

City of Portland, Maine - Building or Use Permit Application
 389 Congress Street, 04101 Tel: (207) 874-8703, Fax: (207) 874-8716

| | | |
|-----------------------|----------------------|---------------------|
| Permit No: 01-1098 | Issue Date: SEP 5 | CBL: 376 A002001 |
|-----------------------|----------------------|---------------------|

| | | | |
|--|---|--|----------------------|
| Location of Construction: 502 Allen Ave | Owner Name: Judy Novey & John Ransom | Owner Address: 502 Allen Ave | Phone: |
| Business Name: | Contractor Name: Bill Schoolicas | Contractor Address: 245 Warren Ave Portland | Phone: 2077735504 |
| Lessee/Buyer's Name | Phone: | Permit Type: Additions - Dwellings | Zone: R3 |

| | | | | |
|----------------------------|-----------------------|--|--|--------------------|
| Past Use: Single Family | Proposed Use: Same | Permit Fee: \$222.00 | Cost of Work: \$33,000.00 | CEO District: 2 |
| | | FIRE DEPT: <input type="checkbox"/> Approved <input checked="" type="checkbox"/> Denied N/A | INSPECTION: Use Group: R3 Type: SB BOCA 99 DC | |

Proposed Project Description:
Build 15'3" X 18' Bedroom Addition

Signature: _____

Signature: _____

PEDESTRIAN ACTIVITIES DISTRICT (P.A.D.)

Action: Approved Approved w/Conditions Denied

Signature: _____ Date: _____

| | | |
|-------------------------|---------------------------------|------------------------|
| Permit Taken By: dgc | Date Applied For: 09/06/2001 | Zoning Approval |
|-------------------------|---------------------------------|------------------------|

| | | | |
|--|--|---|--|
| 1. This permit application does not preclude the Applicant(s) from meeting applicable State and Federal Rules. 2. Building permits do not include plumbing, septic or electrical work. 3. Building permits are void if work is not started within six (6) months of the date of issuance. False information may invalidate a building permit and stop all work.. | Special Zone or Reviews <input type="checkbox"/> Shoreland <input type="checkbox"/> Wetland <input type="checkbox"/> Flood Zone <input type="checkbox"/> Subdivision <input checked="" type="checkbox"/> Site Plan Maj <input type="checkbox"/> Minor <input type="checkbox"/> MM <input type="checkbox"/> Date: 9/8/01 | Zoning Appeal <input type="checkbox"/> Variance <input type="checkbox"/> Miscellaneous <input type="checkbox"/> Conditional Use <input checked="" type="checkbox"/> Interpretation <input type="checkbox"/> Approved <input type="checkbox"/> Denied Date: _____ | Historic Preservation <input checked="" type="checkbox"/> Not in District or Landmark <input type="checkbox"/> Does Not Require Review <input type="checkbox"/> Requires Review <input type="checkbox"/> Approved <input type="checkbox"/> Approved w/Conditions <input type="checkbox"/> Denied Date: 9/8/01 |
|--|--|---|--|

CERTIFICATION

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

 SIGNATURE OF APPLICANT ADDRESS DATE PHONE

 RESPONSIBLE PERSON IN CHARGE OF WORK, TITLE DATE PHONE

THIS IS NOT A PERMIT/CONSTRUCTION CANNOT COMMENCE UNTIL THE PERMIT IS ISSUED

**Building or Use Permit Pre-Application
Additions/Alterations/Accessory Structures
To Detached Single Family Dwelling**

R3

In the interest of processing your application in the quickest possible manner, please complete the Information below for a Building or Use Permit.

NOTEIf 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.**

| | | | |
|---|--|-------------------------------------|------------------------|
| Location/Address of Construction: 502 Allen Avenue, Portland | | | |
| Tax Assessor's Chart, Block & Lot Number Chart# 376 Block# A Lot# 2 | | Owner: Judy Novey + John Ransom | |
| Telephone#: | | | |
| Owner's Address: 502 Allen Ave, Portland | | Lessee/Buyer's Name (If Applicable) | Cost Of Work: \$33,000 |
| | | | Fee \$277.00 |
| Proposed Project Description:(Please be as specific as possible) 15'x18' Bedroom Addition, slab on grade | | | |
| Contractor's Name, Address & Telephone Maine state Builders 245 Warren Ave Portland 04103 | | 207-773-5504 Rec'd By: | |

Separate permits are required for Internal & External Plumbing, HVAC and Electrical installation.

- All construction must be conducted in compliance with the 1996 B.O.C.A. Building Code as amended by Section 6-Art II.
- All plumbing must be conducted in compliance with the State of Maine Plumbing Code.
- All Electrical Installation must comply with the 1996 National Electrical Code as amended by Section 6-Art III.
- HVAC(Heating, Ventilation and Air Conditioning) installation must comply with the 1993 BOCA Mechanical Code.

You must include the following with you application:

- 1) A Copy of Your Deed or Purchase and Sale Agreement
- 2) A Copy of your Construction Contract, if available
- 3) A Plot Plan (Sample Attached)

If there is expansion to the structure, a complete plot plan (Site Plan) must include:

- The shape and dimension of the lot, all existing buildings (if any), the proposed structure and the distance from the actual property lines. Structures include decks porches, a bow windows cantilever sections and roof overhangs, as well as, sheds, pools, garages and any other accessory structures.
- Scale and required zoning district setbacks

4) Building Plans (Sample Attached)

A complete set of construction drawings showing all of the following elements of construction:

- Cross Sections w/Framing details (including porches, decks w/ railings, and accessory structures)
- Floor Plans & Elevations
- Window and door schedules
- Foundation plans with required drainage and dampproofing
- Electrical and plumbing layout. Mechanical drawings for any specialized equipment such as furnaces, chimneys, gas equipment, HVAC equipment (air handling) or other types of work that may require special review must be included.

Certification

I hereby certify that I am the Owner of record of the named property, or that the proposed work is authorized by the owner of record 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: <i>Rob Davenport</i> | Date: |
|--|-------|

Building Permit Fee: \$25.00 for the 1st \$1000.cost plus \$5.00 per \$1,000.00 construction cost thereafter.

Bob Davenport

Applicant: Judy Mowey & John Ransom

Date: 9/6/01

Address: 502 Allen Ave

C-B-L: 376-A-2

CHECK-LIST AGAINST ZONING ORDINANCE

Date - Existing

Zone Location - R3

Interior or corner lot - I

Proposed Use/Work - SF

Sewage Disposal - Public

Lot Street Frontage - 50' req / 252' shown

Front Yard - 25' req / 35' scaled

Rear Yard - 25' req / 80'+ scaled

Side Yard - 14' req / 18' scaled on Right, 170'+ scaled

Projections - Front Entry Porch 6'x12', Side Entry Porch 6'x12'

Width of Lot - 75' min / 250' scaled

Height - 35' max / 11'+ scaled

Lot Area - 11,503 sq ft

Lot Coverage/ Impervious Surface - 25% 11,503 max / 2988 sq ft scaled

Area per Family - N/A

Off-street Parking - 2+

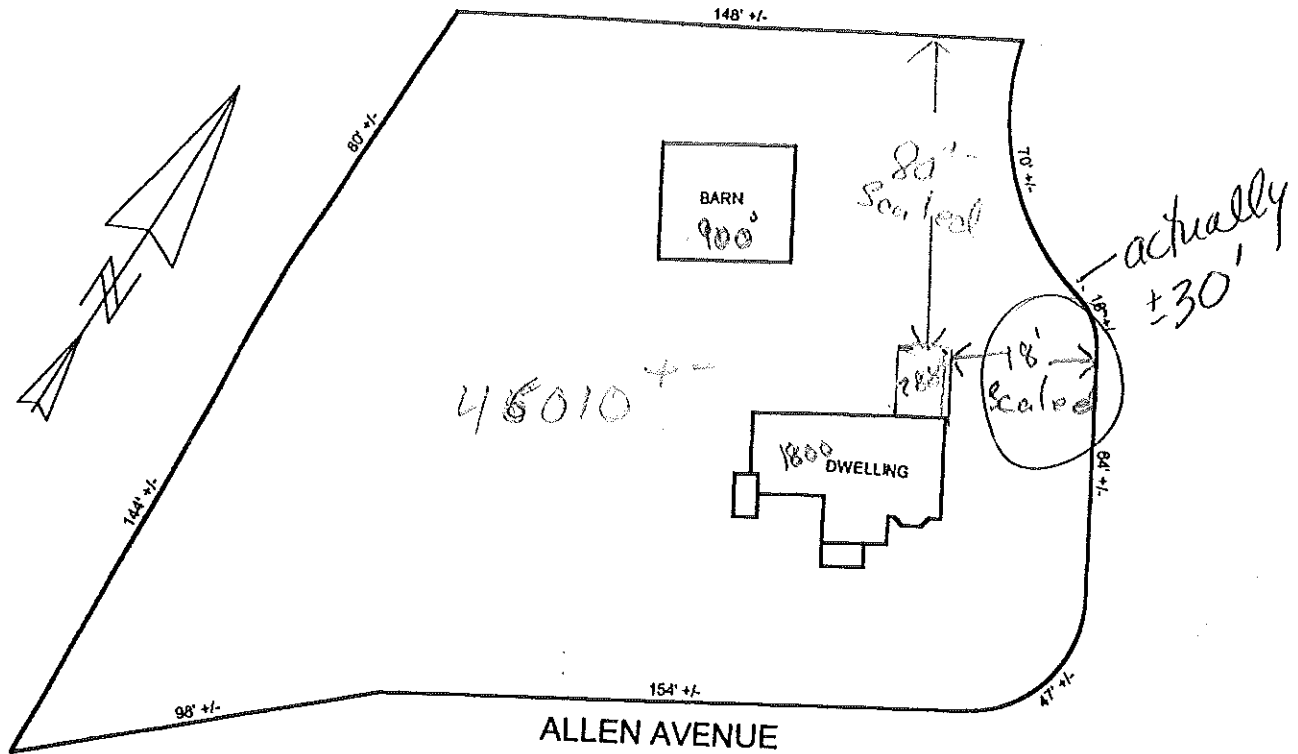
Loading Bays - N/A

Site Plan - N/A

Shoreland Zoning/ Stream Protection - N/A

Flood Plains - N/A

376-A-2



MORTGAGE LOAN INSPECTION PLAN

The dwelling does conform to local zoning building setbacks at the time of construction.

The dwelling is not in a special flood zone as defined by flood insurance rate map 230051-0002 dated 12-8-1998.

THIS IS NOT A STANDARD BOUNDARY SURVEY. Information shown on this plan is for mortgage purposes only. Property lines shown on this plan are based on current lines of occupation, current deed information (referenced below), and tax map information. **A STANDARD BOUNDARY SURVEY IS SUGGESTED TO CONFIRM ALL BOUNDARY LINES SHOWN ON THIS PLAN.** This plan may not be recorded or used for any land divisions. Anyone who uses this plan for anything other than for mortgage purposes does so at their own risk. The property shown on this plan may be subject to easements, covenants, and restrictions of record which may or may not be shown on this plan.

This inspection conforms to the standards of the Maine Board of Licensure for Professional Land Surveyors, standards of practice for a mortgage loan inspection.

PROPERTY INFORMATION:

Street: 502 ALLEN AVENUE City/Town: PORTLAND County: CUMBERLAND , Maine

Buyer: JOHN RANSOM & JUDITH NOVEY

Owner: WILFRED AUDET, JR

Deed Reference: book page

Plan Reference: book page Lot

Tax Map #376 Lot 1 Block 1

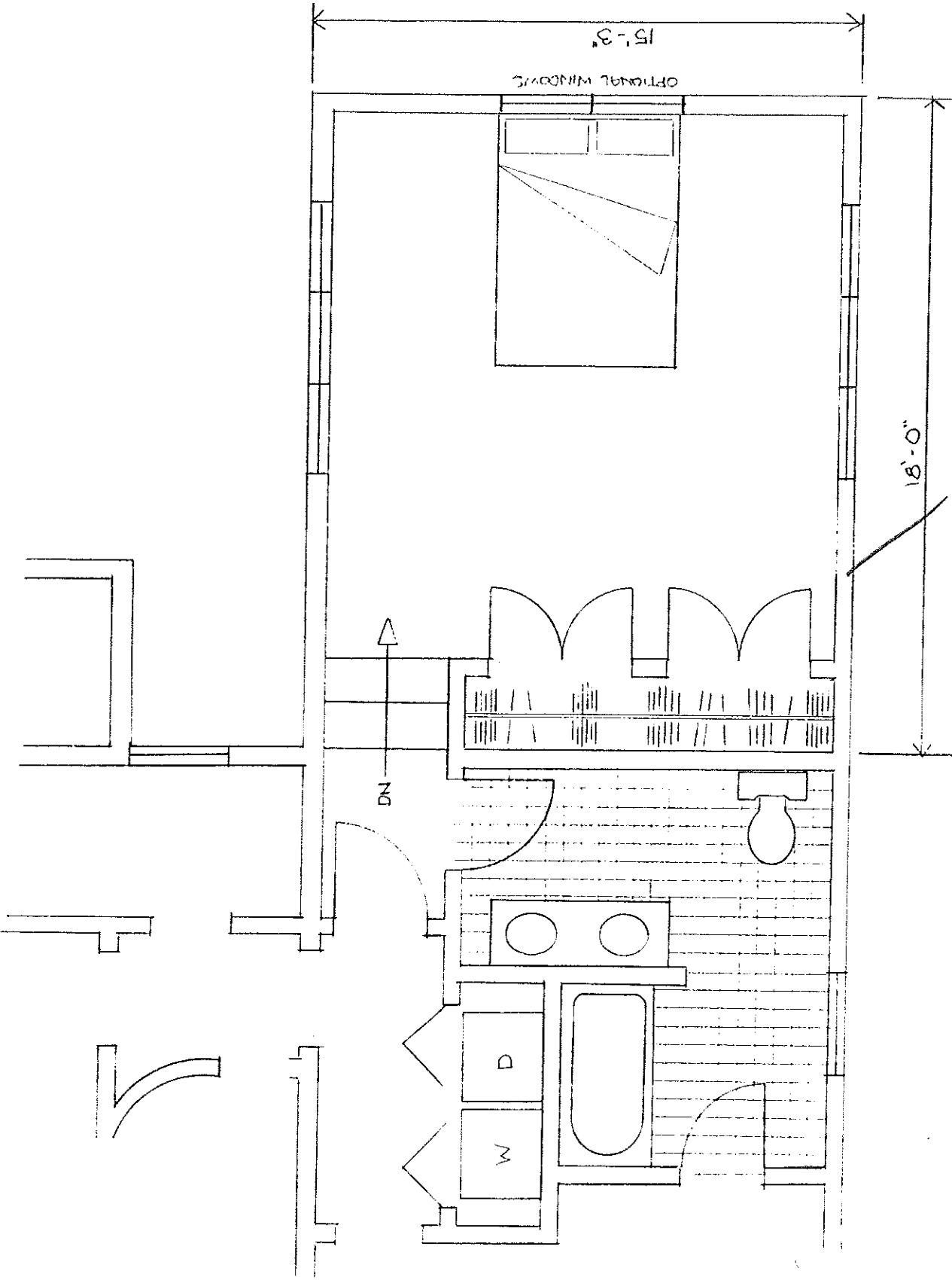
Lending Institution: ALLIED MORTGAGE CAPITAL CORPORATION

Scale: 1 inch = 50 feet Date: JULY 16, 2001

ATC file #2001-1279

Atlantic Title Company
76 Atlantic Place
South Portland, Maine 04106

WILLIAM G. AUSTIN
STATE OF MAINE
PROFESSIONAL LAND SURVEYOR # 2174



15'-3"

OPTIONAL WINDOWS

18'-0"

246
912
1600

8'-0"

