to open up the street and it was opened. Now that could all be just be just rumor or speculation. Regardless of that. It is my understanding that the Radcliff Glen was approved for a ONE WAY street connection FROM the Woodlawn University area.

As you may be aware Packard has submitted an application for site plan review. It will, be on your agenda in late Sept. The plans have been submitted and are available for your review. People have always been concerned that back door entrance to Packard's town houses would be used as an undeclared entrance to the shopping center bringing shopping center traffic thru the neighborhood. That concern was NOT because of the town house traffic but because of the shopping center traffic.

Between the time we all last met and the Council erroneously approved this proposal, their latest traffic study has had a professional review. Our unexpert eyes found many flaws in their traffic study, throught the process. There were many flaws our unexpert eyes missed and never would have found. Apparently they underestimated the traffic volume to the site by 40%!!!!!! Instead of 11,000 cars a day apparently it will be 18,000 a day to their site!!!! They were off and off by alot. We were concerned about one entrance and 11,000 cars. That of course has now been heightened given it will be 18,000 trips a day!!! I think they may have had a good reason to be looking for another way in and out.!!! Whether they were looking for another entrance or not doesn't really matter. Reality is that if Radcliff Glen remains opened up it will be used as the back door to the shopping center with the possibility of delivering up to 18,000 cars THRU the neighborhood.

That certainly isn't the intent of connectivity. The purpose of connectivity is to protect neighborhoods----- -make them safer and more autonomous--Not to destroy them by allowing them to be an undeclared back door to this mega shopping center. Even if only 10% of the folks using the shopping center use that entrance. That's 1,800 trips thru the neighborhood. The Radcliff Glen should be closed or at worst kept one way. Or closed should the Packard proposal become reality. The good news is we have a baseline traffic count for the neighborhood area to go by. I don't care about ice creme trucks or kids on bikes, but I do care about neighborhood streets being used as an undeclared backdoor to this mega shopping center---and THAT'S how it will be used.

Despite traffic being the biggest issue with the Packard . They have not submitted traffic info for site plan review Traffic IS a part of site plan review. It appears they are going to try to avoid your scrutiny on that and instead go directly to Traffic permitting thru the (MDOT)? I hope you won't

K2

let them do that. I think Mr. Lowry with his connection with Packard should
recuse himself on this vote.
Deb Keenan

K3

Eaton Traffic Engineering
 Traffic Volume/Classification
 Majors Court - Portland, ME
 CLASSIFICATION SUMMARY
 THU 05/26/2005

Client: 050180010000
 Site ID: 050180010000
 Location: Majors Ct
 Direction: WEST
 Lane: 2

File: 05018majorct.prn
 City: Portland
 County: Cumberland

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tota
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
10:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
12:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
13:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
14:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
15:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
16:00	0	9	1	0	0	0	1	0	0	0	0	0	0	0	0	11
17:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
18:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
19:00	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
20:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
24:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4

DAY TOTAL	1	100	4	0	0	0	1	0	0	0	0	0	0	0	0	106
PERCENTS	1.0%	94.4%	3.7%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles	99.0%															
	Trucks & Buses										0.9%					

AM Times	08:00	09:00	09:30													08:45
AM Peaks	1	7	1													7
PM Times	18:15		15:00	15:15										15:30		
PM Peaks	13		1	1										14		

E-16

Eaton Traffic Engineering
 Traffic Volume/Classification
 Majors Court - Portland, ME
 CLASSIFICATION SUMMARY
 FRI 05/27/2005

Client: 050180010000
 Site ID: 050180010000
 Location: Majors Ct
 Direction: WEST
 Lane: 2

File: 05018majorct.prn
 City: Portland
 County: Cumberland

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tota
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
09:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
10:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
12:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
13:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
14:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
15:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
16:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
17:00	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
18:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
19:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
20:00	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	6
21:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
22:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
23:00	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	5
24:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4

DAY TOTAL	2	117	3	0	0	0	0	0	1	0	0	0	0	0	0	123
PERCENTS	1.7%	95.1%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Passenger Vehicles	99.1%															
	Trucks & Buses										0.8%					

AM Times	05:15	11:00														11:00
AM Peaks	1	9														9
PM Times	19:15	16:30	16:00											22:15	16:30	
PM Peaks	1	15	2											1	16	

E 17

CITY OF PORTLAND, MAINE
PLANNING BOARD

Lee Lowry III, Chair
Kevin Beal, Vice Chair
John Anton
Michael Patterson
David Silk
Janice E. Tevanian
Shalom Odokara

August 23, 2005

Radcliffe Glen Condominium Association
C/O Mr. Vincent Sbano
25 Kimberly Court
Portland, ME 04103

RE: Radcliffe Glen - Proposed Amendment to an Approved Subdivision
Proposed Traffic Barrier at Majors Court and University Street
Application ID #2005-0075, CBL #153 A025001

Dear Mr. Sbano:

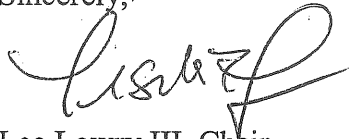
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- i. The applicant shall coordinate with the City of Portland Police and Fire Departments to ensure that the proposed barrier is appropriately fitted with a Knox-Lock devise or equivalent so that all forms of emergency response vehicles will have access between University Street and Majors Court. The final barrier and Knox-Lock design shall be subject to review and approval by the Planning Authority. The Planning Authority shall review and approve final barrier location consistent with other requirements.
- ii. The applicant shall keep the gated pathway between University Street and Majors Court clear and open to the passage of authorized emergency vehicles by keeping it free, at all times, of obstructions such as snow and ice, parked vehicles, and debris.
- iii. The applicant shall modify the site plan to provide a public vehicle turn-around at the Eastern terminus of University Avenue in conformance with the City's technical standards and shall grant a public easement to the City over said turnaround. This modification shall be subject to final review and approval by the City Engineer, Corporation Counsel, and the Planning Authority.
- iv. The applicant shall modify the plan to provide an adequate pedestrian connection between Major's Court and University Avenue, if one does not

site plan requirements determined to be incomplete or defective during the inspection. This is essential as all site plan requirements must be completed and approved by the Development Review Coordinator prior to issuance of a Certificate of Occupancy. Please schedule any property closing with these requirements in mind.

If there are any questions, please contact Ethan Boxer-Macomber, Planner at 756-8083 or ebm@portlandmaine.gov.

Sincerely,



Lee Lowry III, Chair
Portland Planning Board

cc: Lee D. Urban, Planning and Development Department Director
Alexander Jaegerman, Planning Division Director
Sarah Hopkins, Development Review Services Manager
Ethan Boxer-Macomber, Planner
Jay Reynolds, Development Review Coordinator
Marge Schmuckal, Zoning Administrator
Inspections Division
Michael Bobinsky, Public Works Director
Traffic Division
Eric Labelle, City Engineer
Jeff Tarling, City Arborist
Penny Littell, Associate Corporation Counsel
Greg Cass, Fire Prevention
Assessor's Office
Approval Letter File

CITY OF PORTLAND, MAINE
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- iv. The applicant shall modify the plan to provide an adequate pedestrian connection between Major's Court and University Avenue, if one does not

already exist to staff's satisfaction, subject to final review and approval by the Planning Authority.

- v. The applicant shall contract the services of a professional engineer to design the changes required in the conditions above.

The approval is based on the submitted site plan and the findings related to site plan and subdivision review standards as contained in Planning Report #49-05, which is attached.

Please note the following provisions and requirements for all site plan approvals:

1. Where submission drawings are available in electronic form, the applicant shall submit any available electronic Autocad files (*.dwg), release 14 or greater, with seven (7) sets of the final plans.
2. A performance guarantee covering the site improvements as well as an inspection fee payment of 2.0% of the guarantee amount and 7 final sets of plans must be submitted to and approved by the Planning Division and Public Works prior to the release of the building permit. If you need to make any modifications to the approved site plan, you must submit a revised site plan for staff review and approval.
3. The site plan approval will be deemed to have expired unless work in the development has commenced within one (1) year of the approval or within a time period agreed upon in writing by the City and the applicant. Requests to extend approvals must be received before the expiration date.
4. A defect guarantee, consisting of 10% of the performance guarantee, must be posted before the performance guarantee will be released.
5. Prior to construction, a pre-construction meeting shall be held at the project site with the contractor, development review coordinator, Public Work's representative and owner to review the construction schedule and critical aspects of the site work. At that time, the site/building contractor shall provide three (3) copies of a detailed construction schedule to the attending City representatives. It shall be the contractor's responsibility to arrange a mutually agreeable time for the pre-construction meeting.
6. If work will occur within the public right-of-way such as utilities, curb, sidewalk and driveway construction, a street opening permit(s) is required for your site. Please contact Carol Merritt at 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible.)

The Development Review Coordinator must be notified five (5) working days prior to date required for final site inspection. The Development Review Coordinator can be reached at the Planning Division at 874-8632. Please make allowances for completion of

site plan requirements determined to be incomplete or defective during the inspection. This is essential as all site plan requirements must be completed and approved by the Development Review Coordinator prior to issuance of a Certificate of Occupancy. Please schedule any property closing with these requirements in mind.

If there are any questions, please contact Ethan Boxer-Macomber, Planner at 756-8083 or ebm@portlandmaine.gov.

Sincerely,

Lee Lowry III, Chair
Portland Planning Board

cc: Lee D. Urban, Planning and Development Department Director
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Approval Letter File

SILK, LOWRY, PATTERSON,
BEAL

ALL OTHERS
ABSENT

RADCLIFFE GLENN TRAFFIC BARRIER

REVISED MOTION FOR THE BOARD TO CONSIDER

On the basis of plans submitted by the applicant and on the basis of information contained in Planning Report #49-05 relevant to standards for site plan and subdivision regulations, ~~and other findings as follows:~~

BEAL MOTION
PAT ~~BEAL~~ LOWRY

1. That the proposed subdivision amendment is in conformance with the subdivision standards of the land use code.

2. That the proposed site plan amendment is in conformance with the site plan standards of the land use code.

4-0 PASS

Potential Conditions of Approval:

AMEND TO TO #1 PAT - "PLANNING AUTHORITY SHALL + APPROVE GATE LOCATION CONSISTENT W/ OTHER REQUIREMENTS!"

i. The applicant shall coordinate with the City of Portland Police and Fire Departments to ensure that the proposed barrier is appropriately fitted with a Knox-Lock devise or equivalent so that all forms of emergency response vehicles will have access between University Street and Majors Court. The final barrier and Knox-Lock design shall be subject to review and approval by the Planning Authority. *that utilized*

ii. The applicant shall keep the gated pathway between University Street and Majors Court clear and open to the passage of authorized emergency vehicles by keeping it free, at all times, of obstructions such as snow and ice, parked vehicles, and debris.

iii. The applicant shall modify the site plan to provide a public vehicle turn-around at the Eastern terminus of University Avenue in conformance with the City's technical standards and shall grant a public easement to the City over said turnaround. This modification shall be subject to final review and approval by the City Engineer, Corporation Counsel, and the Planning Authority.

