



PLANNING BOARD AGENDA
March 10, 2026 – 6:00 p.m.
City Council Chambers, 60 Court Street

1. ROLL CALL

2. MINUTES: Acceptance of the February 10, 2026 & February 19, 2026 meeting minutes.

3. PLANNING BOARD BUSINESS:

- A. Election of a Planning Board representative to serve on the SNRB committee.
- B. Introduction of new associate Planning Board members Kathy Shaw and Chelsea Eaton.
- C. Recognition of Adolphe Ngengele's, student representative of the Planning Board, end of term.

4. OLD BUSINESS

A. PUBLIC HEARING SITE PLAN AND FINAL SUBDIVISION REVIEW:

Danville Corner Road (PID 122-004 and 122-005) – Application by Terradyn Consultants, LLC on behalf of Timothy Millett for a housing development with 69 single family homes and 3 multi-family buildings with 8 apartments each. The property is located in the General Business (GB) district and will be reviewed under Chapter 60, Article XVI, Division 2 – Site Plan Review and Division 4 – Subdivision. This item is continued from the December 9, 2025 meeting.

B. CONTINUED PUBLIC HEARING: L.D. 427 “An Act to Regulate Municipal Parking Space Minimums.” This item is continued from the February 10, 2026 meeting.

5. NEW BUSINESS: Stetson Road Multifamily Development request for a one-year extension from the date of approval. The development is located at 0 Stetson Road, Assessor's Parcel I.D. 291-011.

6. PUBLIC COMMENT

7. MISCELLANEOUS

- A. Phil Crowell, City Manager will present the updated Capital Improvement Plan for discussion.
- B. Planning Board will vote on new meeting dates for June 9, 2026 and September 8, 2026. June 9, 2026 is election day and there is a City Council meeting on September 8, 2026.
- C. Staff will present to the Planning Board the number of approved projects in Fiscal Year 2025.

8. ADJOURNMENT

Auburn Planning Board meetings can be viewed live on the City of Auburn YouTube channel (<https://www.youtube.com/c/CityofAuburnMaine>), and on Great Falls Television (Spectrum Cable Channel 11). Following live broadcasts, Planning Board meetings are rebroadcast at 7:00AM, noon, and 7:00PM on Tuesdays on GFTV and are available anytime on our YouTube channel.

PLANNING BOARD MINUTES - DRAFT February 10, 2026

- 1. ROLL CALL:** Ed Bearor (Chair), Riley Bergeron, Tim DeRoche, Bob Hayes, Maureen Hopkins, Bilal Hussein, and Andrea Westbye

Absent: Ngengele Adlophe (Student Representative)

Staff members present: Sam Peikes (Planning Coordinator) and Eric Cousens (Public Services Executive Director)

- 2. MINUTES:** Acceptance of the January 13, 2026 meeting minutes.

Motion made by Tim DeRoche and seconded by Maureen Hopkins to approve the January 13, 2026 minutes. Vote 5-0 Motion Carries

- 3. PLANNING BOARD BUSINESS:** Election of a Planning Board Chair and Vice Chair.

Motion made by Maureen Hopkins and seconded by Andrea Westbye to nominate Ed Bearor as Chair. Vote 5-0 Motion Carries

Motion made by Tim DeRoche and seconded by Andrea Westbye to nominate Maureen Hopkins as Vice Chair. Vote 4-0-1 (Maureen abstained) Motion Carries

Riley Bergeron arrived at 6:05 p.m.

- 4. CONTINUED PUBLIC HEARING/ SITE PLAN REVIEW/SUBDIVISION REVIEW:** 15 Academy Street (PID 230-132) Application by Gorrill Palmer on behalf of Auburn Town Center Apartments, LLC for final approval of the construction of a 53-unit residential development. This property is located in the Traditional Downtown Neighborhood (T-4.2) district and will be reviewed under Chapter 60, Article XVI, Division 2 – Site Plan Review, Division 3 – Special Exception, and Division 4 – Subdivision.

Sam Peikes gave a staff report stating that the item was continued from the January 13th meeting due to it needing to be reviewed under special exception because of the size requirement of the building and development in form-based code.

Kaleb Bourassa of Gorrill Palmer gave a brief overview stating that they reformulated some of the previous material provided to the Board to meet the special exception requirements.

After concern was expressed that the Board did not receive a letter demonstrating the applicant's financial capacity, Matt Leonard, the project manager, explained that no matter how much money he gives the bank, they are not going to write specific language to that effect.

The public hearing was continued from the January 13th meeting for the special exemption.

Ron Rousseau – 20 Elm Street – submitted a written statement opposing the project and the waiver being requested for the width requirement. He said waivers are intended for rare and exceptional circumstances, not meant to bypass standards meant to protect neighborhoods. He expressed concern that the design is out of scale with the neighborhood, would alter its character, that the neighborhood has limited capacity for increased traffic, parking demand, storm water runoff, and visual impact, and that it would set a precedence.

Motion by Tim Deroche and seconded by Bilal Hussein moved to close the public hearing. Vote 6-0 Motion Carries

Bob Hayes arrived at 6:19 p.m.

After it was requested by the Board, the applicant confirmed that the color, texture, and materials as shown on the plans submitted is what will be constructed if this plan is approved.

Motion made by Riley Bergeron and seconded by Bilal Hussein to approve the proposal on behalf of Auburn Town Center Apartments, LLC for the construction of a 53-unit residential development at 15 Academy Street pursuant to Chapter 60 Article IV, Division 14 – Form Based Code, Article XVI, Division 2 – Site Plan, Division 3 – Special Exception and Division 4-Subdivision with the following conditions:

- 1. No permits shall be issued until 15 additional off-street parking spaces are secured or the applicant otherwise provides the spaces required by the ordinance at the time the permit is issued.**
- 2. Prior to issuance of building permits, the final subdivision plan shall be recorded at the Androscoggin County Registry of Deeds.**
- 3. No plans shall be recorded and no permits issued, until the applicant demonstrates that final easements are signed and recorded.**
- 4. Any significant changes to the rendering given to staff would need additional Board approval.**

Vote 5-2 (Ed and Maureen opposed) Motion Carries

5. NEW BUSINESS:

Public Hearing Chapter 60 Zoning Amendment: L.D. 427 “An Act to Regulate Municipal Parking Space Minimums”. Staff will be presenting proposed changes to Chapter 60 zoning for compliance.

Sam Peikes gave a staff report stating LD 427 requires that the municipality may not allow more than one off-street parking space per dwelling unit within a designated growth area and allows a developer to satisfy municipal parking requirements through an off-site parking agreement within existing facilities located within 1/4 mile of the development site. She reviewed the changes with the

Board and noted that the amendments in the mobile home park overlay need to be added. The Board made some changes to the wording in Section 60-607 (10).

Motion made by Tim DeRoche and seconded by Maureen Hopkins to open the public hearing. Vote 7-0 Motion Carries

Stephen Beale – 575 Johnson Road – expressed concern regarding the addition of mobile home parks being added to the motion due to the public notice given not including the reference to mobile home parks and that it's a substantive addition that would require public notice.

Motion made by Riley Bergeron and seconded by Bilal Hussein to close the public hearing. Vote 7-0 Motion Carries

Motion made by Tim DeRoche and seconded by Riley Bergeron to postpone a decision on LD 427 to a date certain of March 10, 2026 so that the changes to the mobile home park overlay can be included. Vote 7-0 Motion Carries

Public Hearing Chapter 60 Zoning Amendment: Sec. 60-44 Unsewered Lots. Staff will be presenting proposed changes to Chapter 60 zoning to allow for the development of unsewered lots less than 20,000 square feet in specific instances.

Eric Cousens indicated there was a public hearing related to housing laws that was scheduled for today with the State legislature that would modify some of the provisions or the proposed changes and recommended the Board accept public comment but delay a recommendation until we find out where the legislation stands on it.

The public hearing was opened.

Stephen Beale of 575 Johnson Road – advised the board to use caution in redrafting any part of this ordinance due to overlapping regulations, that it may have minimal effect, and could raise concerns about spot zoning.

Motion made by Maureen Hopkins and seconded by Riley Bergeron to close the public hearing. Vote 7-0 Motion Carries

Motion by Bilal Hussein and seconded by Maureen Hopkins to table discussion on the proposed zoning changes to Chapter 60 relating to unsewered lots. Vote 7-0 Motion Carries

6. OTHER BUSINESS:

Comprehensive Plan Update. Staff and Chair of the Comprehensive Plan Committee will be presenting an update on the Future Land Use Map, policies, and actions to date.

John Cleveland and Lauren Caffé gave an update on the project timeline, final vision statement, required components of a comprehensive plan, draft future land use map, policies and actions, and next steps.

7. PUBLIC COMMENT

Stephen Beale of 575 Johnson Rd – asked the status of the sub-committee reviewing policies and procedures and if the public would have an opportunity for input.

Ed said he, Maureen, the former Chair of the Board, and city staff met twice last summer and have not met since. Maureen said no proposed amendments were made and that she would like to see more participation. Andrea Westbye and Bilal Hussein expressed interest in participating on the sub-committee. They will try to arrange a meeting before the next Board meeting.

Bilal requested a report of projects the Board has approved and the status of them.

8. MISCELLANEOUS

The City Council is working on a draft ordinance that proposes to strengthen protections of natural resources for solar and residential permit projects to inhibit projects that impact prime farmland soils, soils of statewide significance and wetlands.

Sam Peikes said there will be a special public hearing February 19 to bring the proposed changes before the board.

9. ADJOURNMENT

**Motion made by Tim DeRoche and seconded by Bob Hayes to adjourn at 7:48 p.m. Vote 7-0
Motion Carries**

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PLANNING BOARD MINUTES - DRAFT February 19, 2026

1. **ROLL CALL:** Tim DeRoche, Chelsea Eaton, Bob Hayes, Maureen Hopkins (Acting Chair), Bilal Hussein, Kathy Shaw, and Andrea Westbye

Absent: Ed Bearor, Riley Bergeron, and Ngengele Adlophe (Student Representative)

Staff members present: Sam Peikes (Planning Coordinator)

Maureen elevated Chelsea Eaton and Kathy Shaw to full voting members.

2. **NEW BUSINESS:**

Public Hearing Chapter 60 Zoning Amendment: City Council initiated request for the Planning Board to review proposed changes to Chapter 60 (Zoning) in the Agriculture and Resource Protection zone to strengthen protections for natural resources for solar and residential permit projects and make a recommendation to the Council.

Sam Peikes gave a staff report and reviewed highlights of the proposed changes. Planning staff met with the Sustainability & Natural Resources Management Board (SNRB) on Tuesday to go over the proposed changes. One of the items discussed was that the costs for the soil scientist should be the responsibility of the developer or applicant doing the solar project. She will incorporate comments from both Boards into an updated draft to bring to the City Council.

Motion made by Tim DeRoche and seconded by Bob Hayes to open the public hearing. Vote 7-0 Motion Carries

Stephen Beale of 575 Johnson Road – indicated he is in favor of the restrictive amendments especially with respect to the solar array.

Michelle Melarango of 576 Trappe Road – said the city should ensure that property taxes in areas upgraded to moderate or high growth areas don't rise significantly for existing owners unless they build, subdivide, or sell, so current rates are grandfathered to protect farmers from steep increases and potentially losing their land and businesses. She also said land with confirmed PFAS contamination should be eligible for solar by special exception, since this may be one of the few viable ways for agricultural operations to remain financially sustainable.

Motion made by Bilal Hussein and seconded by Andrea Westbye to close the public hearing. Vote 7-0 Motion Carries

Motion made by Bob Hayes and seconded by Andrea Westbye to authorize the zoning change to go to City Council with the pending comments from both SNRB and the Planning Board and include the recommendation to the City Council to include provision for PFAS contaminated soils and how those are to be handled in reference to the proposed revisions. Vote 7-0 Motion Carries

3. PUBLIC COMMENT: None

4. MISCELLANEOUS

- Bob suggested the Board spend some time reviewing and discussing the Comprehensive Plan.
- Bilal requested staff find out what percentage of the AG/RP currently falls under prime farmland of statewide significance.

5. ADJOURNMENT

Motion made by Tim DeRoche and seconded by Bilal Hussein to adjourn at 6:30 p.m. Vote 7-0 Motion Carries

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To: Auburn Planning Board

From: Sam Peikes, Planning Coordinator

Re: PUBLIC HEARING SITE PLAN and FINAL SUBDIVISION REVIEW: Danville Corner Road (PID 122-004 and 122-005) – Application by Terradyn Consultants, LLC on behalf of Timothy Millett for a housing development with 69 single family homes and 3 multi-family buildings with 8 apartments each. The property is located in the General Business (GB) district and will be reviewed under Chapter 60, Article XVI, Division 2 – Site Plan Review and Division 4 – Subdivision.

Date: March 5, 2026

PROPOSAL OVERVIEW

Terradyn Consultants, LLC, on behalf of Timothy Millett, has submitted an application for a housing development consisting of 69 single-family homes, three multi-family buildings with eight units each (24 units total), and an accessory 5,000 sq. ft. warehouse on Danville Corner Road (PID 122-004 and 122-005). The development area consists of two parcels totaling approximately 15.2 acres. Access to the site will be via private roads off Danville Corner Road. The applicant has revised the ownership style of the development from a leased land agreement to a condominium. As a result of the change in ownership, the applicant is proposing to split Lot 2 and create a third lot for the multi-unit buildings.



The application was last brought to the Planning Board for the December 9, 2025 meeting. At that meeting the Board voted to approve the preliminary plan with the following conditions:

- Before final approval, the applicant shall provide written approval from MaineDOT to the Planning Board indicating that the intersection of Washington Street and Danville Corner Road will not be adversely affected by the project.
- The final plan shows 2,000 square foot leased lot per single family dwelling.

- The final plan depicts open space that is contiguous or present an alternative plan or other proposal as allowed under Sec. 60-1367.
- The Final Subdivision Plan must be recorded at the Androscoggin County Registry of Deeds prior to issuance of building permits.
- Water and sewer easements must be granted to the Auburn Water & Sewer District prior to activation of the mains.
- A Traffic Impact Analysis must be submitted to assess system impacts and identify improvements necessary to maintain acceptable service levels.

Since the last submission, the applicant has presented an updated subdivision plan showing 2,000 square feet of leased lot per single family dwelling with 4.46 acres of common open space and has provided a Traffic Impact Study from VHB. The applicant has elected to use both the land dedication provision and pay a fee in lieu of providing the necessary amount of contiguous open space as required in Sec. 60-1367.

SITE PLAN REVIEW AND SUBDIVISION STANDARDS

The division of land resulting in three or more dwelling units within a five-year period constitutes a subdivision under 30-A M.R.S.A. § 4401. Therefore, this project is subject to Chapter 60, Article XVI, Division 2 – Site Plan Review and Division 4 – Subdivision.

The following findings of fact relevant to the project are summarized below:

- **Access:** Access to the development will come from the proposed private dead-end looped located off Danville Corner Road. The private roads have been designed to meet City standards. The road grade profiles and cross section were provided in the October, 2025 submission.
- **Parking:** The application submitted on October 30, 2025 states that the development will include 2 parking spaces per single family unit and 1.5 spaces per apartment unit. The multifamily developments will include a total of 33 parking spaces with 3 handicap spaces. Parking and loading spaces are arranged to not back into a public street or create safety hazards.
- **Utilities:** The project will be served by public water and sewer. Easements, as shown on Subdivision Plan C-1.0, must be granted to the Auburn Water & Sewer District prior to activation of the mains.
- **Traffic:** The 93-unit development is anticipated to generate 813 weekday trips, including 58 AM peak-hour and 77 PM peak-hour trips. Weekend volumes are estimated at 664 trips on Saturday and 678 on Sunday, with 73 AM and 66 PM peak-hour trips. At the December 9, 2025 Planning Board meeting, the Planning Board requested that the applicant provide a Traffic Impact Analysis. As noted in the summary description, the applicant retained VHB to conduct a Traffic Impact Analysis to analyze existing and proposed traffic conditions, road safety, site distance and high crash locations. Based on the traffic study, the proposed development will have minimal impact on existing traffic conditions. The applicant has corresponded with Maine DOT regarding the traffic impacts. The email responses dated February 20, 2016, indicate that Maine DOT is unwilling to provide a letter stating the development will not adversely impact traffic conditions on Danville Corner Road and defers to the City's judgement as the permitting authority. In the email dated February 26, 2026, the City Engineer states the proposed development will not adversely impact traffic and safety.

- **Stormwater Management:** The applicant has prepared a stormwater management report in compliance with City requirements and DEP SLODA Chapter 500. The proposed development is anticipated to contribute roughly 4.5 acres of impervious area for the new looped road and driveway entrances. Existing on-site drainage flows east of the property eventually towards the Little Androscoggin River. Stormwater runoff will be conveyed to a large constructed gravel wetland on the eastern side of the property, which has been sized appropriately. The stormwater calculations in the report from October, 2025 demonstrate that runoff leaving the site will not increase from pre-development levels.
- **Open Space:** Single-family residential subdivisions are required to meet the standards for open space under Section 60-1367. According to the ordinance, a developer is required to provide 1 acre of open space for the first ten lots or units and 5,000 square feet for each additional unit. The applicant needs 7.77 acres of open space. The prior plan from December, 2025 shows 9.4 acres of open space with a small internal trail network. At the December 9, 2025 Planning Board meeting, the Board requested that the applicant provide an updated plan showing contiguous open space. The most recent submission from February, 2026 shows a revised open space layout that eliminates the open space in the center of the development and instead is shown surrounding the outside of the single-family homes. Due to the reconfiguration of open space, the applicant is now short on the required acreage and is opting to also pay the fee in lieu of providing the amount of required open space. The applicant met with the Parks and Recreation Advisory Board to present their plan for open space at the January 23, 2026 meeting and had an additional meeting February 26, 2026. The Parks and Recreation Advisory Board noted in the letter dated February 26, 2026 that they unanimously support the plan as presented and that the proposal provides generous and meaningful onsite green space for residents.
- **Lighting:** Lighting poles are proposed to be dispersed along the private roads and are shown on the plan. The new homes will include wall mounted decorative lighting types as shown in the building rendering photo from the October, 2025 submission. The proposed exterior lighting will not create a safety hazard or nuisance on adjacent properties.
- **Solid Waste Disposal:** Solid waste disposal will be the responsibility of each individual homeowner and will be disposed of properly.
- **Protection of Environmental Features and Natural Resources:** The proposed development is not anticipated to adversely impact natural resources, scenic areas or historic sites.
- **Noise, Vibration, Odors and Air Pollution:** In accordance with Sec. 60-1037, noise levels in the General Business zone shall not exceed 60 dba measured at the property line. The proposed development is not anticipated to exceed noise standards or create a nuisance to surrounding properties. The proposed development is not anticipated to generate vibration, odors or air pollution.

DEPARTMENT REVIEW

The applicant has provided a copy of the Traffic Impact Analysis to the City Engineer who has reviewed and provided comments. No additional department review is needed.

PLANNING BOARD ACTION

The proposed project requires review and findings for approval under Sections 60-1277, 60-1359, and 60-1336:

Site Plan Review – Section 60-1277

In considering a site plan, the planning board shall make findings that the development has made provisions for:

- (1) Protection of adjacent areas against detrimental or offensive uses on the site by provision of adequate surface water drainage, buffers against artificial and reflected light, sight, sound, dust and vibration; and preservation of light and air;
- (2) Convenience and safety of vehicular and pedestrian movement within the site and in relation to adjacent areas;
- (3) Adequacy of the methods of disposal for wastes; and
- (4) Protection of environment features on the site and in adjacent areas.