D

W

2x6
1600

1' Floor Grade
Steps on Grade

← FILL

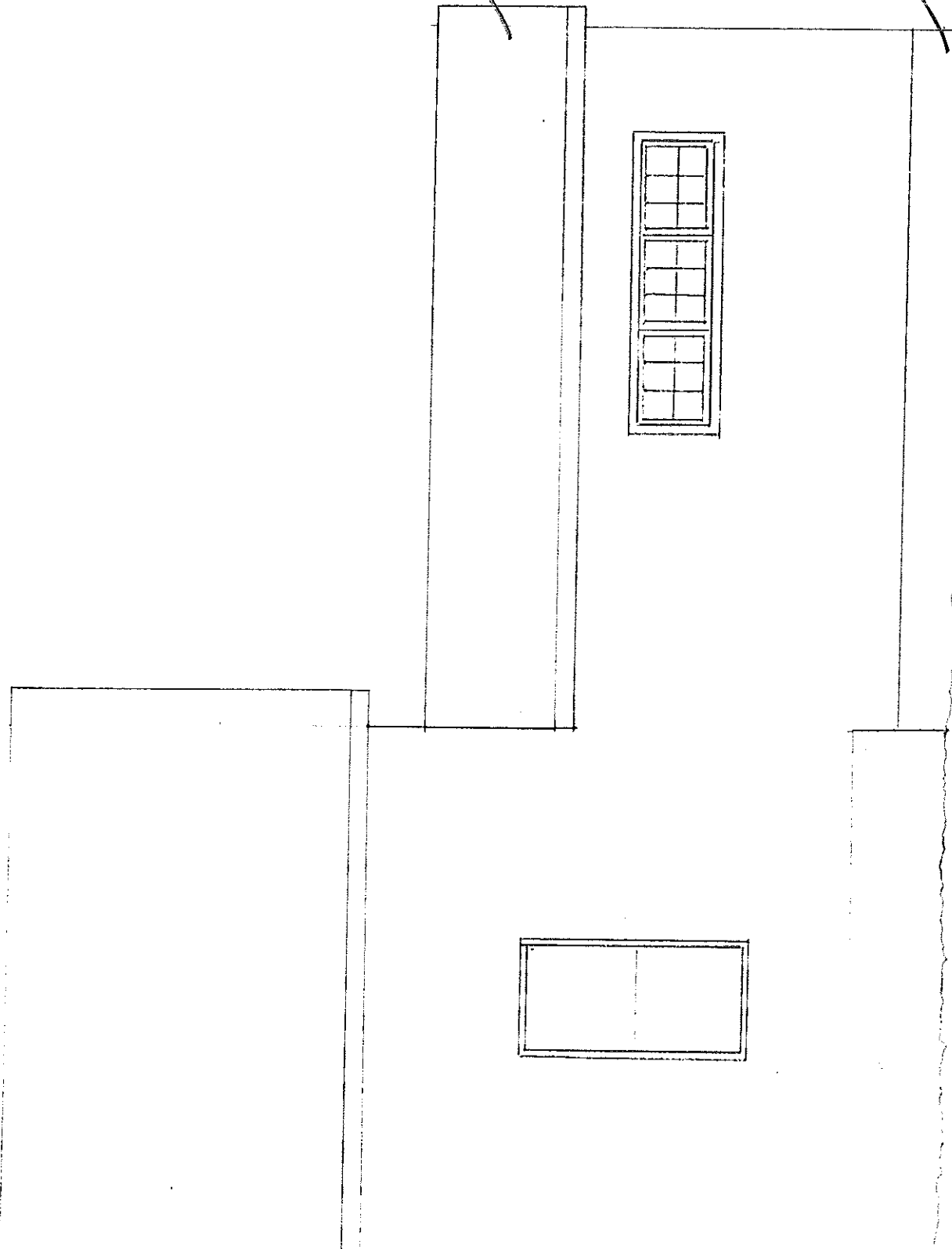
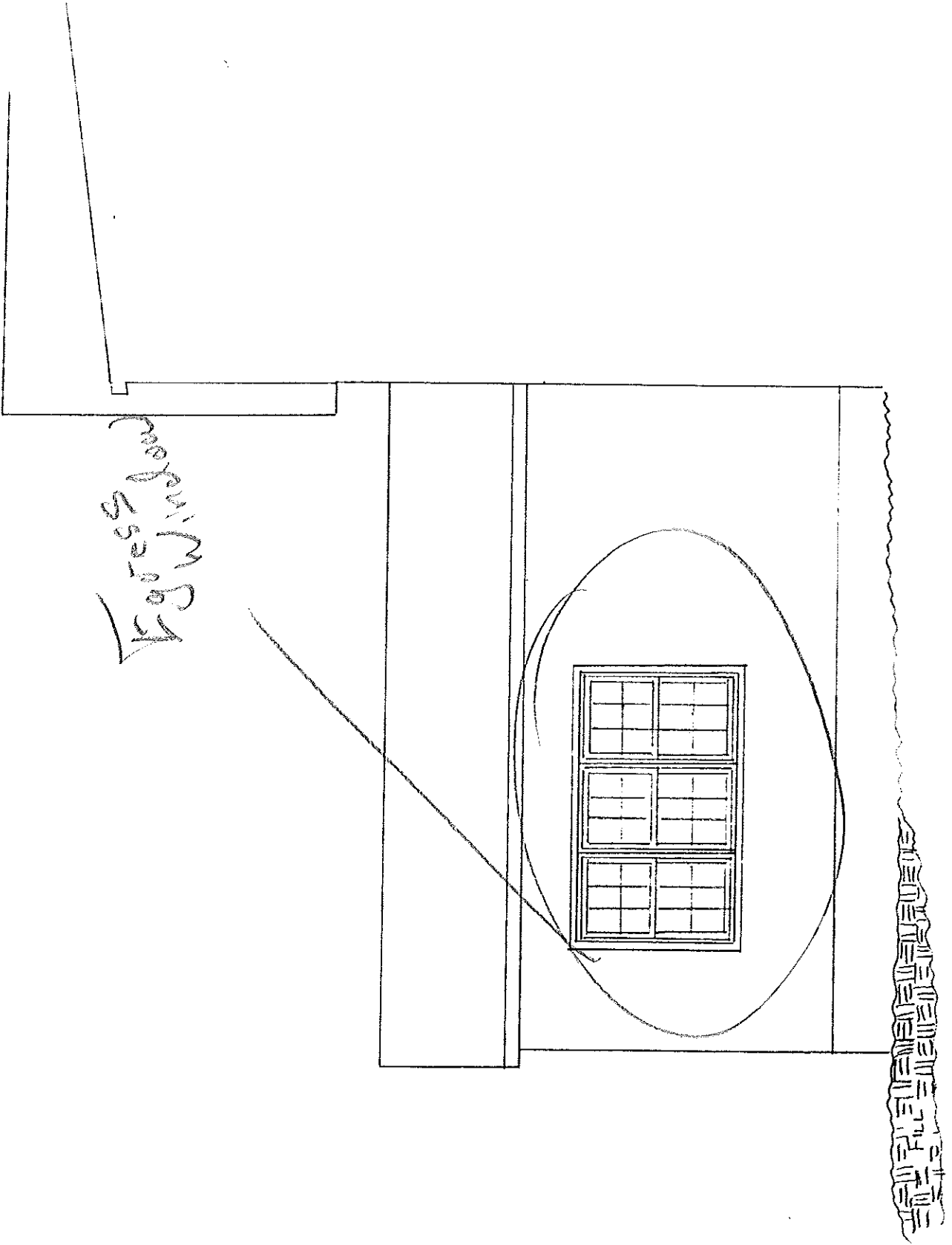
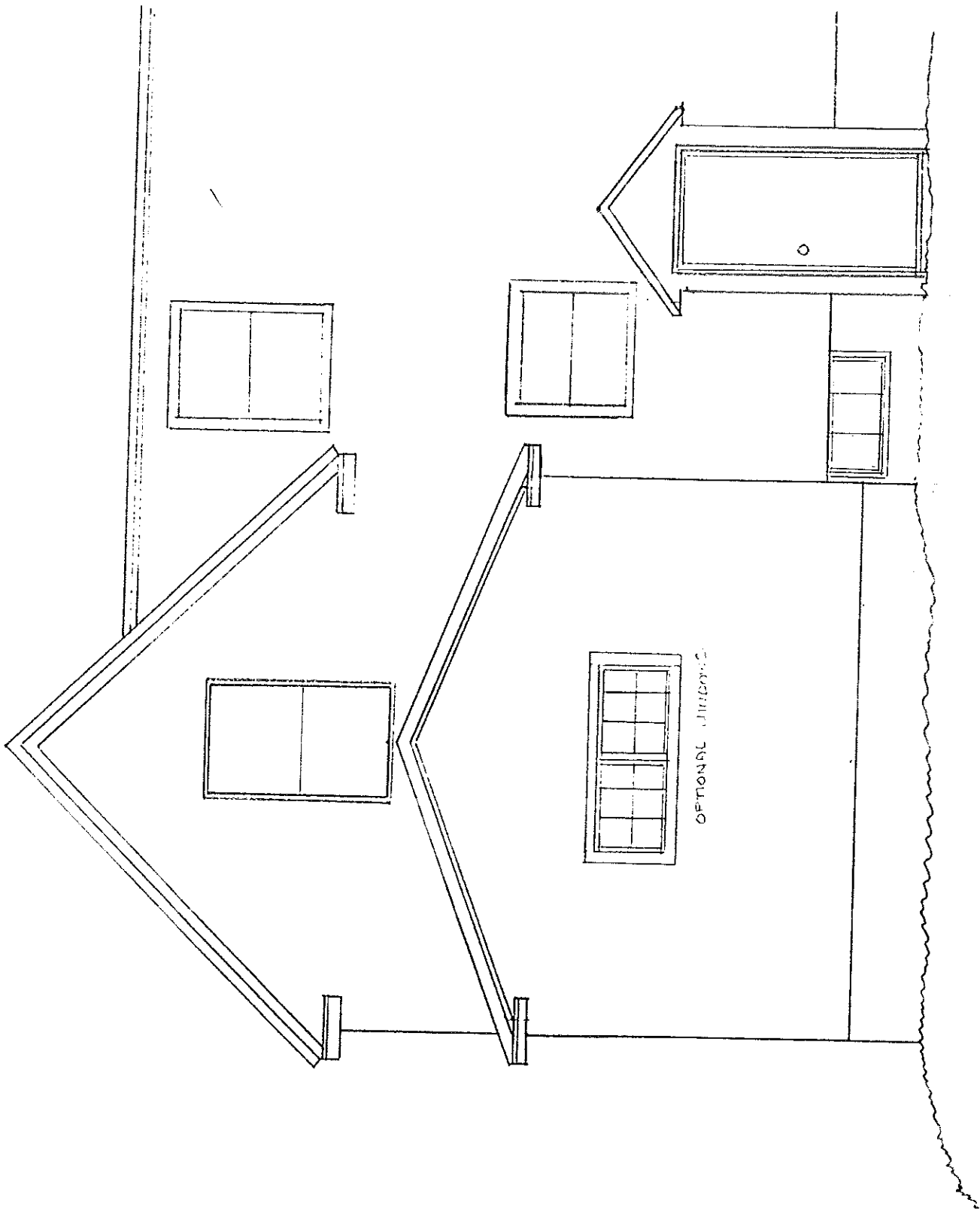


Fig 1.5
Fig 1.6





OPTIONAL JIRDING

PLUMBING APPLICATION

Department of Human Sciences
Division of Health Engineering

376 A 002

PROPERTY ADDRESS

Town or Plantation: Portland
Street Subdivision Lot #: 502 Allen Ave

PROPERTY OWNERS NAME

Last: Andot First: Will

Applicant Name: WILLIAM C. ANDOT

Mailing Address of Owner/Applicant (if Different): 96 Shepherd Lane

PORTLAND 7530 TOWN COPY
Date Permit Issued: 6/12/02 \$ 418.00 If Double Fee Charged
Local Plumbing Inspector Signature: [Signature] L.P.I. # 011214

Owner/Applicant Statement

I certify that the information submitted is correct to the best of my knowledge and understand that any falsification is reason for the Local Plumbing Inspectors to deny a Permit.

Caution: Inspection Required

I have inspected the installation authorized above and found it to be in compliance with the Maine Plumbing Rules.

Signature of Owner/Applicant: [Signature] Date: 6/14/02

Local Plumbing Inspector Signature: [Signature] Date Approved: 6/14/02

PERMIT INFORMATION

| This Application is for | Type of Structure To Be Served: | Plumbing To Be Installed By: |
|---|--|--|
| 1. <input checked="" type="checkbox"/> NEW PLUMBING 2. <input type="checkbox"/> RELOCATED PLUMBING | 1. <input checked="" type="checkbox"/> SINGLE FAMILY DWELLING 2. <input type="checkbox"/> MODULAR OR MOBILE HOME 3. <input type="checkbox"/> MULTIPLE FAMILY DWELLING 4. <input type="checkbox"/> OTHER - SPECIFY _____ | 1. <input checked="" type="checkbox"/> MASTER PLUMBER 2. <input type="checkbox"/> OIL BURNERMAN 3. <input type="checkbox"/> MFG'D. HOUSING DEALER/MECHANIC 4. <input type="checkbox"/> PUBLIC UTILITY EMPLOYEE 5. <input type="checkbox"/> PROPERTY OWNER LICENSE # _____ |

| Hook-Up & Piping Relocation Maximum of 1 Hook-Up | Column 2 | | Column 1 | |
|--|----------|--|----------|------------------------------|
| | Number | Type of Fixture | Number | Type of Fixture |
| HOOK-UP: to public sewer in those cases where the connection is not regulated and inspected by the local Sanitary District. OR HOOK-UP: to an existing subsurface wastewater disposal system. | | Hosebibb / Sillcock | | Bathtub (and Shower) |
| | | Floor Drain | | Shower (Separate) |
| PIPING RELOCATION: of sanitary lines, drains, and piping without new fixtures. | | Urinal | | Sink |
| | | Drinking Fountain | 2 | Wash Basin |
| OR TRANSFER FEE [\$6.00] | | Indirect Waste | 2 | Water Closet (Toilet) |
| | | Water Treatment Softener, Filter, etc. | | Clothes Washer |
| | | Grease / Oil Separator | | Dish Washer |
| | | Dental Cuspidor | | Garbage Disposal |
| | | Bidet | | Laundry Tub |
| | | Other: _____ | | Water Heater |
| | | Fixtures (Subtotal) Column 2 | 8 | Fixtures (Subtotal) Column 1 |
| | | | 0 | Fixtures (Subtotal) Column 2 |
| | | | 8 | Total Fixtures |
| | | | | Fixture Fee |
| | | | | Transfer Fee |
| | | | | Hook-Up & Relocation Fee |
| | | | 48 | Permit Fee (Total) |

SEE PERMIT FEE SCHEDULE FOR CALCULATING FEE

48.00

TOWN COPY 59.00

ELECTRICAL PERMIT

City of Portland, Me.



To the Chief Electrical Inspector, Portland Maine:
 The undersigned hereby applies for a permit to make electrical installations
 in accordance with the laws of Maine, the City of Portland Electrical Ordinance,
 National Electrical Code and the following specifications:

Date 11/13/00
 Permit # 962964
 CBL# 376 A002

SITE LOCATION: 502 ALLEN AVE UNIT #1 NORTHGATE FARMS
~~6 NORTH PORTLAND REALTY~~

OWNER WILLIE MOORE TENANT _____

CHARLES + JEAN WEIR

TOTAL EACH FEE

| OUTLETS | Receptacles | 35 | Switches | 30 | Smoke Detectors | 5 | 70 | .20 | 14.00 |
|------------------------------|------------------|--------|---------------|-----------|-----------------|------|----|-------|-------|
| FIXTURES | Incandescent | 23 | fluorescent | 2 | Strips | | 25 | .20 | 5.00 |
| SERVICES | Overhead | | Underground | ✓ | TTL AMPS | <800 | 1 | 15.00 | 15.00 |
| | Overhead | | Underground | | | >800 | | 25.00 | |
| Temporary Service | Overhead | | Underground | | TTL AMPS | | | 25.00 | |
| METERS | (number of) | 1 | | | | | 1 | 1.00 | 1.00 |
| MOTORS | (number of) | | | | | | | 2.00 | |
| RESID/COM | Electric units | | | | | | | 1.00 | |
| HEATING | oil/gas units | 1 | Interior | | Exterior | | 1 | 5.00 | 5.00 |
| | APPLIANCES | Ranges | 1 | Cook Tops | Wall Ovens | | 1 | 2.00 | 2.00 |
| | Insta-Hot | | Water heaters | 2 | Fans | | 2 | 2.00 | 4.00 |
| | Dryers | 1 | Disposals | 1 | Dishwasher | | 1 | 2.00 | 2.00 |
| | Compactors | | Spa | 1 | Washing Machine | | 1 | 2.00 | 2.00 |
| | Others (denote) | | | | | | | 2.00 | |
| MISC. (number of) | Air Cond/win | | | | | | | 3.00 | |
| | Air Cond/cent | | | | | | | 10.00 | |
| | HVAC | | EMS | | Pools | | | 5.00 | |
| | Signs | | | | Thermostat | | | 10.00 | |
| | Alarms/res | | | | | | | 5.00 | |
| | Alarms/com | | | | | | | 15.00 | |
| | Heavy Duty(CRKT) | | | | | | | 2.00 | |
| | Circus/Carnv | | | | | | | 25.00 | |
| | Alterations | | | | | | | 5.00 | |
| | Fire Repairs | | | | | | | 15.00 | |
| | E Lights | | | | | | | 1.00 | |
| | E Generators | | | | | | | 20.00 | |
| PANELS | Service | | Remote | | Main | | | 4.00 | |
| TRANSFORMER | 0-25 Kva | | | | | | | 5.00 | |
| | 25-200 Kva | | | | | | | 8.00 | |
| | Over 200 Kva | | | | | | | 10.00 | |
| TOTAL AMOUNT DUE | | | | | | | | | 52.00 |
| MINIMUM FEE/COMMERCIAL 35.00 | | | | | | | | | 25.00 |

INSPECTION: Will be ready or will call _____

CONTRACTORS NAME ANTHONY MARCINI MASTER LIC. # 9436
 ADDRESS 179 SARRIPAN ST LIMITED LIC. # _____
 TELEPHONE 771-5829

SIGNATURE OF CONTRACTOR John Marcini

Northgate Farms

A Planned Residential Unit Development

City Of Portland
Planning Department
389 Congress St.
Portland, Maine 04101

February 6, 2001

Dear Chairman Caron:

I, Wilfred J. Audet, Jr. of Falmouth, Maine respectfully submits for your review, Northgate Farms a 19 unit planned residential development located at 484-518 Allen Ave. Please find enclosed the required information in accordance with Section 14-525 of the Portland Land Use Ordinance.

Section 14-525 (a) Filing.

Seven copies of a site plan, prepared by Northeast Civil Solutions.
Seven copies of written statement.
Seven copies of attached information.

Section 14-525 (b) Contents:

- (1) Section a.b.c.d.e. See attached Standard Boundry Survey and Subdivision Plan (Sheet 2 of 7) prepared by Northeast Civil Solutions for The Audet Land Company, dated February 6, 2001.
- (2) Plans and Maps,
 - (a) See Plan marked Low Intensity Soil Survey (Sheet 3 of 7)
 - (b) See Plan marked Low Intensity Soil Survey (Sheet 3 of 7)
 - (c) See Section 3, Building Elevations prepared by Port City Architecture
 - (d) See Standard Boundry Survey (Sheet 2 of 7), dated February 6, 2001
 - (e) See Plan marked (6 of 7) Post- Development Plan
 - (f) easements and right-of-ways 30' PWD 2167/162, Woodbury Septic 3984/256
 - (g) See Plan marked Standard Boundry Survey (Sheet 2 of 7)
 - (h) See Section 6 and Landscape Plan (Sheet 7 of 7).
 - (i) See Landscape Plan (Sheet 7 of 7)
 - (j) See Section 6 and Landscape Plan (Sheet 7 of 7)
 - (k) See Standard Boundry Survey (Sheet 2 of 7)
 - (l) See Section 3 Intent to File - Department of Environmental Protection
 - (m) no test pits or test borings have been performed
 - (n) See Plan marked Pre-Development Plan (Sheet 5 of 7)

Section 14-525 (c) Written Statements

(1) Northgate Farms is a proposed 19 unit residential development. Currently a single family home with a detached 30' x 36' 2 1/2 story barn. The project construction is as follows:

- (a) Renovation of single family home into 1 dwelling unit.
- (b) Conversion of barn structure into 2 dwelling units.
- (c) Construct 3 - 4 unit buildings , 12 dwelling units
- (d) Construct 2 - 2 unit buildings, 4 dwelling units

(2) The site consists of 5.6 acres of land.