~~iv.~~ The applicant shall modify the plan to provide a private vehicle turn around at the Southern terminus of Major's court, subject to final review and approval by the Planning Authority.

iv v. The applicant shall modify the plan to provide an adequate pedestrian connection between Major's Court and University Avenue, subject to final review and approval by the Planning Authority. *IF ONE DOES NOT ALREADY WANT TO STAFF SATISFACTION*

SILK MOVES TO RETURN PAT. SECOND AMENDMENT PAID 2-2

~~vii.~~ Due anticipated increases in traffic on Harvard Street as a result of the proposed gate, the applicant shall contribute \$5,000 to streetscape safety improvements on Harvard Street between Sullivan Court and Washington Avenue.

v. vii. The applicant shall contract the services of a professional engineer to design the changes required in the conditions above.

4-0 ON SUBDIVISION

Background:

- a. Made to connect for fire safety (buildings not sprinkled) and neighborhood connectivity
- b. Site plan is design integral to the idea of this connection being in place.
- c. Supported by fire safety and off-premis infrastructure standards of site plan ordinance
- d. Supported by connectivity standards of the subdivision ordinance and comp plan

Applicant's proposal:

- Experiencing hazards / nuisance of cut-through traffic
- Incurring expenses of maintaining their private roadway for public use
- Propose gate as in attachment G with Know-Lock in coordination with Police and fire

Board's Requests:

- a. Have traffic calming measures been considered to control cut-through / vehicle speed?
- b. Why is the barrier proposed at University and Majors, not Sullivan and Harvard?
- c. Please elaborate on counts and cut through estimates, why only factor 7 Radcliffe units?

Analysis:

• NEW

- Staff finds that all of the same reasons the project was originally required to connect (see above).
- Responding to the Board's question on counts— $7 \times 5 = 35$ but $33 \times 5 = 165$ therefore using the applicant's own assumptions it would not seem that outside cut-throughs are a particular problem – both traffic engineers are present. To staff this would indicate that the current plan achieves neighborhood connectivity to the benefit of the residents of the 33 RG units.
- Nonetheless, this is a private road and so the Board may consider granting the request.
- If granted staff would suggest that the amendment be consistent with the site plan ordinance. Must be designed to standards as if intended to be closed. Therefore the 4 recommended conditions.

From: Eric Labelle
To: Ethan Boxer-Macomber
Date: 8/9/05 4:50:49 PM
Subject: Radcliff Glenn/University Street

Ethan,

Re: University Street entering Majors Court

Public Works does not recommend simply gating across University Street. Should the Planning Board choose to discontinue the street connection between University and Majors Ct., then we recommend a proper turnaround, as per the City's Technical Standards, be constructed with easements. Consideration for snow storage should also be given at the terminus points of the road.

Eric J. Labelle, P.E.
City Engineer
55 Portland Street
Portland, ME 04101
(207)874-8850 Office
(207)874-8852 Fax

Radcliff Glenn/University Street

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University Street

SECTION I -- STREET DESIGN STANDARDS

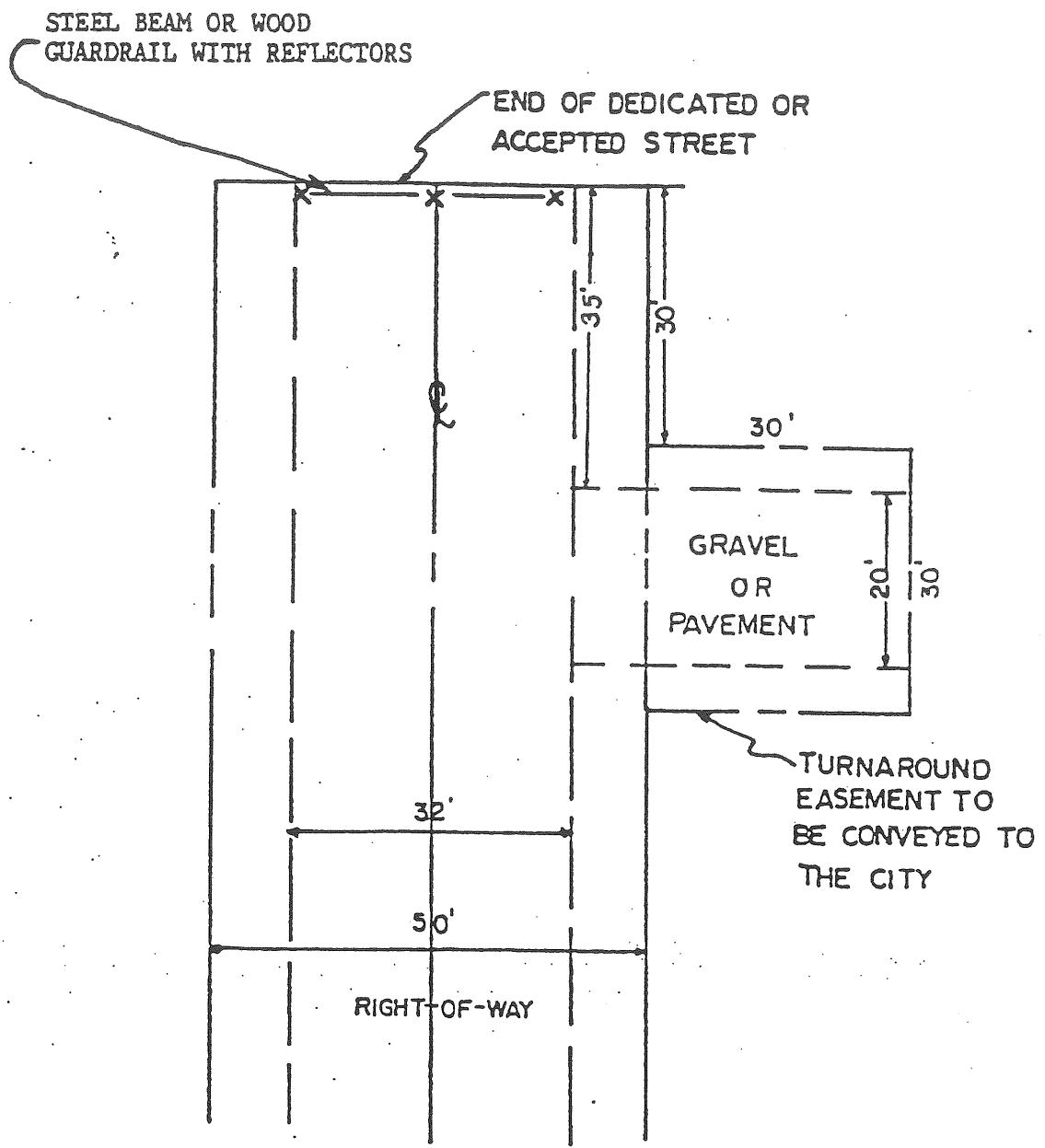


FIGURE I - 6
TYPICAL TURNAROUND DETAIL

From: Lee <sailbach@gwi.net>
To: <EBM@portlandmaine.gov>
Date: 8/9/05 12:31:37 AM
Subject: Radcliffe Glen barrier proposal

TO: Ethan Macomber, Planner, Planning Division, EBM@portlandmaine.gov

RE: August 9, 2005 public hearing on proposal by Radcliffe Glen Condominium Association to place a permanent barrier or gate on the road between University Street and Majors Courts.

Dear Ethan,

I attended the first planning board public hearing dealing with this issue back in May and made some comments then. I cannot attend the 8/09/05 hearing due to child care duties. Please include my thoughts detailed here in your consideration of this issue.

I have owned a house at 50 Woodlawn Avenue for 10 years. I favor keeping the connection open as-is for these reasons:

1. Safety:

It's safer to let people take the shortest and most direct routes. Forcing drivers to take round-about routes leads to some drivers getting impatient and trying to go too fast on the only streets not yet congested - those in our neighborhoods. The proposed barrier would mean that drivers from University Street, who want to go into Portland, would have to drive a mile out of their way on a 3 mile trip and add their vehicle to the already heavy traffic at Northgate or Morrill's Corner. This results in at least a 20% increase in the number of residences they drive past and a similar increase in possible traffic problems and conflicts. So instead of driving past a dozen residences on Majors Court & Harvard Street, they wind up driving past three or four dozen on University, Woodlawn, Allen and Washington or Forest. If a barrier is put in, ALL traffic from University must go out Woodlawn. There are no children living on Majors Court and few on Harvard Street, but many on University and Woodlawn. A barrier would expose many more children to traffic risks including my 8 year old son who likes to ride his bike near our house.

The Woodlawn/University neighborhood is too large to have only a single outlet. Access, is often congested where Woodlawn connects to Allen Avenue. Even an unlockable barrier would needlessly slow down police and fire access (which seems to occur weekly) and place our lives and property at higher risk.

As a lifetime bicycle commuter, I only occasionally use Majors Court to get to Washington Avenue by car, but pass by at rush hour twice a day (Mon-Fri) on my bike. I see very little traffic there and have never seen a vehicle pass through Majors Court above about 20 MPH. The few drivers who "use the speed bump as a launching ramp" according to Radcliffe Glen residents, should have their plates numbers taken down and get police visits. They're probably some of the same young adults living in the duplexes at the end of University whom I've seen going by my house too fast (and - since I live in

the middle of a longer, straight section of Woodlawn - much faster than they could possibly go around the corners of Majors Court). We should not let a few inconsiderate drivers dictate neighborhood traffic policies. Stern speed reminder/warning signs, or a couple more speed bumps the same as the one already there or a bit of police enforcement, might also be considered.

2. Common sense and efficiency:

More connections between streets are more efficient and ease traffic overall. Drivers take the shortest routes to save time, energy, noise, pollution and aggravation. Drivers who cannot take your own street due to a disconnecting barrier do not cease to exist or stop using their cars. They are forced to drive a longer distance through someone else's neighborhood. This increases traffic and congestion, and diminishes the quality of life for most, while pleasing a few people who have complained the loudest.

Since the connection from our neighborhood via Majors Court/Harvard Street to Washington Avenue was opened, I have seen no noticeable increase in traffic on Woodlawn Ave. It is clear that cut-through traffic is very minor, which is to be expected due to the circuitous "shortcut" involving a speed bump and no less than 6 extra right angle turns. With the new Yale Street connection, even this light cut-through traffic on Majors Court will cease.

3. Fairness:

The residents of Radcliffe Glen are more affluent than those in the older working-class neighborhood they have moved in next to. Since our new neighbors are not raising children and many are retired, they have the time to organize and show up in force to strongly present their viewpoint. They want to carve out their own pleasant enclave right next door, but separate it from the more traditional neighborhood. We have lost some woods, some privacy and part of a very popular, muddy, bike-route connection due to Radcliffe Glen. We have gained some potentially fine new neighbors, but there has been some conflict and hostility requiring both older and newer residents to make adjustments. Our biggest gain has been another outlet for our neighborhood. If that gain is taken away, there will be some disappointment and bad feelings.

Radcliffe Glen residents have a legitimate gripe about public use of a privately maintained road. However their private road is useless, even to them, unless it connects to, and adds traffic to, public streets. Private roads connecting to the public road network should contribute to that network whenever possible. In consideration of the Majors Court addition to the neighborhood street network, it would be fair to have the city provide reasonable and appropriate services on the street such as snow plowing and street sweeping. It's probably more trouble for a plow driver to raise his plow for the 100 yards of Majors Court than to just plow on through. Also, with no barrier there's another significant advantage: plow, garbage and recycling trucks don't have to turn around in the limited space at the end of University Street. As far as pavement condition, it will be many years, if ever, before Majors Court and Harvard Street deteriorates into as bad a condition as the end of Woodlawn near my house where we call the worst lump Mount ___ after an unpleasant person we have to deal with. I suggest we

raise money to repave it by renting it out for the filming of off-road vehicle commercials.