Subdivision – Section 60-1359

When reviewing any subdivision for approval, the planning board shall consider the following criteria, and before granting either approval or denial, shall determine that the proposed subdivision:

- (1) Will not result in undue water, air or noise pollution. In making this determination it shall at least consider:
 - a. The elevation of land above sea level and its relation to the floodplains, the nature of soils and subsoils and their ability to adequately support waste disposal;
 - b. The slope of the land and its effect on effluents;
 - c. The availability of streams for disposal of effluents; and
 - d. The applicable state and local health and water resources regulations, including stormwater management requirements in accordance with section 60-1301(14);
- (2) Has sufficient water available for the reasonably foreseeable needs of the subdivision;
- (3) Will not cause an unreasonable burden on an existing water supply, if one is to be utilized;
- (4) Will not cause unreasonable soil erosion or reduction in the capacity of the land to hold water so that a dangerous or unhealthy condition may result;
- (5) Will not cause unreasonable highway or public road congestion or unsafe conditions with respect to use of the highways or public roads existing or proposed;
- (6) Will provide for adequate sewage waste disposal;
- (7) Will not cause an unreasonable burden on the ability of a municipality to dispose of solid waste and sewage if municipal services are to be utilized;
- (8) Will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites or rare and irreplaceable natural areas;
- (9) Is in conformance with a duly adopted subdivision regulation or ordinance, comprehensive plan, development plan, or land use plan, if any;
- (10) Is funded by a subdivider has adequate financial and technical capacity to meet the standards of this section;
- (11) Will not adversely affect the character of the surrounding neighborhood and will not tend to depreciate the value of property adjoining the neighboring property under application;
- (12) Has provisions for on-site landscaping that are adequate to screen neighboring properties from unsightly features of the development;

- (13) Will not create a fire hazard and has provided adequate access to the site for emergency vehicles;
- (14) Will not, alone or in conjunction with existing activities, adversely affect the quality or quantity of groundwater;
- (15) Does not have long-term cumulative effects of the proposed subdivision will that unreasonably increase a great pond phosphorus concentration during the construction phase and life of the proposed subdivision.

STAFF RECOMMENDATIONS

Staff recommend that the Board act on the final application. If the Board votes to approve the final plan, staff are recommending the following conditions of approval:

- The Final Subdivision Plan must be recorded at the Androscoggin County Registry of Deeds prior to issuance of building permits.
- Water and sewer easements must be granted to the Auburn Water & Sewer District prior to activation of the mains.

If the Planning Board votes to deny the final plan, the Board will need to reference a written denial finding in Sec. 60-1304.

In accordance with Sec. 60-1362, the Planning Board shall within 30 days after the public hearing on a final plan, approve, approve with condition(s) or deny the final plan. The Board may continue the Public Hearing to the next Planning Board meeting if they find information is insufficient to issue a final vote on the application. The timeline extension will need to be agreed upon by both the applicant and the Planning Board.

Suggested Motion:

I make a motion to [**approve/deny**] the application proposal from Terradyn Consultants, LLC on behalf of Timothy Millett for the proposed housing development consisting of 69 single-family homes, three multi-family buildings with eight units each, and an accessory 5,000 sq. ft. warehouse on Danville Corner Road (PID 122-004 and 122-005) pursuant to Chapter 60 Article XVI, Division 2 – Site Plan and Division 4- Subdivision.

To: Auburn Planning Board

From: David Hediger, Director of Planning

Re: PUBLIC HEARING/ SITE PLAN and PRELIMINARY SUBDIVISION REVIEW:

Danville Corner Road (PID 122-004 and 122-005) – Application by Terradyn Consultants, LLC on behalf of Timothy Millett for a housing development with 69 single family homes and 3 multi-family buildings with 8 apartments each. The property is located in the General Business (GB) district and will be reviewed under Chapter 60, Article XVI, Division 2 – Site Plan Review and Division 4 – Subdivision.

Date: December 3, 2025

PROPOSAL

This item is continued from the November 10, 2025 meeting. Staff recommends the Board review the staff memo dated November 6, 2025, for additional information.

Terradyn Consultants, LLC, on behalf of Timothy Millett, has submitted an application for a housing development consisting of 69 single-family homes, three multi-family buildings with eight units each (24 units total), and an accessory 5,000 sq. ft. warehouse on Danville Corner Road (PID 122-004 and 122-005). The development area consists of two parcels totaling approximately 15.2 acres. One of the parcels (PID 122-005, 180 Danville Corner Road) contains the structure recently approved for conversion into a four-unit apartment building. Access will be provided by private roads. The final development will result in two lots. The single-family homes will be conveyed, while the remaining land and infrastructure will be retained by the applicant.



RECAP OF NOVEMBER 10, 2025 HEARING

The Board raised several questions and concerns at the last hearing, including but not limited to:

1. Traffic Impact Analysis

- The Board, staff, and public requested additional information regarding traffic, particularly at the intersection of Washington Street and Danville Corner Road.

- The applicant indicated that a traffic study is in progress and has requested that the traffic analysis be made a condition of preliminary approval, with the completed study to be submitted for final review.
- MaineDOT has preliminarily stated that the development is not expected to significantly impact the Danville Corner/Washington Street signal project.

2. Right, Title, and Interest

- The initial evidence of ownership was deemed insufficient.
- Applicant Timothy Millet owns both Delish, LLC and South Grove Residences, LLC.
- IRS documentation confirming ownership has been provided.

3. Financial Capacity

- The initial evidence of financial capacity was outdated and insufficient.
- Updated financial documents have been submitted to replace the year-old version.

4. Ownership and Land Lease

- The Board expressed concerns regarding:
 - Whether the lease structure resembles a mobile home park.
 - Uncertainty in lease terms: whether it conveys just the building or also the land.
 - City liability, including potential lien implications.
 - Taxation: whether the City will tax improvements (homes) and land separately.
- The applicant's attorney responded:
 - While the lease structure may resemble a mobile home park, it does not fall under Maine's mobile home statutes because the homes are site-built, not manufactured or transported.
 - Homes will be conveyed, while land and infrastructure will be retained by the developer.
 - The City will tax improvements and land separately, maintaining lien rights on both.
- The City Attorney reviewed the proposal and found nothing illegal. While not typical, it is acceptable to have a ground lease with separate ownership of the structure. If liens arise, they may affect both land and structure, but mechanisms are in place to address such situations.

5. Open Space Requirements

- Questions were raised about the adequacy of open space provided.
- The term "usable open space" applies only to Form-Based Code (FBC) districts and does not apply to this property.
- The property is in the General Business (GB) district, where residential uses are allowed per Multifamily Suburban (MFS) standards.
 - Only minimum lot width, depth, and density from MFS apply.
 - All other dimensional standards, including "open and unbuilt spaces," follow GB district rules.
- The term "open and unbuilt spaces" in the GB district is not directly tied to Section 60-1367 (Recreation/Open Space Standards).
 - However, Section 60-1367 still applies to subdivisions and requires that open space serve the foreseeable needs of residents.
 - Land dedication may be part of a condominium, homeowners' association, or another form acceptable to the Planning Board.
- The applicant has indicated the project includes approximately 65% greenspace.
 - Required open space for 69 units is approximately 7.77 acres.

- The proposal provides approximately 9.4 acres, including a trail system.
- Open space will be documented in the land lease and subdivision plans, meeting code requirements.

MAJOR SUBDIVISION REVIEW PROCESS

As a reminder, Auburn requires a two-step review (preliminary and final) for major subdivisions, as it has not adopted the one-meeting process allowed by state law.

- **Preliminary Review:**
The Board holds a preliminary review meeting where it may set conditions. Preliminary approval serves as guidance only and is not final.
- **Final Review:**
The applicant must return for final approval within six months of preliminary approval (a one-time six-month extension may be granted). The Board may require resubmission of the preliminary plan instead of acting on the final plan.
- **Final Decision:**
Within 30 days of the final plan hearing, the Board will approve, conditionally approve, approve with conditions, or disapprove the plan, providing written reasons. Typically, a motion to approve is made during the final hearing.

STAFF RECOMMENDATIONS

Staff recommends the Board review the staff memo dated November 6, 2025, for additional comments and specific code references when considering findings of fact and conclusions.

Should the Planning Board find the project meets the requirements of Sec. 60-1277 and Sec. 60-1359, staff recommends Preliminary Approval with the following conditions:

1. Final Subdivision Plan must be recorded at the Androscoggin County Registry of Deeds prior to issuance of building permits.
2. Water and sewer easements must be granted to the Auburn Water & Sewer District prior to activation of the mains.
3. A Traffic Impact Analysis must be submitted to assess system impacts and identify improvements necessary to maintain acceptable service levels.
4. The subdivision plan must clearly delineate and label the required recreation/open space areas, and specify who will be responsible for their management (e.g., a homeowners' association, the landowner, or another arrangement acceptable to the Planning Board).

Suggested Motion:

I move that the proposal meets the requirements of Sections 60-1277 and 60-1359 and grant Preliminary Approval to Terradyn Consultants, LLC, on behalf of Timothy Millett, for a housing development consisting of 69 single-family homes, three multi-family buildings with eight units each, and an accessory 5,000 sq. ft. warehouse on Danville Corner Road (PID 122-004 and 122-005) subject to submission of the final plan for Board review and recording after meeting all preliminary conditions. The proposed project meets the standards of Chapter 60, Article XVI, Division 2 – Site Plan Review and Division 4 – Subdivision.

To: Auburn Planning Board

From: David Hediger, Director of Planning

Re: PUBLIC HEARING/ SITE PLAN and SUBDIVISION REVIEW: Danville Corner Road (PID 122-004 and 122-005) – Application by Terradyn Consultants, LLC on behalf of Timothy Millett for a housing development with 69 single family homes and 3 multi-family buildings with 8 apartments each. The property is located in the General Business (GB) district and will be reviewed under Chapter 60, Article XVI, Division 2 – Site Plan Review and Division 4 – Subdivision.

Date: November 6, 2025

PROPOSAL

Terradyn Consultants, LLC, on behalf of Timothy Millett, has submitted an application for a housing development consisting of 69 single-family homes, three multi-family buildings with eight units each (24 units total), and an accessory 5,000 sq. ft. warehouse on Danville Corner Road (PID 122-004 and 122-005). The development area consists of two parcels totaling approximately 15.2 acres. One of the parcels (PID 122-005, 180 Danville Corner Road) contains the structure recently approved for conversion into a four-unit apartment building. Access will be provided by private roads. The final development will result in two lots. The single-family homes will be conveyed, while the remaining land and infrastructure will be retained by the applicant.



ZONING CONSIDERATIONS

The site is located in the General Business (GB) District, which allows residential dwelling uses permitted in the Multifamily Suburban (MFS) District. The MFS District permits single-family detached and multi-family dwellings. The minimum lot width, depth, and density requirements of the MFS District also apply.

The two lots totaling 15.2 acres are proposed to be divided as follows:

- Lot 1: 0.98 acres, containing the recently approved four-unit multifamily dwelling at 180 Danville Corner Road.
- Lot 2: 14.22 acres, containing 93 dwelling units.

Based on 93 total units, the minimum lot area required is 4.45 acres (10,000 sq. ft. for the first unit and 2,000 sq. ft. for each additional). With 14.22 acres, the lot could support up to 241 units under the MFS maximum density of 17 units per acre. All other dimensional requirements of the GB and MFS Districts have been met.

SITE PLAN REVIEW AND SUBDIVISION STANDARDS

The division of land resulting in three or more dwelling units within a five-year period constitutes a subdivision under 30-A M.R.S.A. § 4401. Therefore, this project is subject to Chapter 60, Article XVI, Division 2 – Site Plan Review and Division 4 – Subdivision.

The applicant has addressed the criteria of both ordinance sections, including:

- Access: Access will be from Danville Corner Road via approximately 2,800 feet of private roads with sidewalks, designed to City standards.
- Parking: Adequate parking has been provided with 2 spaces per single-family unit and 1.5 spaces per apartment unit.
- Utilities: The project will be served by public water and sewer. Easements, as shown on Subdivision Plan C-1.0, must be granted to the Auburn Water & Sewer District prior to activation of the mains.
- Traffic: The 93-unit development is projected to generate 813 weekday trips, including 58 AM peak-hour and 77 PM peak-hour trips. Weekend volumes are estimated at 664 trips on Saturday and 678 on Sunday, with 73 AM and 66 PM peak-hour trips. Although this does not trigger a Traffic Movement Permit (100 peak-hour trips), staff has requested a Traffic Impact Analysis in accordance with Chapter 46, Article V, Division 4 to evaluate travel demand, system capacity, and any necessary improvements. The study must be prepared by a qualified traffic engineer. . The city may waive traffic analysis requirements if a qualified engineer shows they are unnecessary. The applicant has indicated that additional information will be provided with the final application.
- Stormwater: Stormwater will be managed via a large gravel wetland on the eastern side of the property, meeting Maine DEP and City requirements.
- Open Space: Subdivisions with single-family dwellings must meet Section 60-1367 open space/recreation requirements. Approximately 65% of the site will remain open space. For the 69 single-family homes, 7.77 acres of open space is required (43,560 sq. ft. for the first 10 units and 5,000 sq. ft. per additional unit). Approximately 9.4 acres will be provided, including a small internal trail network. Open space provisions will be documented in the land lease agreement for the development.

DEPARTMENT REVIEW

The application and revisions provided have addressed concerns raised by city staff. There are no remaining concerns at this time.

ADDITIONAL ITEMS

The development is being reviewed as a major subdivision pursuant to Sec. 60-1361. Being a major subdivision, the code requires a two-meeting process, which differs from past Board practice where subdivision approval was completed in one meeting utilizing Site Plan review standards. This is allowed by state statute, if a municipality adopts this provision. . Auburn has

not formally adopted the one-meeting process and has been advised that until an amendment is made, major subdivisions are subject preliminary and final review process; therefore, major subdivisions are subject to preliminary and final review.

Specifically, the Planning Board reviews preliminary plans at a public hearing, sets any conditions for the final plan, and grants preliminary approval as a guide; however, final plan approval is separate and may require additional changes or another hearing. The Board, by majority vote, may determine whether a public hearing is necessary for final plan review. The subdivider must submit the final subdivision plan within six months of preliminary approval. One six-month extension may be granted for good cause if requested in writing at least 30 days before the original deadline. The Board may require resubmission of the preliminary plan instead of acting on the final plan.

Within 30 days of the public hearing on the final plan, the Planning Board will approve, conditionally approve, approve with conditions, or disapprove the plan, providing written reasons for its decision. Typically, the Board will make a motion to approve at the meeting of the final hearing.

PLANNING BOARD ACTION

The proposed project requires review and findings for approval under Sections 60-1277 and 60-1359:

Site Plan Review – Section 60-1277

In considering a site plan, the planning board shall make findings that the development has made provisions for:

- (1) Protection of adjacent areas against detrimental or offensive uses on the site by provision of adequate surface water drainage, buffers against artificial and reflected light, sight, sound, dust and vibration; and preservation of light and air;
- (2) Convenience and safety of vehicular and pedestrian movement within the site and in relation to adjacent areas;
- (3) Adequacy of the methods of disposal for wastes; and
- (4) Protection of environment features on the site and in adjacent areas.

Sec. 60-1359. Guidelines.

When reviewing any subdivision for approval, the planning board shall consider the following criteria, and before granting either approval or denial, shall determine that the proposed subdivision:

- (1) Will not result in undue water, air or noise pollution. In making this determination it shall at least consider:
 - a. The elevation of land above sea level and its relation to the floodplains, the nature of soils and subsoils and their ability to adequately support waste disposal;
 - b. The slope of the land and its effect on effluents;
 - c. The availability of streams for disposal of effluents; and
 - d. The applicable state and local health and water resources regulations, including stormwater management requirements in accordance with section 60-1301(14);
- (2) Has sufficient water available for the reasonably foreseeable needs of the subdivision;
- (3) Will not cause an unreasonable burden on an existing water supply, if one is to be utilized;

- (4) Will not cause unreasonable soil erosion or reduction in the capacity of the land to hold water so that a dangerous or unhealthy condition may result;
- (5) Will not cause unreasonable highway or public road congestion or unsafe conditions with respect to use of the highways or public roads existing or proposed;
- (6) Will provide for adequate sewage waste disposal;
- (7) Will not cause an unreasonable burden on the ability of a municipality to dispose of solid waste and sewage if municipal services are to be utilized;
- (8) Will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites or rare and irreplaceable natural areas;
- (9) Is in conformance with a duly adopted subdivision regulation or ordinance, comprehensive plan, development plan, or land use plan, if any;
- (10) Is funded by a subdivider has adequate financial and technical capacity to meet the standards of this section;
- (11) Will not adversely affect the character of the surrounding neighborhood and will not tend to depreciate the value of property adjoining the neighboring property under application;
- (12) Has provisions for on-site landscaping that are adequate to screen neighboring properties from unsightly features of the development;
- (13) Will not create a fire hazard and has provided adequate access to the site for emergency vehicles;
- (14) Will not, alone or in conjunction with existing activities, adversely affect the quality or quantity of groundwater;
- (15) Does not have long-term cumulative effects of the proposed subdivision will that unreasonably increase a great pond phosphorus concentration during the construction phase and life of the proposed subdivision.

Any denial of a project must include reference to the criteria found in Section 60-1304.(2) and Section 60-1365

STAFF RECOMMENDATIONS

Should the Planning Board find the project meets the requirements of Sec. 60-1277 and Sec. 60-1359, staff recommends Preliminary Approval with the following conditions:

1. Final Subdivision Plan must be recorded at the Androscoggin County Registry of Deeds prior to issuance of building permits.
2. Water and sewer easements must be granted to the Auburn Water & Sewer District prior to activation of the mains.
3. A Traffic Impact Analysis must be submitted to assess system impacts and identify improvements necessary to maintain acceptable service levels.

Suggested Motion:

I move that the proposal meets the requirements of Sections 60-1277 and 60-1359 and grant Preliminary Approval to Terradyn Consultants, LLC, on behalf of Timothy Millett, for a housing development consisting of 69 single-family homes, three multi-family buildings with eight units each, and an accessory 5,000 sq. ft. warehouse on Danville Corner Road (PID 122-004 and 122-005) subject to submission of the final plan for Board review and recording after meeting all preliminary conditions. The proposed project meets the standards of Chapter 60, Article XVI, Division 2 – Site Plan Review and Division 4 – Subdivision.



February 26, 2026

24-164

Sam Peikes
Planning Coordinator
City of Auburn
60 Court Street
Auburn, ME 04210

**Subject: Danville Corner Housing Development
Final Plan Application**

Sam,

On behalf of Timothy Millett, Terradyn Consultants LLC, is pleased to submit the attached Final Subdivision Plan for the Danville Corner Housing Project.

The Danville Corner Housing Project received preliminary approval on December 9, 2025.

In response to City comments and concerns related to the original mobile home park-style land lease ownership model, and in an effort to make the homes as marketable as possible to potential buyers while maintaining affordability, the applicant has decided to forgo the land lease agreement and is now proposing a condominium project. As a result, the applicant is proposing the creation of a third lot, the updated breakdown of the lots is as follows:

- Lot 1 remains the same as originally proposed.
- The previous Lot 2 is divided into two lots:
 - Lot 2 will now be 11.91 acres in size and will house the single-family homes and the condominium association.
 - Lot 3 will be 2.31 acres in size and will include the three multi-unit buildings (which will be rental units) as well as the proposed 5,000-square-foot warehouse building. Lot 3 will be retained by the applicant.

The warehouse building has shifted slightly to accommodate the required lot setbacks, but there are no other changes to the layout of the roadways or remaining buildings proposed.