(3) Current easements included 30' PWD to the rear of the site and a septic easement for the benefit of 518 Allen Ave. along standard utility easements.

(4) Estimated solid waste will be approx. 3-4 30 gallon trash bags per week per unit. Type of waste will be primarily household and paper products. Recycling will be encouraged. Association will contract a local hauler to remove trash on a weekly basis.

(5) See Section 5 Engineering Reports and Findings

(6) See Section 5 Engineering Reports and Findings.

(7) Since October 2000, the existing farmhouse has under gone renovation to enhance its appearance. Once the project obtains final approval, estimated March- April 2001. Work will begin on the conversion of the barn structure into 2 dwelling units. Road blasting and construction will take place May - June 2001. Construction of the new buildings is estimated to be between 12 - 18 months.

(8) See Section 5, Notice of Intent to File.

(9) This project is being financed Waterfield Financial See Section 7.

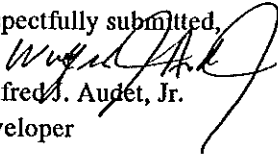
(10) See Section 8, Deed and Title History.

(11) None on site.

(12) N/A

(13) N/A

Respectfully submitted,


Wilfred J. Audet, Jr.

Developer

Northgate Farm

A Planned Residential Unit Development

Mr. Joseph Gray
Director of Planning and Urban Development

November 1, 2000

Re: 484 -518 Allen Ave. Northgate Farm

Dear Mr. Gray,

Thank you for your letter of October 26 concerning the Citizen's Petition seeking a referendum to amend the current planning review standards. Although, I do not agree with their ideals, I must respect their right of due process.

However, In order to remove my project from the spider web of controversy that will be taking place for the next 12 months, I've decided to modify my new housing project to reflect the following changes;

- a) Restoration of the original 1850 farmhouse as 1 unit.
- b) Conversion of the existing barn into a duplex unit.
- c) Construct 4 new multiplex on the remaining acreage for a total of 19 housing units.

I'll be positioning the new multiplex buildings off Allen Ave quite some distance. Thus, allowing me to utilize my 420' of frontage of Allen Ave. for future expansion of the project once the dust settles and any changes to the ordinance are ammended.

The DesLauries company who are acting as my site engineers will be forwarding the supporting technical data to your staff reflecting the new modifications. I look forward to returning to the Planning Board in November for further review. In closing, if you'd like to speak prior, please feel free to contact me at my office. Thank you for your consideration.

Best Regards,

Wilfred J. Audet, Jr.
Developer

c/c: Jim Fisher - DesLauries
Sarah Hopkins - Senior City Planner
Candi Talbot - City Planner

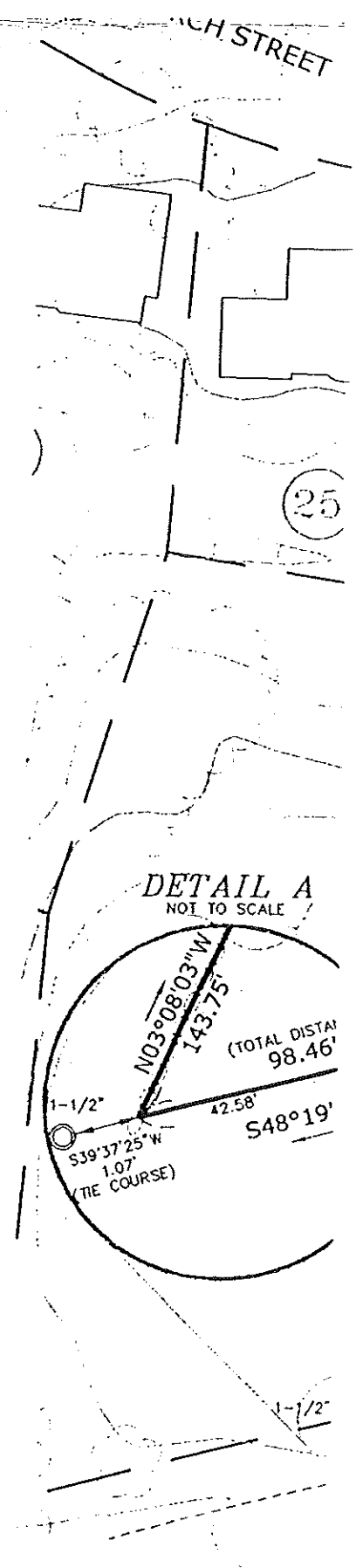
400 Allen Ave. Portland, Maine 04103 797-7777 x21

Northgate Farms
Allen Avenue

NET RESIDENTIAL AREA CALCULATIONS

| | |
|----------------------------|---------------|
| TOTAL AREA | 246,920 S.F. |
| HOUSE LOT | - 8,887 S.F. |
| 1) STORM WATER | - 4,752 S.F. |
| 2) WATERCOURSES | - 0 |
| 3) INACCESSIBLE AREA | - 4,743 S.F. |
| 4) WETLANDS | - 19,473 S.F. |
| 5) EASEMENTS | - 4,803 S.F. |
| 6) SLOPES | - 4,575 S.F. |
| <hr/> | |
| | 199,687 S.F. |
| 7) 20% OF REMAINING AREA | -40,394 S.F. |
| <hr/> | |
| TOTAL NET RESIDENTIAL AREA | 159,293 S.F. |

Marge -
For your
review.
Kandi





**PORT & GIFFY
ARCHITECTURE**
65 NEBURY STREET
PORTLAND, ME 04101
207.761.0000
fax: 761.2010
info@portandgiffy.com

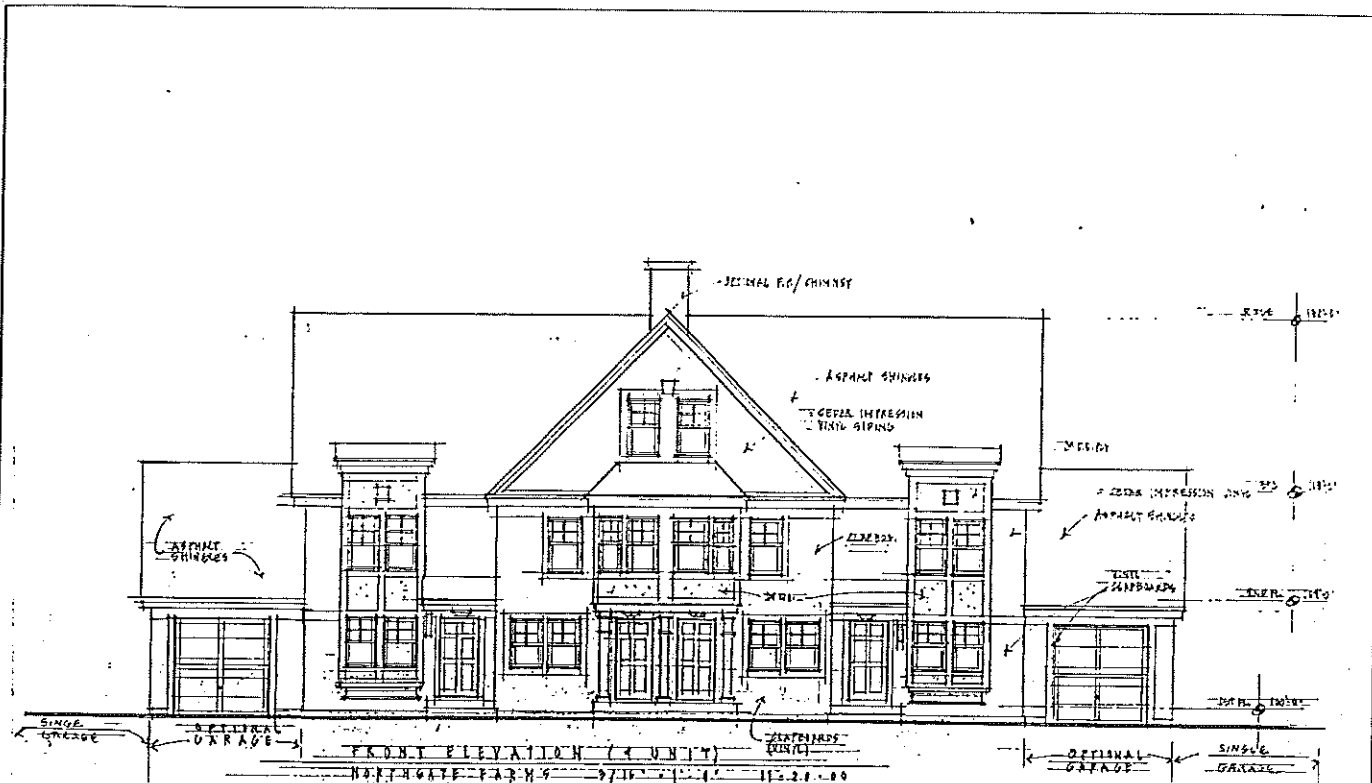
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ARCHITECTURE PA

**NORTHGATE FARMS
ALLEN AVENUE
PORTLAND, MAINE**

JOB: 00120

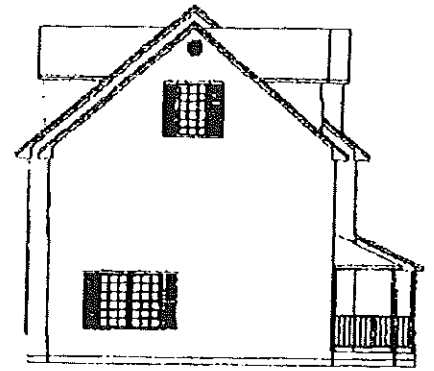
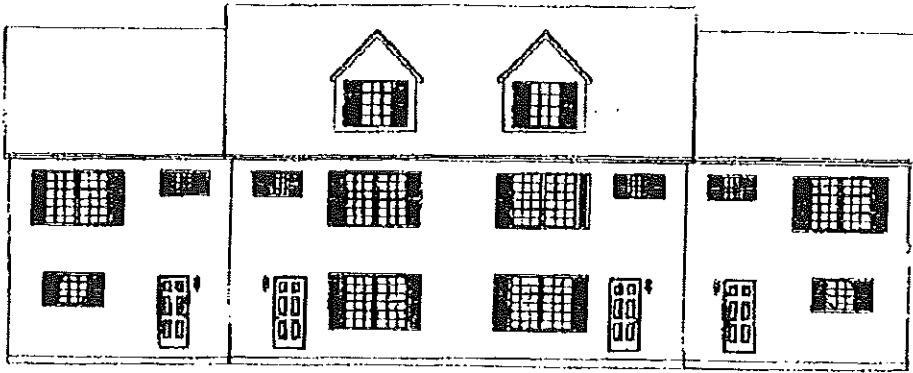
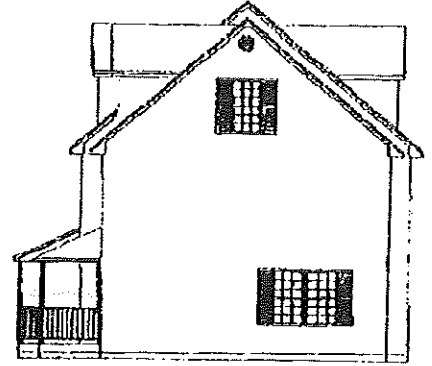
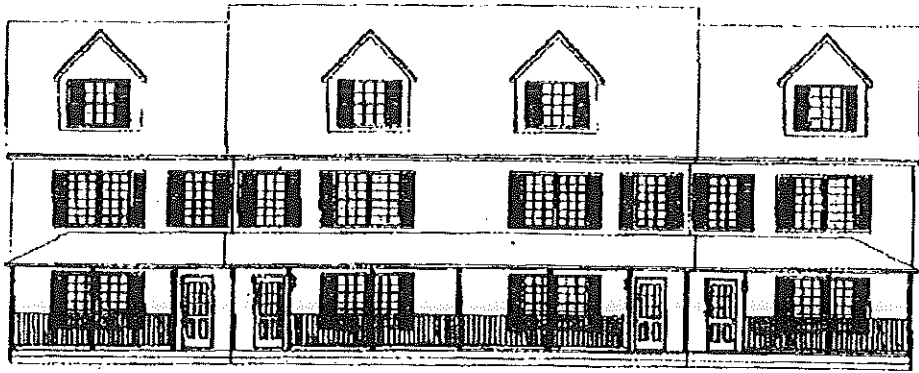
ISSUE DATE
NOV. 18, 2000

ELEVATION
A-1

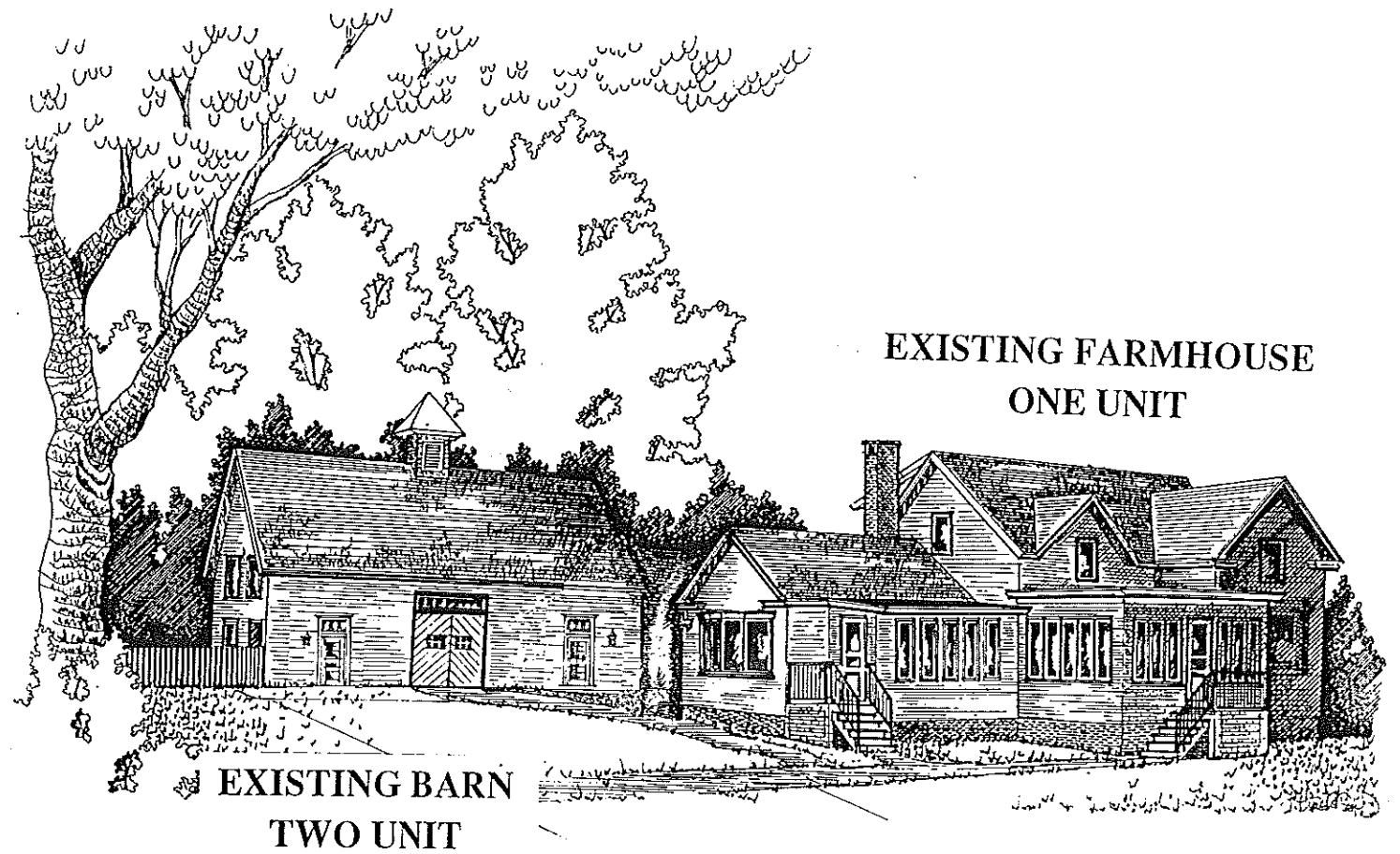


**MODEL A
FOUR UNIT**

(additional 1 car garage on each end - not shown)



MODEL C
FOUR UNIT
(4 - 1 car garages not shown)



**EXISTING FARMHOUSE
ONE UNIT**

**EXISTING BARN
TWO UNIT**



PORT & GONY
ARCHITECTURE
65 NEWBURY STREET
PORTLAND, ME 04101
207.781.5000
fax: 761.2010
info@portandgony.com

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ARCHITECTURE PA.