4.Unity:

The Maine way is to work together, in our neighborhoods, in our city and in our state. Connections are good; arbitrary barriers are bad. We all want peace and quiet and no traffic near our home. But we all want to move about the city and live our lives. These cross-purposes can only be resolved through cooperation and accommodation. Carving up our city into private enclaves doesn't solve our problems and it's just not neighborly.

Thank you for listening and for the tremendous work you folks at city hall do to help keep Portland such a great place to live.

Lee Kelley
50 Woodlawn Avenue
Portland

CC: <lee@mediapower.com>

RADCLIFFE GLENN TRAFFIC BARRIER

REVISED MOTION FOR THE BOARD TO CONSIDER

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SECTION I -- STREET DESIGN STANDARDS

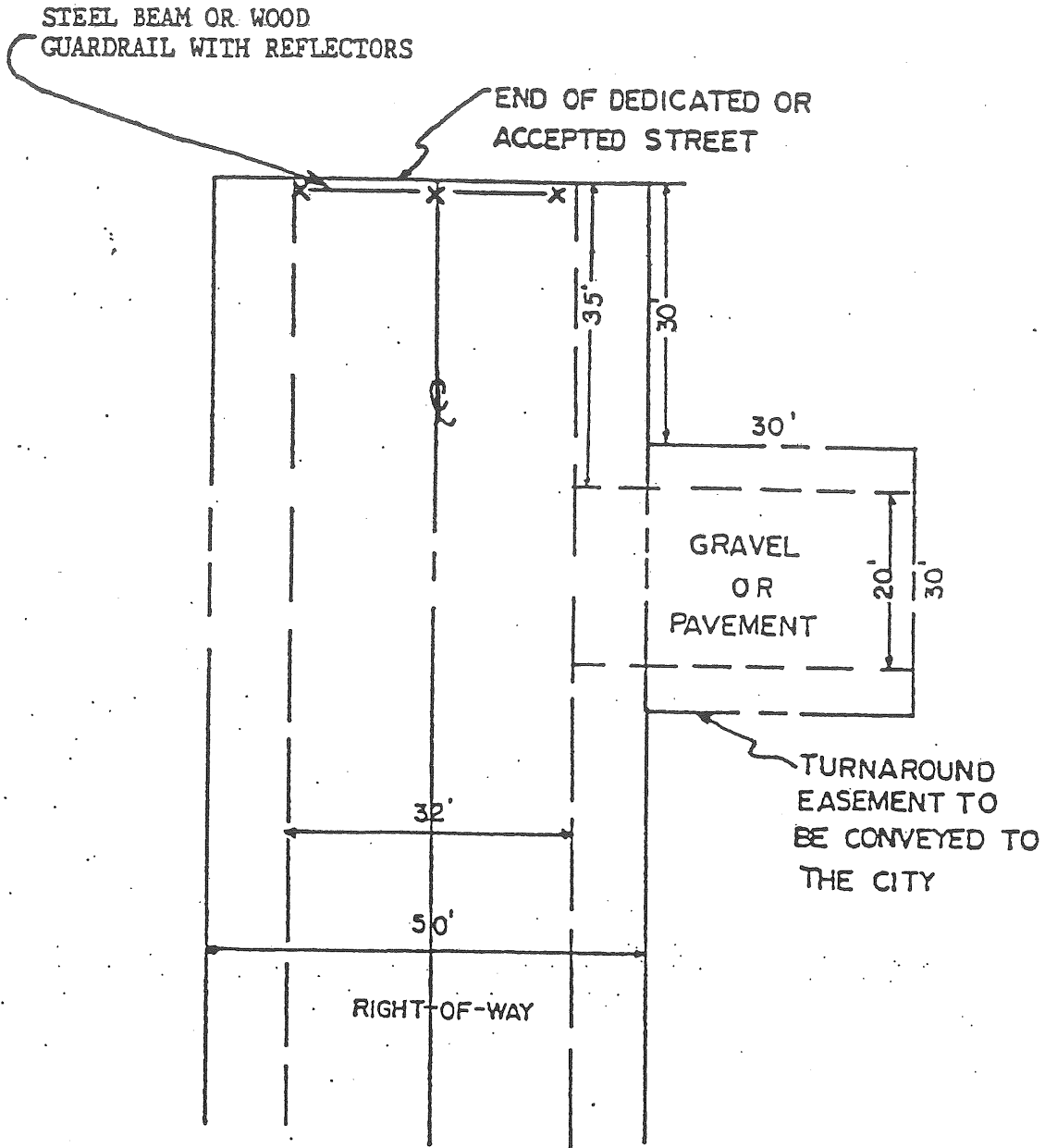


FIGURE I - 6
TYPICAL TURNAROUND DETAIL

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Date: 8/9/05 12:31:37 AM
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the middle of a longer, straight section of Woodlawn - much faster than they could possibly go around the corners of Majors Court). We should not let a few inconsiderate drivers dictate neighborhood traffic policies. Stern speed reminder/warning signs, or a couple more speed bumps the same as the one already there or a bit of police enforcement, might also be considered.

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More connections between streets are more efficient and ease traffic overall. Drivers take the shortest routes to save time, energy, noise, pollution and aggravation. Drivers who cannot take your own street due to a disconnecting barrier do not cease to exist or stop using their cars. They are forced to drive a longer distance through someone else's neighborhood. This increases traffic and congestion, and diminishes the quality of life for most, while pleasing a few people who have complained the loudest.

Since the connection from our neighborhood via Majors Court/Harvard Street to Washington Avenue was opened, I have seen no noticeable increase in traffic on Woodlawn Ave. It is clear that cut-through traffic is very minor, which is to be expected due to the circuitous "shortcut" involving a speed bump and no less than 6 extra right angle turns. With the new Yale Street connection, even this light cut-through traffic on Majors Court will cease.

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The residents of Radcliffe Glen are more affluent than those in the older working-class neighborhood they have moved in next to. Since our new neighbors are not raising children and many are retired, they have the time to organize and show up in force to strongly present their viewpoint. They want to carve out their own pleasant enclave right next door, but separate it from the more traditional neighborhood. We have lost some woods, some privacy and part of a very popular, muddy, bike-route connection due to Radcliffe Glen. We have gained some potentially fine new neighbors, but there has been some conflict and hostility requiring both older and newer residents to make adjustments. Our biggest gain has been another outlet for our neighborhood. If that gain is taken away, there will be some disappointment and bad feelings.

Radcliffe Glen residents have a legitimate gripe about public use of a privately maintained road. However their private road is useless, even to them, unless it connects to, and adds traffic to, public streets. Private roads connecting to the public road network should contribute to that network whenever possible. In consideration of the Majors Court addition to the neighborhood street network, it would be fair to have the city provide reasonable and appropriate services on the street such as snow plowing and street sweeping. It's probably more trouble for a plow driver to raise his plow for the 100 yards of Majors Court than to just plow on through. Also, with no barrier there's another significant advantage: plow, garbage and recycling trucks don't have to turn around in the limited space at the end of University Street. As far as pavement condition, it will be many years, if ever, before Majors Court and Harvard Street deteriorates into as bad a condition as the end of Woodlawn near my house where we call the worst lump Mount ___ after an unpleasant person we have to deal with. I suggest we

raise money to repave it by renting it out for the filming of off-road vehicle commercials.

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Thank you for listening and for the tremendous work you folks at city hall do to help keep Portland such a great place to live.

Lee Kelley
50 Woodlawn Avenue
Portland

CC: <lee@mediapower.com>

RADCLIFFE GLENN TRAFFIC BARRIER

REVISED MOTION FOR THE BOARD TO CONSIDER

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- ii. The applicant shall keep the gated pathway between University Street and Majors Court clear and open to the passage of authorized emergency vehicles by keeping it free, at all times, of obstructions such as snow and ice, parked vehicles, and debris.
- iii. The applicant shall modify the site plan to provide a public vehicle turn-around at the Eastern terminus of University Avenue in conformance with the City's technical standards and shall grant a public easement to the City over said turnaround. This modification shall be subject to final review and approval by the City Engineer, Corporation Counsel, and the Planning Authority.
- iv. The applicant shall modify the plan to provide a private vehicle turn around at the Southern terminus of Major's court, subject to final review and approval by the Planning Authority.
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- vi. Due anticipated increases in traffic on Harvard Street as a result of the proposed gate, the applicant shall contribute \$5,000 to streetscape safety improvements on Harvard Street between Sullivan Court and Washington Avenue.
- vii. The applicant shall contract the services of a professional engineer to design the changes required in the conditions above.

From: Eric Labelle
To: Ethan Boxer-Macomber
Date: 8/9/05 4:50:49 PM
Subject: Radcliff Glenn/University Street

Ethan,

Re: University Street entering Majors Court

Public Works does not recommend simply gating across University Street. Should the Planning Board choose to discontinue the street connection between University and Majors Ct., then we recommend a proper turnaround, as per the City's Technical Standards, be constructed with easements. Consideration for snow storage should also be given at the terminus points of the road.

Portland, ME
University Street

Eric J. Labelle, P.E.
City Engineer
55 Portland Street
Portland, ME 04101
(207)874-8850 Office
(207)874-8852 Fax

Ethan Boxer-Macomber
City Engineer
55 Portland Street
Portland, ME 04101

Portland, ME
Majors Court

- 1. Gating across University Street
- 2. Turnaround on University Street
- 3. Turnaround on Majors Court
- 4. Turnaround on the familiar point