The preliminary approval was subject to the following findings and conditions:

The Planning Board Findings and Conditions and our responses to comments (*in italics*) are provided below:

1. Before final approval, the applicant shall provide written approval from the MaineDOT to the Planning Board indicating that the intersection of Washington Street and Danville Corner Road will not be adversely affected by the project.

Response: We have provided MaineDOT with a copy of the traffic impact analysis performed by VHB on behalf of Timothy Millet (attached to this letter). After discussions with MaineDOT, they indicated that the City of Auburn is the permitting authority for this development, not MaineDOT. MaineDOT is therefore not willing to issue a letter of approval. The City of Auburn has delegated review authority, and this project falls under the City's jurisdiction rather than MaineDOT's. As such, MaineDOT has stated that they have nothing to approve.

Additionally, Michael Laberge, Project Manager for the Multimodal Program, indicated that—while unable to issue formal approval—the MaineDOT engineer believes the development will not adversely affect the intersection. He also informed me that the Washington Street and Danville Corner Road signal project is scheduled to go out to bid on March 11th.

We respectfully request that the City Engineer's review of the Traffic Impact Analysis be deemed sufficient to satisfy this condition of approval, given the City of Auburn's delegated authority on behalf of MaineDOT.

2. The final plan shows 2,000 square foot leased lot per single family dwelling.

Response: The applicant has modified the project to a condominium development. As such, the leased lots have been converted to proposed areas of limited common elements. These areas will be owned by the condominium association but reserved for the exclusive use of the individual homes (units). The limited common elements are depicted on the attached subdivision plan. In addition to the areas shown around the buildings, the individual driveways will also be designated as limited common elements for the exclusive use of the associated homes.

3. The final plan depicts open space that is contiguous or presents an alternative plan or other proposal allowed under Sec. 60-1367

Response: The attached revised plans show 4.46 acres of contiguous open space provided on-site. The project is required to provide a total of 7.77 acres of open space under Sec. 60-1367.

Our office has been in discussions with the Parks and Recreation Board regarding an in-lieu fee option for the remaining 3.31 acres. Based on information provided by City staff, the per-acre in-lieu fee is \$4,315.00, resulting in a total fee of \$14,239.70 for the 3.31 acres.

In our discussions with Parks and Recreation, we are proposing to utilize this in-lieu fee on-site toward the construction of the proposed trails and benches on the property. The trails are proposed to use Superhumus (organic bark-like cover), with estimated costs of approximately \$3 per square foot. The proposed trails total approximately 5,250 square feet, for an estimated installation cost of \$15,750 (this estimate excludes

any necessary clearing). The benches would be an additional improvement beyond the in-lieu fee amount and would also be installed.

While the areas which house the, trail and bench areas cannot be designated as open space under Sec. 60-1367 (as they are not contiguous to the 4.46-acre open space area), they will function as functional open space and recreational amenities for the use of residents. All land, including these areas, will be owned and maintained by the condominium association to be established for the condominium development.

A letter from the Parks and Recreation Board supporting this approach has been provided to City staff and is attached to this letter.

Revised subdivision, site, and grading plans depicting the open space areas and trail system are attached.

4. The Final Subdivision Plan must be recorded at the Androscoggin County Registry of Deeds prior to issuance of building permits.

Response: The Final Plan will be recorded as soon as possible after signatures.

5. Water and sewer easements must be granted to the Auburn water & Sewer District prior to activation of mains.

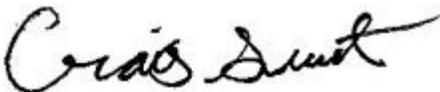
Response: Easements will be granted once in accordance with the recorded Final Subdivision Plan.

6. A Traffic Impact Analysis must be submitted to assess the system impacts and identify any necessary to maintain acceptable service levels.

Response: A Traffic Impact Analysis has been submitted to City Staff and is attached to this letter. The Traffic Impact Analysis determined no negative impact.

We trust that the above responses and attached materials address the comments. Please contact me directly with any additional questions or concerns.

Sincerely,
TERRADYN CONSULTANTS, LLC



Craig Sweet, P.E.

ATTACHMENT #1

MaineDOT Correspondence

FW: Traffic Study for New Subdivision: Danville Corner Road, Auburn

From Laberge, Michael <Michael.Laberge@maine.gov>

Date Wed 2/25/2026 4:14 PM

To Craig Sweet <craig@terradyconsultants.com>

Hi Craig. See below. MaineDOT is deferring to the City of Auburn the decision on the traffic impacts from the housing development on Danville Corner Road.

I agree that it should be handled by City staff, since the City of the permitting authority.

From: Soucie, Timothy <Timothy.Soucie@maine.gov>

Sent: Wednesday, February 25, 2026 2:28 PM

To: Laberge, Michael <Michael.Laberge@maine.gov>; Illian, Randy <Randy.Illian@maine.gov>

Cc: Eric Cousens <ecousens@auburnmaine.gov>

Subject: RE: Traffic Study for New Subdivision: Danville Corner Road, Auburn

Hi Mike,

Where the City is the permitting authority for this development and not MaineDOT, I'm not willing to write a letter approving the development, making blanket statements that it will have no adverse impact on the above intersection. I am willing to conduct a peer review of the VHB traffic impact memo for the city if requested. Feel free to forward this to Craig with Terradyn Consultants as your response.

I've copied Eric Cousins, the Executive Director of Public Services for the City of Auburn on this email

Timothy Soucie, PE

Region Traffic Engineer

MaineDOT - Region 3

932 U.S. Route 2 East

Wilton, ME 04294

Phone: (207) 562-4228

From: Laberge, Michael <Michael.Laberge@maine.gov>

Sent: Friday, February 20, 2026 10:37 AM

To: Soucie, Timothy <Timothy.Soucie@maine.gov>; Illian, Randy <Randy.Illian@maine.gov>

Subject: RE: Traffic Study for New Subdivision: Danville Corner Road, Auburn

Thanks, Tim. Yes, check in with Kris Bennett.

From: Soucie, Timothy <Timothy.Soucie@maine.gov>

Sent: Friday, February 20, 2026 10:17 AM

To: Laberge, Michael <Michael.Laberge@maine.gov>; Illian, Randy <Randy.Illian@maine.gov>

Subject: RE: Traffic Study for New Subdivision: Danville Corner Road, Auburn

Hi Mike,

Yes, this one is a bit on the atypical side. It isn't uncommon for the RTEs to be asked to provide a concurrence letter on trip generation memos. In most instances DOT has jurisdiction over permitting, however Auburn has delegated review authority and this is inside compact, so permitting falls to the municipality. I will have a chat with the city to see what the intent is here, might have to kick this up the chain, not sure yet.

In short, I'll look into it and let you know what I find.

Timothy Soucie, PE

Region Traffic Engineer

MaineDOT - Region 3

932 U.S. Route 2 East

Wilton, ME 04294

Phone: (207) 562-4228

From: Laberge, Michael <Michael.Laberge@maine.gov>
Sent: Thursday, February 19, 2026 4:46 PM
To: Illian, Randy <Randy.Illian@maine.gov>
Cc: Soucie, Timothy <Timothy.Soucie@maine.gov>
Subject: FW: Traffic Study for New Subdivision: Danville Corner Road, Auburn

Hi Randy and Tim. I have a signalization project at the intersection of Route 202, Danville Corner Road, and Beech Hill Road in Auburn, WIN 27040.00. It is scheduled to advertise March 11.

One of the consultants for a developer has asked MaineDOT for a statement that a proposed subdivision on Danville Corner Road will have no adverse effect on the intersection. I am not a traffic engineer and certainly do not feel qualified to make such a broad assurance.

Would one of you be willing to review the attached data and give an opinion?

From: Craig Sweet <craig@terradyconsultants.com>
Sent: Thursday, February 19, 2026 11:05 AM
To: Laberge, Michael <Michael.Laberge@maine.gov>
Cc: Kristopher Bennett <kbennett@auburnmaine.gov>; Derek Caldwell <dcaldwell@sebagotechnics.com>
Subject: Re: New Subdivision: Danville Corner Road, Auburn

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Michael,

I just wanted to confirm that you received my last email below. I also wanted to see if this you would be able to provide a statement regarding the development impact to the Washington Street and Danville Corner intersection? The City's Planning Board has placed the following condition on the approval of the project:

DOT needs to provide written approval stating that as a result of the development the intersection of Washington Street and Danville Corner road will not be adversely affected.

Thank you,

Craig

From: Craig Sweet <craig@terradyconsultants.com>
Sent: Tuesday, January 27, 2026 2:39 PM
To: Laberge, Michael <Michael.Laberge@maine.gov>
Cc: Kristopher Bennett <kbennett@auburnmaine.gov>; Derek Caldwell <dcaldwell@sebagotechnics.com>
Subject: Re: New Subdivision: Danville Corner Road, Auburn

Good Afternoon, Mike,

I wanted to share a copy of the traffic impact study prepared for the Danville Corner Project. The study was prepared by VHB, and they have determined that the proposed project will have no negative impact on the Washington Street intersection.

As part our approval process with the City of Auburn, the Planning Board has requested confirmation from MaineDOT regarding the impacts to the Washington Street intersection. Would that be something you would be able to provide us?

Thank you,

Craig Sweet, P.E.
Terradyn Consultants, LLC
41 Campus Drive
Cumberland Hall, Suite 301
Office: 207-926-5111
Cell: 207-370-2776

From: Laberge, Michael <Michael.Laberge@maine.gov>
Sent: Wednesday, November 12, 2025 3:23 PM
To: David Hediger <dhediger@auburnmaine.gov>; Craig Sweet <craig@terradyconsultants.com>
Cc: Kristopher Bennett <kbennett@auburnmaine.gov>; Derek Caldwell <dcaldwell@sebagotechnics.com>
Subject: RE: New Subdivision: Danville Corner Road, Auburn

Thanks, David. The engineer of record for the signalization project is Derek Caldwell from Sebago Technics. I let him know about the proposed housing development.

We may have to adjust the signal timings, but we don't expect the development to have a significant impact on the overall signalization project.

Please keep me in the loop. FYI, please reference MaineDOT WIN 27040.00 when discussing the signalization project.



Mike Laberge, Project Manager

Multimodal Program

Maine Department of Transportation

16 State House Station | Augusta, ME 04333-0016

Cell: 207.557.2443 | Fax: 207.624.3401

Michael.Laberge@maine.gov



From: David Hediger <dhediger@auburnmaine.gov>

Sent: Wednesday, November 12, 2025 2:41 PM

To: Craig Sweet <craig@terradyconsultants.com>; Laberge, Michael <Michael.Laberge@maine.gov>

Cc: Kristopher Bennett <kbennett@auburnmaine.gov>

Subject: New Subdivision: Danville Corner Road

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mike:

Thanks for taking my call today. Via this email, I'm connecting you with Craig Sweet, the civil engineer at Terradyn Consultants involved with a proposed subdivision at 180 Danville Corner Road. The Planning Board and public raised concerns about the impacts of this development at this intersection. The Board requested that staff make MDOT aware of the development.

Craig: please reach out to Mike at MDOT. At a minimum, turning movements at this intersection related to the development need to be accounted as part of the updated analysis you will be

RE: New Subdivision: Danville Corner Road, Auburn

From Laberge, Michael <Michael.Laberge@maine.gov>

Date Wed 2/25/2026 12:02 PM

To Craig Sweet <craig@terradyconsultants.com>

Hi Craig. We're inclined to leave that matter to the City. Although, our engineer believes the development won't affect the intersection.

From: Craig Sweet <craig@terradyconsultants.com>

Sent: Wednesday, February 25, 2026 11:16 AM

To: Laberge, Michael <Michael.Laberge@maine.gov>

Subject: Re: New Subdivision: Danville Corner Road, Auburn

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Hi Michael,

I hate to be a bother, I was just curious how your discussion with Jason went regarding the traffic impact analysis.

Thank you!

Craig

From: Laberge, Michael <Michael.Laberge@maine.gov>

Sent: Friday, February 20, 2026 10:43 AM

To: Craig Sweet <craig@terradyconsultants.com>

Subject: RE: New Subdivision: Danville Corner Road, Auburn

Hi Craig. Auburn has delegated review authority, and this is inside the urban compact zone, so permitting falls to the municipality.

We'll discuss with the city to see what the intent is here. We may need to elevate this to senior management at MaineDOT, and we'll let you know. May be March before we can give you an answer.

From: Craig Sweet <craig@terradyconsultants.com>

Sent: Thursday, February 19, 2026 11:05 AM

To: Laberge, Michael <Michael.Laberge@maine.gov>

Cc: Kristopher Bennett <kbennett@auburnmaine.gov>; Derek Caldwell <dcaldwell@sebagotechnics.com>

Subject: Re: New Subdivision: Danville Corner Road, Auburn

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Michael,

ATTACHMENT #2

Condominium Documents

SOUTH GROVE RESIDENCES DECLARATION OF CONDOMINIUM

ARTICLE 1 SUBMISSION, DEFINED TERMS, NOTICE, USE

Section 1.1. Submission of Property. Declarant, (**Tim Millett's LLC**), doing business in Maine at 154 Bailey Hill Rd, Poland, ME 04274, (hereinafter called "Declarant"), owner, in fee simple, of the land described in Exhibit A attached hereto, located in the City of Auburn, County of Androscoggin,, and State of Maine ("Land"), hereby submits the Land, together with all improvements, easements, rights, and appurtenances thereunto belonging (collectively "Property"), and subject to the matters referred to in Exhibit A and the provisions of Chapter 31 of Title 33 of the Maine Revised Statutes Annotated, known as the Maine Condominium Act, as amended from time to time, (hereinafter called "Condominium Act" or "Act") and hereby creates with respect to the Property a condominium to be known as **SOUTH GROVE RESIDENCES** (hereinafter called "Condominium"). The Property is shown on the Plat entitled "_____ " dated _____, which Plat and floor Plans are recorded in the Cumberland County Registry of Deeds in Plan Book _____, Pages _____, said Plat and Plans, as amended from time to time, being herein referred to respectively as "Plats" and "Plans".

Section 1.2. Address of Condominium. The address of the Condominium is _____. The name of the Owners' Association is the SOUTH GROVE RESIDENCES Unit Owners Association.

Section 1.3. Notices to Unit Owners and Others. All notices hereunder to the Association shall be sent registered or certified mail to the Board of Directors, care of the managing agent, or if there be no managing agent, to the office of the Board of Directors or to such other address as the Board of Directors may hereafter designate from time to time by notice in writing to all Unit Owners and to all mortgagees of units. All notices to any Unit Owner shall be sent by registered or certified mail to the unit address or to such other address as may have been designated by the respective Unit Owners from time to time, in writing, to the Board of Directors. All notices to mortgagees of units shall be sent by registered or certified mail to their respective addresses, as designated by such mortgagees from time to time, in writing, to the Board of Directors. All notices shall be deemed to have been given when mailed, except notices of change of address which shall be deemed to have been given when received.

Section 1.4. Interpretation. In the event of any conflict or discrepancy between the Plats and Plans and this Declaration, this Declaration shall govern.

ARTICLE 2

DEFINITIONS

Section 2.1. Terms Defined in the Act. Capitalized terms are defined herein or in the Plats and Plans otherwise they shall have the meanings specified or used in the Condominium Act. In the case of conflict between the meaning specified or used in the Act, those meanings specified or used in the Condominium Act shall control.

Section 2.2. Terms Specifically Defined in the Declaration. In addition to the terms hereinabove defined, the following terms shall have the following meanings in this Declaration, the Bylaws, the Plats and Plans:

- (a) “*Assessment*” means the Owner’s share of the anticipated Common Expenses allocated by Percentage Interest for the Association’s fiscal year as reflected in the budget adopted by the Board of Directors for such year.
- (b) “*Association*” means the Unit Owners Association of the Condominium, which is known as SOUTH GROVE RESIDENCES UNIT OWNER’S ASSOCIATION.
- (c) “*Board of Directors*” means the Board of Directors of the Association. The terms Executive Board and Board of Directors shall be interchangeable.
- (d) “*Building or Buildings*” means any structure or other improvement now or hereafter constructed on the Property.
- (e) “*Bylaws*” means the document having that name and providing for the governance of the Association, pursuant to §1603-106 of the Condominium Act, as such document may be amended from time to time.
- (f) “*Common Element or Common Elements*” means those parts of the Property other than the Units as described either in the Condominium Act as being Common Elements or described herein as being Common Elements.
- (g) “*Common Expenses*” means expenditures made by or financial liabilities of the Association together with any allocations to reserves.
- (h) “*Condominium*” means the Condominium described in Section 1.1 above.
- (i) “*Condominium Documents*” means the Declaration, Plats and Plans, Bylaws and Rules and Regulations.
- (j) “*Declarant*” means (Tim Millett’s LLC), a Maine limited liability company, its successors and assigns.

- (k) *“Declaration”* means this document, as the same may be amended from time to time.
- (l) *“Development Rights”* means those rights defined in §1601-103(11) of the Condominium Act, as it may be amended from time to time, including, but not limited to, those rights which the Declarant has reserved to itself, if any, to add real estate to the Condominium, to create Units, Common Elements or Limited Common Elements within the Condominium, to subdivide Units or convert Units into Common Elements, or to withdraw any Real Estate Units or Property from the Condominium.
- (m) *“Eligible Mortgage Holder”* means the holder of a recorded first mortgage on the Unit, or the holder of a recorded or unrecorded Land Installment Contract, which has delivered written notice to the Association by prepaid United States mail, return receipt requested, or by the delivery in hand securing a receipt therefore, which notice shall state the mortgagee’s name and address, the Unit Owner’s name and address and the identifying number of the Unit and shall state that the mortgage is a recorded first mortgage. Such notice shall be deemed to have been given reasonably prior to the proposed actions described in Article 13 if sent at the time notice thereof is given to the Unit Owner.
- (n) *“Insurance Trust Agreement”* means that certain agreement, if any, between the Association the Insurance Trustee providing for the management and disbursement of insurance proceeds in accordance with Article 14 hereof.
- (o) *“Insurance Trustee”* means the entity responsible for the management and disbursement of insurance proceeds pursuant to the Insurance Trust Agreement, if any.
- (p) *“Limited Common Elements or Limited Common Element”* means those parts of the Common Elements allocated for the exclusive use of one or more, but fewer than all of the Units, as described either in the Condominium Act as being Limited Common Elements or described herein or in the Condominium Documents as being Limited Common Elements. In the event of any discrepancy between the Condominium Act and Condominium Documents, the terms of the Condominium Documents shall control with respect to Limited Common Elements.
- (q) *“Limited Common Expenses”* means (a) the Common Expenses associated with the maintenance, repair or replacement of a Limited Common Element which shall be assessed against the Unit to which that Limited Common Element is assigned, in proportion to the relative Common Expense liability as between themselves, as the Board of Directors may periodically defined and (b) the Common Expenses for services benefitting fewer than all of the Units, which are assessed exclusively against the Units benefited in accordance with the use of such service as permitted by §1603-115(c) of the Condominium Act.
- (r) *“Manager or Managing Agent”* means the agent of the management company appointed by the Association to manage the Condominium.