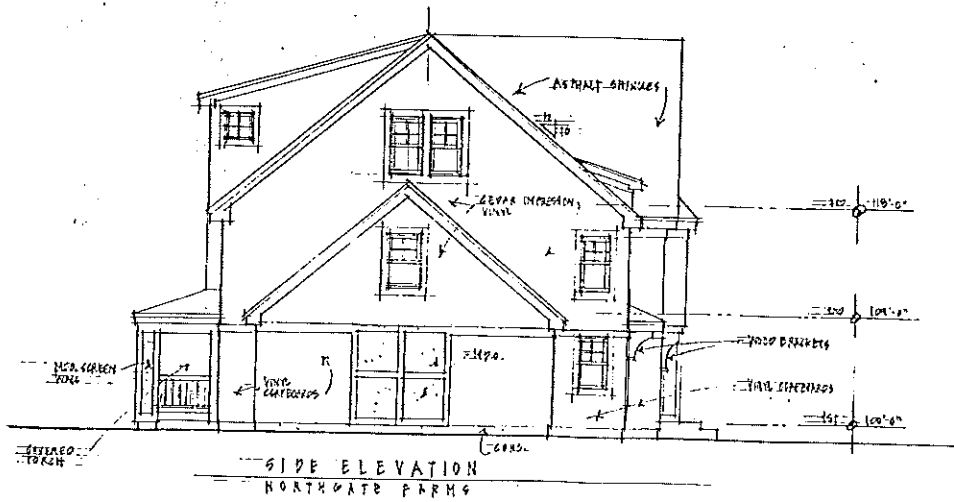
NORTHGATE FARMS
ALLEN AVENUE
PORTLAND, MAINE

JOB 00120

ISSUE DATE
NOV. 28, 2000

ELEVATION
A-2





POMA ARCHITECTURE

65 HENRY STREET
 PORTLAND, ME 04101
 207.761.9000
 fax: 761.2010
 info@portcityarch.com

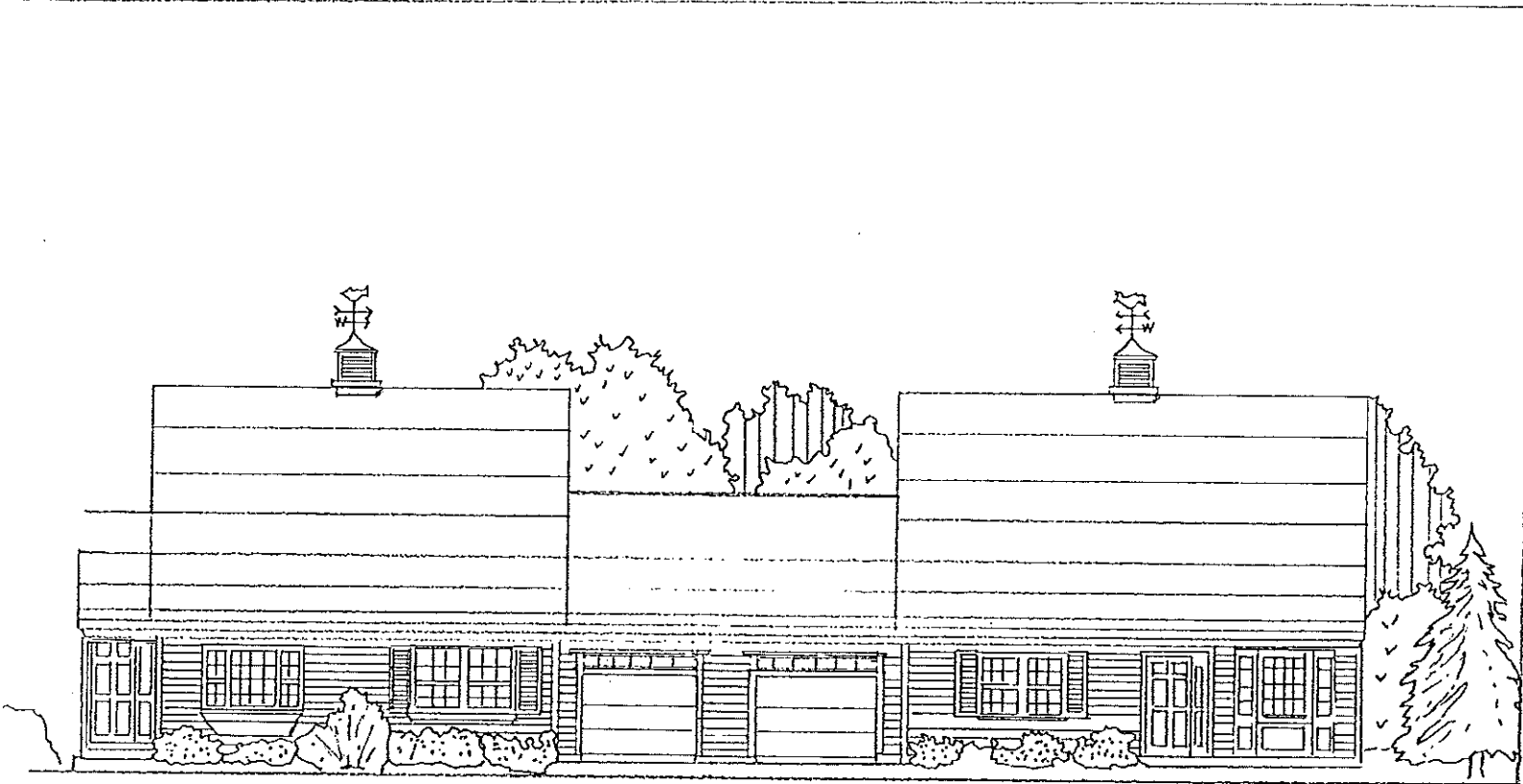
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NORTHGATE FARMS
 ALLEN AVENUE
 PORTLAND, MAINE

JOB: 00120

ISSUE DATE
 NOV. 28, 2000

ELEVATION
 A-3



**MODEL B
TWO UNIT**

which an individual home is situated within a manufactured housing park and which is reserved for use by the occupants of that home.

Manufactured housing subdivision or development: A parcel of land approved by the planning board under 30-A M.R.S.A. Section 4358 for the placement of single-component manufactured housing on individual owned lots.

Marina: Commercial operation providing floats, slips and piers intended primarily for berthing of noncommercial vessels and the provision of related services such as supplies, fuel, equipment and repairs, which may be provided both to tenants and nontenants.

Military personnel berthing: A building, or portion thereof, which is primarily used as, and intended for, temporary living quarters for military personnel.

Minor business: A business with not more than two (2) pump islands, provided that no more than a total of eight (8) vehicles may be fueled simultaneously. Such businesses shall not include car washes or vacuums. Repair services shall be permitted, provided that there shall be no more than two (2) service bays.

Motel: A building or group of attached or detached buildings containing guest rooms or dwelling units most of which have separate outside entrances and parking space hereby intended to be used principally by automobile transients for compensation. Motels include tourist courts, motor lodges or cabins.

Multiple-component manufactured housing: Manufactured housing which is constructed and transported in two (2) or more sections of substantially similar size that must be mated to form a habitable dwelling. For purposes of planned residential unit development and multiplex development, multiple-component manufactured housing shall be considered a dwelling unit.

Net land area: Net land area, as set forth in sections 14-90, 14-120 and 14-130 of this article, shall be calculated by subtracting from gross area the square footage of the following:

- (1) a. Stormwater retention areas;
- b. Stormwater detention areas, unless improved for

passive or active recreational use;

- (2) Existing watercourses, as defined in this section, measured by the area between the top of the banks at the normal high water mark, as defined in this section.
- (3) Inaccessible areas, as defined in this section;
- (4) Wetlands, as defined in this section;
- (5) Areas encumbered by existing easements, dedications or similar restrictions, which limit or preclude the construction of permanent structures or which are for any reason unavailable for use in connection with the proposed development.
- (6) Slopes of twenty-five (25) percent or greater. Where a slope of twenty-five (25) percent or greater was altered to less than twenty-five (25) percent within the two (2) years immediately preceding the submission of the application for development, such slope shall also be subtracted from the gross area;
- (7) Twenty (20) percent of the area remaining after the deductions of factors (1) through (6) of this definition.

Noncommercial vessel berthing: The use of berthing space for berthing of watercraft other than commercial vessels. Berthing space used in the following manner shall not be counted in computing the number of linear feet under this use category:

- (1) Space used principally for sale or repair of vessels;
- (2) Commercial vessel tenant space used by a noncommercial vessel for a period not exceeding ten (10) consecutive days while the primary commercial vessel tenant is conducting its business or trade.

Normal high water line: That line which is apparent from visible markings, changes in the character of soils due to prolonged action of the water or changes in vegetation, and which distinguishes between predominantly aquatic and predominantly terrestrial land. In the case of wetlands adjacent to rivers, the normal high water line is the upland edge of the wetland, and not

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2/7/01

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February 6, 2001

Alex Jaegerman, Planner
City of Portland
389 Congress Street
Portland, ME 04101-35-3

RE: Northgate Farms Condominium Subdivision

Dear Alex:

On behalf of Audet Land Company, LLC, we are pleased to submit this application for preliminary review of a condominium subdivision off of Allen Avenue. We would like to meet with the Planning Board on February 27, 2001 to continue with the review and approval process. The proposal is to create an eight-building, 19-unit condominium subdivision served by a road to be constructed on a 5.67 acre parcel.

BACKGROUND

Audet Land Company, LLC is a Maine-based real estate developer seeking to provide residential housing units throughout the greater Portland area. It acquired the property to be developed in 2000 and proposes to begin construction immediately following final Planning Board approval. The property was previously occupied by a single-family house and barn, and is abutted by the Cottage Farms development, Lyman Moore School (City of Portland), the Universalist Church of Portland, and a single-family residential lot on Allen Avenue.

We previously presented a development scenario at a workshop of the Planning Board, and had numerous meetings with the Planning Department staff, throughout the autumn and winter of 2000. With feedback from members of the board and staff, we are presenting the attached information as our design for the development.

The property has been surveyed and engineered, including soils mapping, roadway plan and profile, stormwater analysis, and landscape details. A 637-foot road will service 16 of the proposed units; three additional units in two buildings will be serviced by an existing driveway into the property. The site contains an area set aside for recreational open space, a detention pond for stormwater management, and an existing easement for the benefit of the Portland Water District.

— what is Net Land area?
(after TAKE AS

6500 X
19 =
123,500^{sq} ft
2,835²
Acres

Submission Requirements

Included with this application are 11 sets of seven plans each for preliminary review.

Subdivision Approval Standards

1. Water/Air Pollution

Northgate Farms development will not result in undue water or air pollution.

- A. The land to be developed is well above the flood plain of any water body and is not in a special flood hazard area (according to the Federal Emergency Management Association).
- B. The City of Portland's municipal system will be utilized for waste disposal (see attached letter).
- C. Slope of the terrain is not applicable to any effect on effluents due to utilization of the municipal waste disposal system.
- D. No streams or other perennial water bodies exist on this site.
- E. The developer will adhere to all state and local health and water resource regulations.

2. Sufficient Water

The proposed subdivision will utilize the Portland Water District public system for its supply of water to the proposed units.

3. Municipal Water Supply

All units will be connected to the municipal water supply (see attached letter).

4. Erosion

The subdivision roadway and lots were specifically designed to minimize the impact to any areas that would be susceptible to soil erosion. An Erosion and Sedimentation Control plan will be provided to show minimal impact of construction on the soils' ability to hold water.

5. Traffic

A traffic report has been prepared by Gorrill-Palmer Traffic Engineering and is attached.

6. Sewage Disposal

Individual units will be served by the public waste water system (see attached letter from the Portland Sewer District).

7. Municipal Solid Waste Disposal

Any solid waste generated during construction of the roadway and of individual structures will be handled by the developer. Post-construction solid waste generated by individual homeowners will be handled by each respective homeowner in conjunction with a homeowners' association, as applicable.

8. Aesthetic, Cultural and Natural Values

Northgate Farms has preserved land area well in excess of the required minimum for open space. A total of 26 units could be supported by the land, though the developer has opted for 19 units at this time.

9. Conformity with Local Ordinances and Plans

During the course of the Planning Board workshop and meetings with the municipal staff, we received feedback regarding the interpretation of town ordinances, relative to this development, by members of the reviewing authority. We have developed the roadway and lots with the suggestions of board members and staff in mind, and according to best management practices. All municipal and state regulations for this type of development have been reviewed and adhered to in designing this subdivision.

10. Financial and Technical Capacity

Audet Land Company, LLC has shown financial and technical capacity for this development (see attached letter).

11. Surface Waters

Northgate Farms does not abut any waterway.

12. Ground Water

Impervious surface areas created in conjunction with this development will not adversely affect the quantity or quality of ground water (see Storm Water).

13. Flood Areas

The area of this proposed development is not affected by any 100-year flood hazard boundaries, as determined by the Federal Emergency Management Agency.

14. Storm Water

Storm Water Management plans (pre- and post-development drainage patterns) are included as part of this preliminary submission packet. The creation of an on-site detention pond will improve storm water management not only for the property to be developed but for the easterly abutter as well. The abutter (Universalist Church) apparently experiences problems with stormwater on its own property due to an undersized culvert across their parking lot. The detention pond will hold storm water that heretofore ran directly into the culvert, thereby making the flow through the existing culvert more manageable.

AAS Wetlands

15. Wetlands

On-site wetlands have been identified and delineated utilizing a conventional EDM survey instrument. Addressing the concerns of the town regarding the accuracy of locating the wetland edge with GPS equipment, we opted to specifically locate all wetland areas to the greatest degree of accuracy with the laser EDM.

16. River, Stream or Brook

All freshwater wetlands have been mapped and are identified on the preliminary subdivision plan.

We look forward to meeting with the board and addressing any comments or questions they may have regarding this preliminary submission packet. Following preliminary approval with any conditions imposed by the board, we will submit a plan set and packet for public hearing and final approval. Please contact us if you have any questions. Thank you.

Sincerely,

Jim Fisher
President

From: Marge Schmuckal
To: Kandi Talbot
Subject: Northgate Farms - Recreation and Open Space

Kandi,

It is my understanding that there is some question as to the need of a recreational open space area for the proposed Northgate Farms R-3 PRUD off of Allen Avenue.

The concept of a PRUD (Planned Residential Unit Development) is to create a small, complete, residential community. One of the reasons for requiring an open area for this PRUD community, is to provide a large, level area that could be used for different outdoor activities such as baseball, soccer, kite flying, whatever.

The R-3 zoning PRUD standards, sec. 14-9(14), state that there shall be: "300 square feet per dwelling unit of common area designated on the site for recreation purposes. Such recreation areas shall be level graded, dry, accessible and properly drained. At a minimum, a contiguous area of 6,000 square feet with a minimum dimension of 50 feet shall be provided and shall include one or more of the uses set forth in section 14-526(a)(14)c.4., but shall at least be usable as a multipurpose game field...."

Any variance of this section of the zoning ordinance shall require a variance appeal from the Zoning Board of Appeals.

CC: PENNY LITTELL; Sarah Hopkins



CITY OF PORTLAND

17 January 2001

Ms. Camille Alden
Northeast Civil Solutions, Inc.
153 U.S. Route 1
Scarborough, Maine 04074

**RE: The Capacity to Handle Anticipated Wastewater Flows, from the Proposed
19 "Northgate Farms" condominiums, at # 484-518 Allen Avenue.**

Dear Ms. Alden:

The existing eight-inch diameter vitrified clay sanitary sewer pipe, located in Allen Avenue, has adequate capacity to transport the anticipated wastewater flows of 5130 GPD, from your proposed condominiums. The Portland Water District sewage treatment facilities, located off Marginal Way, have adequate capacity to treat the anticipated wastewater flows of 5130 GPD.

| <u>Anticipated Wastewater Flows from the Proposed Condominiums</u> | |
|---|-------------------|
| Proposed 57 condominium bedrooms @ 90GPD/bedroom | = 5130 GPD |
| Total Proposed Increase in Wastewater Flows for this Project | = 5130 GPD |

If I can be of further assistance, please call me at 874-8832.

Sincerely,
CITY OF PORTLAND
Frank Brancely
Frank J. Brancely, BA, MA
Senior Engineering Technician

FJB/hld

- cc: Joseph E. Gray, Director, Department of Planning & Urban Development, City of Portland.
- Kandi Talbot, Planner, Dept. of Planning & Urban Development, City of Portland.
- Katherine A. Staples, PE, City Engineer, City of Portland.
- Bradley A. Roland, PE, Environmental Projects Engineer, City of Portland.
- Anthony W. Lombardo, PE, Project Engineer, City of Portland.
- Stephen K. Harris, Assistant Engineer, City of Portland.
- Desk file

O:\Engshare\CSO\ Allen Ave 484-518 (Northeast Civil Solutions.)



Portland Water District

225 Douglass St. • P.O. Box 3553 • Portland, ME 04104-3553

(207) 774-5961
FAX (207) 761-8307

January 15, 2001

Ms. Camille Alden
Northeast Civil Solutions, Inc.
153 U.S. Route 1
Scarborough, Maine 04074

Re: 484-518 Allen Ave, Portland

Dear Camille:

The Portland Water District has an 8" water main in Allen Avenue, Portland, at the proposed site. A test on a nearby hydrant produced the following results: static pressure 56 psi; residual pressure 32 psi; with a flow of 949 gpm. With these results in mind, the District feels we have sufficient capacity available to serve this proposed project and meet all normal fire protection and domestic water service demands. **Please notify your plumber of these results so that they can design your system to best fit the available pressure.**

With certification by the developer that all required permits have been received, we look forward to serving this project.