Portland, ME
University Street

Ethan Boxer-Macomber
City Engineer
55 Portland Street
Portland, ME 04101

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Portland, ME
Majors Court

SECTION I - STREET DESIGN STANDARDS

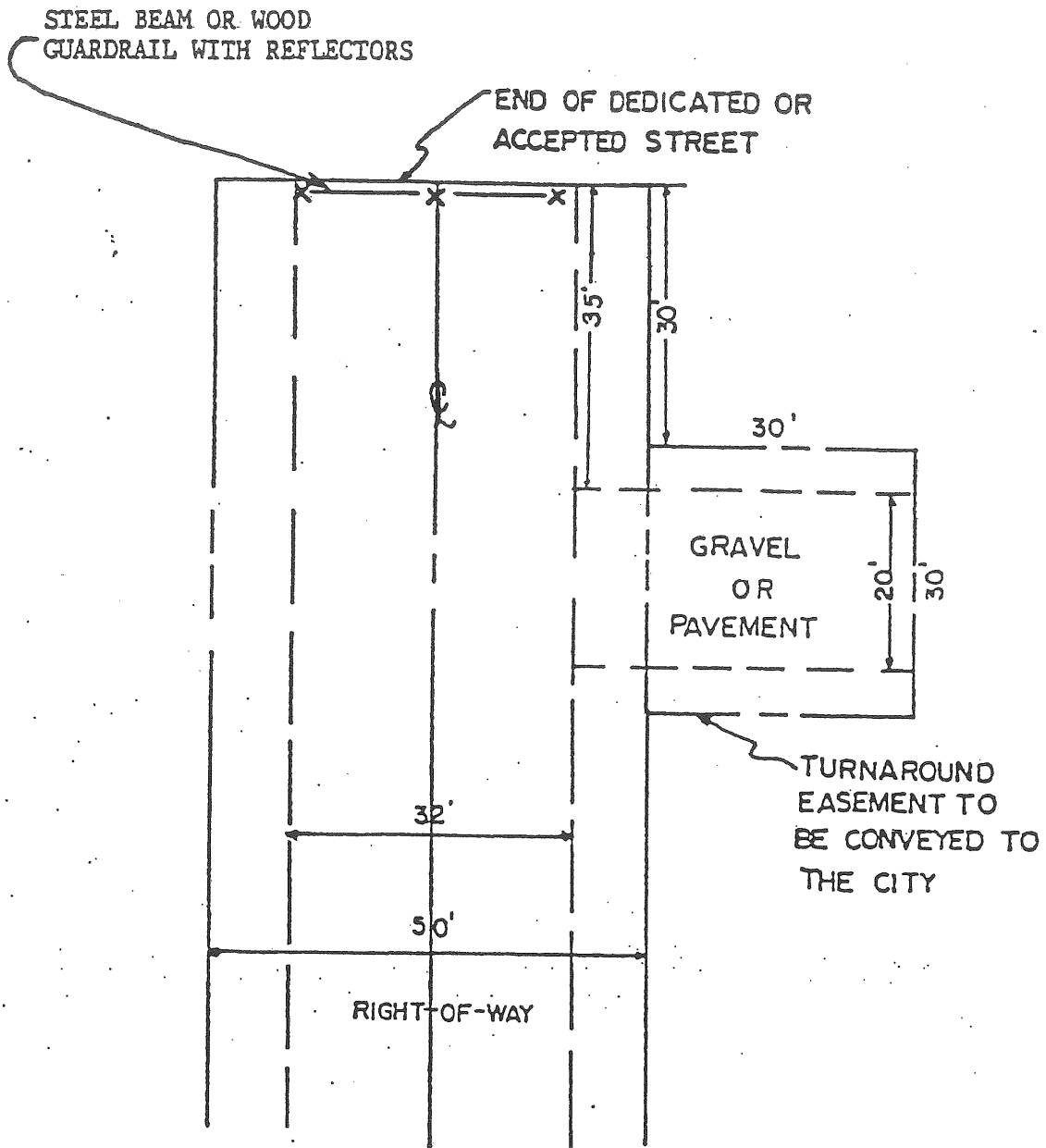


FIGURE I - 6
TYPICAL TURNAROUND DETAIL

From: Lee <sailbach@gwi.net>
To: <EBM@portlandmaine.gov>
Date: 8/9/05 12:31:37 AM
Subject: Radcliffe Glen barrier proposal

TO: Ethan Macomber, Planner, Planning Division, EBM@portlandmaine.gov

RE: August 9, 2005 public hearing on proposal by Radcliffe Glen Condominium Association to place a permanent barrier or gate on the road between University Street and Majors Courts.

Dear Ethan,

I attended the first planning board public hearing dealing with this issue back in May and made some comments then. I cannot attend the 8/09/05 hearing due to child care duties. Please include my thoughts detailed here in your consideration of this issue.

I have owned a house at 50 Woodlawn Avenue for 10 years. I favor keeping the connection open as-is for these reasons:

1. Safety:

It's safer to let people take the shortest and most direct routes. Forcing drivers to take round-about routes leads to some drivers getting impatient and trying to go too fast on the only streets not yet congested - those in our neighborhoods. The proposed barrier would mean that drivers from University Street, who want to go into Portland, would have to drive a mile out of their way on a 3 mile trip and add their vehicle to the already heavy traffic at Northgate or Morrill's Corner. This results in at least a 20% increase in the number of residences they drive past and a similar increase in possible traffic problems and conflicts. So instead of driving past a dozen residences on Majors Court & Harvard Street, they wind up driving past three or four dozen on University, Woodlawn, Allen and Washington or Forest. If a barrier is put in, ALL traffic from University must go out Woodlawn. There are no children living on Majors Court and few on Harvard Street, but many on University and Woodlawn. A barrier would expose many more children to traffic risks including my 8 year old son who likes to ride his bike near our house.

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100 Middle Street, West Tower, P.O. Box 9729, Portland, Maine 04104-5029
207-774-1200 Fax 207-774-1127
Internet: bssn.com

Christopher L. Vaniotis
E-mail: cvaniotis@bssn.com

January 18, 2005

Planning Board
City of Portland
389 Congress Street
Portland, Maine 04101-3529

Re: University of Southern Maine Request for Zoning Amendment

Dear Members of the Board:

As the Board is aware, the University of Southern Maine in Portland is a dynamic, thriving urban campus which, over the past several years, has enhanced its programs and added new and upgraded facilities. In particular, the Planning Board over the past few years has reviewed and approved the new Joel and Linda Abromson Community Education Center and attached parking garage on Bedford Street and the new Bio-Science Research Wing along Falmouth Street.

For each of those projects, the University needed to seek variances from certain dimensional requirements of the Portland Zoning Ordinance, particularly height limits. That occurred because most of the Portland campus is in the R-5 zone, where the dimensional requirements are oriented more toward residential buildings than to the larger buildings and structures needed to utilize space effectively on an urban university campus. The problem is not the university use, which is allowed in the R-5 District, but the constraints of the dimensional requirements. In addition, the existing zoning of the Portland campus (which also includes some B-2 zoning on the Forest Avenue side) is not conducive to the development of a unified, integrated and efficient university campus because it applies standards such as parking, loading and signage to one building at a time.

For those reasons, and with the encouragement of the City's planning staff, USM decided to put forth a proposal to change the zoning of the Portland campus in a way which would balance the University's long-term vision with the needs and interests of the residential and commercial areas surrounding the campus. USM evaluated three possible zoning techniques.

First, the University considered the contract/conditional zoning process, but concluded that was not feasible because the University does not have detailed, specific plans for every possible project which may be developed on the Portland campus over the next 15 or so years. Before approaching the City with this rezoning request, USM engaged in a long-term visioning process, which has identified both short-term and long-term goals for facilities. Certain projects are likely to come to fruition in the next few years, in particular the new Muskie School of Public Service and the proposed Osher Lifelong Learning Institute. But even those projects are yet to

be designed, and other possible projects further out on the time horizon are more in the nature of “wish list” items than actual plans at this time. What the University can accomplish depends on what the Legislature is willing to fund on a year-to-year basis. Since contract zoning typically involves the review and approval of detailed plans for individual projects, it does not seem viable as a long-term approach for the University or for the City.

USM also considered an entirely new zoning district, but concluded that such radical surgery was not necessary. The University can live comfortably with many of the zoning regulations currently in effect in the R-5 and B-2 Districts.

The third option, which the University is now presenting to the City, is an “overlay” zone, which would leave the current R-5 and B-2 regulations in place, but modify them in certain respects where appropriate for the development and operation of a university campus. The overlay zone takes away nothing currently available for properties in the R-5 and B-2 Districts, but creates certain flexibilities for college and university uses and structures.

The City has already used overlay zones on several occasions – in the FH Flexible Housing Zone, the Island Transfer Station Overlay Zone and the Helistop Overlay Zone. With those zoning districts as a reference point, USM has drafted a proposed text for a new “University Campus Overlay Zone,” which is enclosed. The remainder of this letter will take a more detailed look at that proposed text, explaining the reasons for each section.

A. Purpose.

The primary purpose is to accommodate the unique qualities of a college or university campus while at the same time protecting the value and integrity of established neighborhoods.

B. Location of university campus overlay zones.

The zoning map would be amended to create the first University Campus Overlay Zone on the existing USM Portland campus, bounded by portions of Forest Avenue, Falmouth Street, Exeter Street, Granite Street, Deering Avenue, Chamberlain Avenue, Surrenden Street and Route 295, as shown on the enclosed Overlay District map. In order to follow street lines and avoid erratic boundary lines, the University would ask the City to include a few non-university properties within the district, but those properties would not be negatively affected because the underlying district regulations remain in place.

C. Permitted uses.

In addition to describing the uses customarily found in an urban university campus, Section C creates a buffer area along Chamberlain Avenue and Exeter Street, two streets where the university campus and existing residential neighborhoods meet. Along those streets, the only allowable college and university uses would be faculty housing, graduate student housing, faculty offices and administrative offices. Those uses do not generate a

A2

lot of vehicular or pedestrian traffic and do not generally involve large numbers of students. Faculty and administrative offices tend to be limited to daytime hours. And all such uses would have to be conducted in buildings compatible with the residential character of the streets.

D. Dimensional requirements.

In subparagraph (a), we suggest a minimum lot size of five acres. This really has little to do with the USM Portland campus, which is much larger, but is intended to avoid any suggestion that these regulations could apply to a property which is not large enough to create a genuine campus.

Subparagraph (b) establishes a very important principle for the overlay zone, which is that dimensional requirements – in this case frontage – will be applied to the entire university campus, rather than to individual lots within the campus.

Subparagraph (c) establishes some specific setback requirements for the USM Portland campus, which are shown on the enclosed setback map.

Subparagraph (d) establishes that the entire campus is the “lot” for purposes of calculating lot coverage.

Subparagraph (e) establishes specific height zones, depicted on the enclosed building height zones map. The map depicts a tiered system, with the tallest buildings concentrated on the Forest Avenue side of the campus and the shortest buildings located along Exeter Street and Chamberlain Avenue.

E. Parking.

This text is designed to allow the Planning Board, during site plan review of any particular project, to look at campus parking in a holistic fashion, taking a wide variety of factors into account, such as shared parking and alternative transportation, rather than applying a formula to each individual building. It requires the University to develop a parking management plan for the entire campus.

F. Loading.

As with parking, this allows the University and the Planning Board to look at the “big picture” on campus, and encourages the use of central and shared loading facilities.

G. Signage.

Most of the City’s existing ordinance provisions governing signs continue to apply. However, in the overlay zone, the University will develop signage standards to create a

A3

unified system of signage on campus. Section G also recognizes the now common practice on university campuses of using banners, both for decorative purposes and to promote campus events.

H. Architecture and design.

Section H provides a general statement of the themes which should be applied to university campus buildings. The design of individual buildings is reviewed by the Planning Board during site plan review,

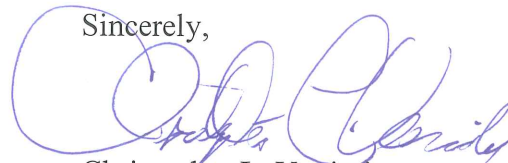
I. Replacement housing.

Because the proposed University Campus Overlay Zone encompasses very few buildings in residential use, USM does not envision many occasions on which it would be required to provide replacement housing under Division 29 of the Land Use chapter. However, over the next 15 years there may be a few such cases. Section I allows the University to provide student housing as an alternative to satisfying the requirements by the other methods provided in Division 29. This recognizes the fact that when the University provides housing for its students, it takes pressure off the existing housing stock in the neighborhood.

Enacting an overlay district will eliminate the incongruity between the existing zoning regulations and the unique attributes of a university campus, enabling the University and the City to work collaboratively toward a future which can provide enormous benefits to the Portland community. Individual projects, of course, would still come before the Planning Board for site plan review.

In planning for its future and developing the proposed overlay zoning text, USM has involved its neighbors at every step along the way. Consequently, USM firmly believes that the proposed overlay zone is good for the adjacent neighborhoods as well as for the University and the City. We look forward to receiving the Planning Board's input.