- (s) “*Mortgage*” means the holder of any recorded mortgage encumbering one or more of the Units.
- (t) “*Owner*” means the recorded owner or owners of a Unit, but does not include a person or entity having an interest in a Unit solely as security for an obligation.
- (u) “*Percentage Interest*” means the undivided interest in the Common Elements appurtenance to a Unit as set forth in Exhibit B attached hereto, as the same may be amended from time to time.
- (v) “*Property*” means the Property described in Section 1.1 above.
- (w) “*Plats and Plans*” means the Plats and Plans as defined in Section 1.1 above which are recorded in the Cumberland County Registry of Deeds and as such may be amended from time to time.
- (x) “*Provisions of the Condominium Act*” means the provisions of the Condominium Act shall apply to and govern the operation and governance of the Condominium, except to the extent that contrary provisions, not prohibited by the Condominium Act, are contained in one or more of the Condominium Documents.
- (y) “*Record*” means to record in the Androscoggin County Registry of Deeds.
- (z) “*Rules and Regulations*” means such Rules and Regulations as are promulgated by the Declarant or the Board of Directors from time to time with respect to the use of all or any portion of the Property.
- (aa) “*Special Assessment*” means an Owner’s share of any assessment made by the Board of Directors in addition to the Assessment.
- (bb) “*Special Declarant Rights*” means those rights as defined in §1601-103(25) of the Condominium Act, as it may be amended from time to time, including, but not limited to, those rights the Declarant has reserved to itself to complete improvements, to maintain sales offices, to use easements through Common Elements for the purpose of making improvements within the Condominium and to appoint or remove any officer of the Association during any period of Declarant Control.
- (cc) “*Unit*” means a physical portion of the Condominium created by this Declaration or any amendment thereto and designated for separate ownership, the boundaries of which are described in Article 3.

ARTICLE 3
RESTRICTIONS ON USE, SALE AND LEASE OF UNITS

Section 3.1. In order to provide for congenial occupancy of the Property and for the protection of the values of the units, the use of the Property shall be restricted to and shall be in accordance with the following provisions:

- (a) Residential Use. The Units and associated limited common elements are restricted to usual and customary residential type use. The Units may not be used for any other purposes by the Owner or any future Owner.
- (b) Quiet Enjoyment. No Owner may carry on any practice, or permit any practice to be carried on, which unreasonably interferes with the quiet enjoyment of the occupants of any other Unit, which creates or results in a hazard or nuisance on the Property, or which creates any unreasonable, noise, smell, or odor, including, but not limited to tobacco smoke, nor shall any use or practice be allowed which is a source of annoyance to guests of any other unit owner or which interferes with the peaceful possession or proper use of the Property. No smoking is permitted.
- (c) Unlawful use prohibited. No immoral, improper, offensive, or unlawful use shall be made of the Property or any part thereof, and all valid laws, zoning ordinances, and regulations of all governmental bodies having jurisdiction thereof shall be observed. Provisions of laws, orders, rules, regulations, or requirements of any governmental agency having jurisdiction thereof, relating to any portion of the Property, shall be complied with, by and at the sole expense of the Unit Owners or the Board of Directors, whichever shall have the obligation to maintain or repair such portion of the Property.
- (d) Alterations. No Unit Owner shall make any structural addition, alteration, or improvement in or to any building nor shall any unit owner paint or otherwise decorate or change the appearance of any portion of the exterior of any building. No portion of the interior of a Unit that is visible from outside the Unit shall be substantially altered, remodeled or renovated unless such alteration, remodeling or renovation shall be approved by the Board of Directors, and in compliance with all state and local ordinances and laws.
- (e) Obstruction of Common Elements. A Unit Owner shall not place or cause to be placed in the Common Elements, other than any areas designated as storage areas, any furniture, packages, or objects of any kind. The Common Elements shall be used for no purpose, other than for normal transit through them, without the prior written consent of the Board of Directors, which consent may be revoked without cause.
- (f) Rules and Regulations. Rules and Regulations concerning the use of the Units and the Common Elements and facilities may be promulgated and amended by the Board of Directors with the approval of a majority in interest of the Unit Owners. Copies of such

Rules and Regulations shall be furnished by the Board of Directors to each Unit Owner prior to the time when the same shall become effective.

- (g) Severance of Interest. No Unit Owner shall execute any deed, mortgage, or other instrument conveying or mortgaging title to such owner's unit without including therein all interest by the Declaration made appurtenant to the unit, it being the intention hereof to prevent any severance of such combined ownership. Any such deed, mortgage, or other instrument purporting to affect one or more of such interests, without including all such interest, shall be deemed and taken to include the interest or interests so omitted, even though the latter shall not be expressly mentioned or described therein. No part of any such appurtenant interest of any unit may be sold, transferred, or otherwise disposed of, except as part of a sale, transfer, or other disposition of the unit to which such interest are appurtenant, or as part of a sale, of appurtenant interest of all the units.
- (h) Common Expense Payment. No Unit Owner shall convey any Unit unless and until such Unit Owner shall have paid in full to the Board of Directors all unpaid common charges assessed by the Board of Directors against such Unit and until such Unit Owner shall have satisfied all unpaid liens against such Unit, except permitted mortgages and mortgages made by Declarant.
- (i) Fire Hazards. No Unit shall be used, occupied or kept in a manner that in any way increases the fire insurance premiums for the property without the prior written permission of the Executive Board.
- (j) Signs. No Unit Owner (other than the Declarant in connection with its marketing and sale of the Units) may erect any sign on or in his or her Unit or any Limited Common Element which is visible from outside his or her Unit or from the Common Elements, without in each instance having obtained the prior written permission of the Executive Board.
- (k) Pets and Animals. No animals, except as common household pets in accordance with the Rules and Regulations, shall be permitted on the property. Owners are responsible for immediate clean-up of pet waste. Unless otherwise permitted by the Board, authorized pets shall not be permitted outside of Units unless they are accompanied by an adult person and carried or leashed. The Board of Directors may make further provisions in the Rules and Regulations for the control and regulation of pets in the Condominium so as to not interfere with the activities of other Units and the quiet enjoyment of the Unit Owners.

Section 3.2. Sale and Lease of Units. Units may be rented as short-term or long-term rentals. All such rentals shall be in writing in a standard form agreement approved by the Executive Board. All such leases shall require the tenant to abide by the Declaration and all Rules and Regulations established by the Executive Board. Notwithstanding the terms of the rental agreement, the Unit owner shall be responsible for payment of all fees and assessments and for compliance with all provision of this Declaration and the Rules and Regulations.

Section 3.3. Time Share Ownership Prohibited. No ownership interest in any Unit shall or may be subdivided to permit “time sharing” or any other devices to affect interval ownership. For the purposes of this subsection, such devices shall be deemed to include, without limitation, the use of corporations, partnerships and tenancies in common in which four or more persons not members of a single household have acquired by means other than inheritance, devise or operation of law, a direct or indirect, equitable or legal, right to occupy or arrangement, formal or informal regarding occupancy of the same unit.

ARTICLE 4 UNIT BOUNDARIES

Section 4.1. Location and Dimensions of Improvements. The location and dimensions of all present and future improvements are depicted on the Plats and Plans.

Section 4.2. Units; Votes; Interests in Common Elements: Shares of Common Element Expenses. The Declarant hereby creates a total of ____ Units on the Land which Units are created hereby. Each Unit created by This Declaration shall be located as shown on the Plans. Exhibit B attached hereby lists for each Unit its identifying number, percentage ownership of this Common Elements and percentage assessment of the Common Element expenses. Each Unit shall be allocated one (1) vote, regardless of the number of owners of such Unit.

Section 4.3. Unit Boundaries

Reference is made to the recorded plat and plans referred to in Section 1 hereof for the identification number of each unit showing the location and dimensions of its boundaries. The boundaries of each unit are the exterior surface of the outer most roofing. Walls, floor, chimneys and windows, foundation and/or floors and the center of the common wall separating the units from common areas or from other units. All floor and wall coverings, including linoleum, polyurethane, carpeting, paint, wallpaper, etc. and all exterior siding and/or shingles are included within the boundaries of a unit. The provisions of Section 1602-102 of the Maine Condominium Act are adopted and incorporated herein by reference where appropriate and not in conflict with the plat and plans. The provisions of Section 1602-112 of the Maine Condominium Act shall govern relocation of boundaries between units. The subdivision of a unit into two or more units is prohibited.

Each Unit’s identifying number is shown on the Plats and Plans and is listed on Exhibit B.

Section 4.4 Relocation of Unit Boundaries and Subdivision of Units. Relocation of Unit Boundaries is permitted subject to compliance with the provisions therefor in §1602112 of the Condominium Act. Subdivision of Units is not permitted.

ARTICLE 5

COMMON ELEMENTS

Section 5.1. Common Areas. The Common Elements shall consist of all of the Property except the individual Units within the Unit Boundaries, and generally shall include the land (other than the Units), common storage areas, common portion of the water system and pipes serving more than one Unit, sewer lines, electrical wiring and conduits, public and private utility lines, easements as set forth in Exhibit A, if any, for access and utilities, and in addition, all other parts of the property necessary and convenient to its existence, maintenance and safety, and normally in common use as defined in the Condominium Act, except such parts of the property as may be specifically excepted or reserved herein or in any exhibit attached hereto. As provided in §1602102(2) of the Condominium Act, any wires, ducts, pipes, or other fixtures located within a Unit but serving another Unit or Units are part of the Common Elements. Each Unit Owner shall have the right to use the Common Elements in common with all other Unit Owners, as may be required for the purposes of ingress and egress to and use, occupancy and enjoyment of the respective Unit owned by such Unit Owner. Such rights shall extend to the Unit Owners and guests, tenants, and other authorized occupants, licensees, and visitors of the Unit Owner. The use of the Common Elements and the rights of the Unit Owners with respect thereto shall be subject to and governed by the provisions of the Condominium Act, this Declaration, and the Bylaws and Rules and Regulations of the Association, as hereinafter described. The locations of the Common Elements to which each Unit has direct access are shown on the Plat. Without limitation, the Common Elements shall specifically include:

- (a) Grounds. The land, roadways, parking areas, lawns, trees, any forested areas, Unit driveways, Unit walkways, signage and any Limited Common Elements or storage buildings;
- (b) Systems & Utilities. Sanitary sewer to each Unit, electric distribution to each Unit meter, water distribution to each Unit master valve, storm and groundwater drainage system, water lines servicing more than one Unit (in foundation slab, basement, and exterior walls), sewer lines up to Unit outlet (in foundation slab, basement, and exterior walls), electrical wiring from meter and serving more than one Unit, satellite television dish and wiring serving more than one Unit, laundry piping and valves, life safety equipment (excluding smoke detectors);
- (c) Other. All other parts of the property necessary or convenient to its existence, maintenance and safety or normally in common use, except as otherwise expressly provided.

Section 5.2. Limited Common Elements. The term "Limited Common Elements" means those portions of the Common Elements where the exclusive use is reserved to one or more, but fewer than all, of the Units in accordance with this Declaration. Limited Common Elements, consist of the following:

- (i) For each Unit, an exterior parking space, if any, as shown and assigned on the Plat;

- (ii) Water, sewer, septic, or other utility lines, wells, septic tanks, leach fields, water heaters, electrical circuit breaker boxes, wire conduits, bearing walls and other fixtures designed to serve a single Unit but not located within a defined part of the Unit are Limited Commons elements allocated exclusively to that Unit;
- (iii) The exterior deck, balcony or patio areas, walks, and the porch areas if any, shown and assigned on the Plats;
- (iv) Any door steps, stoops, thresholds, doors and windows and their frames and sills, window boxes and other fixtures designed to serve a single Unit but located outside its boundary, and the chimney, and flue, if any, servicing a Unit;
- (v) The air space above a Unit and the land and concrete slab and foundation below a Unit;
- (vi) The portions of the Property shown on the Plats or Plans as Limited Common Elements or as described as Limited Common Elements pursuant to §1602-102(2) and (4) of the Condominium Act;

Section 5.3. Common Elements to Remain Undivided. The common element interest of a Unit shall be inseparable from each Unit, and any conveyance, lease, devise or other disposition or mortgage or other encumbrance of any Unit shall extend to and include the common element interest, whether or not expressly referred to in the instrument effecting such transfer. The Common Elements shall remain undivided and no action for the partition or division of any part thereof shall be permitted, unless otherwise provided by law and permitted by this Declaration.

Section 5.4. Completion and Alteration of Common Elements by the Declarant. Until completion of all of the Units and expiration of the Special Declarant Rights, the Declarant reserves the right to complete and reasonably alter the Common Elements, including without limitation any equipment, fixtures, and appurtenances, when in the Declarant's sole judgment, it is necessary or desirable to do so.

ARTICLE 6 **MAINTENANCE AND RESPONSIBILITIES**

Section 6.1. Maintenance and Responsibilities. Notwithstanding the ownership of the various portions of the Common Elements and the Units by virtue of the foregoing boundary descriptions, the Units and Common Elements shall be maintained and repaired by each Unit Owner and by the Association in accordance with the provisions of §1603-107 of the Act, except as expressly set forth to the contrary herein.

Section 6.2. Maintenance of Common Elements. The Association shall be responsible for the maintenance, repair and replacement of all of the Common Elements whether located inside or

outside of the Units, the cost of which shall be charged to the Unit Owners as a common expense except as otherwise provided in this Section with regard to Limited Common Elements. Such expense will include, at a minimum, the cost of lighting, yard work, trash removal and snow plowing. Any repair or other expenses to the Common Area resulting from the negligence, misuse or neglect of a Unit Owner shall be paid by and chargeable to such Unit Owner. The maintenance, repair and replacement of Common Elements located within a Unit, for which the Unit Owner is not responsible, to the extent required for the functioning of or for connecting utilities to the Property and Units, shall be furnished by the Association as part of the common expenses.

Section 6.3. Maintenance of Unit. Each Unit Owner shall keep and maintain their Unit, including the building, equipment, appliances and appurtenances thereto, in good order, condition and repair and in a clean and sanitary condition, and shall do all redecorating, painting and other finishing which may at any time be necessary to maintain the good appearance and condition of their Unit. No Unit Owner shall sweep or throw, or permit to be swept or thrown, from their Unit onto the Common Area or onto any other Unit any dirt, debris or other substance. In addition, each Unit Owner shall be responsible for all damage to any other Units or to the Common Elements resulting from such Unit Owner's failure or neglect to make any of the repairs required by this Article. Each Unit Owner shall perform their responsibility in such manner as shall not unreasonably disturb or interfere with the other Unit Owners. Each Unit Owner shall promptly report to the Executive Board or the managing agent any defect or need for repairs for which the Association is responsible. No Unit Owner shall change the exterior color of their Unit nor alter the exterior materials or structure without the written approval of the Board of Directors. All approved exterior work shall be undertaken so as to maintain the general character and quality of the condominium. No work shall be undertaken without all necessary State and local permits and approvals, and copies of all such permits and approvals shall be given to the Association.

Section 6.4. Liability of Owner. Each Unit Owner shall be liable for and the Association shall have a lien against such Unit Owner's Unit for, the expense of maintenance, repair or replacement of any portion of another Unit or the Common Elements, including Limited Common Elements, of another Unit caused by such Unit Owner's neglect or carelessness or by that of any member of such Unit Owner's family, or such Unit Owner's guests, employees, agents, lessees, or their pets, and the Association shall have the right to cure, correct, maintain, repair or replace any damage or disrepair resulting from such Condominium Act of neglect or carelessness. The Association shall also have the right to perform maintenance required of a Unit Owner under this Article 5, but not performed by the Unit Owner and the Unit Owner shall be liable for and the Association shall have a lien against the Unit for the expense of such maintenance. Such liability shall include any increase in fire insurance rates occasioned by use, misuse, occupancy, or abandonment of any Unit or its appurtenances. Nothing herein contained, however, shall be construed so as to modify any waiver by insurance companies of rights of subrogation against such Unit Owner.

ARTICLE 7
ALLOCATION OF PERCENTAGE INTERESTS,

COMMON EXPENSES AND VOTING RIGHTS

Section 7.1. Percentage Interests. Attached as Exhibit B hereto is a list of all Units by their identifying number and the Percentage Interest appurtenant to each Unit within each such Unit, together with an explanation of the formula by which such Percentage Interest is determined.

Section 7.2. Common Expenses. The liability of each Unit for the Common Expenses of the Condominium shall be the same percentage share as the Percentage Interest set forth on Exhibit B and as such shall be determined by the same formula by which the Percentage Interest is determined.

Section 7.3. Allocation of Owner's Voting Rights. Each Owner of a Unit shall be entitled to vote in accordance with the percentage as described on Exhibit B. If a Unit is owned by more than one person or entity, the voting interest shall not be divided and the vote for the Unit shall be cast by only one of the Owners as determined by a majority of the Owners of such Unit, and as further provided in the Bylaws.

ARTICLE 8 MANAGEMENT

Section 8.1. Managing Agent. Subject to Section 8.3 below, the Association shall have the right to employ a professional property management firm to act as Managing Agent to oversee the daily operation of the Condominium in accordance with the provisions of the Act and the Declaration; provided, however, that no agreement for such professional management of the Condominium may exceed a term of five (5) years but may be renewed upon consent of the Association. Such agreement shall be cancelable by either party without cause and without a termination fee upon not less than sixty (60) days nor more than ninety (90) days written notice and shall be cancelable by the Executive Board with cause upon not less than thirty (30) days written notice. Any agreement for professional management negotiated by the Declarant shall meet the requirements of this Article 8 for such agreements negotiated by the Association and shall not exceed one (1) year, but may be renewed upon consent of the Association.

Section 8.2. Maintenance Responsibilities. The Managing Agent, or the Association through the Executive Board in the absence of a Managing Agent, shall be responsible for maintenance, repair and replacement of the Common Elements and Common Property including, but not limited to, the Limited Common Elements. The cost of the provision of such services shall be a Common Expense.

Section 8.3. Declarant Right of First Refusal as Managing Agent. The Declarant shall have a right of first refusal to be engaged as the Managing Agent in connection with any such agreement entered into by the Association, to be exercised as follows: (i) upon receipt by the Association of any bona fide offer by a third party Managing Agent to provide such services, the Association shall promptly provide written notice thereof (including all the material terms and

conditions of such offer) to the Declarant; (ii) the Declarant shall have 21 days after receiving notification of such offer to accept the terms of such offer and to provide the Association with written notice of such acceptance, and thereafter the Association and the Declarant shall enter into a written agreement upon the terms and conditions as set forth in said notification; (iii) if the Declarant fails to accept the offer within said 21 day period, the Association may, for a period of 90 additional days thereafter, engage any third party Managing Agent upon the same terms and conditions contained in said notification.

ARTICLE 9 **EASEMENTS**

In addition to the easements created by §1602114 of the Condominium Act, the following easements are hereby granted and/or reserved as applicable:

Section 9.1. Utilities, Pipes and Conduits. Each Unit Owner shall have an easement in common with all other Unit Owners to use all pipes, wires, ducts, cables, conduits, public or private utility lines and other Common Elements serving his or her Unit and located in any of the other Units. Each Unit shall be subject to an easement in favor of all other Unit Owners to use the pipes, ducts, cables, wires, conduits, public or private utility lines and other Common Elements serving such other Units and located in such Unit. The Association and its Board of Directors shall have the right to grant to third parties additional permits, licenses and easements over and through the Common Elements for utilities, roads, and other purposes reasonably necessary or useful for the proper maintenance and operation of the Condominium.

Section 9.2. Ingress, Egress and Regress. Each Unit Owner shall have an easement in common with all other Unit Owners, subject to any Rules and Regulations established by the Board of Directors, to use the entrances, exits, and other Common Elements as a means of ingress, egress and regress to and from the Property and the adjoining road. The Board of Directors shall not and cannot establish any Rules and Regulations depriving any Unit Owner of reasonable ingress, egress and regress to and from his or her Unit, the Property and Common Elements.