Sincerely,

PORTLAND WATER DISTRICT

David W. Coffin, PLS
Engineering Supervisor

NOTICE OF INTENT TO FILE

Please take notice that Wilfred J. Audet, Jr.
(name, address, and phone number of applicant)
400 Allen Avenue, Portland, ME 04103 207-797-7777

is intending to file a Stormwater Management permit application with the Maine Department of Environmental Protection pursuant to the provisions of 38 M.R.S.A. § 420-D on or about 02/06/2001
(anticipated filing date)

The application is for: Proposed 19 condominium unit development with
(summary of project)
sidewalks and recreational areas

at the following location: 502 Allen Avenue, Portland - also known as
(project location)
the Charles and Jean Weir property

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

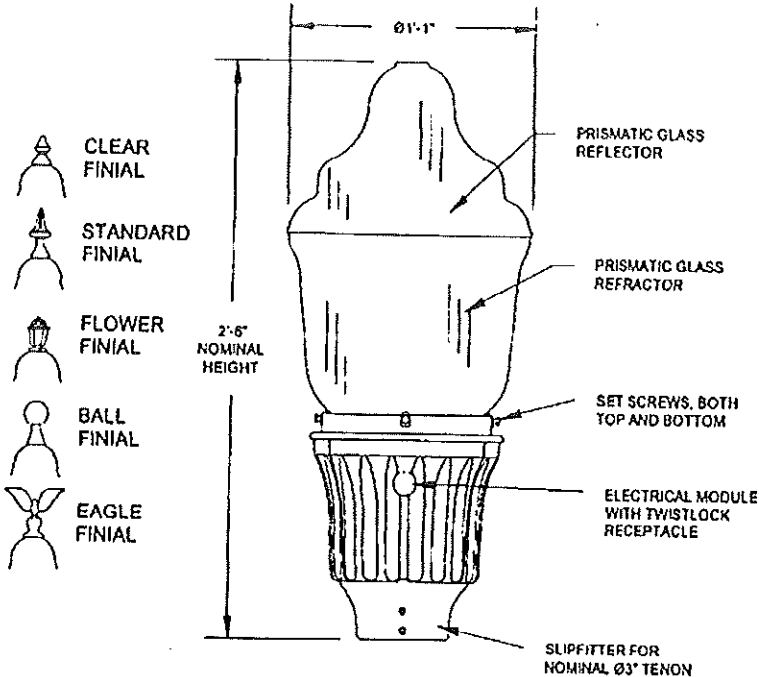
The application will be filed for public inspection at the Department of Environmental Protection's office in Portland during normal working hours. A copy of the application may also
(Portland, Augusta or Bangor)

be seen at the municipal offices in Portland, Maine.
(town)

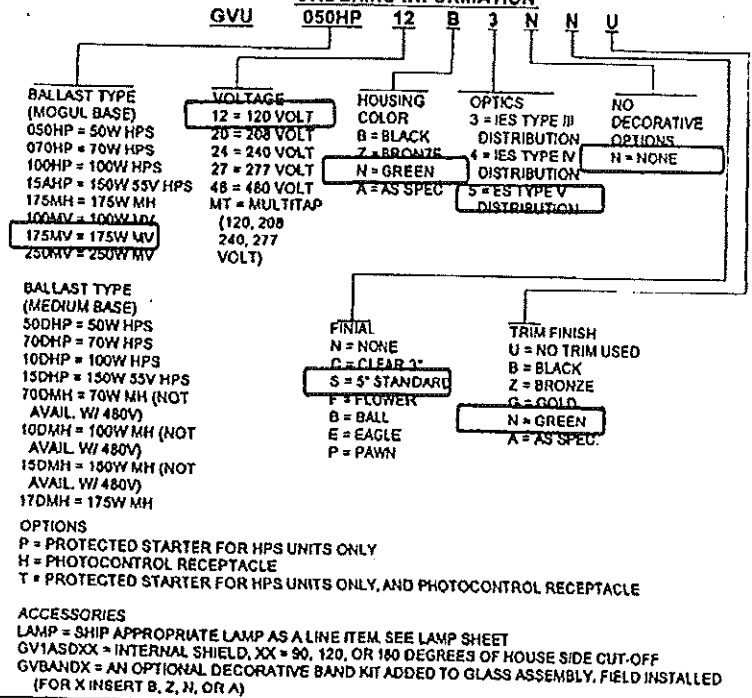
Written public comments may be sent to the Department of Environmental Protection, Bureau of Land & Water Quality, 17 State House Station, Augusta, Maine 04333.

UTILITY GRANVILLE[®] SERIES LUMINAIRE

MAXIMUM WEIGHT - 48 lbs.
MAXIMUM EFFECTIVE PROJECTED AREA - 1.38 sq. ft.



ORDERING INFORMATION



Specifications

GENERAL DESCRIPTION

The Utility Granville is designed for ease of maintenance with the plug-in electrical module common to each of the luminaires in Holophane's Utility Luminaire Series. The traditional acorn shaped luminaire, while reminiscent of the 1920's, contains a precision optical system that maximizes pole spacings while maintaining uniform illumination.

OPTICAL SYSTEM

The optical system consists of a precisely molded thermal resistant borosilicate glass refractor and top reflector. The glass top reflector redirects over 50 % of the upward light into the controlling refractor while allowing a soft upright component to define the traditional acorn shape of the luminaire. The lower refractor uses precisely molded prisms to maximize pole spacings while maintaining uniform illuminance. Three refractors are available, designed for I.E.S. type III, IV, and V distributions.

LUMINAIRE HOUSING

The luminaire housing, cast of copper free aluminum, provides an enclosure for the plug-in electrical module. Four uniquely designed stainless steel spring clips enclosed in a clear polyvinyl chloride sleeve and adjusted by hex head stainless steel 1/4-20 bolts securely cradle the prismatic glass refractor. The nickel plated lamp grip socket and three station incoming line terminal block are prewired to a five conductor receptacle for ease in connection the electrical module. The slipfitter will accept a 3" by 2-7/8" to 3-1/8" O.D. tenon.

LUMINAIRE HOUSING / DOOR

Cast of copper free aluminum, the housing / door is removable without the use of tools and is retained by a stainless steel aircraft cable. For units with an E.E.I.-N.E.M.A. twist lock photocell receptacle, the door contains an acrylic "window" to allow light to reach the cell.

ELECTRICAL MODULE

The ballast components are mounted on a steel plate that is removable without the use of tools. A matching five conductor plug connects to the receptacle in the luminaire housing to complete the wiring. Where a starting aid is required, it is provided with a separate plug-in connector and can be replaced without the use of tools. For photoelectric operation, the electrical module is provided with an E.E.I.-N.E.M.A. twist lock photocell receptacle.

BALLASTS

(Refer to Ballast Data Sheet for specific operation characteristics)
50 watt 120 volt High Pressure Sodium (HPS) ballasts are High Power Factor Reactor type. All other HPS ballast are High Power Factor Autotransformer type. 175 watt Metal Halide (MH) ballasts are Peak Lead Autotransformer type. 70 and 100 watt MH units are available only with High Power Factor High Reactance type ballast.

All Mercury Vapor (MV) ballasts are High Power Factor Constant Wattage Autotransformer (CWA) type.

FINISH

The luminaire is finished with polyester powder paint applied after a seven stage pretreatment process to insure maximum durability.

ARCHITECTURAL OUTDOOR ORDER #:

TYPE:

DRAWING NO: US-2590

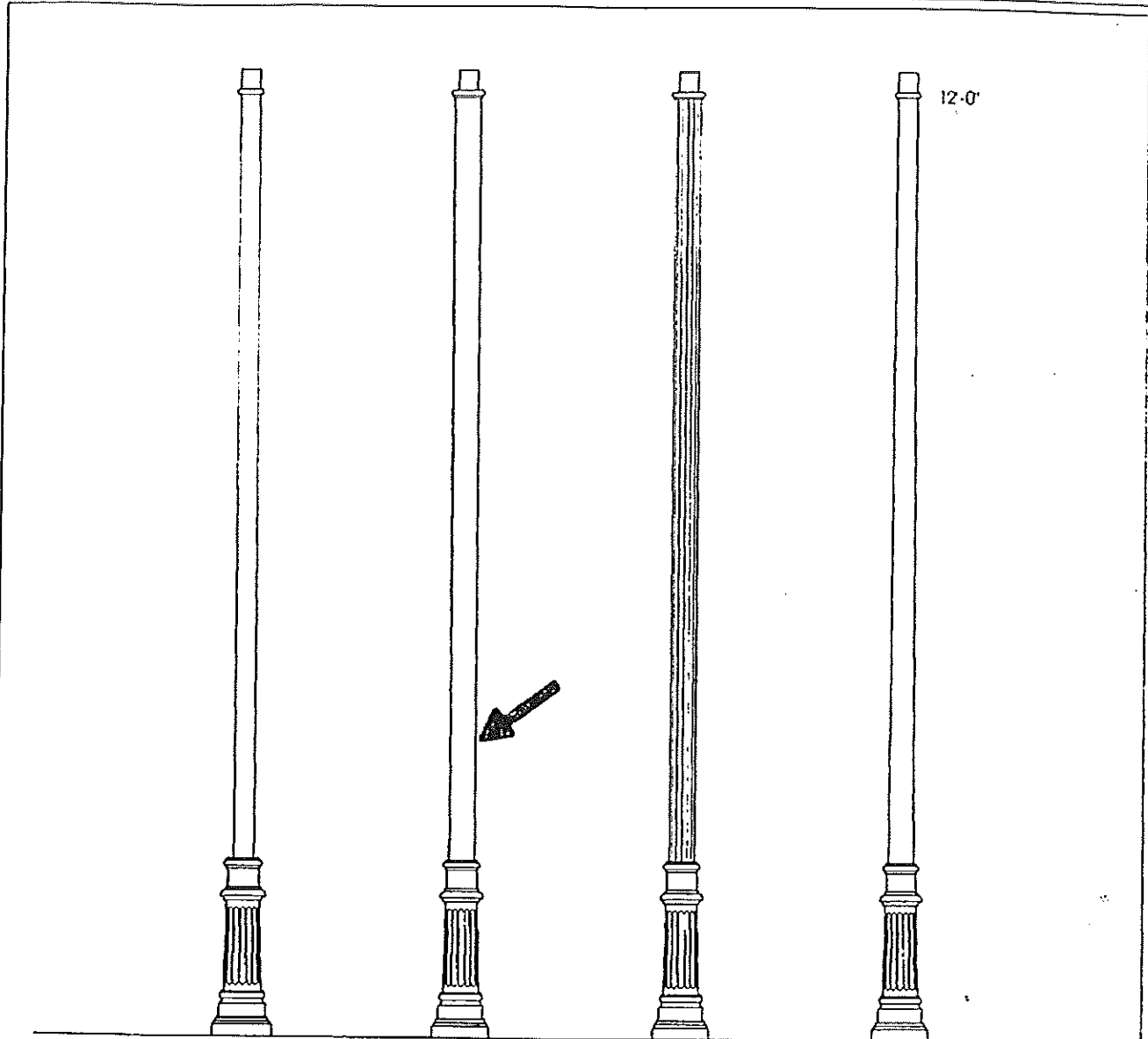
THIS DRAWING, WHEN APPROVED, SHALL BECOME THE COMPLETE SPECIFICATION FOR THE MATERIAL TO BE FURNISHED BY HOLOPHANE ON THE ORDER NOTED ABOVE. A UNIT OF SIMILAR DESIGN MAY BE SUPPLIED, BUT ONLY AFTER APPROVAL BY THE CUSTOMER IN WRITING. ON POLE ORDERS AN ANCHOR BOLT TEMPLATE PRINT WILL BE SUPPLIED WITH EACH ANCHOR BOLT ORDER TO MATCH THE POLE PROVIDED.

THIS PRINT IS THE PROPERTY OF HOLOPHANE AND IS LOANED SUBJECT TO RETURN UPON DEMAND AND UPON EXPRESS CONDITION THAT IT WILL NOT BE USED DIRECTLY OR INDIRECTLY IN ANY WAY DETRIMENTAL TO OUR INTERESTS, AND ONLY IN CONNECTION WITH MATERIAL FURNISHED BY HOLOPHANE.

SCALE: N/A
DRAWN: RAF
APP'D:
DATE: 06-28-00

Cast Aluminum Posts
extruded shafts

SALEM Series
9" sq. base



S12S3/9-CA/finish
3" dia. smooth shaft
8', 10', 12'

S12S4/9-CA/finish
4" dia. smooth shaft
8', 10', 12', 14'

S12F4/9-CA/finish
4" dia. fluted shaft
8', 10', 12', 14'

S12T4/9-CA/finish
3"-4" dia. tapered shaft
8', 10', 12', 14'

© 1996

SPECIFICATIONS

DESCRIPTION The lighting post shall be all aluminum, one-piece construction, with a classic fluted base design and a square anchor bolt cover. The shaft shall be _____ (insert shaft options from back page). The post shall be Unique Solutions' catalog number SXXXX/9-CA/finish.

MATERIALS The base shall be heavy wall, copper free, cast aluminum produced from certified ASTM 356.1 ingot per ASTM B-179-95a or ASTM B26-95. The straight shafts shall be extruded from aluminum, ASTM 6061 alloy, heat treated to a T6 temper. The tapered shaft shall be extruded from aluminum, ASTM 6063 alloy, spun to a tapered shape, then heat treated to a T6 temper. All hardware shall be tamper resistant stainless steel. Anchor bolts to be completely hot dip galvanized.

CONSTRUCTION The shaft shall be double welded to the base casting and shipped as one piece for maximum structural integrity. The shaft shall be circumferentially welded inside the base casting at the top of the access door, and externally where the shaft exits the base. All exposed welds below 8' shall be

ground smooth. All welding shall be per ANSI/AWS D1.2-90. All welders shall be certified per Section 5 of ANSI/AWS D1.2-90.

DIMENSIONS The post shall be X'-XX" in height with a 9" square base. The shaft diameter shall be XX". (see back page) At the top of the post, an integral 3" O.D. tenon with a transitional donut shall be provided for luminaire mounting.

INSTALLATION The post shall be provided with four, L-type anchor bolts to be installed on a 9.5" diameter bolt circle. A cast bolt cover shall be provided to conceal anchor bolts. A door shall be provided in the base for wiring access. A grounding screw shall be provided inside the base opposite the door.

For finish specifications and color options, see "Finish" section in catalog.

HOLOPHANE UNIQUE SOLUTIONS
515 McKinley Avenue • Newark, Ohio 43055 • (614) 349-4160 • Fax 1-800-346-5923

SCALE: .5" = 12"

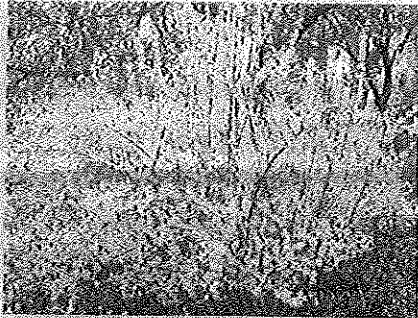
US-1636

10'
15'
285"
12'
300"

FORSYTHIA X INTERMEDIA

for-SITH-ee-a in-ter-MEE-dee-a

Border forsythia



Golden-yellow flowers cover the arching branches of *Forsythia x intermedia* 'Lynwood' in early spring.

9'



- Spectacular pale to deep yellow flowers
- Upright, arching, vigorous habit
- Medium texture
- Zones 5 to 9

Easy-to-grow forsythia is a popular and very colorful shrub for forcing branches; it blooms in February, March, or April, depending on the climate. Hybrid origin.

USE: When allowed room to grow and to maintain its natural massive mounded habit, forsythia is dramatic in the distant landscape. It also can be planted with *Chaenomeles speciosa* and *Magnolia* species. Growth rate: fast.

CULTURE: It grows in any soil but requires water and feeding. Plant it in protected areas to shield flower buds from spring frosts. Prune annually after flowering by removing one-third of the oldest canes. Do not shear. Renew old plants by cutting them to the ground.

RECOMMENDED CULTIVARS AND RELATED SPECIES:

'Lynwood' and 'Spring Glory' are the most popular cultivars. *F. ovata* hybrids 'Meadow Lark' and 'Northern Gold' are cold hardy to zone 4 and floriferous with erect form. *F. suspensa* (zones 5 to 8) has a gracefully pendulous form that cascades over banks.

EUONYMUS ALATUS

yew-ON-i-mus a-LAY-tus

Burning bush

12'



- Great fall color
- Vase-shaped habit
- Big corky ridges or wings on stems
- Zones 4 to 7

Beloved by gardeners for its brilliant scarlet fall color. Native from northeastern Asia to central China.

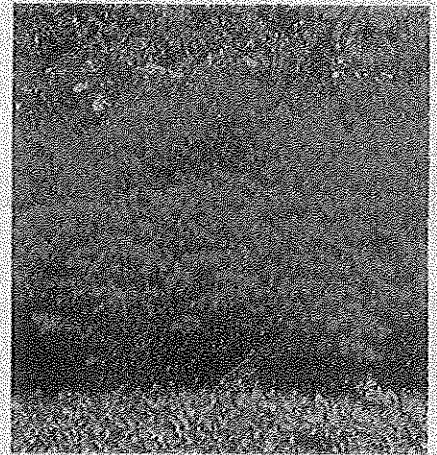
USE: Makes good unclipped hedge or screen, in groups, in the shrub border, or as a specimen. Burning bush looks good with *Sedum*

'Autumn Joy' and *Festuca ovina* 'Glauca'. Growth rate: slow.

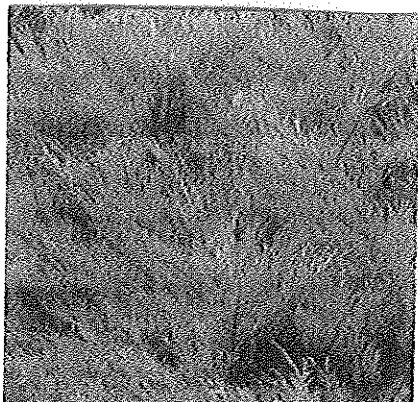
CULTURE: Adaptable to many soils and growing conditions, except to wet ones. Full sun to heavy shade. Needs moister soil in full sun. Grows 12 to 15 feet high and wide, so leave plenty of room for it to expand. Pruning destroys its neat outline and causes uneven growth. All parts of the plant may cause stomach upset if consumed.

RECOMMENDED CULTIVARS:

Dwarf burning bush 'Compacta' (zones 5 to 7) is more compact and dense and grows 10 feet high with bright pinkish-red fall color. 'Rudy Haag' grows 4 to 5 feet high with rosy red fall color.



Burning bush is one of the most reliable and recognizable deciduous shrubs for brilliant autumn color.



4'



J. scopulorum (Rocky Mountain juniper;

zones 4 to 8) has an upright growth habit, to 10 to 20 feet tall, and silvery to blue-green foliage. Cultivars are useful for vertical accent, hedges, screens, and windbreaks. It is native to dry ridges of the higher elevations of the Rocky Mountains from Alberta to Texas. 'Skyrocket' is narrowly columnar and slow-growing, eventually reaching about 12 feet tall. It has silvery blue foliage.