Sincerely,



Christopher L. Vaniotis

CLV/lc

Enclosures

~~JO~~ ALEX
MARK-UPS

DRAFT 1/18/2005

DIVISION _____ UC UNIVERSITY CAMPUS OVERLAY ZONE

A. Purpose.

The intention of this division is to establish an overlay zone in which a college or university campus can be established, continued, or reasonably expanded, in addition to those uses permitted in the underlying zone or zones. The purpose of this division is to recognize the unique qualities of a college or university campus while at the same time protecting the value and integrity of established neighborhoods.

B. Location of university campus overlay zones.

The initial University Campus Overlay district shall encompass and surround the existing University of Southern Maine campus. Expanded or additional University Campus Overlay districts may be located by amendment to the zoning map. Such map amendments shall not change the underlying zoning districts. Properties in the University Campus Overlay Zone shall continue to be governed by the regulations applicable to the underlying zoning districts except as specifically modified by this division.

C. Permitted uses.

In addition to the permitted uses allowed in the underlying zoning districts and notwithstanding anything to the contrary in the use regulations for the underlying zoning districts, the following uses are permitted uses in the University Campus Overlay Zone:

College or university buildings, structures and uses, including, but not limited to, the following:

1. Classrooms
2. Laboratory facilities
3. Research facilities
4. Student unions
5. Dining halls
6. Bookstores
7. Auditoriums
8. Concert halls
9. Lecture halls
10. Gymnasiums
11. Libraries

12. Outdoor use areas, such as "quads," greens, parks, gardens, art installations, and other active and passive noncommercial recreation spaces
13. Faculty housing
14. Student housing
15. Parking lots
16. Parking garages
17. Community meeting spaces
18. Administrative offices
19. Faculty offices
20. Transportation facilities
21. Maintenance facilities
22. Utility buildings
23. Student health services
24. Daycare facilities, nursery schools and kindergartens operated in conjunction with college or university programs or serving students, faculty or employees of the college or university and their families, with associated outside play areas
25. Other buildings, structures and uses customarily incidental to a college or university

except that, on lots fronting on Chamberlain Street and Exeter Street, college and university uses shall be limited to faculty housing, graduate student housing, faculty offices and administrative offices, and buildings housing such uses shall be designed and maintained so as to complement the residential character of the street.

Move +

*No
underground
housing
No
classrooms*

D. Dimensional requirements.

College and university buildings and structures shall be subject to the following special dimensional requirements, which shall apply in place of the otherwise applicable dimensional requirements of the underlying zoning districts.

- (a) Minimum lot size: 5 acres. All lots owned by the college or university ~~which are contiguous or are located on the opposite side of a street from~~ other lots owned by the college or university shall be deemed to be a single lot for the purpose of determining compliance with minimum lot size.

- (b) Minimum frontage: Same as in the underlying zone, except that all contiguous lots owned by the college or university shall be deemed to be a single lot for the purpose of determining compliance with minimum frontage.
- (c) Minimum yard dimensions: Same as in the underlying zone, except that all contiguous lots owned by the college or university shall be deemed to be a single lot for the purpose of determining compliance with minimum yard dimensions, and setbacks from certain specific streets or street segments shall be as shown on the University Campus Overlay Setback Map, attached to this ordinance as Exhibit _____.
- (d) Maximum lot coverage: Same as in the underlying zone, except that all contiguous lots owned by the college or university shall be deemed to be a single lot for the purpose of determining compliance with maximum lot coverage. *(or on opposite side of street)*
- (e) Maximum building height: Same as in the underlying zone, except as otherwise shown on the University Campus Overlay Height Map, attached to this ordinance as Exhibit _____, depicting the following height zones:
- Height zone A, maximum building height 45 feet *(+ setback map)*
 - Height zone B, maximum building height 75 feet
 - Height zone C, maximum building height 85 feet

E. Parking.

The parking requirements of section 14-332 shall not apply to college or university buildings. Instead, the amount of parking required for any college or university building shall be determined by the Planning Board during site plan review, based on an analysis of campus-wide parking demand and supply, pursuant to a comprehensive University Parking Management Plan, and treating all contiguous land (including land on opposite sides of a street) owned by the college or university as one lot. In determining the amount of parking required for any college or university building, the Planning Board may take into account such factors as:

- (a) The availability of off-campus parking and shuttle transportation to and from such off-campus facilities.
- (b) The ratio of commuter students to resident students.
- (c) The use of centrally located on-campus parking facilities so situated that students arriving on campus can park in the central facilities and walk to their various on-campus destinations during the course of a school day.

- (d) Shared use of a single parking facility by two or more buildings when the peak parking demand periods for such buildings do not overlap.
- (e) Development and implementation of a parking management plan which discourages on-street parking.
- (f) Development and implementation of programs designed to reduce the number of automobiles parking on campus, such as ride share programs and incentives for use of bicycles and public transportation.

F. Loading.

The requirements of section 14-351 shall not apply to college or university buildings. Instead, the amount of loading area required for any college or university building shall be determined by the Planning Board during site plan review, based on a campus-wide analysis, treating all contiguous lots owned by the college or university as one lot. In determining the amount of loading space required for any college or university building, the Planning Board may take into account such factors as:

- (a) The use of centrally located on-campus loading facilities so situated that vehicles making deliveries can load and unload in the central facilities.
- (b) Shared use of a single loading facility by two or more buildings.

G. Signage.

Signs shall comply with the requirements of Division 22, except as those regulations are modified or augmented below:

- (a) Signs shall be designed in accordance with signage standards promulgated by the college or university, providing for a unified, apparent and ADA-compliant campus-wide system for identification, orientation and regulatory signage.
- (b) Banners are allowed as follows:
 - (1) Generic banners containing the logo and colors of the college or university, used for decorative purposes.
 - (2) Banners used for advertising events, which can be displayed for a maximum of four weeks prior to and one week following the event.

H. Architecture and design.

All new buildings on the college or university campus shall be designed to create a visual connection with existing campus buildings, with a goal toward to achieving a cohesive campus appearance. Buildings shall be constructed of permanent building materials intended for finished exterior surfaces and appropriate for college or university buildings in an urban setting in the northeastern United States.

I. Replacement housing.

Whenever a college or university is required to provide replacement housing in compliance with Division 29 because an existing dwelling or dwelling unit is being replaced within the University Campus Overlay Zone, the replacement housing requirement may be met by providing student housing, with each 4 beds in such student housing counting as one replacement dwelling unit, or by providing graduate student or faculty housing in dwelling units with each unit counting as one replacement dwelling unit. Such replacement housing need not be located within the University Campus Overlay Zone. The college or university may also satisfy the requirements of Division 29 in any other way provided in said division.



J. change of use ^{requires plan} site renewal

bdg additions /

and obstacles

rehabilitations 302
Telvin
4614

should be subject

to site plan review

K. Su.

From: Eric Labelle
To: Ethan Boxer-Macomber
Date: 8/9/05 4:50:49 PM
Subject: Radcliff Glenn/University Street

Ethan,

Re: University Street entering Majors Court

Public Works does not recommend simply gating across University Street. Should the Planning Board choose to discontinue the street connection between University and Majors Ct., then we recommend a proper turnaround, as per the City's Technical Standards, be constructed with easements. Consideration for snow storage should also be given at the terminus points of the road.

Eric J. Labelle, P.E.
City Engineer
55 Portland Street
Portland, ME 04101
(207)874-8850 Office
(207)874-8852 Fax

Ethan Boxer-Macomber
City Engineer
55 Portland Street
Portland, ME 04101

University Street

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University Street

Ethan Boxer-Macomber
City Engineer
55 Portland Street
Portland, ME 04101

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University Street

SECTION I -- STREET DESIGN STANDARDS

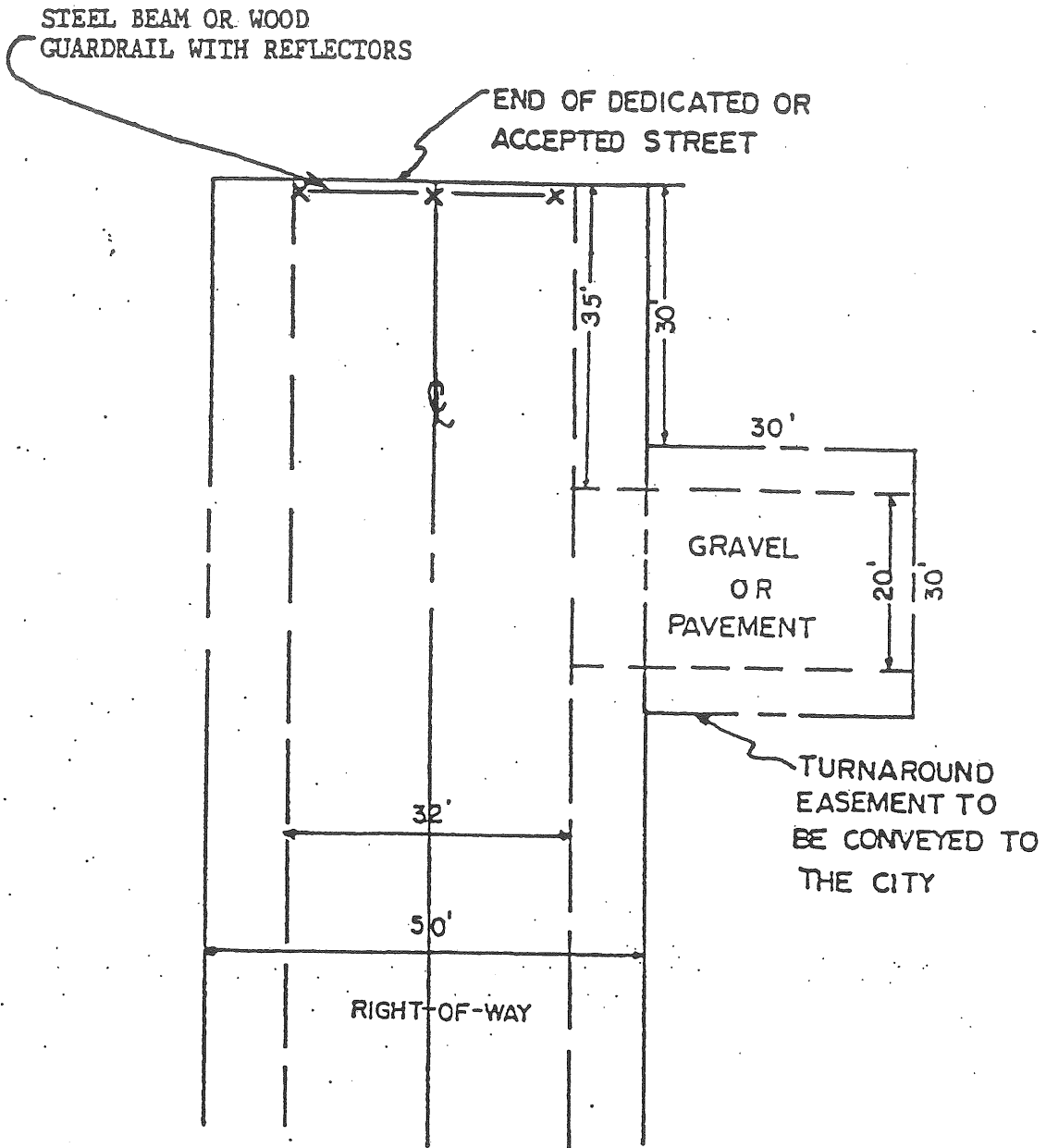


FIGURE I - 6
TYPICAL TURNAROUND DETAIL

From: Lee <sailbach@gwi.net>
To: <EBM@portlandmaine.gov>
Date: 8/9/05 12:31:37 AM
Subject: Radcliffe Glen barrier proposal

TO: Ethan Macomber, Planner, Planning Division, EBM@portlandmaine.gov

RE: August 9, 2005 public hearing on proposal by Radcliffe Glen Condominium Association to place a permanent barrier or gate on the road between University Street and Majors Courts.