Section 9.3. Condominium Association and Board of Director Access. Declarant reserves in favor of itself, the Association and its Board of Directors, officers, agents and employees, and the managing agent and every other person authorized by the Board of Directors, the irrevocable right and easement to have access to each Unit as provided in §1603-107(a) of the Condominium Act as may be necessary for the inspection, maintenance, repair or replacement of any of the Common Elements and Limited Common Elements therein or accessible therefrom or the making of any addition or improvements thereto; or to make repairs to any Unit, the Common Elements or the Limited Common Elements if such repairs are reasonably necessary for public safety or to prevent damage to any other Unit or Units, the Common Elements or the Limited Common Elements; or to abate any violation of law, orders, Rules or Regulations of the Association or of any governmental authorities having jurisdiction thereof. In case of an emergency, such right of entry shall be immediate whether or not the Unit Owner is present at the time.

Section 9.4. Declarant's Easement for Marketing. The Declarant reserves the right, with respect to its marketing of Units, to use the Common Elements and Limited Common Elements for the ingress and egress of itself, its officers, employees, agents, contractors and subcontractors and for prospective purchasers of Units, including the right of such prospective purchasers to park in parking spaces. The Declarant also reserves the right to use any Units owned or leased by the Declarant as models, management offices, sales offices for this project or customer service offices. The Declarant reserves the right to relocate the same from time to time within the Property; upon relocation, the furnishings thereof may be removed. The Declarant further reserves the right to maintain on the Property such advertising signs as may comply with applicable governmental regulations, which may be placed in any location on the Property and may be relocated or removed, all at the sole discretion of the Declarant.

Section 9.5. Declarant's Easements for Construction. The Declarant reserves the special declarant right and easement, right and privilege without hindrance with respect to the construction of the Units, Common Elements, Limited Common Elements and other improvements of the Condominium, to go upon any and all of the Property for purposes of construction, reconstruction, maintenance, repair, renovation, replacement or correction of the Units or Common Elements. This easement shall include without limitation, the right of vehicular and pedestrian ingress and egress, the right to park motor vehicles and to engage in construction activities of any nature whatsoever, including the movement and storage of building materials and equipment. Furthermore, the Declarant reserves an easement in the Units and Common Elements pursuant to §1602116 of the Condominium Act for the purpose of discharging Declarant's obligations and exercising the development rights and other special declarant rights reserved pursuant to this Declaration or on the Plat. In case of emergency, any such entry shall be immediate.

Section 9.6. Declarant's Easement to Correct Drainage. Declarant reserves an easement on, over and under those portions of the Common Elements not located within a building for the purpose of maintaining and correcting drainage of surface water in order to maintain reasonable standards of health, safety and appearance. The reservation of this right does not and shall not result in the imposition of an obligation.

Section 9.7. Encroachments. Each Unit shall have an easement to the extent necessary for structural and subjacent support over every other Unit and over the Common Elements, and each Unit and the Common Elements shall be subject to an easement for structural and lateral support in favor of every other Unit. If any portion of the Common Elements or Limited Common Elements hereafter encroaches upon any Unit, or if any Unit hereafter encroaches upon any other Unit or upon any portion of the Common Elements or Limited Common Elements, as a result of settling or shifting of the building in which they are located or otherwise than as a result of the purposeful or negligent act or omission of the owner of the encroaching Unit, or of the Association in the case of encroachments by the Common Elements or Limited Common Elements, a valid easement appurtenance to the encroaching Units, Common Elements or Limited Common Elements for the encroachment and for the maintenance of the same shall exist for so long as the encroachment shall exist. In the event that any building shall be partially

destroyed as a result of fire or other casualty or as a result of a taking by the power of, or in the nature of, eminent domain or by a deed in lieu of condemnation, and then is rebuilt, encroachments of a portion or portions of the Common Elements or Limited Common Elements upon any Unit or of any Unit upon any other Unit or upon any portion of the Common Elements or Limited Common Elements, due to such rebuilding, shall be permitted, and valid easements appurtenant to the encroaching Units, Common Elements or Limited Common Elements for such encroachments and the maintenance thereof shall exist so long as the building as so rebuilt shall stand.

Section 9.8. Declarant's Right to Connect With Utilities. The Declarant further reserves an easement to connect with and make use of utility lines, wires, pipes and conduits located on the Property for construction purposes on the Property, provided that Declarant shall be responsible for the cost of service so used, and to use the Common Elements for ingress and egress and construction activities and for the storage of construction materials and equipment used in the completion of the Units and Common Elements.

Section 9.9. Declarant's Right to Grant Easements. The Declarant shall have the right to grant and reserve easements and rightsofway through, under, over and across the Property for construction purposes, and for the installation, maintenance and inspection of the lines and appurtenances for public or private water, sewer, drainage, gas, electricity, telephone and other utilities until the Declarant has conveyed all Units in the Condominium to Unit Owners other than the Declarant. The Units and Common Elements shall be, and are hereby, made subject to easements in favor of the Declarant, appropriate utility and service companies and governmental agencies or authorities for such utility and service lines and equipment as may be necessary or desirable to serve any portion of the Property. The easements created in this paragraph shall include, without limitation, rights of Declarant, or the providing utility or service company, or governmental agency or authority, to install, lay, maintain, repair, relocate and replace pipes and conduits, water mains and pipes, sewer and drain lines, telephone wires and equipment, television equipment and facilities (cable or otherwise), heating systems, ventilation systems, electric wires, conduits and equipment and ducts and vents over, under, through, along and on the Units and Common Elements.

Section 9.10. Common Elements Easement in Favor of Unit Owners. The Common Elements (including, but not limited to, the Limited Common Elements) shall be and are hereby made subject to the following easements in favor of the Units benefited:

- (a) For the installation, repair, maintenance, use, removal and/or replacement of pipes, ducts, electrical, telephone and other communication wiring and cables and all other utility lines and conduits which are a part of or serve any Unit and which pass across or through a portion of the Common Elements.
- (b) For the installation, repair, maintenance, use, removal and/or replacement of lighting fixtures, electrical receptacles, panel boards and other electrical installations which are a part of or serve any Unit but which encroach into a part of a common element adjacent to such Unit; provided that the installation, repair, maintenance, use, removal or

replacement of any such item does not unreasonably interfere with the common use of any part of the Common Elements, adversely affect either the thermal or acoustical character of any building or impair or structurally weaken any building.

Section 9.11. Record Easement. The Condominium is also subject to the following easements recorded in the Cumberland County Registry of Deeds:

Insert from title

- (a)
- (b)
- (c)

ARTICLE 10 **SPECIAL DECLARANT RIGHTS**

Declarant reserves the following special Declarant rights from the date hereof, except as may be otherwise stated below:

Section 10.1. Completion. The Declarant reserves the right to complete the improvements indicated on the Plats and Plans and to renovate the buildings within the Unit boundaries.

Section 10.2. Offices and Signs. Declarant reserves the right to maintain one sales or management office or model in not more, or greater in size, than one Unit, which may be located or relocated as determined by Declarant. Declarant may maintain signs on Common Elements advertising the Units or model Units.

Section 10.3. Easement Through Common Elements. Declarant reserves the right to use the Common Elements for ingress and egress and construction activities and for the storage of improvements within the Condominium and for discharging its obligations or exercising special Declarant rights, whether arising under the Condominium Act or reserved in this Declaration.

Section 10.4. Removal of Officers and Board Members. Declarant reserves such rights as are set forth in Article 11 below.

Section 10.5. Transfer of Special Declarant Rights. Declarant reserves the right to transfer from time to time to any one or more transferees any or all reserved special declarant rights in accordance with Section 1603104 of the Condominium Act.

ARTICLE 11
BOARD OF DIRECTORS (EXECUTIVE BOARD)
AND DECLARANT CONTROL PERIOD

Section 11.1. Board of Directors. Subject to the provisions of the Condominium Act, this Declaration or the Bylaws, the Board of Directors shall have the power to act on behalf of the Association. The initial Board of Directors shall consist of 3 persons to be appointed and who may be removed and replaced by Declarant.

Section 11.2. Declarant Control Period. For a period of (7) years from the first conveyance of a Unit to a person other than the Declarant, subject to earlier termination as set forth below, the Declarant shall control the Association (the "Declarant Control Period"). During this period the Declarant or persons designated by him may appoint, remove, and replace the three (3) initial members of the Board provided, however, that these Declarant-appointed members of the Board shall be replaced with Unit Owners, other than the Declarant, no later than the earlier of either sixty (60) days after Units having seventyfive percent (75%) of the voting rights are conveyed to Owners other than the Declarant, or seven (7) years following the conveyance of the first Unit to an Owner other than the Declarant.

According to the above transition process, the Unit Owners other than the Declarant shall elect a Board of three (3) Unit Owners, all of whom shall be Owners other than the Declarant, one (1) of whom shall be elected for a term of one (1) year, one (1) of whom shall be elected for a term of two (2) years, and one (1) of whom shall be elected for a term of three (3) years. Thereafter, as the terms of the members expire, the Board members shall be elected by the Unit Owners for periods of three (3) years each in accordance with the provisions of the Bylaws.

The Declarant shall establish a working capital fund equal to at least two (2) estimated monthly maintenance fees for each Unit. Any amount paid into this fund shall not be considered as an advance payment of the regular monthly maintenance fee. Each Unit's share of this working capital fund shall be collected at the time of the sale closing of the Unit, and then shall be transferred to the Association for deposit into a segregated fund. Within sixty (60) days after the closing has been held for the first Unit, the Declarant shall pay each unsold Unit's share of the working capital fund to the Association. The Declarant shall then be reimbursed for this payment from the funds collected at closing when the unsold Units are sold.

The Bylaws may further regulate the Board of Directors of the Association, which Bylaws are attached hereto as Exhibit C.

ARTICLE 12
AMENDMENT TO DECLARATION REQUIRED CONSENT

Except as otherwise provided in the Condominium Act the Declaration may be amended only by vote or agreement of the owners of Units to which at least sixtyseven (67) percent of the votes in the Association are allocated. No amendment shall be made to the Declaration during the Declarant Control Period without the prior written consent of the Declarant. In addition, no material amendment of the Declaration shall be made without the approval of "eligible mortgage holders", as defined by §1602119 of the Condominium Act, holding mortgages on Units having at least fiftyone (51) percent of the voting power of owners of Units which are subject to eligible mortgages, and by all mortgagees of Declarant of one or more Units. An amendment shall not be considered material if it is for the purpose of correcting technical errors, or for clarification only. An eligible mortgage holder who receives a written request to approve amendments which are not material and who does not deliver or mail to the requesting party a negative response within (thirty) days of receipt shall be deemed to have approved such request. Amendments which are material include any change in voting rights, types of assessments, assessment liens, or subordination of any such liens, in reserves or provisions for maintenance, repair, or replacement of Common Elements, changes in insurance or fidelity bond provisions, provisions concerning expansion or contraction of the Condominium, annexation, addition or withdrawal of property to or from the Condominium, in provisions for responsibility for maintenance and repairs, in the boundaries of any Unit, reallocation of interests in general or Limited Common Elements or rights in their use, changes in provisions relating to the leasing of Units, conversion of the Units into Common Elements, or conversion of Common Elements into Units, imposition of any restrictions on a Unit Owner's right to sell or transfer his or her Unit, any decision by the Association to establish selfmanagement after professional management has been previously required by an eligible mortgage holder, a decision to terminate the legal status of the Condominium after substantial destruction or condemnation occurs, or to restore or repair the Condominium in a manner other than as specified in the Declaration and Bylaws after such condemnation or destruction, or any provisions for the express benefit of mortgage holders, insurers, or guarantors.

ARTICLE 13
MORTGAGEES

Section 13.1. Mortgagee Rights. "Eligible mortgage holders", as defined in the Condominium Act, shall have all rights provided in the Condominium Act.

ARTICLE 14
OPERATION OF THE CONDOMINIUM

Section 14.1. Budget/Assessments. The Board of Directors shall from time to time, and at least annually, prepare a budget for the Condominium, determine the amount of the common charges payable by the Unit Owners to meet the common expenses of the Condominium, and allocate and assess such common charges among the Unit Owners according to their respective percentages of undivided ownership as established by the Declaration, as amended from time to time. The common expenses shall include, among other things, (a) the costs of repairs and maintenance of the Common Elements and Limited Common Elements; (b) parking area maintenance, including plowing, sweeping, repairs, etc.; (c) cost of parking area lighting (d) costs of trash removal; and (e) the cost of all insurance premiums on all policies of insurance required to be or which have been obtained by the Board of Directors pursuant to the provisions of this Article and the fees and disbursements of the insurance trustee, if any. The common expenses shall also include such amounts as the Board of Directors may deem proper for the operation and maintenance of the Property, including, without limitation, an amount for working capital for the Condominium, for a general operating reserve, for a reserve fund for replacement and to make up any deficit in the common expenses for any prior year.

The common expenses may also include such amounts as may be required for the purchase or lease by the Board of Directors or its designee, corporation or otherwise, on behalf of all Unit Owners, of any Unit which is to be sold at a foreclosure or other judicial or any other sale. The Board of Directors shall advise all Unit Owners, promptly, in writing, of the amount of common charges payable by each of them, respectively, as determined by the Board of Directors, as aforesaid, and shall furnish copies of each budget on which such common charges are based to all Unit Owners and to their mortgagees.

Until the Association makes a common expense assessment, the Declarant shall pay all the common expenses. Common expenses shall be assessed, and payable with respect to all Units on the date that the first Unit is sold.

All Unit Owners shall be obligated to pay the common charges assessed by the Board of Directors pursuant to the provisions of this Article at such time or times as the Board of Directors shall determine.

No Unit Owner shall be liable for the payment of any part of the common charges assessed against his or her Unit subsequent to a sale, transfer, or other conveyance by him of such Unit, together with the appurtenant interests. A purchaser of a Unit shall be personally liable for the payment of common charges assessed against such Unit prior to the acquisition by him of such Unit only if that Unit Owner agrees to assume the responsibility for said assessments. A mortgagee or other purchaser of a Unit at a foreclosure sale of such Unit shall not be liable for and such Unit shall not be subject to a lien for the payment of common charges assessed prior to the foreclosure sale. All Unit assessments shall be the personal responsibility of the Unit Owner to whom they are assessed. The provisions of this paragraph shall be subject to the provisions contained in Section 10.2 herein

The Board of Directors shall assess common charges against the Unit Owners from time to time and at least annually and shall take prompt action to collect any common charge due from any Unit Owner which charge(s) remains unpaid for more than thirty (30) days from the due date for payment thereof. All regular assessments of common expenses shall be payable monthly.

Section 14.2. Default. In the event of default by any Unit Owner in paying to the Board of Directors the common charges as determined by the Board of Directors, such defaulting Unit Owner shall be obligated to pay interest at the rate established by the Board of Directors but not exceeding eighteen (18) percent per annum on such common charges from the due date thereof, together with all expenses, including attorneys' fees, incurred by the Board of Directors in any proceeding brought to collect such unpaid common charges. The Board of Directors shall have the right and duty to attempt to recover such common charges, together with interest thereon and the expenses of the proceeding, including attorneys' fees, in any action to recover the same brought against any such defaulting Unit Owner, or by foreclosure of the lien on such Unit granted by the provisions of the Condominium Act. No such lien shall be prior to the lien of any mortgage on any one or more Units.

In any action brought by the Board of Directors to foreclose a lien on a Unit because of unpaid common charges, the Unit Owner shall be required to pay a reasonable rental for the use of his or her Unit and the Plaintiff in such foreclosure action shall (subject to the prior right of any mortgagee on any one or more Units) be entitled to the appointment of a receiver to collect the same. The Board of Directors, acting on behalf of all Unit Owners shall have the right to purchase such Unit at the foreclosure sale and to acquire, hold, lease, mortgage, vote the votes appurtenant thereto, convey or otherwise deal with the same. A suit to recover a money judgment for unpaid common charges ("Assessments") shall be maintainable without foreclosing or waiving the lien securing same.

The Board of Directors shall within ten (10) days provide any Unit Owner making written request, a recordable statement setting forth the amount of unpaid assessments currently levied against the Unit.

The violation of any rule or regulation adopted by the Board of Directors, or the breach of any Bylaw or any provision of the Declaration shall give the Board of Directors and any Unit Owner or owners the right, in addition to any other rights set forth in the Bylaws, to enjoin, abate, or remedy by appropriate legal proceedings, either at law or in equity, the continuance of any such breach which action shall be at the cost, including attorneys' fees, of such Unit Owner.

In addition, if the Board of Directors has adopted and published Rules and Regulations governing the use of the Common Elements and the personal conduct of any person in use of said Common Elements who violates those Rules and Regulations, the Board of Directors shall have the right, in addition to any other rights set forth in the Bylaws:

- (a) To suspend use of the Common Elements by any such person for violation of such Rules and Regulations for a period not to exceed thirty (30) days for any single violation.

- (b) To levy summary charges against a Unit Owner for such violation, in addition to any damages, provided that no summary charges may be levied for more than \$50.00 for any one violation, but each day a violation continues after notice, it shall be considered a separate violation. Collection of charges for damages or summary charges may be enforced against the Unit Owner involved as if the charge were a common charge owed by the particular Unit Owner.

Section 14.3. Insurance.

Section 14.3.1. The Unit Owners shall obtain and maintain insurance on the Units and the Board of Directors shall obtain and maintain, to the extent available in accordance with general business practices, insurance on the Condominium Common Elements, together with any fixture, machinery and equipment and all other personal property as may be held and administered by the Board of Directors for the benefit of the Unit Owners covering the interest of the Condominium Association, the Board of Directors and all Unit Owners and their mortgagees as their interest may appear. Additionally, the Board of Directors shall obtain and maintain to the extent reasonably available, liability insurance covering all occurrences commonly insured against for death, bodily injury and property damage arising out of or in connection with the use, ownership or maintenance of the Common Elements. The insurance shall be purchased from recognized insurance companies duly licensed to operate in the State of Maine. All insurance coverage and policies shall meet the requirements of the Maine Condominium Act and this Declaration.

Section 14.3.2. The Board of Directors shall obtain master policies of insurance on the Common Elements which shall provide that the loss thereunder shall be paid to the Board of Directors as insurance trustees under this Declaration. Under the said master policies certificates of insurance shall be issued which indicate on their face that they are a part of such master policies of insurance covering the Condominium Common Elements. A certificate of insurance with proper mortgagee endorsements shall be issued to the owner of each Unit and the original thereof shall be delivered to the mortgagee, if there be one or retained by the Unit Owner if there is no mortgagee. The certificate of insurance shall show the relative amount of insurance covering the interest in the Common Elements of the Condominium property. Such master insurance policies and certificates shall contain provisions that the insurance will not be prejudiced by any acts or omissions of individual Unit Owners that are not under the control of the Association, that the insurer waives its right to subrogation as to any claim against the Board of Directors, its agent and employees, Unit Owners, their respective employees, agents and guests, and of any defense based on the invalidity arising from the acts of the insured, and providing further that the insurer shall not be entitled to contribution against casualty insurance which may be purchased by individual Unit Owners as hereinafter permitted. The original master policy of insurance shall be deposited with the Board of Directors as insurance trustee and a memorandum thereof shall be deposited with any first mortgagee who may require the same. The Board of Directors must acknowledge that the insurance policies and any proceeds thereof will be held in accordance with the terms hereof. The Board of Directors shall pay, for the benefit of the Unit Owners and

each Unit mortgagee, the premiums for the insurance hereinafter required to be carried at least thirty (30) days prior to the expiration date of any such policies and will notify each Unit mortgagee of such payment within twenty (20) days after the making thereof.