A Waterfield Group Company

Mr. Joseph E. Gray
389 Congress St.
Portland, Me 04101


December 7, 2000

Director of Planning & Urban Development

Dear Mr. Gray,

This letter is to inform you that Wilfred Audet Jr. has a Builders Spec Guidance line of credit with Union Federal Bank of Indianapolis. The sole purpose of this line of credit is to develop the 19 proposed units at Northgate Farms.

Union Federal Savings Bank is part of the Waterfield Group. If you have any questions, please feel free to give me a call.

Sincerely,

Mike Ianno
Vice President
Sales Manager

STATUTORY WARRANTY DEED

WE, CHARLES B. WEIR and JEAN D. WEIR, being husband and wife, with a mailing address of 401 Fickett Road, Pownal, Maine 04069

For Consideration Paid, GRANT with WARRANTY COVENANTS TO:

WILFRED J. AUDET, JR., with a mailing address of 41 Merrill Road, Falmouth, Maine 04105

A certain lot or parcel of land with the buildings thereon, in that part of Portland, formerly Deering, in the County of Cumberland and State of Maine, situated near Allen's Corner, so-called, on the north side of the road leading to Presumpscot Falls, now known as Allen Avenue, bounded and described as follows:

BEGINNING at the stone wall at the southeast corner of land now or formerly of John A. Smith and others; thence north $2\frac{3}{4}^{\circ}$ east by said Smith's land one hundred thirteen (113) rods to a stone wall; thence south $87\frac{1}{4}^{\circ}$ east seven (7) rods and five (5) links more or less, to land formerly of Mrs. Gideon Hamlin; thence south $18\frac{1}{4}^{\circ}$ east by Hamlin land and others ninety-two (92) rods and ten (10) links to Allen Avenue; thence southwesterly by said Allen Avenue to the stone wall and place of beginning forty-nine (49) rods, ten (10) links; containing sixteen (16) acres.

Excepting therefrom a lot of land measuring sixty (60) feet on said Allen Avenue and one hundred (100) feet in depth conveyed by Ella F. Maxfield to Charles A. Maxfield by warranty deed dated July 1, 1922 and recorded in Cumberland County Registry of Deeds in Book 1108, Page 320.

Excepting from these premises conveyed the following outconveyances:

A parcel conveyed to the City of Portland recorded in Book 2041, Page 57.

A parcel conveyed to the Universalist Church recorded in Book 3076, Page 174.

An easement to the Portland Water District recorded in Book 2167, Page 162.

An easement pertaining to a leachfield to Josephine E. Moody and George B. Woodbury recorded in Book 3984, Page 256.

Being the same premises conveyed to Grantors herein by deed of Esther M. Dee dated November 1, 1991 and recorded at the Cumberland County Registry of Deeds in Book 9774, Page 104.

This conveyance is made SUBJECT to the current real estate taxes to the City of Portland subject to proration at the closing, which Grantee herein by his acceptance of this deed hereby assume and agree to pay.

WITNESS our hands this 1 day of September, 2000.

[Signature]

[Signature: Charles B. Weir]
Charles B. Weir

[Signature: Jean D. Weir]
Jean D. Weir

STATE OF MAINE
CUMBERLAND, SS.

September 1, 2000

Then personally appeared the above-named CHARLES B. WEIR and JEAN D. WEIR and acknowledged the foregoing instrument to be their free act and deed.

Before me,

[Signature]

Attorney at Law/Notary Public

RECEIVED
RECORDED REGISTRY OF DEEDS
2000 SEP -5 AM 11:37

CUMBERLAND COUNTY
[Signature: John B. O'Brien]

2
SUSAN R. BAGLEY
NOTARY PUBLIC, MAINE
My Commission Expires March 19, 2002

* 2 PAID MORTGAGES FROM ME. SAVINGS BANK TO SYDNEY E. + ESTHER M. DEE

3076/173

2041/55

COPIES

* LOCUS 376-A-2, A-9, 377-F-16

CHARLES B. + JEAN D. WEIR

EXCEPTIONS

EXCEPTING → 16 ACRES (COPY) PARCELS + BASEMENTS

SAME DESC. (COPY)

9774/104

D 11/1/1991

R 11/4/1991

ESTHER M. DEE

D 11/10/1991

R 11/11/1991

ESTHER M. DEE (PER. REP. OF ESTATE OF SIDNEY EARL DEE)

SIDNEY EARL DEE

16 ACRES (COPY) 1789/286

D 8/17/1945

R 8/17/1945

EXCEPTING 1108/320 (COPY) 60'x100' 377-F-17 (MAXFIELD)

MACE B. LUFKIN

ADDIE V. LUFKIN

30'x200' (COPY) 1743/51 LOCATION?

D 3/28/1944

R 3/28/1944 (COPY) 1743/52

D 3/28/1944

R 3/28/1944

16 ACRES - EXCEPTING 1108/320

LOUISE M. COBB

LOUISE M. COBB (IN CHARGE OF HERBERT N. MAXFIELD ESTATE)

JUNE L. MAXFIELD

HERBERT NORTON MAXFIELD, JR.

HERBERT N. MAXFIELD

ELLA F. MAXFIELD

(SAME DESC.) 16 ACRES (COPY) 933/466

D 7/23/1914

R 7/23/1914

SEE → 377-F-17 CHARLES A. MAXFIELD (COPY) 1108/320

D 7/1/1922

60'x100' R 7/3/1922

(SEE COPY OF REDUCED PLAN IN DEED 8184/76)

FRED W. HUNTINGTON (SOLE HEIR)

LUCY A. HUNTINGTON

16 ACRES (SAME) 779/277

D 1/17/1906

R 1/20/1906

JOSEPH D. WELLS

16 ACRES (SAME) 610/322

D 6/26/1894

R 11/22/1894

OWEN B. MILL

16 ACRES (COPY) 444/205

D 7/26/1877

R 11/1/1877

MARY S. WILSON

Standard Easement Deed

WILFRED J. AUDET, JR. with

~~Wilfred J. Audet Jr.~~ with a mailing address of 400 Allen Ave., Portland, ME, 04103, ('Grantor(s)'), for consideration given, grants to CENTRAL MAINE POWER COMPANY, a Maine Corporation with an office at 83 Edison Drive, Augusta, Maine 04336, and TRIZON NEW ENGLAND, INC. A New York corporation with a mailing address of 125 High Street, Boston, Massachusetts, 02110, and their respective successors and assigns (collectively 'Grantees'), with warranty covenants, the right and easement to erect, bury, maintain, rebuild, respace, patrol, operate, and remove and do all other actions involving electric and communication distribution equipment and facilities, consisting of wires, cables, anchors, guywires or pushbraces, together with all necessary fixtures and appurtenances over, across and under the surface of the land of the Grantor(s) in the City/Town of Portland, Cumberland County, Maine. The said equipment and facilities are attached to a line commencing at Pole(s)/Pad(s) 50, Allen Ave., Portland and extending to include Pole(s)/Pad(s) 50.1 to serve Grantor(s) and others. This easement affects land or rights conveyed to the Grantor(s) in a deed from Charlie & Jean Weir, dated September 05,2000, and recorded in the Cumberland County Registry of Deeds in Book 15705 Page 314,315. The rights granted herein include the right to cut down and trim trees and other vegetation and to use formulations registered with the Environmental Protection Agency or its successor to eliminate vegetation, and modify the growth of trees, which vegetation or growth, in the judgement of Grantees, may interfere with the operation and maintenance of its equipment or facilities; and the right to restrict the construction of buildings, structures and improvements within 15 feet of its equipment and facilities; and the right to keep the surface of ground above its underground cables and other electrical equipment free from structures, improvements and growth which, in the judgment of the Grantees, may interfere with the proper operation or maintenance of said underground cables; and the right to enter upon the land of the Grantor(s) for any and all of the foregoing purposes.

WITNESS the hand(s) and seal(s) of Grantor(s) on _____, _____.

Signed, Sealed and Delivered in the presence of:

Witness(es)

Grantor(s) Signature(s)

Printed:

Wilfred J. Audet Jr.
Wilfred J. Audet Jr.

State of MAINE

County of CUMBERLAND

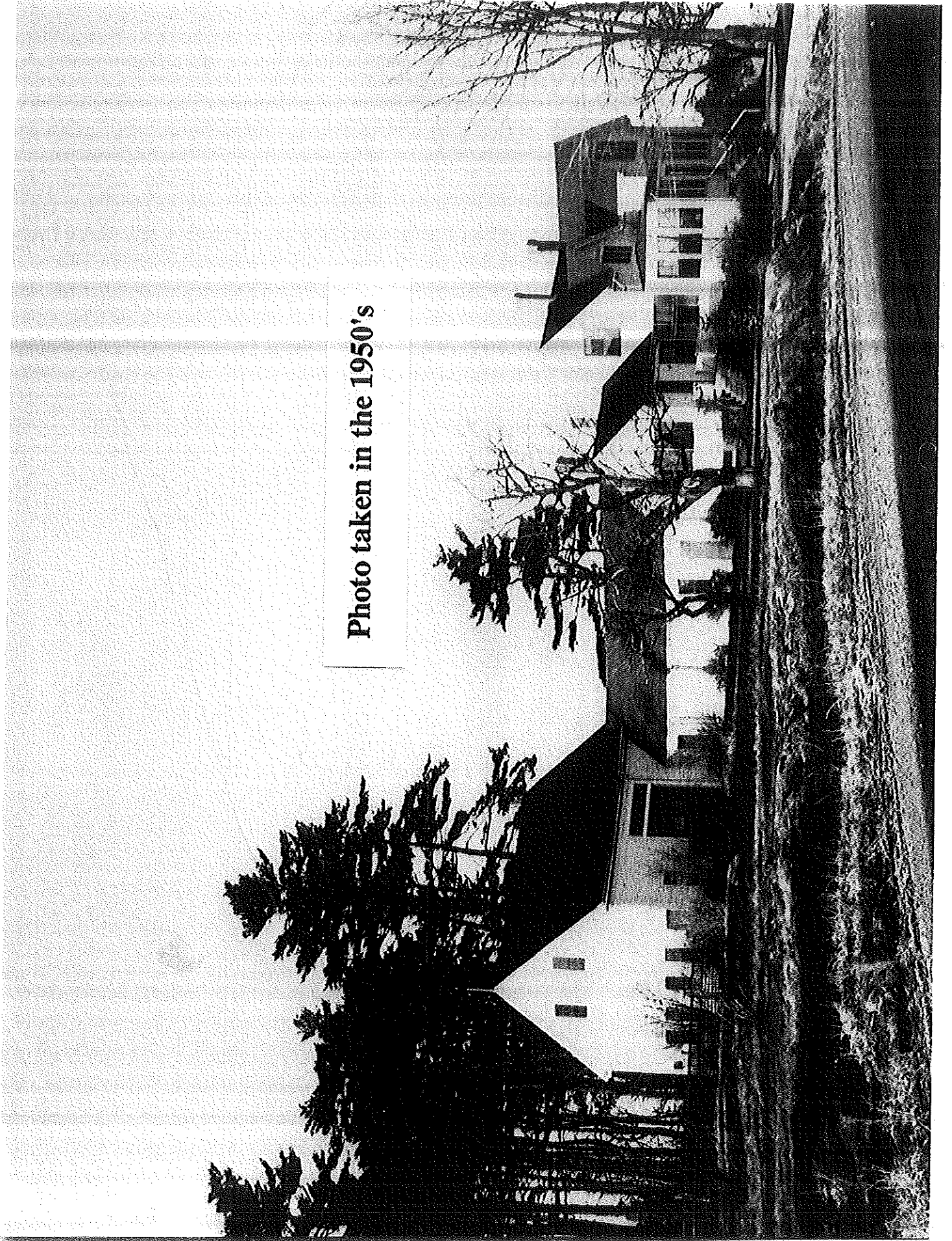
The above-named Wilfred Audet, Jr., personally appeared before me this 28th day of December, 2000 and acknowledged the foregoing instrument to be free act and deed.

WR# 0004198435 Acct# 441-1076845-013
WO# 041-09035

Jeffrey A. Daigle
Notary Public/Attorney
Printed Name:
My Commission Expires:

JEFFREY A. DAIGLE
NOTARY PUBLIC
MY COMMISSION EXPIRES 5-2-05

Photo taken in the 1950's



**Traffic Study
For Proposed
Condominium Development
Portland, Maine**

Prepared for:

**DesLauriers & Associates, Inc.
153 US Route 1
Scarborough ME, 04074**

January 2001

Prepared by:

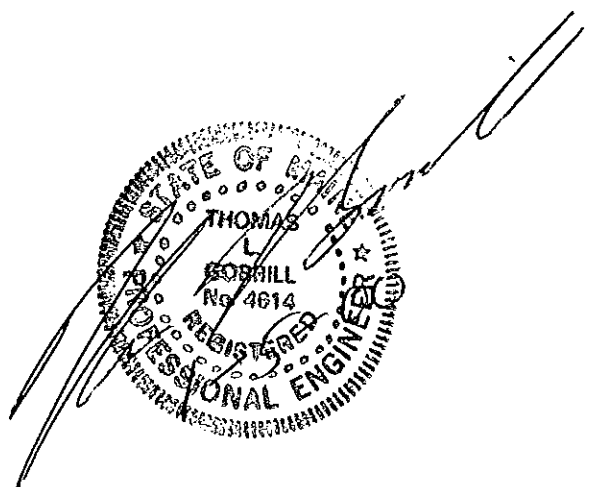


Gorrill-Palmer Consulting Engineers, Inc.

Traffic and Civil Engineering Services

PO Box 1237
26 Main Street
Gray, ME 04039

(207) 657-6910
Fax: (207) 657-6912
E-mail: gpcei@maine.rr.com



Traffic Impact Study
Proposed Condominium

Index

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Appendix A
Location Map

Appendix B
Turning Movement Diagrams

Appendix C
Capacity Analyses

Executive Summary

The following Executive Summary is prepared for the reader's convenience, but is not intended to be a substitute for reading the full report. Gorrill-Palmer Consulting Engineers, Inc. was retained by DesLauriers & Associates, Inc. to complete a traffic impact study for a proposed condominium development on Allen Avenue in Portland. The proposed project is located on Allen Avenue between Ray Street and Shingle Way. The new development will consist of a 19-unit condominium with on site parking. The site will have two driveways located on the north side of Allen Avenue between Ray Street and Shingle Way.

The following is a summary of the major findings of the traffic study:

1. The proposed development is forecast to generate 18 new trip ends in the PM peak hour. This level of trip generation does not require a traffic permit from the Maine Department of Transportation (MDOT).
2. The analyses show that the intersections within the study area will operate at an acceptable level of service.
3. The accident history indicates there are no high accident locations in the vicinity of the project. This project is not expected to have a significant impact on the high accident locations.
4. Sight lines exiting the proposed site drive are adequate. In addition, Gorrill-Palmer Consulting Engineers, Inc. recommends that all plantings be placed back from the line of sight. Signage should not interfere with sight lines. In addition, we recommend that during construction, when heavy equipment is entering and exiting into the site that appropriate measures such as signage and flag persons, be utilized in accordance with the Manual on Uniform Traffic Control Devices.

Based on these findings, it is the opinion of Gorrill-Palmer Consulting Engineers, Inc. that the existing street system can accommodate the additional traffic generated by the site.

I. Existing Conditions

The Condominium development is located on the north side of Allen Avenue between Ray Street and Shingle Way. The proposed project will consist of a 19-unit condominium with on site parking. The project location is shown in Figure 1 of Appendix A. Currently the site contains a barn, which will be converted to a 2-unit building and one existing unit.

II. Background Traffic Conditions

Gorrill-Palmer Consulting Engineers, Inc. based the study on the following information:

- ◆ A site plan prepared by DesLauriers & Associates, Inc. dated November 27, 2000.
- ◆ Computerized accident information for the period 1997 – 1999 supplied by the MDOT.
- ◆ Turning movement volumes collected by Gorrill-Palmer Consulting Engineers, Inc from 7:00 to 9:00 AM and from 3:00 to 6:00 PM during the week of January 2, 2001 at the intersection of Allen Avenue and Ray Street.

Predevelopment traffic volumes

The project is expected to be occupied in the year 2002. The year 2002 predevelopment design hour volumes were developed utilizing the following methodology:

- ◆ The raw turning movement volumes collected by Gorrill-Palmer Consulting Engineers, Inc. in 2001 are presented in Appendix B.
- ◆ The volumes were adjusted to the approximate 30th highest hour of the year, balanced and increased by 3% per year to the year 2002. These pre-development volumes are shown in Figure 3.
- ◆ Gorrill-Palmer Consulting Engineers, Inc. contacted the City of Portland to determine whether there are any projects approved or in the approval process whose traffic should be added into this projects predevelopment volumes. There were no projects identified whose traffic should be added into this projects predevelopment volumes.

Accident Information

Gorrill-Palmer Consulting Engineers, Inc. based the accident history of this study area on data obtained from the MDOT for the period 1997 through 1999.

In order to evaluate whether a location has an accident problem, MDOT uses two criteria to define High Accident Locations (HAL). Both criteria must be met in order to be classified as a HAL.

1. A critical rate factor of 1.00 or more for a three year period. (A Critical Rate Factor {CRF} compares the actual accident rate to the rate for similar intersections in the State. A CRF of less than 1.00 indicates a rate less than average) and;
2. A minimum of 8 accidents over a three year period.

Accident data was provided by the MDOT for the study area and is summarized below:

| Location | # of Collisions | CRF | HAL? |
|---|-----------------|------|------|
| Brook Road / Allen Ave | 2 | 0.38 | No |
| Woodmere Road / Allen Ave | 1 | 0.21 | No |
| Ray Street / Allen Ave | 1 | 0.21 | No |
| Virginia Street / Bramblewood Drive / Allen Ave | 3 | 0.64 | No |

| Street | From | To | # of Collisions | CRF | HAL? |
|-----------|---------------|-----------------|-----------------|------|------|
| Allen Ave | Brook Road | Woodmere Road | 0 | 0.00 | No |
| Allen Ave | Woodmere Road | Ray Street | 0 | 0.00 | No |
| Allen Ave | Ray Street | Virginia Street | 0 | 0.00 | No |

As shown in the tables above, there were no high accident locations identified in the study area.