Dear Ethan,

I attended the first planning board public hearing dealing with this issue back in May and made some comments then. I cannot attend the 8/09/05 hearing due to child care duties. Please include my thoughts detailed here in your consideration of this issue.

I have owned a house at 50 Woodlawn Avenue for 10 years. I favor keeping the connection open as-is for these reasons:

1. Safety:

It's safer to let people take the shortest and most direct routes. Forcing drivers to take round-about routes leads to some drivers getting impatient and trying to go too fast on the only streets not yet congested - those in our neighborhoods. The proposed barrier would mean that drivers from University Street, who want to go into Portland, would have to drive a mile out of their way on a 3 mile trip and add their vehicle to the already heavy traffic at Northgate or Morrill's Corner. This results in at least a 20% increase in the number of residences they drive past and a similar increase in possible traffic problems and conflicts. So instead of driving past a dozen residences on Majors Court & Harvard Street, they wind up driving past three or four dozen on University, Woodlawn, Allen and Washington or Forest. If a barrier is put in, ALL traffic from University must go out Woodlawn. There are no children living on Majors Court and few on Harvard Street, but many on University and Woodlawn. A barrier would expose many more children to traffic risks including my 8 year old son who likes to ride his bike near our house.

The Woodlawn/University neighborhood is too large to have only a single outlet. Access, is often congested where Woodlawn connects to Allen Avenue. Even an unlockable barrier would needlessly slow down police and fire access (which seems to occur weekly) and place our lives and property at higher risk.

As a lifetime bicycle commuter, I only occasionally use Majors Court to get to Washington Avenue by car, but pass by at rush hour twice a day (Mon-Fri) on my bike. I see very little traffic there and have never seen a vehicle pass through Majors Court above about 20 MPH. The few drivers who "use the speed bump as a launching ramp" according to Radcliffe Glen residents, should have their plates numbers taken down and get police visits. They're probably some of the same young adults living in the duplexes at the end of University whom I've seen going by my house too fast (and - since I live in

the middle of a longer, straight section of Woodlawn - much faster than they could possibly go around the corners of Majors Court). We should not let a few inconsiderate drivers dictate neighborhood traffic policies. Stern speed reminder/warning signs, or a couple more speed bumps the same as the one already there or a bit of police enforcement, might also be considered.

2. Common sense and efficiency:

More connections between streets are more efficient and ease traffic overall. Drivers take the shortest routes to save time, energy, noise, pollution and aggravation. Drivers who cannot take your own street due to a disconnecting barrier do not cease to exist or stop using their cars. They are forced to drive a longer distance through someone else's neighborhood. This increases traffic and congestion, and diminishes the quality of life for most, while pleasing a few people who have complained the loudest.

Since the connection from our neighborhood via Majors Court/Harvard Street to Washington Avenue was opened, I have seen no noticeable increase in traffic on Woodlawn Ave. It is clear that cut-through traffic is very minor, which is to be expected due to the circuitous "shortcut" involving a speed bump and no less than 6 extra right angle turns. With the new Yale Street connection, even this light cut-through traffic on Majors Court will cease.

3. Fairness:

The residents of Radcliffe Glen are more affluent than those in the older working-class neighborhood they have moved in next to. Since our new neighbors are not raising children and many are retired, they have the time to organize and show up in force to strongly present their viewpoint. They want to carve out their own pleasant enclave right next door, but separate it from the more traditional neighborhood. We have lost some woods, some privacy and part of a very popular, muddy, bike-route connection due to Radcliffe Glen. We have gained some potentially fine new neighbors, but there has been some conflict and hostility requiring both older and newer residents to make adjustments. Our biggest gain has been another outlet for our neighborhood. If that gain is taken away, there will be some disappointment and bad feelings.

Radcliffe Glen residents have a legitimate gripe about public use of a privately maintained road. However their private road is useless, even to them, unless it connects to, and adds traffic to, public streets. Private roads connecting to the public road network should contribute to that network whenever possible. In consideration of the Majors Court addition to the neighborhood street network, it would be fair to have the city provide reasonable and appropriate services on the street such as snow plowing and street sweeping. It's probably more trouble for a plow driver to raise his plow for the 100 yards of Majors Court than to just plow on through. Also, with no barrier there's another significant advantage: plow, garbage and recycling trucks don't have to turn around in the limited space at the end of University Street. As far as pavement condition, it will be many years, if ever, before Majors Court and Harvard Street deteriorates into as bad a condition as the end of Woodlawn near my house where we call the worst lump Mount ___ after an unpleasant person we have to deal with. I suggest we

raise money to repave it by renting it out for the filming of off-road vehicle commercials.

4.Unity:

The Maine way is to work together, in our neighborhoods, in our city and in our state. Connections are good; arbitrary barriers are bad. We all want peace and quiet and no traffic near our home. But we all want to move about the city and live our lives. These cross-purposes can only be resolved through cooperation and accommodation. Carving up our city into private enclaves doesn't solve our problems and it's just not neighborly.

Thank you for listening and for the tremendous work you folks at city hall do to help keep Portland such a great place to live.

Lee Kelley
50 Woodlawn Avenue
Portland

CC: <lee@mediapower.com>

774-1200
DOWHEATH DPC
8181
SEASON REQUEST
FOR DEVIATION
CEN+.

Memorandum
Department of Planning and Development
Planning Division



To: Chair Lowry and Members of the Portland Planning Board
From: Ethan Boxer-Macomber, Planner
Date: June 10, 2005
Re: June 14, 2005 Planning Board Workshop
**Proposed Radcliffe Glenn Traffic Barrier
Amendment to an Approved Plan**

Radcliffe Glenn Homeowners Association, Applicant

A June 14, 2005 workshop has been scheduled for the Planning Board to consider the above referenced application.

I. PROJECT SUMMARY

Applicant: Radcliffe Glenn Homeowner's Association
25 Kimberly Court
Portland, ME 04103

Site Location: Vicinity of University Street and Majors Court

CBL#: 153 A025001

Development Proposal: To install a permanent barrier or gate at the intersection of University Street and Majors Court so as to preclude vehicles from passing from one to the other.

Zoning: R3

II. PROJECT BACKGROUND & DESCRIPTION

In July of 2002 the Portland Planning Authority approved the 33-unit Radcliffe Glenn Condominium development including Stormwater, Site Plan, and Subdivision review. At the time of the review, concerns over the proposed street connectivity between the project's private internal roads and University Street were raised. There was a concern that opening a through route between University and Harvard streets would result in "cut-through" traffic between Allen and Washington Avenues. Responding to these concerns at a July 9, 2002 public hearing, the Board tabled the item two weeks so that additional traffic analysis could be conducted. This connectivity issue was discussed in staff report #48-02A, which was presented to the board on July 23, 2002, the night of the final approval (Attachment C).

With regard to the issue of connectivity with University Street, staff report #48-02A concluded that:

"This is a private development with a private road system. The placement of appropriate signage and the installation of speed bumps should strongly discourage motorists unassociated with the development from using the roads as a cut-thru. If the private roads are negatively impacted by unauthorized use by the general public, it is anticipated that the developer, or the homeowners' association, will be requesting a revision to the site plan at that time."

Nearly three years have passed since the project's original approval. Control of the development was recently transferred from the developer to the homeowner's association. The Radcliffe Glenn Homeowner's Association (RGHOA) is now requesting an amendment to the approved plan so that they may place a barrier between Majors Court and University Street. The RGHOA cites several reasons for the request as outlined in a March, 2005 project narrative (Attachment B).

III. PUBLIC OUTREACH AND RESPONSE

Upon receipt of the subject site plan application; staff noticed property owners within 500 feet of the site and placed a legal ad in the *Portland Press Herald* newspaper in accordance with requirements. Prior to the June 14, 2005 workshop the project was again noticed in the same manner.

As of the date of this report, staff has not received any written public correspondence pertaining to this application.

IV. SITE PLAN

Right, Title, and Interest

Full rights and control of the Radcliff Glenn development were recently transferred from the project developer, Larry Sturdivant, to the Radcliffe Glenn Homeowners Association (RGHOA). The applicant has submitted minutes from the February 7, 2005 and May 9, 2005 meetings of the RGHOA to demonstrate that the Association endorses the subject application (Attachment D).

The February 7 minutes indicate that a poll was conducted of all 33 property owners in Radcliffe Glenn on "the advisability of petitioning the Portland Planning Board to reinstate the barrier at the,

end of Majors Court and/or to add signage to that street advising it to be private property". According to the minutes, 26 out of 33 units responded with 13 against the idea and 10 in support. Nonetheless, the May 9, 2005 minutes of the RGHOA indicate that a motion "approve the barrier concept" was passed by a vote of 14-8.

Traffic Analysis

The applicant has presented a traffic count study at the intersection of University Street and Majors court (Attachment E). The City's consulting traffic engineer, Tom Errico, has reviewed this data and presented a June 9, 2005 response email (Attachment F). Mr. Errico concluded that the current through connection results in approximately 17 cut-through events by non-Radcliffe Glenn drivers at peak weekday hour (5:00-6:00 PM). This is equivalent to one event approximate every 3.5 minutes. Mr. Errico will be present at the June 14, 2005 workshop to address any questions the Board may have.

Policy Considerations

Current Comprehensive Plan policies and Subdivision standards support neighborhood street connectivity while discouraging cut-through traffic from outside streets as summarized below:

Comprehensive Plan Transportation Section:

Guiding Principles Section (Pg. 30):

"Create a neighborhood street system characterized by a network of interconnected streets, which minimizes through-traffic in residential neighborhoods"

Policies Section (Pg. 31):

"Promote the interconnection of neighborhood streets and pathways, so that there are multiple paths of travel to get to destinations within and between neighborhoods by foot and bicycle, as well as auto."

Subdivision Ordinance - §14-498 Technical and Design Standards:

§14-498(b)(2)

"The proposed street layout shall be coordinated with the street system of the surrounding areas. All streets must provide for the continuation or appropriate projection of streets in surrounding areas and provide means of ingress and egress for surrounding acreage tracts.

§14-498(b)(5)

Streets shall not occupy more land than needed to provide access nor create unnecessary fragmentation of the subdivision into small blocks. Streets will be designed to discourage outside traffic from traversing the development.

While these policies suggest that connectivity such as that existing between University Street and

Majors Court should be maintained, they speak by in large to the issue of the “street” network. A street is defined in §14-47 as:

“A public way established by or maintained under public authority, or a way dedicated to the use of the public and appearing on the official map of the City.”

It should be noted that Majors Court is a private way, not a City Street.