Section 14.3.4. The Common Elements shall be covered by:

- (a) Casualty or physical damage insurance in an amount equal to not less than 100 percent of the full replacement value of the common condominium buildings as determined annually by the Board of Directors with the assistance of the insurance company affording such coverage, containing provisions designed to protect against inflationary increases in value. Such coverage shall afford protection against the following:
 - (i) Loss or damage by fire, lightning, vandalism and malicious mischief, boiler coverages and other hazards covered by the standard extended coverage endorsement.
 - (ii) Such other risks as from time to time customarily shall be covered with respect to buildings similar in construction, location and use as the Condominium buildings, including but not limited to, vandalism, malicious mischief, windstorm and water damage, collapse, boiler and machinery explosion or damage, and such other insurance as the Board of Directors may determine.

The policies providing such coverage shall be primary and shall provide that, notwithstanding any provisions thereof which give the carrier the right to elect to restore damage in lieu of making a cash settlement, such option shall not be exercisable without the approval of the Board of Directors or where in conflict with the terms of this Declaration and the Bylaws, and shall further provide that the coverage thereof shall not be terminated for nonpayment of premiums without twenty (20) days' notice to all of the insured including each Unit mortgagee.

- (b) Public liability insurance in such amounts, but not less than \$1,000,000.00 Bodily Injury and Property Damage for a single occurrence, and in such forms as shall be required by the Board of Directors, including but not limiting the same to water damage, legal liability (including liability resulting from employment contracts to which the Association is a party), hired automobile, nonowned automobile and offpremises employee coverage. Such liability insurance policy shall include severability of interest in its terms or shall contain a specific endorsement to preclude the insurer's denial of a Unit Owner's claim because of negligent acts of the Association or of another Unit Owner.
- (c) Workmen's Compensation insurance to meet the requirements of law.
- (d) Fidelity insurance covering those employees of the Board of Directors and those agents and employees hired by the Board of Directors who handle Condominium funds, for an amount at least equal to the sum of three month's assessments on all of the Units, plus the Association's reserve funds. Any such coverage shall name the Association as an obligee.

- (e) All policies of insurance shall provide that such policies may not be cancelled or substantially modified without at least thirty (30) days prior written notice to all of the insured, including all mortgagees of the Units, and certificates of such insurance and all renewals thereof, together with proof of payment of premiums, shall be delivered to all Unit Owners and their mortgagees at least thirty (30) days prior to the expiration of the then current policies.

Section 14.3.5. Each Unit Owner shall obtain additional insurance at his or her own expense affording coverage for his or her Unit and his or her personal property and for his or her personal liability, but all such insurance shall contain the same terms and waiver of subrogation as that referred to in the preceding paragraph (2) hereof. Such insurance shall provide that it shall be without contribution as against the casualty insurance purchased by the Board of Directors. The insurance shall be in such form and amount as is acceptable to the Board of Directors. The owner shall furnish the Association with proof of such insurance. Proceeds must be used for repair or replacement of a damaged Unit.

Section 14.3.6. Premiums for insurance policies purchased by the Board of Directors shall be paid by it and charged as common expenses.

Section 14.3.7. All proceeds payable as a result of casualty losses sustained which are covered by insurance purchased by the Board of Directors hereinabove set forth shall be paid to it. The Board of Directors shall act as the insurance trustees. In the event that the Board of Directors have not posted surety bonds for the faithful performance of their duties as such managers or if such bonds do not exceed the funds which will come into its hands, and there is a damage to part or all of the Condominium property resulting in a loss, the Board of Directors shall obtain and post a bond for the faithful performance of its duties as insurance trustee in an amount equal to 100 percent of the insurance proceeds payable before it shall be entitled to receive the proceeds of the insurance payable as a result of such loss. The sole duty of the insurance trustee shall be to receive such proceeds as are paid and to hold the same in trust for the purposes elsewhere stated herein, and for the benefit of the Unit Owners and their respective mortgagees.

Section 14.3.8. Each Unit Owner shall be deemed to have delegated to the Board of Directors his or her right to adjust with the insurance companies all losses under policies purchased by the Board of Directors

Section 14.3.9. In no event shall any distribution of proceeds be made by the Board of Directors directly to a Unit Owner where there is a mortgagee endorsement on the certificate of insurance. In such event any remittance shall be to the Unit Owner and his or her mortgagee jointly. This is a covenant for the benefit of any mortgagee of a Unit and may be enforced by him.

Section 14.4. Repair or Reconstruction After Fire or Other Casualty.

Section 14.4.1. Subject to the prior rights of mortgagees of Declarant under the terms of mortgages held by them on one or more Units and subject to the provisions of this Declaration,

in the event of substantially total destruction of the Property as a result of fire or other casualty and, thereafter, if Unit Owners owning an aggregate of eighty (80) percent of the total votes in the Condominium promptly vote not to proceed with repair or restoration, the Property remaining shall be deemed to be owned in common by the Unit Owners, as provided in the Condominium Act.

Section 14.4.2. Subject to the prior rights of mortgagees of Declarant under the terms of mortgages held by them on one or more Units and subject to the provisions of the Declaration, in the event of less than substantially total destruction of the Property as a result of fire or other casualty, or, if the vote against proceeding with repair or restoration, as provided herein, is not sufficient, then in either event the Board of Directors shall arrange for the prompt repair and restoration of the Units (including any damaged Units, and any kitchen or bathroom fixtures initially installed therein by Declarant, but not including any wall, ceiling or floor decorations or coverings or other furniture, furnishings, fixtures or equipment installed in the Units), as well as any other buildings, and the Board of Directors or the insurance trustee, as the case may be, shall disburse the proceeds of all insurance policies to the contractors engaged in such repair and restoration in appropriate progress payments. Any cost of such repair and restoration in excess of the insurance proceeds shall constitute a common expense and the Board of Directors may assess the Unit Owners for such deficit as part of the common charges.

Section 14.4.3. Repair or restoration must be either substantially in accordance with the architectural and engineering plans and specifications for the original buildings, and shall also include such improvements and fixtures as may have been installed by any particular Unit Owner and as to which payment for such repair or reconstruction is forthcoming, or according to plans and specifications approved by the Board of Directors, by a majority in interest of the Unit Owners and by holders of first mortgages encumbering fiftyone (51) percent of the undivided interest in the Common Elements subject to mortgages, and if the damaged property contains any Units, by all of the owners of the Units therein, and by all mortgagees of Declarant on one or more Units; which approvals shall not be withheld unreasonably.

Section 14.5. Condemnation. Subject to the rights of eligible mortgage holders, in the event of condemnation of any portion of the Common Elements, not affecting the improvements to the Condominium, the proceeds of any condemnation award shall be distributed prorata among the Unit Owners in accordance with their respective undivided interests in said elements. In the event of condemnation of improvements, any award relating to Common Elements, including Limited Common Elements shall be divided among the Unit Owners whose Units are served by said Common Elements on a prorata basis. Any termination of the condominium by virtue of a condemnation shall be governed by the provisions on termination contained herein. The Board of Directors is appointed duly authorized attorney in fact to act for the Unit Owners in any condemnation proceedings, negotiations, settlements or agreements.

Section 14.6. Termination. Subject to the consent of at least 67 percent of the eligible mortgage holders, the Condominium may be terminated by vote of eighty (80) percent affirmative vote of all Unit Owners, except for termination for casualty loss. Upon termination, all Unit Owners shall hold the Common Elements as equal tenants in common.

ARTICLE 15
LIMITATION OF LIABILITY

Section 15.1. Limited Liability of the Board of Directors. The Board of Directors, and its members in their capacity as members, officers and employees:

- (a) Shall not be liable for the failure of any service to be obtained by the Board of Directors and paid for by the Association, or for injury or damage to persons or property caused by the elements or by another Unit Owner or person on the Property, or resulting from electricity, gas, water, rain, snow, dust or sand which may leak or flow from the outside or from any part of any building, or from any of its pipes, drains, conduits, appliances, or equipment, or from any other place unless in each such instance such injury or damage has been caused by the willful misconduct or gross negligence of the Association or the Board of Directors;
- (b) Shall not be liable to the Unit Owners as a result of the performance of the Board of Directors members' duties for any mistakes of judgment, negligence or otherwise, except for the Board of Directors members' own willful misconduct or gross negligence;
- (c) Shall have no personal liability in contract to a Unit Owner or any other person or entity under any agreement, check, contract, deed, lease, mortgage, instrument or transaction entered into by them on behalf of the Board of Directors or the Association in the performance of the Board of Directors members' duties;
- (d) Shall not be liable to a Unit Owner, or such Unit Owner's tenants, employees, agents, customers or guests, for loss or damage caused by theft of or damage to personal property left by such Unit Owner or his tenants, employees, agents, customers or guests in a Unit, or in or on the Common Elements or Limited Common Elements, except for the Board of Directors members' own willful misconduct or gross negligence;
- (e) Shall have no personal liability in tort to a Unit Owner or any other person or entity, direct or imputed, by virtue of acts performed by or for them, except for the Board of Directors members' own willful misconduct or gross negligence in the performance of their duties; and
- (f) Shall have no personal liability arising out of the use, misuse or conduct of any building, or which might in any other way be assessed against or imputed to the Board of Directors members as result of or by virtue of their performance of their duties, except for the Board of Directors members' own willful misconduct or gross negligence.

Section 15.2. Indemnification. Each member of the Board of Directors in his or her capacity as a Board of Director member, officer or both, shall be indemnified by the Association against all expenses and liabilities, including attorneys' fees, reasonably incurred by or imposed upon him in connection with any proceeding in which he may become involved by reason of his or her being

or having been a member and/or officer of the Board of Directors, or any settlement of any such proceeding, whether or not he is a Board of Directors member, officer or both at the time such expenses are incurred, except in such cases wherein such Board of Directors member and/or officer is adjudged guilty of willful misconduct or gross negligence in the performance of his or her duties or any other standard imposed by the Act; provided, that, in the event of a settlement, this indemnification shall apply only if and when the Board of Directors (with the affected member abstaining if he is then a Board of Directors member) approves such settlement and reimbursement as being in the best interests of the Association. The indemnification by the Unit Owners set forth in this Section 14.2 shall be paid by the Association on behalf of the Unit Owners and shall constitute a common expense and shall be assessed and collectible as such. Such right of indemnification shall not be deemed exclusive of any other rights to which such Board of Directors member and/or officer may be entitled as a matter of law or agreement or by vote of the Unit Owners or otherwise.

Section 15.3. Joint and Several Liability of Unit Owners and Lessees. Each Unit Owner shall be jointly and severally liable with any tenants of the Unit owned by such Unit Owner for all liabilities arising out of the ownership, occupancy, use, misuses or condition of such Unit or any portion of the Common Elements or Limited Common Elements.

Section 15.4. Defense of Claims. Complaints brought against the Association, the Board of Directors or the officers, employees or agents thereof in their respective capacities as such, or the Condominium as a whole, shall be directed to the Board of Directors of the Association, which shall promptly give written notice thereof to the Unit Owners and the holders of any mortgages and such complaints shall be defended by the Association. The Unit Owners and the holders of mortgages shall have no right to participate other than through the Association in such defense. Complaints against one or more but less than all Unit Owners shall be defended by such Unit Owners who are defendants themselves and such Unit Owners shall promptly give written notice of the institution of any such suit to the Association and to the holders of any mortgages encumbering such Units.

Section 15.5. Storage; Disclaimer of Bailee Liability. Neither the Board of Directors, the Association nor any Unit Owner of the Declarant shall be considered a bailee of any personal property stored on the Common Elements (including property located in storage areas on the Common Elements, including the Limited Common Elements), whether or not exclusive possession of the particular area is given to a Unit Owner for storage purposes, and shall not be responsible for the security of such personal property or for any loss or damage thereto, whether or not due to negligence, except to the extent covered by insurance in excess of any applicable deductible.

ARTICLE 16 **MISCELLANEOUS**

Section 16.1. If any provision of this Declaration, the Bylaws or the Rules and Regulations, or any section, sentence, clause, phrase, or word therein, or the application thereof in any

circumstances be judicially held in conflict with any applicable laws, including, but not limited to, the Condominium Act, then the laws shall be deemed controlling; but the validity of the remainder of this Declaration, the Bylaws and Rules and Regulations, and the application of any such provision, section, clause, phrase, or word in other circumstances shall not be affected thereby.

Section 16.2. Any dispute or disagreement between Unit Owners with respect to interpretation or application of this Declaration or the Bylaws or Rules and Regulations shall be determined by the Board of Directors, which determination shall be final and binding on all parties.

Section 16.3. If any terms, covenant, provision, phrase or other element of this declaration, the Bylaws, any deed to a Unit, or the Rules and Regulations is held to be invalid or unenforceable for any reason whatsoever, such holdings shall not affect, alter, modify, or impair in any manner, any other term, covenant or provision, phrase or other element of such documents.

Section 16.4. Any Unit Owner in default in the payment of any amount due the Association or in violation of any provision of the Condominium Act, this Declaration, the Bylaws, or the Rules and Regulations of the Association, which violation continues for thirty (30) days after notice thereof by the Association to the Unit Owner may be prohibited by the Board of Directors from the use and enjoyment of any and all of the Common Elements not essential to access to the Unit, in addition to all other remedies available to the Board of Directors.

Section 16.5. In any dispute between one or more Unit Owners and the Declarant regarding the Common Elements the Board of Directors shall act for the Unit Owners, and any agreement with respect thereto by the Board shall be conclusive and binding upon the Unit Owners.

Section 16.6. All claims, disputes and other matters in question between the Declarant, on the one hand, and the Association or any Unit Owners on the other hand, arising out of or relating to, this Declaration, the Bylaws, or the deed to any Unit or the breach thereof, except for claims which have been waived by the acceptance of a deed, shall be decided by arbitration in accordance with the Construction Industry Arbitration Rules of the American Arbitration Association then pertaining unless the parties mutually agree otherwise. This agreement to arbitrate shall be specifically enforceable under the prevailing arbitration law. The award rendered by arbitrators shall be final, and judgment may be entered upon it in accordance with applicable law in any court having jurisdiction thereof.

Section 16.7. Notice of the demand for arbitration shall be filed in writing with the other parties and with the American Arbitration Association. The demand for arbitration shall be made within a reasonable time after the claim, dispute or other matter in question has arisen, and in no event shall

it be made after the date when institution of legal or equitable proceedings based on such claim, dispute or other matter in question would be barred by the applicable statute of limitations or other principals of law and equity.

IN WITNESS WHEREOF, _____ has caused this Declaration to be executed by _____ thereunto duly authorized this _____ day of _____, 20__.

WITNESS

DECLARANT

By:

Its:

STATE OF MAINE
Cumberland, ss.

_____, 20__

Then personally appeared the abovenamed _____ and acknowledged the foregoing instrument to be his/her/their free act and deed in his/her said capacity and the free act and deed of said _____.

Before me,

Notary Public/Attorney at Law

Printed Name:

Commission Expires:

EXHIBIT A

(legal description)

EXHIBIT B

The unit numbers, percentage of ownership of Common Elements, percentage assessment of Common Element expense, and number of votes in the _____ Condominium Association are as follows:

Unit Number	Votes	Percentage of ownership of common elements and percentage assessment of Common Element expense
1	1	__%
2	1	__%
3	1	__%
4	1	__%
5	1	__%
6	1	__%
7	1	__%
8	1	__%
TOTAL	_____	100.0000%

EXHIBIT C

BYLAWS - Master is on Document MAS00041!

ATTACHMENT #3

Parks and Recreation Recommendation

Auburn Parks and Recreation Advisory Board

Danville Corner Road Recreation/Open Space Recommendation

February 26, 2026

The Auburn Parks and Recreation Advisory Board has completed its review of the second recreation and open-space plan submitted by Terradyn Consultants, LLC for the proposed subdivision at 180 Danville Corner Road and unanimously supports the revised plan. It designates 4.5 acres of contiguous open green space and uses an in-lieu fee (\$14,239.70) to account for the remaining 3.31 acres of required open space that cannot be provided contiguously. Roadway areas are not included in the open-space calculation.

The developer proposes using the in-lieu fee to help fund the installation of suberhumus organic bark-like material on approximately 5,250 square feet of planned trails within the non-contiguous green spaces. Terradyn Consultants has indicated that the estimated installation cost (\$15,750), along with the benches planned along the trails, exceeds the in-lieu fee amount, demonstrating a meaningful investment in the quality of the shared outdoor environment.

The updated design also reflects the anticipated needs of the subdivision's likely residents, primarily first-time homebuyers and adults aged 55 and older who may be downsizing, by offering a variety of accessible outdoor spaces. The smaller loop trail is designed with a 2–2.5% slope to provide a gentler, more accessible route for residents who benefit from flatter, more stable surfaces while the larger loop trail will feature slightly steeper but still comfortably walkable grades.

Taken together, the subdivision's intentional preservation of green space—despite the potential for higher housing density—the developer's investment in accessible trail infrastructure, and their collaboration with the Parks and Recreation Advisory Board to improve the initially proposed design based on board feedback demonstrate a meaningful commitment to creating usable, well-designed recreational spaces for future residents. The revised plan aligns strongly with Auburn's open-space goals and broader community-wellbeing priorities, particularly in a part of the city where no municipal parks currently exist.

We believe the revised plan represents the best outcome for future residents and for the city, and we respectfully recommend its approval.

Sincerely,

Julia Bergeron-Smith

Chair, Auburn Parks and Recreation Advisory Board

ATTACHMENT #4

Traffic Impact Analysis



Memorandum

To: Planning & Permitting Department
60 Court Street
Auburn, ME 04210

Date: January 23, 2026

Project #: R201370.000

From: Jason Ready, PE, PTOE, PTP
Michael Cristiani

Re: Traffic Impact Study
Danville Corner Subdivision – Auburn, Maine

Introduction

Vanasse Hangen Brustlin, Inc. (VHB) has prepared this Traffic Impact Study (TIS) to summarize the transportation and traffic conditions relating to the study area roadways and expected trip generation for the proposed development of a residential subdivision located on Danville Corner Road in Auburn, Maine. The study was prepared in accordance with the City of Auburn's Site Plan Review requirements.

This study presents the proposed development program, existing transportation conditions in the project area, a review of traffic volumes, and an evaluation of traffic operations inclusive of the proposed changes in vehicle trip activity resulting from the development.

Development Program

The proposed development consists of a residential subdivision and is located on Danville Corner Road just south of the bridge on Danville Corner Road where it crosses the Maine Turnpike. The subdivision consists of 69 single family homes, and 3 apartment buildings each with 8 units. The property development area is approximately 15.20 acres in size and is depicted on the City of Auburn Tax Map 122, Lots 4 and 5. There is an existing building located on Lot 5 which will remain unchanged by the proposed development. The proposed site plan can be seen attached.

Existing Conditions

A review of the existing conditions focused on the area surrounding the project site, including the following intersections in the study area:

- › Washington Street / Danville Corner Road / Beech Hill Road (unsignalized)
- › Danville Corner Road / Old Danville Road (unsignalized)

Roadway Characteristics

Danville Corner Road is classified as a Town Way with one lane in each direction and a posted speed limit of 35 miles per hour (mph). The Maine Department of Transportation (MaineDOT) has designated this section of Danville Corner Road with a corridor priority rating of 5. MaineDOT indicates the priority of the road on a scale from 1-6, where 1 is the highest priority road (Interstates and major routes) and a 6 for the lowest priorities (local roads).

Washington Street in the vicinity of Danville Corner Road is classified as rural principal arterial with a posted speed limit of 50 mph and a corridor priority rating of 1. There are no sidewalks or bicycle lanes for non-motorized modes of transportation provided along Danville Corner Road or Washington Street.

The intersection of Washington Street / Danville Corner Road / Beech Hill Road is currently operating as an unsignalized intersection. As part of a planned intersection improvement, this intersection is scheduled to be converted to a traffic signal in 2026 (WIN 27040.00). The installation of a traffic signal is expected to improve overall intersection operations and safety by providing controlled access for all approaches and better accommodating existing and future traffic demands.