III. Trip Generation

Gorrill-Palmer Consulting Engineers, Inc. has completed the potential trip generation estimate utilizing the Institute of Transportation Engineers publication "Trip Generation", 6th Edition. The trip generation was estimated based upon Land Use Code 230, Residential Condominium/Townhouse. The trip estimates are summarized in the following table:

| LAND USE CODE 230 - TRIP ESTIMATE BASED UPON 19 UNITS | | | | |
|---|-----------------|-----------------|----------|--------------------|
| ESTIMATED TRIP ENDS | | | | |
| Weekday | Weekday AM Peak | Weekday PM Peak | Saturday | Saturday Peak Hour |
| 111 | 13 | 18 | 108 | 9 |

IV. Trip Distribution

Gorrill-Palmer Consulting Engineers, Inc. has estimated the trip distribution based on the information contained in the ITE publication "Trip Generation" for Land Use Code 230, Residential Condominium/Townhouse. Based upon this information we estimate that 50% of the trips will be entering and 50% will be exiting traffic. During the PM Peak hour, 65% of the traffic will be entering and 35% will be exiting. During the AM Peak Hour, 20% of traffic will be entering and 80% will be exiting. The trip distribution is represent in Figure 4 of Appendix B.

V. Trip Composition

Gorrill-Palmer Consulting Engineers, Inc. has based the trip composition on 100% of the trips being primary for the project.

VI. Trip Assignment

Gorrill-Palmer Consulting Engineers, Inc. has based the trip assignment on existing traffic patterns in the project area and site layout. There will be on site parking for this project. The traffic has been assigned to two entrances/exits on Allen Avenue. The resulting trip assignment is shown in Figure 5.

VII. 2002 Post-development Traffic

The anticipated year 2002 predevelopment traffic is shown in Figure 3 and has been combined with the traffic forecast for the development in Figure 5 to yield the 2002 post development traffic shown in Figure 6.

VIII. Study Area

The Maine Department of Transportation (MDOT) traffic permit requirements apply to facilities projected to generate 100 or more trip ends during the peak hour of the generator. Between 100 and 200 trip ends, the extent of the traffic study is determined based on conversations with the MDOT. However, if the project is forecast to create more than 200 trip ends during the peak hour of the generator, a full traffic study and permit application are required. As discussed in Section III of this study, the proposed development site is expected to generate 18 new trip ends during the PM peak hour and, therefore, not be required to file an application.

We included the following intersections in the study area:

- ❖ Allen Avenue/Ray Street
- ❖ Allen Avenue/Site Drives

IX. Capacity Analyses

Gorrill-Palmer Consulting Engineers, Inc. completed capacity analyses for the intersections listed above. The intersections were evaluated using the CORSIM computer model. Level of service rankings are similar to the academic ranking system where an 'A' is very good with little delay and a 'F' represents very poor conditions. A level of service 'D' and higher is desirable for a signalized intersection.

The following table summarizes the relationship between delay and level of service from or to the side street of an unsignalized intersection:

| Level of Service Criteria for Unsignalized Intersections | |
|--|-------------------------------------|
| Level of Service | Stopped Delay per Vehicle (sec/veh) |
| A | Up to 5.0 |
| B | 5.1 to 10.0 |
| C | 10.1 to 20.0 |
| D | 20.1 to 30.0 |
| E | 30.1 to 45.0 |
| F | Greater than 45.0 |

Gorrill-Palmer Consulting Engineers, Inc. based our analyses on the existing roadway configuration except at the Allen Avenue/Site Drive intersection. The analyses have been based on Figure 3 and 6. The results of the capacity analyses for the weekday P.M. peak hour are summarized below. The detailed computer printouts are included Appendix C.

| Level of Service for Unsignalized Intersections | | | | | |
|---|-------------------------|------------------|----|-----------------|----|
| Intersection | Approach / Movement | Level of Service | | | |
| | | Predevelopment | | Postdevelopment | |
| | | AM | PM | AM | PM |
| Allen Avenue / Ray Street | | | | | |
| | Allen - Northbound | A | A | A | A |
| | Allen - Southbound | A | A | A | A |
| | Ray - Eastbound | B | B | B | B |
| Allen Avenue / North Drive | | | | | |
| | Allen - Northbound | NA | NA | A | A |
| | Allen - Southbound | NA | NA | A | A |
| | North Drive - Westbound | NA | NA | B | B |
| Allen Avenue / South Drive | | | | | |
| | Allen - Northbound | NA | NA | A | A |
| | Allen - Southbound | NA | NA | A | A |
| | South Drive - Westbound | NA | NA | A | A |

As can be seen from the table, all the intersections within the study area should operate at an acceptable level of service.

X. Sight Lines

The Maine Department of Transportation publication "Access Management, Improving the Efficiency of Maine Arterials" provides recommended sight distance based on driveway classifications. The classifications are as follows:

Low Volume Driveways: Driveways with a traffic volume of less than 500 vehicle trips per day, or 50 or less vehicle trips per peak hour.

Medium Volume Driveways: Driveways with a traffic volume of 500 to less than 1500 vehicle trips per day, or 50 to less than 150 trips per peak hour.

High Volume Driveways: Driveways with a traffic volume of 1500 or more vehicle trips per day, or 150 or more vehicle trips per peak hour.

Gorrill-Palmer Consulting Engineers, Inc. has evaluated the proposed driveways utilizing the criteria for a low volume driveway. The guidelines set forth by the MDOT for sight distance for low volume driveways are as follows:

| MDOT standards for Sight Distance For a Low & Medium Volume Driveway | |
|---|---------------------------------|
| Speed | Desirable Sight Distance (feet) |
| 25 | 250 |
| 30 | 300 |
| 35 | 350 |
| 40 | 400 |
| 45 | 450 |
| 50 | 500 |
| 55 | 550 |

Gorrill-Palmer Consulting Engineers, Inc. has evaluated the available sight lines at the proposed driveways in accordance with MDOT standards.

The MDOT standards are as follows:

| | |
|--------------------------------|------------------------------------|
| Driveway observation point: | 10 feet off major street travelway |
| Height of eye at driveway: | 3.5 feet above ground |
| Height of approaching vehicle: | 4.25 feet above road surface |

The design speed used for the major road is generally the 85th percentile travel speed. This is the speed which 85% of the traffic is traveling at or below. The results of this sight line analysis are summarized in the tables on the following page.

| Direction | Estimated 85 th Percentile Speed (mph) | Required Sight Lines (feet) | Actual Sight Lines (feet) |
|--|--|--------------------------------|------------------------------|
| Allen Avenue / North Site Drive | | | |
| Exiting Drive looking: | | | |
| Left | 35 | 350 | 475 |
| Right | 35 | 350 | 525 |
| Allen Avenue / South Site Drive | | | |
| Exiting Drive Looking: | | | |
| Left | 35 | 350 | 450 |
| Right | 35 | 350 | Over 600 |

As shown, the sight lines for the site drives meet the MDOT standards. Gorrill-Palmer Consulting Engineers, Inc. recommends that all plantings which will be located within the right of way, not exceed 3 feet in height and be maintained at or below that height. Signage should not interfere with sight lines. In addition, we recommend that during construction, when heavy equipment is entering and exiting into the site, that appropriate measures such as signage and flag persons, be utilized in accordance with the Manual on Uniform Traffic Control Devices.

XI. Driveway Separation

MDOT standards require 150 feet of separation between driveways for a speed limit of 35 mph. The proposed development will have two driveways, separated by approximately 150 feet. In addition, the north site drive will be located approximately 240 feet from Ray Street. Therefore, the driveway separations meet MDOT requirements.

XI. Conclusions

Gorrill-Palmer Consulting Engineers, Inc. was retained by DesLauriers & Associates, Inc. to complete a traffic impact study for a proposed condominium development on Allen Avenue in Portland. The proposed project is located on Allen Avenue between Ray Street and Shingle Way. The new development will consist of a 19-unit condominium with on site parking. The site will have two driveways located on the north side of Allen Avenue between Ray Street and Shingle Way.

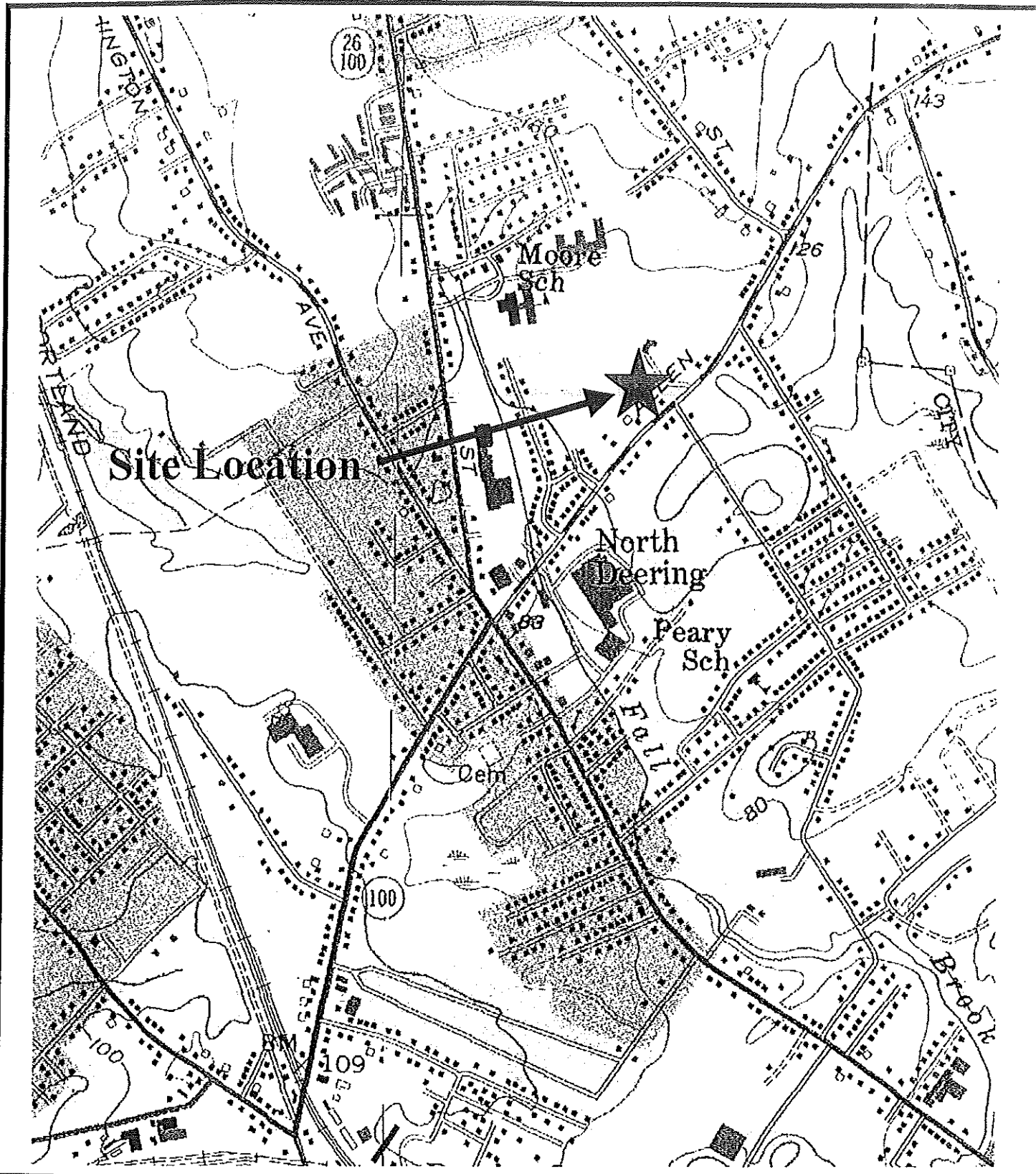
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Based on these findings, it is the opinion of Gorrill-Palmer Consulting Engineers, Inc. that the existing street system can accommodate the additional traffic generated by the site.

APPENDIX A

Location Map



U.S.G.S. Location Map

Proposed Condominium Development, Portland, ME

U.S.G.S. Portland West Quadrangle -7.5 Minute Series (Topographic)

| | | | |
|--------|-----|---------|--------------|
| Design | RLB | Date | Jan. 2001 |
| Drawn | RLB | Scale | 1"=2000' +/- |
| Check | TLG | Job No. | 300 |

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Figure

1

APPENDIX B

Turning Movement Diagrams



ALLEN AVE

456
19

230
28

57
21

RAY

AM PEAK HOUR



ALLEN AVE

371
24

437
50

38
19

RAY

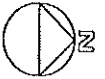
PM PEAK HOUR

| | |
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 Gray, ME 04039
 207-657-6910

Drawing Name: **RAW DATA**
 Project: **DESLAURIERS & ASSOCIATES, INC.**

Figure No.
2



ALLEN AVE

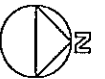
584
24

294
36

73
27

RAY

AM PEAK HOUR



ALLEN AVE

475
31

559
64

49
24

RAY

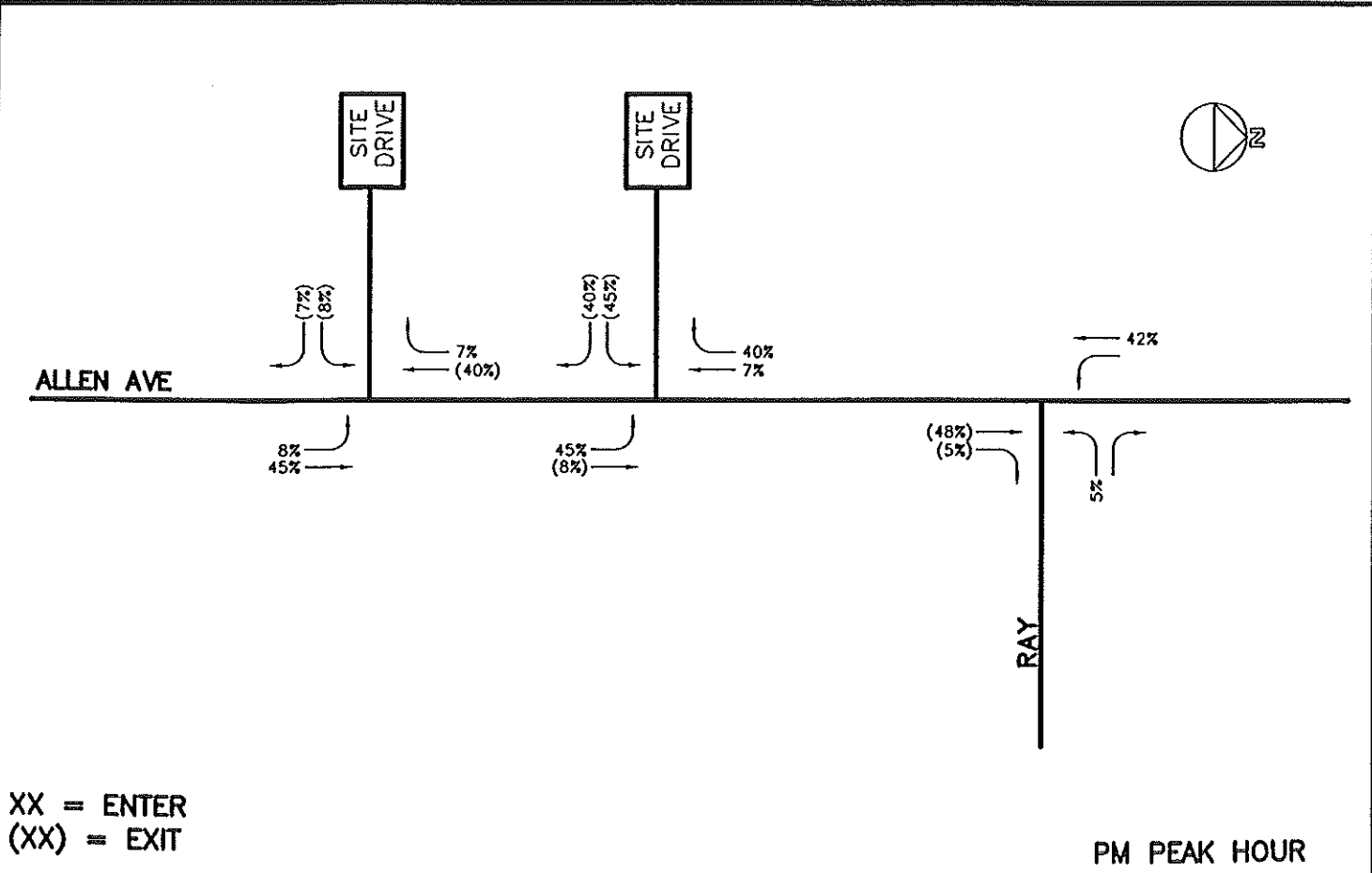
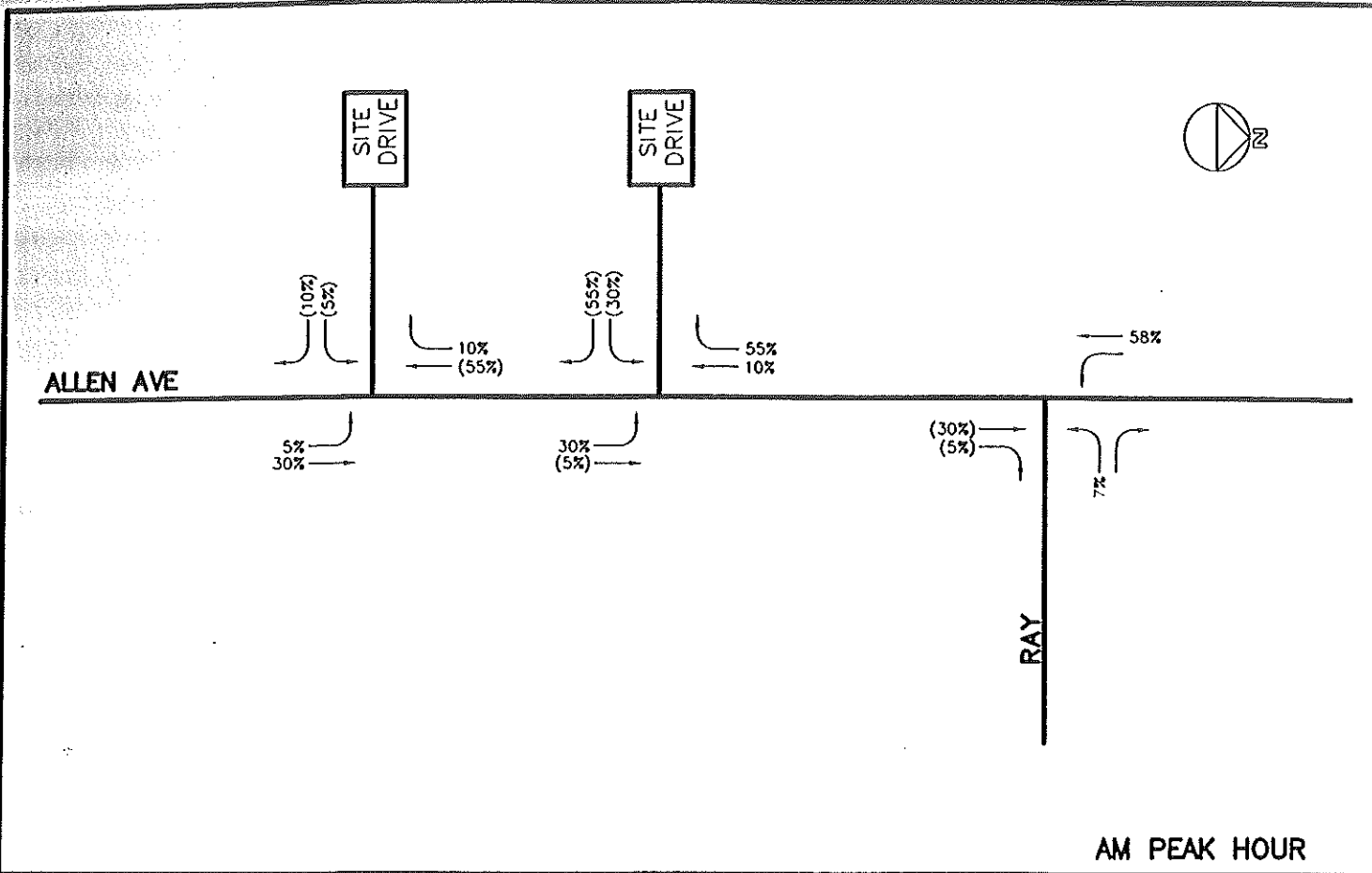
PM PEAK HOUR