Fire Prevention

The City’s current Fire Prevention Officer, Jay Kelly, has reviewed the proposed barrier plan and visited the site. Mr. Kelly’s has indicated that barriers, such as the one proposed, are strongly discouraged by the Fire Department (Attachment H). Should the Board allow the barrier to be installed, Mr. Kelly recommends that a Knox-Lock be incorporated in the proposed gate design. In this event, Planning Division staff would further recommend that the Radcliff Glenn HOA also be required to keep the gate area free of snow in winter months.

V. ATTACHMENTS

- A. Application
- B. Project Narrative
- C. PB Report #48-02A (2002 Radcliffe Glenn Review)
- D. Radcliffe Glenn HOA Meeting Minutes - Evidence of Right, Title and Interest
- E. June 4, 2005 Eaton Traffic Count
- F. June 9, 2005 Errico Traffic Count Review
- G. Proposed Gate Detail
- H. June 10, 2005 Fire Prevention Review
- I. Site Plan w/ Proposed Gate Location

**CITY OF PORTLAND, MAINE
DEVELOPMENT REVIEW APPLICATION
PLANNING DEPARTMENT PROCESSING FORM
Planning Copy**

2005-0075
Application I. D. Number

4/5/2005
Application Date

Amendment to Plan - Radcliffe Glen
Project Name/Description

Radcliffe Glen Condo Association
Applicant
25 Kimberly Court, Portland, ME 04103
Applicant's Mailing Address

Consultant/Agent
Applicant Ph: (207) 253-5020 Agent Fax:
Applicant or Agent Daytime Telephone, Fax

191 - 191 Harvard Street, Portland, Maine
Address of Proposed Site
153 A025001
Assessor's Reference: Chart-Block-Lot

Proposed Development (check all that apply): New Building Building Addition Change Of Use Residential Office Retail
 Manufacturing Warehouse/Distribution Parking Lot Other (specify) _____

Proposed Building square Feet or # of Units _____ Acreage of Site _____ Zoning _____

Check Review Required:

- | | | | |
|--|---|--|--|
| <input checked="" type="checkbox"/> Site Plan
(major/minor) | <input type="checkbox"/> Subdivision
of lots _____ | <input type="checkbox"/> PAD Review | <input type="checkbox"/> 14-403 Streets Review |
| <input type="checkbox"/> Flood Hazard | <input type="checkbox"/> Shoreland | <input type="checkbox"/> Historic Preservation | <input type="checkbox"/> DEP Local Certification |
| <input type="checkbox"/> Zoning Conditional
Use (ZBA/PB) | <input type="checkbox"/> Zoning Variance | | <input type="checkbox"/> Other _____ |

Fees Paid: Site Pla _____ Subdivision _____ Engineer Review _____ Date _____

Planning Approval Status:

Reviewer _____

- Approved Approved w/Conditions
See Attached Denied

Approval Date _____ Approval Expiration _____ Extension to _____ Additional Sheets
Attached

OK to Issue Building Permit _____
signature date

Performance Guarantee Required* Not Required

* No building permit may be issued until a performance guarantee has been submitted as indicated below

- | | | | |
|---|----------------|--|-----------------|
| <input type="checkbox"/> Performance Guarantee Accepted | _____ | _____ | _____ |
| | date | amount | expiration date |
| <input type="checkbox"/> Inspection Fee Paid | _____ | _____ | |
| | date | amount | |
| <input type="checkbox"/> Building Permit Issue | _____ | | |
| | date | | |
| <input type="checkbox"/> Performance Guarantee Reduced | _____ | _____ | _____ |
| | date | remaining balance | signature |
| <input type="checkbox"/> Temporary Certificate of Occupancy | _____ | <input type="checkbox"/> Conditions (See Attached) | _____ |
| | date | | expiration date |
| <input type="checkbox"/> Final Inspection | _____ | _____ | |
| | date | signature | |
| <input type="checkbox"/> Certificate Of Occupancy | _____ | | |
| | date | | |
| <input type="checkbox"/> Performance Guarantee Released | _____ | _____ | |
| | date | signature | |
| <input type="checkbox"/> Defect Guarantee Submitted | _____ | _____ | _____ |
| | submitted date | amount | expiration date |
| <input type="checkbox"/> Defect Guarantee Released | _____ | _____ | |
| | date | signature | |

AI



City of Portland Site Plan Application

If you or the property owner owes real estate or personal property taxes or user charges on any property within the City, payment arrangements must be made before permits of any kind are accepted.

Address of Proposed Development:		Zone:
Total Square Footage of Proposed Structure: <div style="text-align: center; font-size: 1.2em;">N/A</div>	Square Footage of Lot: <div style="text-align: center; font-size: 1.2em;">N/A</div>	
Tax Assessor's Chart, Block & Lot: Chart# Block# Lot# Map 153 A 025	Property owner's mailing address: DIRIGO MANAGEMENT Co. ATTN: Deb Nugent ONE CITY CENTER PORTLAND, ME 04101	Telephone #: 207-871-1080
Consultant/Agent, mailing address, phone # & contact person: DIRIGO MANAGEMENT Co. ATTN: Deb Nugent ONE CITY CENTER PORTLAND, ME 04101 207-871-1080	Applicant's name, mailing address, telephone #/Fax#/Pager#: Radcliffe Glen Condo Assoc C/O VIN SBANO 25 KIMBERLY COURT PORTLAND, ME 04103 Day Phone: 207-253-5020	Project name: RADCLIFFE GLEN CONDOMINIUM ASSOCIATION - BARRIER
<p>Proposed Development (check all that apply)</p> <p><input type="checkbox"/> New Building <input type="checkbox"/> Building Addition <input type="checkbox"/> Change of Use <input type="checkbox"/> Residential <input type="checkbox"/> Office <input type="checkbox"/> Retail <input type="checkbox"/> Manufacturing</p> <p><input type="checkbox"/> Warehouse/Distribution <input type="checkbox"/> Parking lot</p> <p><input type="checkbox"/> Subdivision (\$500.00) + amount of lots _____ (\$25.00 per lot) \$ _____</p> <p><input type="checkbox"/> Site Location of Development (\$3,000.00) (except for residential projects which shall be \$200.00 per lot _____)</p> <p><input type="checkbox"/> Traffic Movement (\$1,000.00) <input type="checkbox"/> Stormwater Quality (\$250.00)</p> <p><input type="checkbox"/> Section 14-403 Review (\$400.00 + \$25.00 per lot)</p> <p><input type="checkbox"/> Other _____</p> <p>Major Development (more than 10,000 sq. ft.)</p> <p><input type="checkbox"/> Under 50,000 sq. ft. (\$500.00)</p> <p><input type="checkbox"/> 50,000 - 100,000 sq. ft. (\$1,000.00)</p> <p><input type="checkbox"/> Parking Lots over 100 spaces (\$1,000.00)</p> <p><input type="checkbox"/> 100,000 - 200,000 sq. ft. (\$2,000.00)</p> <p><input type="checkbox"/> 200,000 - 300,000 sq. ft. (\$3,000.00)</p> <p><input type="checkbox"/> Over 300,000 sq. ft. (\$5,000.00)</p> <p><input type="checkbox"/> After-the-fact Review (\$1,000.00 + applicable application fee)</p> <p>Minor Site Plan Review</p> <p><input type="checkbox"/> Less than 10,000 sq. ft. (\$400.00)</p> <p><input type="checkbox"/> After-the-fact Review (\$1,000.00 + applicable application fee)</p> <p>Plan Amendments</p> <p><input type="checkbox"/> Planning Staff Review (\$250.00)</p> <p><input checked="" type="checkbox"/> Planning Board Review (\$500.00)</p>		
- Please see next page -		

A2

Who billing will be sent to: (Company, Contact Person, Address, Phone #)

DIRIGO MANAGEMENT Co.
ATTN: Deb Nugent

ONE CITY Center
PORTLAND, ME 04101
207-871-1080

Submittals shall include (9) separate folded packets of the following:

- a. copy of application
- b. cover letter stating the nature of the project
- c. site plan containing the information found in the attached sample plans check list

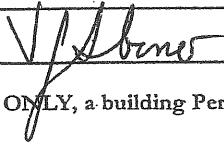
Amendment to Plans: Amendment applications should include 6 separate packets of the above (a, b, & c)

ALL PLANS MUST BE FOLDED NEATLY AND IN PACKET FORM

Section 14-522 of the Zoning Ordinance outlines the process; copies are available at the counter at .50 per page (8.5 x11) you may also visit the web site: ci.portland.me.us chapter 14

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if a permit for work described in this application is issued, I certify that the Code Official's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

Signature of applicant:



Date: 4/5/05

This application is for site review ONLY, a building Permit application and associated fees will be required prior to construction.

Development in Portland

The City of Portland has instituted the following fees to recover the costs of reviewing development proposals under the Site Plan and Subdivision ordinances: application fee; engineering fee; and inspection fee. Performance and defect guarantees are also required by ordinance to cover all site work proposed.

The Application Fee covers general planning and administrative processing costs, and is paid at the time of application.

The Planning Division is required to send notices to neighbors upon receipt of an application and prior to public meetings. The applicant will be billed for mailing and advertisement costs. Applicants for development will be charged an **Engineering Review Fee**. This fee is charged by the Planning Division for review of on-site improvements of a civil engineering nature, such as storm water management as well as the engineering analysis of related improvements within the public right-of-way, such as public streets and utility connections, as assessed by the Department of Public Works. The Engineering Review fee must be paid before a building permit can be issued. Monthly invoices are sent out by the Planning Division on a monthly basis to cover engineering costs.

A **Performance Guarantee** will be required following approval of development plans. This guarantee covers all required improvements within the public right-of-way, plus certain site improvements such as landscaping, paving, and drainage improvements. The Planning Division will provide a cost estimate form for figuring the amount of the performance guarantee, as well as sample form letters to be filled out by a financial institution.

An **Inspection Fee** must also be submitted to cover inspections to ensure that sites are developed in accordance with the approved plan. The inspection fee is 2.0% of the performance guarantee amount, or as assessed by the planning or public works engineer. The minimum inspection fee is \$300 for development, unless no site improvements are proposed. Public Works inspects work within the City right-of-way and Planning inspects work within the site including pipe-laying and connections. (The contractor must work with inspectors to coordinate timely inspections, and should provide adequate notice before inspections, especially in the case of final inspection.)

Upon completion of a development project, the performance guarantee is released, and a **Defect Guarantee** in the amount of 10% of the performance guarantee must be provided. The Defect Guarantee will be released after a year.

Other reimbursements to the City include actual or apportioned costs for advertising and mailed notices. All fees shall be paid prior to the issuance of any building permit.

For more information on the fees or review process, please call the Planning Division at 874-8719 or 874-8721.

A3

RADCLIFFE GLEN CONDOMINIUM ASSOCIATION

SITE PLAN APPLICATION

NATURE OF THE PROJECT STATEMENT

March, 2005

PROJECT NAME: Radcliffe Glen Condominium Association – Barrier.

PROJECT GOAL / PURPOSE: Place a permanent barrier / gate on the road between University Street (public road) and Majors Court (private road). Options for the type of barrier could be a concrete Jersey barrier, a swing gate locked with a chain that could be cut as necessary by emergency vehicles or an electronic gate opened by the use of a swipe card.

Majors Court is a privately funded and maintained road by the Radcliffe Glen Condominium Association (RGCA) and not the City of Portland. In addition, it is not signed as a public road. As a private road, lighting, road width and depth, and curbs are significantly different than on public roads. Prior to the completion of the condominiums, a concrete barrier did exist. Once all condominiums were completed (October, 2004), the barrier was removed. It is not appropriate nor reasonable for the City of Portland to expect a private Association to maintain a public road.