Crash History

VHB investigated the presence of High Crash Locations (HCL) in the vicinity of the proposed development using MaineDOT’s Public Map Viewer. In order to evaluate whether a location has a crash problem, MaineDOT uses two criteria to define an HCL. Both criteria must be met in order to be classified as an HCL.

1. A critical rate factor (CRF) of 1.00 or more for a three-year period. A CRF statistically compares the actual crash rate to the rate for similar intersections in the state. A CRF of less than 1.00 indicated a rate of less than average.
2. A minimum of eight crashes over the same three-year period.

Based on the crash data provided by MaineDOT, there are 3 HCLs in the site vicinity on Washington Street.

Table 1 High Crash Location Summary (2022-2024)

Intersection / Segment	Total Crashes	Critical Rate Factor	Injury Crashes	Fatal Crashes	Property Damage Only
Washington Street / Danville Corner Road / Beech Hill Road	16	2.58	6	0	10
Washington Street / I-95 Exit 75 Ramps	44	1.5	12	0	32
Washington Street from Exit 75 Off Ramp to Kittyhawk Avenue	16	1.99	12	0	4

The intersection of Washington Street / Danville Corner Road / Beech Hill Road has been identified as a HCL. The existing unsignalized configuration requires minor street traffic to accept gaps in relatively high speed and high volume Washington Street traffic, which has made it difficult for vehicles on both Danville Corner Road and Beech Hill Road to safely maneuver. The planned installation of a traffic signal in 2026 (WIN 27040.00) is expected to mitigate these safety challenges by providing controlled, protected movements for the minor street approaches.

Among the recent crashes on Washington Street and Danville Corner Road, 0 crashes involved a bicycle and 1 crash involved a pedestrian on Washington Street, which resulted in injury (non-fatal).

Traffic Volume Data

To evaluate traffic operations at study area intersections, VHB conducted traffic volume counts to establish baseline conditions and estimated future traffic conditions, inclusive of the proposed project trip generation.

Data Collection

Weekday peak period (7 AM-9 AM and 4 PM-6 PM) turning movement counts (TMCs) were collected at the intersections of Danville Corner Road / Old Danville Road (unsignalized) on Thursday January 8th, 2026. Design hourly turning movement volumes were also obtained during each peak hour from proposed signal plans at the intersection of Washington Street / Danville Corner Road / Beech Hill Road (proposed signal).

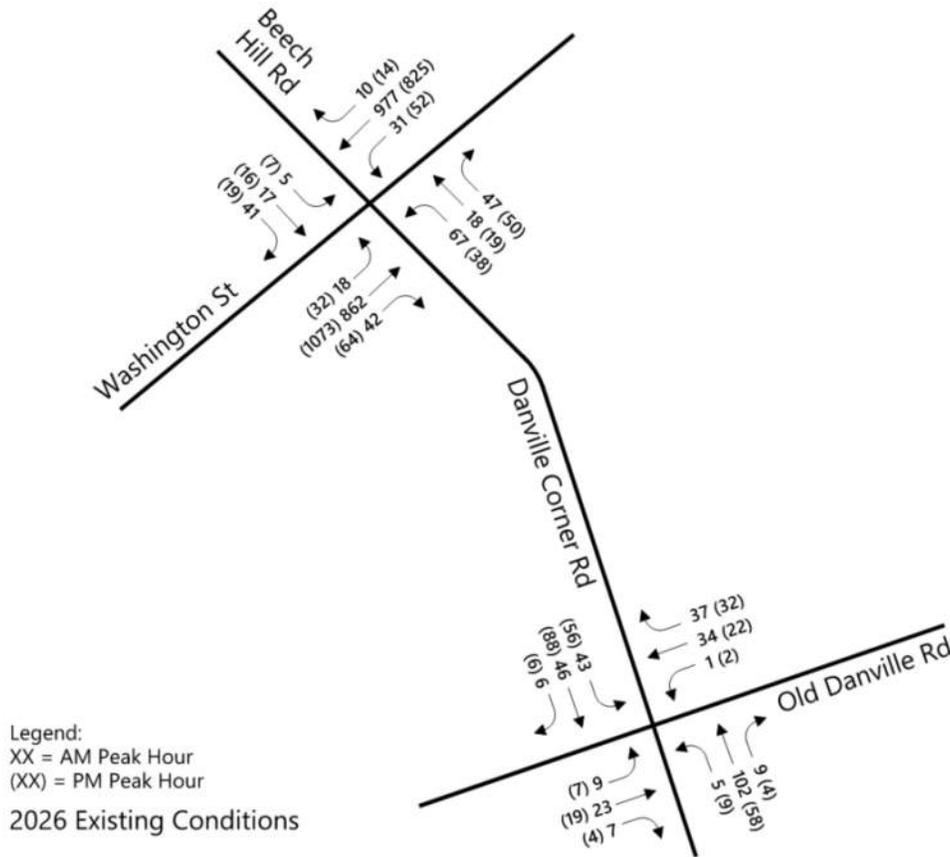
The network peak hour occurred from 7:30 AM to 8:30 AM and from 4:45 PM to 5:45 PM. The full set of traffic counts and the signal plan are provided in the appendix.

Count Adjustments

Weekly group mean factors published by MaineDOT were used to adjust the traffic counts to represent the 30th highest hour of the year based on the urban classification of the roadway. As a result, the raw volumes collected in January at the intersection of Danville Corner Road / Old Danville Road were adjusted by a factor of 1.218 while the design hourly volumes at the intersection of Washington Street / Danville Corner Road / Beech Hill Road were already representative of peak design hourly volumes. The resulting 2026 Existing (Baseline) weekday morning and evening peak hour traffic volumes are summarized in Figure 1.

It is important to note that the design hourly volumes obtained at Route 202 / Danville Corner Road / Beech Hill Road are representative of a design year of 2027. To be conservative these values are carried forward in the 2026 Existing Conditions volumes.

Figure 1 2026 Existing Conditions Traffic Volumes

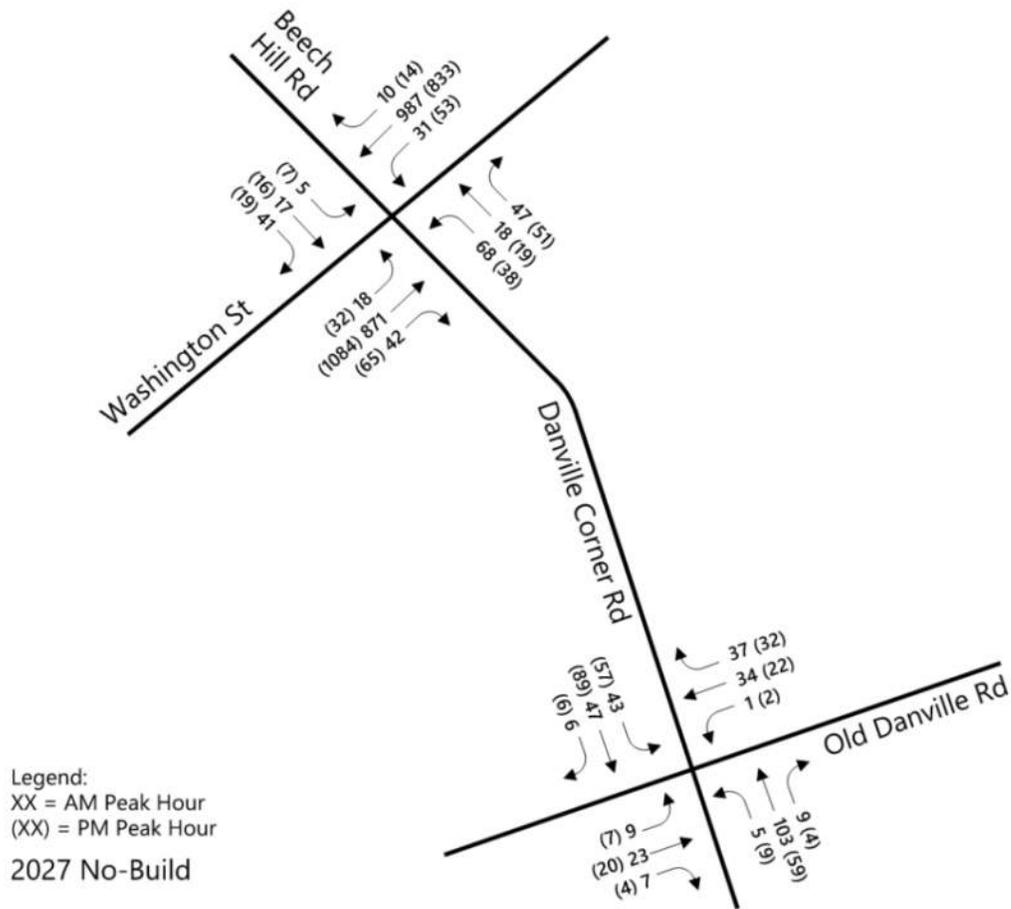


Future Conditions Volumes

Typically, transportation conditions in the study area can be expected to change in the future due to potential development/growth and planned transportation infrastructure improvements in the area. A one-year planning horizon was used to assess the study area intersections with the proposed development project. The traffic volumes were projected to the year 2027 to reflect growth without (“No-Build”) and with (“Build”) the project. The 2027 No-Build projected traffic volumes include generalized regional traffic growth. The anticipated site generated traffic volumes superimposed upon the 2027 No-Build peak hour traffic volume network reflect the 2027 Build peak hour conditions.

The 2026 Existing Conditions volumes are increased by one percent per year to a future horizon of year of 2027. The resulting 2027 No-Build traffic volumes are shown in Figure 2.

Figure 2 2027 No-Build Traffic Volumes



Trip Generation

To estimate the volume of traffic to be generated by the proposed project, the following land use codes along with their respective defined descriptions were reviewed that are published in the 12th edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual:

LUC 210 – Single Family Detached Housing

A single-family detached housing site includes any single-family detached home on an individual lot.

LUC 220 – Multifamily Housing (low-Rise)

Low-rise multifamily housing is a residential building with two or three floors (levels) of residences.

The ITE Trip Generation Manual categorizes various land uses and provides weekday daily, weekday AM peak hour, and weekday PM peak hour unadjusted vehicle trip generation estimates for each use. Trip generation estimates for the proposed development are presented in Tables 2 and 3.

Table 2 Proposed Trip Generation

Land Use/Peak Hour	Trips – Entering	Trips – Exiting	Trips – Total
LUC 210 – Single Family Detached Housing (69 units)			
Weekday	411	411	822
Weekday AM Peak Hour of Adjacent Street	14	38	52
Weekday PM Peak Hour of Adjacent Street	42	26	68
Weekday AM Peak Hour of Generator	16	42	58
Weekday PM Peak Hour of Generator	46	27	73
Saturday Peak Hour of Generator	39	34	73
LUC 220 – Multifamily Housing (Low-Rise) (24 units)			
Weekday	128	128	256
Weekday AM Peak Hour of Adjacent Street	5	16	21
Weekday PM Peak Hour of Adjacent Street	12	7	19
Weekday AM Peak Hour of Generator	4	13	17
Weekday PM Peak Hour of Generator	10	6	16
Saturday Peak Hour of Generator	4	8	12

Table 3 Proposed Trip Generation – Total Development

Land Use/Peak Hour	Trips – Entering	Trips – Exiting	Trips – Total
Total Development			
Weekday	539	539	1,078
Weekday AM Peak Hour of Adjacent Street	19	54	73
Weekday PM Peak Hour of Adjacent Street	54	33	87
Weekday AM Peak Hour of Generator	20	55	75
Weekday PM Peak Hour of Generator	56	33	89
Saturday Peak Hour of Generator	43	42	85

Based on the peak hour trip generation being less than the 100 trip threshold, **a Traffic Movement Permit (TMP) from MaineDOT would not be expected to be required for this project.** Detailed trip generation calculations are provided in the appendix.

Trip Distribution and Assignment

The projected new trips associated with the Project were distributed on the study area roadways based on analyzing data collected from the existing traffic volume counts.

Trip distribution and assignment were prepared separately for each proposed land use to reflect anticipated access and circulation patterns within the site. Traffic associated with the multifamily apartment units is assumed to utilize the southerly driveway exclusively (100 percent). Traffic generated by the single-family homes was distributed between the two site access points based on driveway proximity resulting in approximately 65 percent assigned to the northerly driveway and 35 percent assigned to the southerly driveway. Trip distribution (Figures 3-4) and assignment (Figures 5-6) figures are provided separately for each land use, as well as a combined total (Figure 7) reflecting overall project traffic.