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Figure No.
3



XX = ENTER
 (XX) = EXIT

| | |
|-------------------------|----------------|
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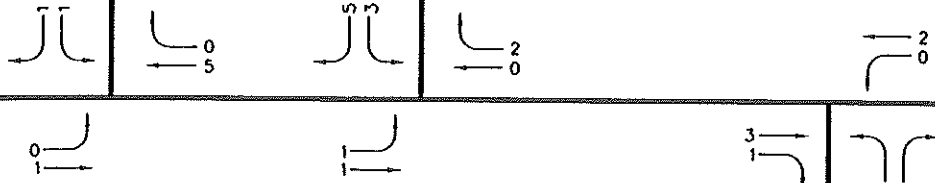
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TRIP DISTRIBUTION
 Project:
DESLAURIERS & ASSOCIATES, INC.

Figure No.
4

ALLEN AVE

SITE DRIVE

SITE DRIVE

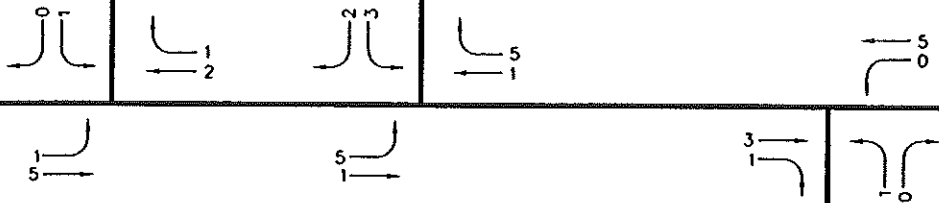
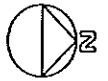


AM PEAK HOUR

ALLEN AVE

SITE DRIVE

SITE DRIVE



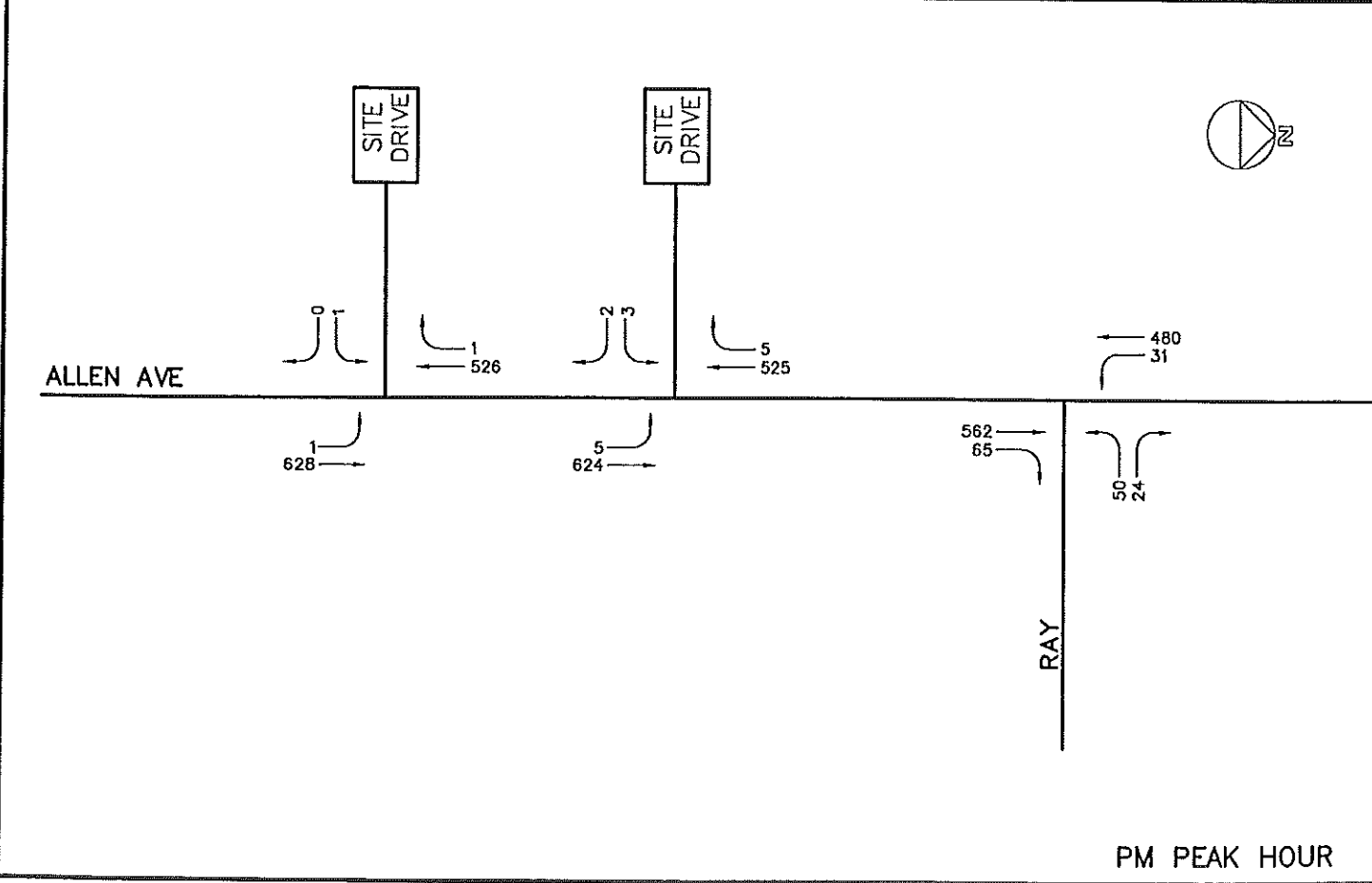
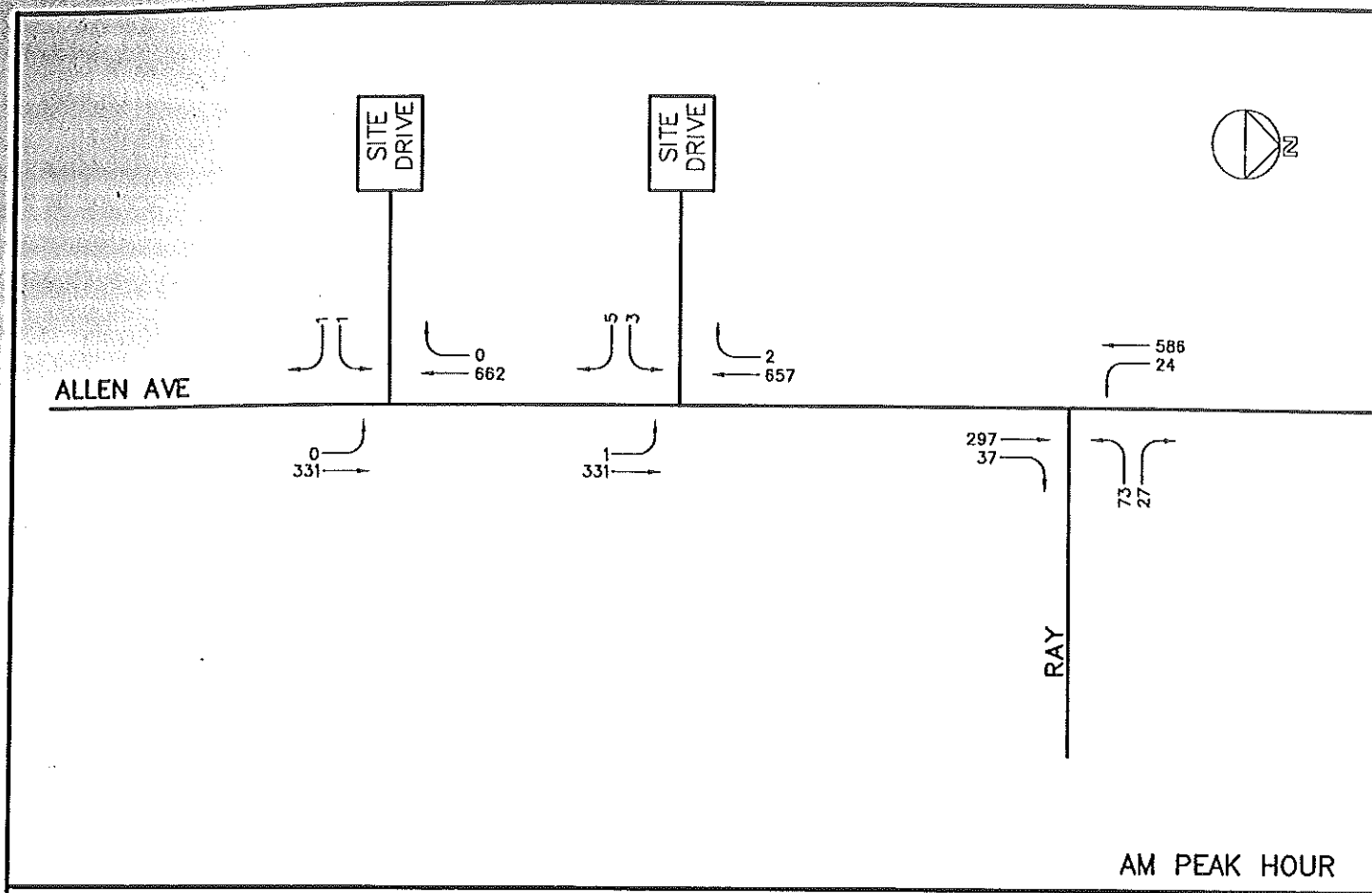
PM PEAK HOUR

| | |
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Drawing Name:
TRIP ASSIGNMENT
 Project:
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Figure No.
5



| | |
|-------------------------|----------------|
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 207-657-6910

Drawing Name:
2002 POSTDEVELOPMENT
 Project:
DESLAURIERS & ASSOCIATES, INC.

Figure No.
6

APPENDIX C

Capacity Analyses

SIGNALIZED INTERSECTION LEVEL-OF-SERVICE SUMMARY
Developed by Surry Engineering Associates, Surry, Maine

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| Signalized Intersection Node Number | Controller Type | Approach No. | Link | Vehicle Stop Delay (sec/veh) | LOS | Hourly Volume (veh) | Total Delay (veh-hrs) |
|---|--------------------|-----------------|---------|------------------------------------|-----|---------------------------|-----------------------------|
| 3 | S | 1 | (5, 3) | 0.0 | A | 355 | .0 |
| 3 | S | 2 | (2, 3) | 7.9 | B | 107 | .2 |
| 3 | S | 3 | (4, 3) | 0.1 | A | 654 | .0 |

INTERSECTION LEVEL-OF-SERVICE FOR NODE 3 IS (A) WITH A WEIGHTED AVERAGE VEHICLE
STOP DELAY OF 0.82 SEC/VEH.

SIGNALIZED INTERSECTION LEVEL-OF-SERVICE SUMMARY
Developed by Surry Engineering Associates, Surry, Maine

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| Signalized Intersection Node Number | Controller Type | Approach No. | Link | Vehicle Stop Delay (sec/veh) | LOS | Hourly Volume (veh) | Total Delay (veh-hrs) |
|---|--------------------|-----------------|---------|------------------------------------|-----|---------------------------|-----------------------------|
| 3 | S | 1 | (5, 3) | 0.0 | A | 670 | .0 |
| 3 | S | 2 | (2, 3) | 8.7 | B | 79 | .2 |
| 3 | S | 3 | (4, 3) | 0.4 | A | 541 | .1 |

INTERSECTION LEVEL-OF-SERVICE FOR NODE 3 IS (A) WITH A WEIGHTED AVERAGE VEHICLE
STOP DELAY OF 0.70 SEC/VEH.

SIGNALIZED INTERSECTION LEVEL-OF-SERVICE SUMMARY
 Developed by Surry Engineering Associates, Surry, Maine

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| Signalized Intersection Node Number | Controller Type | Approach No. | Link | Vehicle Stop Delay (sec/veh) | LOS | Hourly Volume (veh) | Total Delay (veh-hrs) |
|---|--------------------|-----------------|---------|------------------------------------|-----|---------------------------|-----------------------------|
| 1 | S | 1 | (7, 1) | 0.0 | A | 358 | .0 |
| 1 | S | 2 | (6, 1) | 7.3 | B | 8 | .0 |
| 1 | S | 3 | (3, 1) | 0.0 | A | 707 | .0 |
| 3 | S | 1 | (1, 3) | 0.0 | A | 360 | .0 |
| 3 | S | 2 | (2, 3) | 8.1 | B | 108 | .2 |
| 3 | S | 3 | (4, 3) | 0.2 | A | 656 | .0 |
| 7 | S | 1 | (5, 7) | 0.0 | A | 357 | .0 |
| 7 | S | 2 | (8, 7) | 4.7 | A | 1 | .0 |
| 7 | S | 3 | (1, 7) | 0.0 | A | 715 | .0 |

INTERSECTION LEVEL-OF-SERVICE FOR NODE 1 IS (A) WITH A WEIGHTED AVERAGE VEHICLE STOP DELAY OF 0.05 SEC/VEH.

INTERSECTION LEVEL-OF-SERVICE FOR NODE 3 IS (A) WITH A WEIGHTED AVERAGE VEHICLE STOP DELAY OF 0.90 SEC/VEH.

INTERSECTION LEVEL-OF-SERVICE FOR NODE 7 IS (A) WITH A WEIGHTED AVERAGE VEHICLE STOP DELAY OF 0.00 SEC/VEH.

SIGNALIZED INTERSECTION LEVEL-OF-SERVICE SUMMARY
 Developed by Surry Engineering Associates, Surry, Maine

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| Signalized Intersection Node Number | Controller Type | Approach No. | Link | Vehicle Stop Delay (sec/veh) | LOS | Hourly Volume (veh) | Total Delay (veh-hrs) |
|---|--------------------|-----------------|---------|------------------------------------|-----|---------------------------|-----------------------------|
| 1 | S | 1 | (7, 1) | 0.1 | A | 678 | .0 |
| 1 | S | 2 | (6, 1) | 8.9 | B | 4 | .0 |
| 1 | S | 3 | (3, 1) | 0.0 | A | 567 | .0 |
| 3 | S | 1 | (1, 3) | 0.0 | A | 673 | .0 |
| 3 | S | 2 | (2, 3) | 7.3 | B | 79 | .2 |
| 3 | S | 3 | (4, 3) | 0.3 | A | 547 | .0 |
| 7 | S | 1 | (5, 7) | 0.0 | A | 676 | .0 |
| 7 | S | 2 | (8, 7) | 0.0 | A | | .0 |
| 7 | S | 3 | (1, 7) | 0.0 | A | 561 | .0 |

INTERSECTION LEVEL-OF-SERVICE FOR NODE 1 IS (A) WITH A WEIGHTED AVERAGE VEHICLE STOP DELAY OF 0.08 SEC/VEH.

INTERSECTION LEVEL-OF-SERVICE FOR NODE 3 IS (A) WITH A WEIGHTED AVERAGE VEHICLE STOP DELAY OF 0.57 SEC/VEH.

INTERSECTION LEVEL-OF-SERVICE FOR NODE 7 IS (A) WITH A WEIGHTED AVERAGE VEHICLE STOP DELAY OF 0.00 SEC/VEH.