Once removed, traffic increased significantly. Not only have abutting neighborhoods found Majors Court to be the quickest route to Allen Avenue or Washington Street, other commuters have found this shortcut as well. This shortcut allows all travelers to avoid the Northgate traffic signals.

Vehicles passing through Majors Court are not just cars. Other vehicles include service, construction, trucks towing trailers, and even City plow trucks (when passing through, they lift their blade)...all avoiding the Northgate traffic signals.

It's not just the increase in traffic and the types of vehicles passing through, but it's also the following:

- **Safety:** Although there is a speed bump on Majors Court, it does not slow down many. Many vehicles speed through. Residents have seen cars speeding, spinning tires and fish tailing on Majors Court. One resident witnessed a car narrowly miss hitting a stone wall and another resident had to step into a snow bank to avoid a truck pulling a trailer. The ever increasing traffic will only increase the chances of an accident involving vehicles, property or pedestrians.

- **Damage:** Vehicles passing through have attempted to travel over curbs and sidewalks and drive over the lawns. Pictures of damage are available.
- **Litter / Rubbish:** Litter and rubbish on Majors Court is a problem that increases with the flow of traffic. It began with fast food wrappers and cups. It then increased to include beer and soda cans and bottles. It now has increased to include food scraps, discarded clothing and even trash bags being thrown out.
- **Maintenance Cost:** As mentioned above, Majors Court is privately funded and not built to public road standards. Putting the safety and damage issues aside for a moment, the increasing traffic flow is adding to the wear and tear beyond what would normally be expected. Again, it's not just the increasing flow of traffic but the type of vehicles as well...construction, service, and city plows.

End of Project Statement

RADCLIFF GLEN
33 UNIT PLANNED RESIDENTIAL UNIT DEVELOPMENT
VICINITY OF 267 HARVARD STREET
LARRY STURDIVANT, APPLICANT

Submitted to:

Portland Planning Board
Portland, Maine

July 23, 2002

(C1)

I. INTRODUCTION

Larry Sturdivant has requested a public hearing before the Planning Board for a project known as Radcliff Glen. The project is a 33-unit condominium project consisting of nine buildings located on a site west of Washington Avenue between property owned by the First Baptist Church and existing single-family homes along Harvard Street. The property is a heavily treed, narrow parcel with a steeply sloped topography that drains east, north and south to Miliken Brook. A ten-foot wide City of Portland sewer easement runs along the southwest property line. The development is proposed as a Planned Residential Unit Development (PRUD) and will be subject to site plan and subdivision review.

68 notices were sent to area residents. A legal ad appeared in the July 2nd edition of the Portland Press Herald.

II. PREVIOUS ACTION

At a public hearing held on July 9, 2002, the Planning Board voted 4-1, (Caron opposed, Kritchels, Luck absent) that the proposed development is in conformance with the Subdivision Ordinance of the Land Use Code with the following conditions:

1. *That the subdivision plat be amended to include the City of Portland definition of subdivision as required by state law.*
2. *That the subdivision plat be amended to show the pedestrian access easement dedicated to Portland Trails in a manner acceptable to Corporation Counsel.*
3. *That the subdivision plat be amended to show an access easement to Lot 153-23, N/F Sarah Schwartz*
4. *That the tree-save areas delineate the extent of disturbance.*
5. *That the subdivision plat be amended to show an access easement to Lot 153-20, N/F John Glover.*

The Planning Board also voted 5-0, (Kritchels and Luck absent) that the proposed development meets the standards for the issuance of a DEP Stormwater Permit under delegated authority.

The Planning Board voted 5-0 to table the proposal to a date certain, July 23, 2002, 7:00 P.M. for consideration of the plans conformance with the Site Plan Ordinance of the Land Use Code. Chair Caron and Member Malone expressed concern that the plan has not adequately demonstrated its compliance with the following standard of the ordinance.

- (1) The provisions for vehicular loading and unloading and parking and for vehicular and pedestrian circulation on the site and onto adjacent public streets and ways; and the incremental volume of traffic will not create or

aggravate any significant hazard to safety at or to and including intersections in any direction where traffic could be expected to be impacted; and will not cause traffic congestion on any street which reduces the level of service below Level "D" as described in the 1985 Highway Capacity Manual published by the Transportation Research Board of the National Research Council, a copy of which manual is on file with the public works authority, or substantially increase congestion on any street which is already at a level of service below Level "D";



The proposed project will primarily impact the intersections of Harvard Street and Washington Avenue and to a lesser extent, Allen Avenue and University Street. The applicant has supplied a traffic study by Eaton Traffic Engineering for the proposed development that is included as attachment 4/5. The project is estimated to produce 254 total daily trips with half arriving and half departing the site. It is estimated that 21 of these trips will occur during the morning peak time (7:00 to 9:00) and 24 during the evening peak (4:00 to 6:00). The development will result in increases in the average total delay when entering or exiting Harvard Street. Field calculations coupled with computer modeling demonstrate the difficulties in accurately determining the actual increase in total expected delay. The computer modeling has difficulty in analyzing potential delays between minor streets and major streets that experience intermittent traffic gaps. The computer estimates the traffic gaps theoretically and does not take into account the influence of upstream signalization. The traffic study concludes that the relatively small number of trips generated during the peak travel times will not have a significant effect on the average total delay.

Bill Eaton of Eaton Traffic Engineering has conducted additional vehicle counts since the last public hearing. A report including these most recent counts will be available prior to the meeting of July 23rd. Mr. Eaton will be available at that meeting to discuss the traffic studies in further detail.

Discussion at the previous public hearing concerned the thru-way the plan as proposed would establish for motorists wishing to bypass the intersection of Washington Street and Allen Avenue. This is a private development with a private road system. The placement of appropriate signage and the installation of speed bumps should strongly discourage motorists unassociated with the development from using the roads as a cut-thru. If the private roads are negatively impacted by unauthorized use by the general public, it is anticipated that the developer, or the homeowners' association, will be requesting a revision to the site plan at that time.

The City's Traffic Engineer, Larry Ash, will be present at this evening's hearing to discuss the traffic issues related to the proposed development

III. STAFF RECOMMENDATIONS

Staff feels that the potential conditions of approval are either detail oriented or enhance the project. Staff recommends approval with the proposed conditions.

IV. MOTIONS FOR THE BOARD TO CONSIDER

On the basis of plans and material submitted by the applicant and on the basis of information

contained in Planning Report #47-02 and #47-02A, relevant to the standards of Site Plan Ordinance, the Planning Board finds:

- i. That the proposed development is/is not in conformance with the Site Plan Ordinance of the Land Use Code

Potential Conditions of Approvals:

1. *That the homeowner's documents be revised upon a complete review by Corporation Counsel.*
2. *That the applicant amend the landscape treatment plan for the area between to the passive recreation trail and the southerly abutter currently consisting of six Fraser Fir to include a variety of species.*
3. *That the site plan be amended to remove the one way/do not enter sign proposed in the vicinity of University Street to allow both ingress and egress.*
4. *That speed bumps be installed with the location and design submitted to the Planning Authority for review and approval.*

Attachments:

1. Supplement to Traffic Study, Eaton Traffic Engineering
2. Original Traffic Study, Eaton Traffic Engineering
3. Memo from Larry Ash
4. Memo from Jeff Tarling, 7-12-2002
5. Memo from Resident, Eleanor Mann
6. Signed Petition from area residents

Meeting Minutes of Radcliffe Glen Condominium Association Board
February 7, 2005

The Executive Board and Officers of the Radcliffe Glen Condominium Association met at the home of Jennifer Fischer at 34 Kimberly Court on Monday, February 7, 2005, beginning at 7:00pm.

Attendance:

Present: David Nutty, President; Linda McLoon, Secretary; Vin Sbano, Treasurer; Jennifer Fischer, At Large; Ralph Cordes, At Large.

The Minutes of the 1/3/05 meeting of the Board were approved with suggested amendments. The next meeting will be hosted by Vin Sbano at 25 Kimberly Court on Monday, March 7, beginning at 7pm. Unit owners who wish to do a project requiring Board approval will submit their written request to Board President, David Nutty.

Treasurer's Report

Treasurer Vin Sbano reported that Dirigo has caught up on the payment of outstanding bills. They still need more information from Nial Construction, but are making progress after getting the password allowing Nial's records on disk to be opened. Dirigo is checking to see to what extent the two month's advance condo fee payments made by unit owners at the time of closing were appropriately directed to an association contingency reserve fund, rather than used as working capital by Nial, which was allowed under our Declarations.

Vin reported that condo owners, with only a few exceptions, have made payments of condo fees in a timely manner. After the annual meeting, when the budget has been established, owners will be able to set up direct payments of condo fees to Dirigo.

Property Manager's Report

A new property manager, Deb Nugent, is now handling the Radcliffe Glen account. Her e-mail address is deb@dirigomgmt.com. She has been asked to start the bidding process for new landscaping and snow removal contracts.

Steps to address the presence of radon in Phase I units will be completed on Feb. 28 when a fan will be installed in the Nutty's condo at 26 Kimberly Court, providing radon abatement to the four condominiums in that building. Fans have already been installed in three other condos: 25 Kimberly (Sbano), 26 Nicholas (Cunningham) and 25 Nicholas (Sturdivant). It was decided that the electricity to operate these fans should be paid for as a common association expense and Vin will follow-up to see that they are connected to the appropriate meters which also provide electricity to street lights and

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sprinklers. CMP has provided information which indicates the expense per month per fan will be \$7.13.

Dirigo has begun installing the storm doors for those who ordered them. David reported being pleased with the quality of the door and installation work. There will be an increase of approximately \$52 in the installation charge because of unforeseen complications in the process.

A letter was sent by Dirigo to Kelly Martin informing her that the basketball hoop outside her condo is in violation of condo by-laws. Jim O'Donnell will be told that the hoop has not been removed at this time.

Ralph Cordes reported a problem with water dripping from a gutter.

Old Business

Dirigo has taken steps to address the structural problems at Elizabeth Blanchflower's condo at 33 Nicholas Court. There was no news to report on asking the city to address the flow of water and resulting ice at the intersection of Majors Court and Harvard Street.

New Business

The question of parking commercial trucks which are the property of condo owners on the street in front of units was raised. Vin will bring this question to Dirigo, as well as ask for information on a parking plan for the entire complex.

A proposal was brought to the Board by Charles Smith of 20 Majors Court to modify his hot water heater from oil to propane gas. The work will be done by Fieldings according to Maine code. The request was approved with the provisions that the propane tank will be the same size as the existing tank and that the vent will be located away from the common wall/deck of the adjoining unit. Dirigo will be asked to provide oversight on this project.

Majors Court Barrier

Linda McLoon provided a summary of the owners' survey on the advisability of petitioning the Portland Planning Board to reinstate the barrier at the end of Majors Court and/or to add signage to that street advising it to be private property. 26 out of 33 units responded to the survey. Ten owners indicated they strongly want the Board to pursue reinstatement of the barrier, and 13 owners indicated they either felt strongly against, or leaned toward, not having a barrier.

It was recognized that while a majority of unit owners (13) would prefer not to reinstate the barrier at the end of Majors Court, the 10 owners who feel strongly that it should be

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