Figure 3 Trip Distribution – Apartments

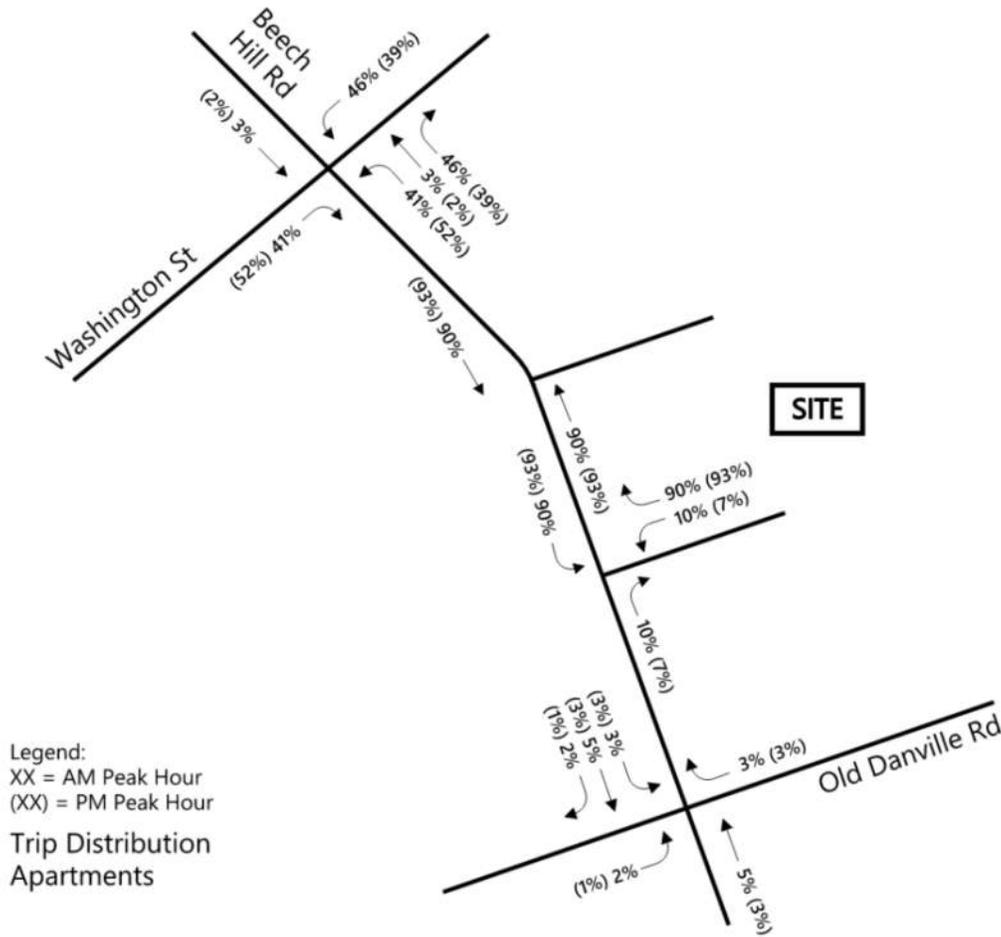


Figure 4 Trip Distribution – Single Family Homes

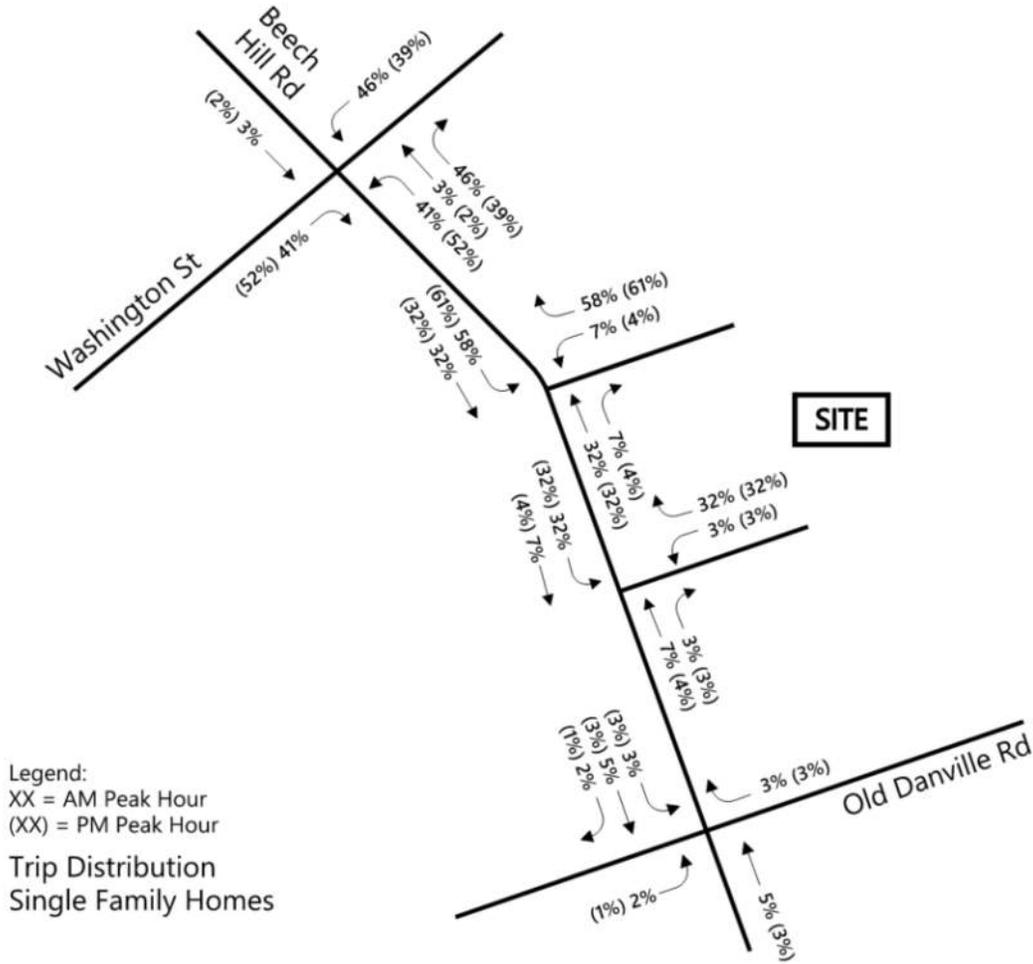


Figure 5 Trip Assignment – Apartments

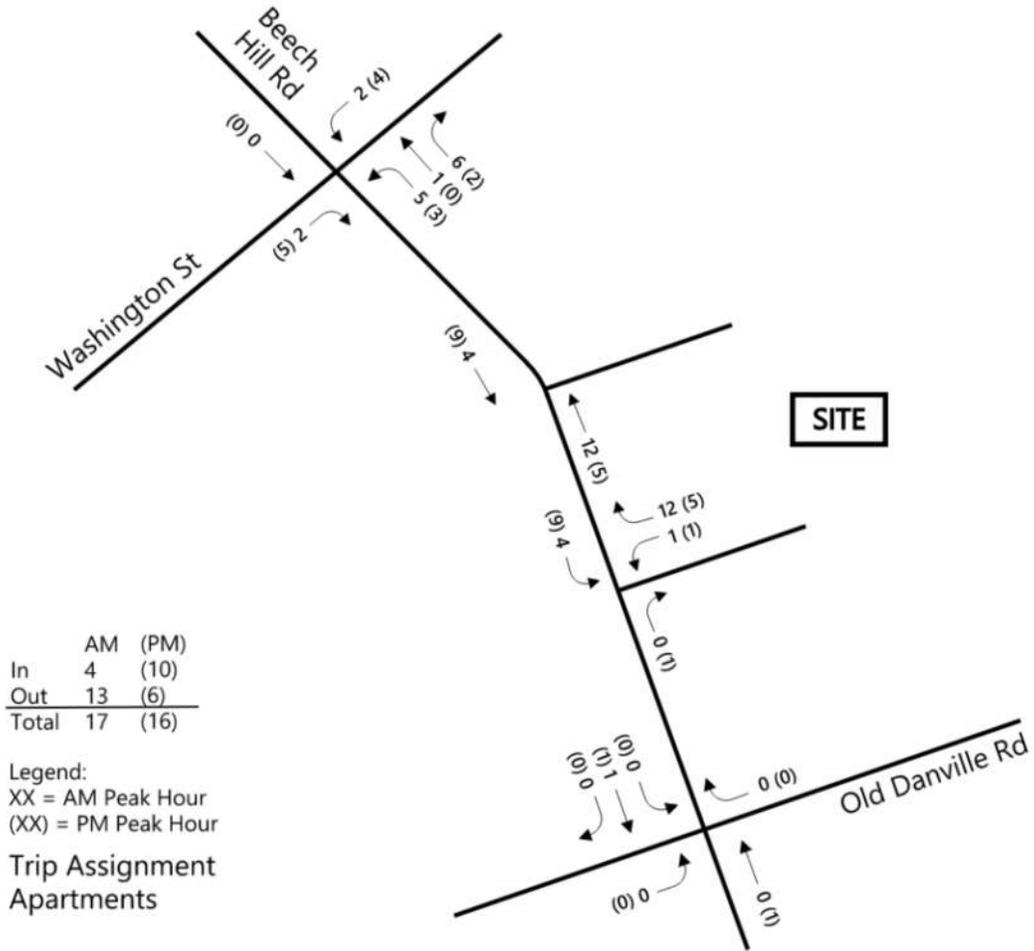
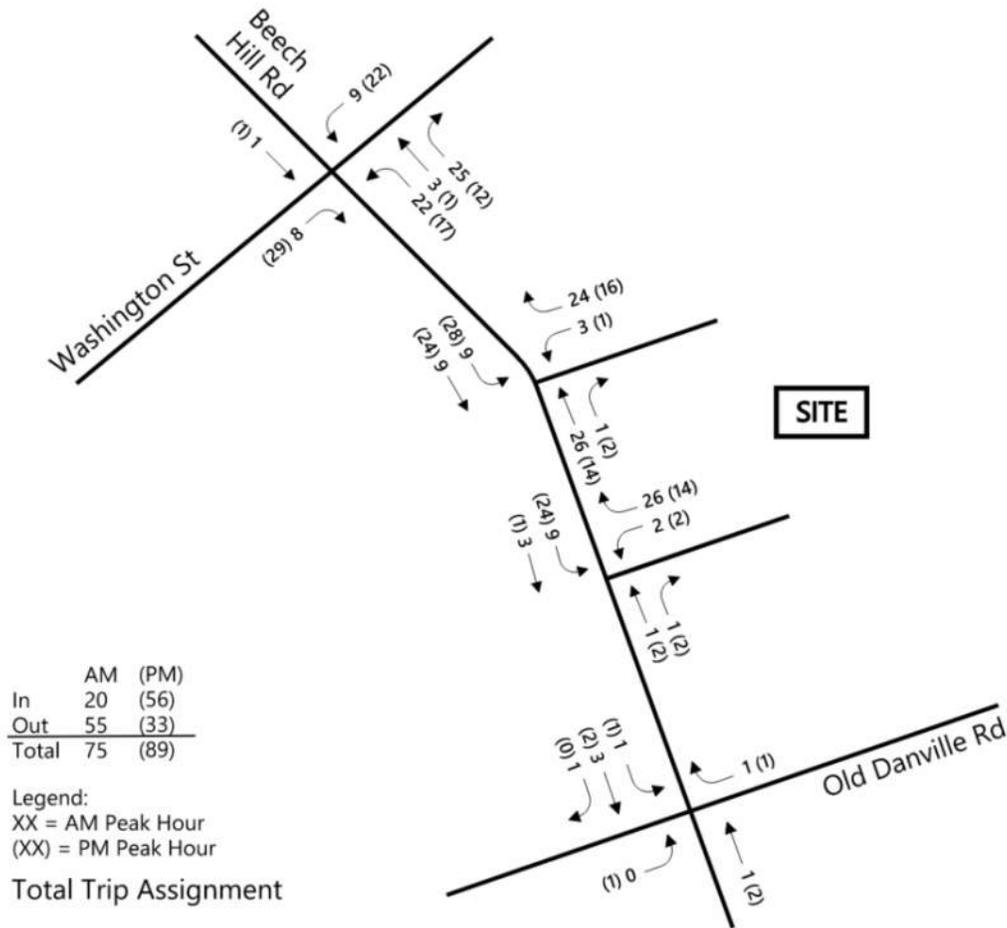
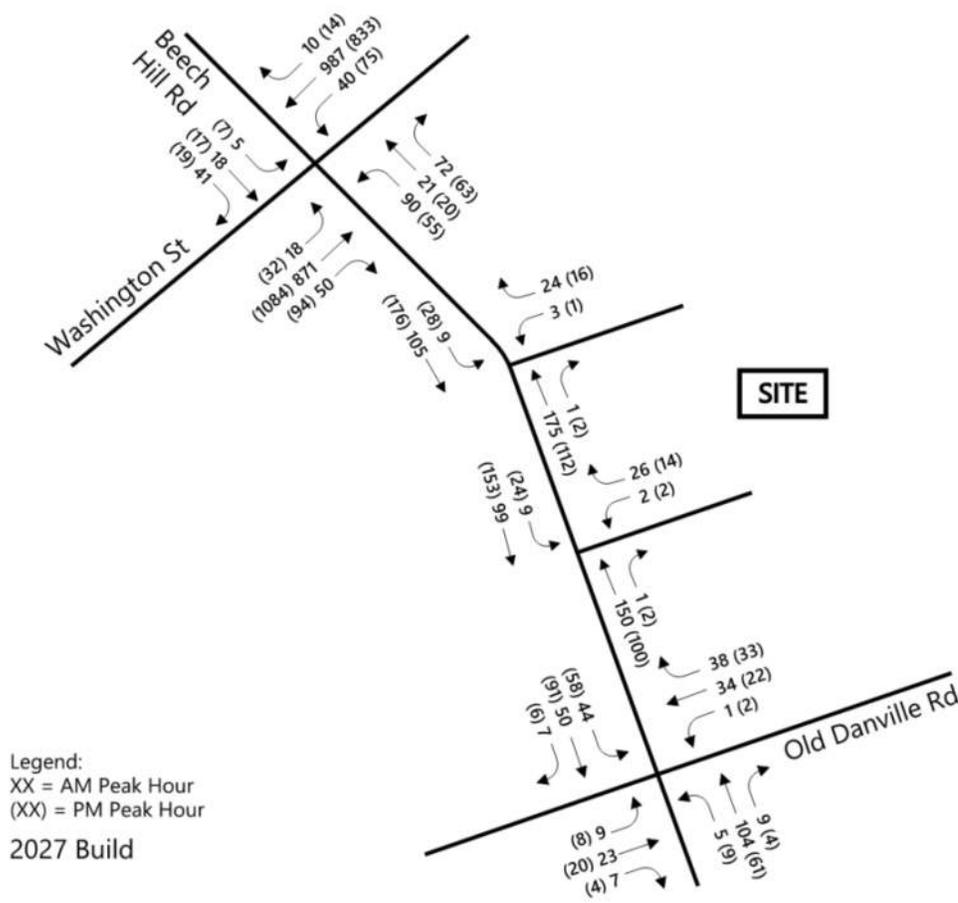


Figure 7 Total Trip Assignment



Based on the trip assignment (Figure 7), the resulting 2027 Build traffic volumes for the weekday AM and PM peak hours are shown in Figure 8.

Figure 8 2027 Build Traffic Volumes



Traffic Operations Analysis

Intersections in the study area were evaluated for delay, level of service (LOS), and queue length using simulations developed with SimTraffic Version 12. Existing conditions were modeled on current (2026) roadway dimensions and lane configurations. Traffic volumes were based on counts conducted in 2026 and normalized for time of year and projected to 2027.

Model Conditions

Each simulation was conducted using industry standard parameters and software settings. All simulation results reported in this evaluation are the average of twenty modeling runs for each scenario. The following three scenarios were modeled:

- > 2026 Existing Conditions:
 - Washington Street / Danville Corner Road / Beech Hill Road (unsignalized)
 - Danville Corner Road / Old Danville Road (unsignalized)

› 2027 No-Build Conditions:

- Washington Street / Danville Corner Road / Beech Hill Road (signalized) – **(WIN 27040.00)**
- Danville Corner Road / Old Danville Road (unsignalized)

› 2027 Build Conditions:

- Washington Street / Danville Corner Road / Beech Hill Road (signalized) – **(WIN 27040.00)**
- Danville Corner Road / Old Danville Road (unsignalized)
- Danville Corner Road / North Site Driveway (unsignalized)
- Danville Corner Road / South Site Driveway (unsignalized)

Evaluation of Intersection Operations

The term “level of service” (LOS) is used to denote the different operating conditions that occur on a given roadway segment under various traffic volume loads. It is an indicator of travel speed, delay, and freedom to maneuver. Level of service provides an index to the operational qualities of a roadway segment or an intersection. Level of service ranges from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions.

LOS is reported differently for signalized and unsignalized intersections (Table 4). For signalized intersections, the analysis considers the operation of all traffic entering the intersection and the LOS designation is for overall conditions at the intersection. For unsignalized intersections, the analysis assumes that traffic on the mainline is not affected by traffic on the side streets. Thus, the LOS designation is for the critical movement exiting the side street and is typically the left turn out of the side street or site driveway.

Table 4 Level of Service and Delay Summary

Level of Service	Signalized Intersection	Unsignalized Intersection
	Delay (sec)	Delay (sec)
A	<10.0	<10.0
B	10.1 – 20.0	10.1 – 15.0
C	20.1 – 35.0	15.1 – 25.0
D	35.1 – 55.0	25.1 – 35.0
E	55.1 – 80.0	35.1 – 50.0
F	>80.0	>50.0

Source: Highway Capacity Manual (HCM), Washington, DC: The National Academies Press.

Intersection Operations Analysis Results

The following Tables 5-8 summarize the traffic operation analysis results at each study area intersection under 2026 Existing, 2027 No-Build, and 2027 Build conditions.

Washington Street / Danville Corner Road / Beech Hill Road:

The existing unsignalized configuration operates with acceptable levels of service on the Washington Street approaches during both the AM and PM peak hours, however, the minor street approaches (Danville Corner Road and Beech Hill Road) experience elevated delays. It is not uncommon for minor street approaches at unsignalized intersections to experience higher delay, particularly when intersecting with high volume roadways.

Under 2027 No-Build and 2027 Build conditions when the intersection is signalized, operations improve substantially for the minor street approaches with delays reduced to LOS B or C during both peak hours. The addition of project traffic under Build conditions results in only minor increases in delay relative to the No-Build scenario, and all approaches are projected to operate at acceptable levels of service.

Danville Corner Road / Old Danville Road:

This intersection is projected to continue operating at LOS A during both the AM and PM peak hours under Existing, No-Build, and Build conditions, with minimal changes in delay and queue lengths. The projected site traffic does not affect operations at this location.

Danville Corner Road / Site Driveways:

Operations at the proposed North and South Site Driveways along Danville Corner Road are projected to operate at LOS A during both the AM and PM peak hours under 2027 Build conditions. Delays for site driveway movements are minimal and queues are short and contained within the site. Overall, the analysis indicates that the study area intersections will continue to operate acceptably with the proposed development in place.

Table 5 Intersection Capacity Analysis Summary: Washington St / Danville Corner Rd / Beech Hill Rd

Intersection / Approach	2026 Existing Conditions (Unsignalized)			2027 No-Build (Signalized)			2027 Build (Signalized)		
	Delay	LOS	95 th Queue	Delay	LOS	95 th Queue	Delay	LOS	95 th Queue
<i>Washington Street / Danville Corner Road / Beech Hill Road</i>									
AM Peak Hour									
Washington Street NB	3.0	A	30 (L) 8 (TR)	10.6	B	34 (L) 175 (TR)	11.9	B	28 (L) 189 (TR)
Washington Street SB	2.4	A	37 (L) 8 (TR)	10.1	B	40 (L) 189 (TR)	10.6	B	44 (L) 191 (TR)
Beech Hill Road SEB	18.7	C	65 (LTR)	15.2	B	63 (LTR)	16.7	B	64 (LTR)
Danville Corner Road NWB	36.2	E	157 (LTR)	17.0	B	108 (LTR)	19.6	B	134 (LTR)
PM Peak Hour									
Washington Street NB	3.7	A	37 (L) 11 (TR)	12.5	B	42 (L) 230 (TR)	14.5	B	39 (L) 253 (TR)
Washington Street SB	2.4	A	49 (L) 6 (TR)	8.9	A	53 (L) 161 (TR)	9.8	A	71 (L) 170 (TR)
Beech Hill Road SEB	32.1	D	63 (LTR)	19.3	B	55 (LTR)	21.8	C	55 (LTR)
Danville Corner Road NWB	40.7	E	144 (LTR)	19.2	B	95 (LTR)	21.1	C	109 (LTR)

Notes:
 Delay – expressed in seconds per vehicle
 LOS – Level of Service
 95th percentile queue length – expressed in feet

Table 6 Intersection Capacity Analysis Summary: Danville Corner Rd / Old Danville Rd

Intersection / Approach	2026 Existing Conditions (Unsignalized)			2027 No-Build (Unsignalized)			2027 Build (Unsignalized)		
	Delay	LOS	95 th Queue	Delay	LOS	95 th Queue	Delay	LOS	95 th Queue
<i>Danville Corner Road / Old Danville Road</i>									
AM Peak Hour									
Old Danville Road NB	5.4	A	45 (LTR)	5.5	A	46 (LTR)	5.5	A	46 (LTR)
Old Danville Road SB	5.0	A	55 (LTR)	5.1	A	55 (LTR)	4.9	A	52 (LTR)
Danville Corner Road SEB	2.3	A	23 (LTR)	2.4	A	24 (LTR)	1.3	A	20 (LTR)
Danville Corner Road NEB	1.0	A	6 (LTR)	0.9	A	5 (LTR)	1.0	A	6 (LTR)
PM Peak Hour									
Old Danville Road NB	5.7	A	44 (LTR)	5.8	A	43 (LTR)	6.1	A	45 (LTR)
Old Danville Road SB	4.5	A	51 (LTR)	4.5	A	50 (LTR)	4.5	A	50 (LTR)
Danville Corner Road SEB	2.4	A	22 (LTR)	2.5	A	24 (LTR)	1.3	A	19 (LTR)
Danville Corner Road NEB	0.9	A	8 (LTR)	0.9	A	8 (LTR)	0.9	A	9 (LTR)

Notes:
 Delay – expressed in seconds per vehicle
 LOS – Level of Service
 95th percentile queue length – expressed in feet

Table 7 Intersection Capacity Analysis Summary: Danville Corner Rd / North Site Driveway

Intersection / Approach	2026 Existing Conditions			2027 No-Build			2027 Build (Unsignalized)		
	Delay	LOS	95 th Queue	Delay	LOS	95 th Queue	Delay	LOS	95 th Queue
<i>Danville Corner Road / North Site Driveway</i>									
AM Peak Hour									
North Driveway WB	n/a	n/a	n/a	n/a	n/a	n/a	3.4	A	41 (LR)
Danville Corner Road NB	n/a	n/a	n/a	n/a	n/a	n/a	0.3	A	--
Danville Corner Road SB	n/a	n/a	n/a	n/a	n/a	n/a	1.2	A	12 (LT)
PM Peak Hour									
North Driveway WB	n/a	n/a	n/a	n/a	n/a	n/a	2.7	A	35 (LR)
Danville Corner Road NB	n/a	n/a	n/a	n/a	n/a	n/a	0.2	A	--
Danville Corner Road SB	n/a	n/a	n/a	n/a	n/a	n/a	1.5	A	20 (LT)

Notes:

Delay – expressed in seconds per vehicle

LOS – Level of Service

95th percentile queue length – expressed in feet

Table 8 Intersection Capacity Analysis Summary: Danville Corner Rd / South Site Driveway

Intersection / Approach	2026 Existing Conditions			2027 No-Build			2027 Build (Unsignalized)		
	Delay	LOS	95 th Queue	Delay	LOS	95 th Queue	Delay	LOS	95 th Queue
<i>Danville Corner Road / South Site Driveway</i>									
AM Peak Hour									
South Driveway WB	n/a	n/a	n/a	n/a	n/a	n/a	3.1	A	43 (LR)
Danville Corner Road NB	n/a	n/a	n/a	n/a	n/a	n/a	0.5	A	--
Danville Corner Road SB	n/a	n/a	n/a	n/a	n/a	n/a	0.4	A	13 (LT)
PM Peak Hour									
South Driveway WB	n/a	n/a	n/a	n/a	n/a	n/a	2.7	A	34 (LR)
Danville Corner Road NB	n/a	n/a	n/a	n/a	n/a	n/a	0.4	A	--
Danville Corner Road SB	n/a	n/a	n/a	n/a	n/a	n/a	0.7	A	20 (LT)

Notes:

Delay – expressed in seconds per vehicle

LOS – Level of Service

95th percentile queue length – expressed in feet

Sight Distance Evaluation

In order to understand that vehicles entering or exiting the site have adequate visibility, sight distance is measured to and from the point of centerline of the proposed access that is located 10 feet from the edge of the traveled way. Based on the posted speed limit of 35 miles per hour (mph) along Danville Corner Road, MaineDOT would require 305 feet of sight distance to be provided in each direction at each driveway. The minimum sight distance of 305 feet appears achievable looking left and right from both site driveways and is expected to meet MaineDOT's minimum requirements.

The minimum allowable sight distances can be seen in Table 2 below.

Table 9 Sight Distance Summary

Posted Speed Limit	MaineDOT Sight Distance (feet)
20	155
25	200
30	250
35	305
40	360
45	425
50	495
55	570
60	645

Source: MaineDOT Highway Division and Entrance Rules.

Conclusion

Based on the analysis, the proposed development is expected to have minimal impacts on local traffic conditions. Key findings from the traffic impact study are summarized below:

1. Baseline Traffic Conditions and Growth Projections:
 - o VHB obtained traffic volumes on Thursday January 8th, 2026 at Danville Corner Road / Old Danville Road and 2026 design hourly volumes from a proposed signal project (WIN 27040.00) at Washington Street / Danville Corner Road / Beech Hill Road. The traffic volumes were adjusted to a design year of 2027.
2. Crash History:
 - o VHB investigated the presence of High Crash Locations (HCL) in the vicinity of the proposed development. There were 3 high crash locations identified for the period of 2022-2024.
3. Trip Generation Estimates:
 - o Using the ITE Trip Generation Manual (12th Edition), the site was estimated to generate 75 AM peak hour trips and 89 PM peak hour trips.

4. Intersection Capacity Analysis:

- The results indicate that the study area intersections will continue to operate acceptably with the proposed development in place.

5. Sight Distance:

- The minimum sight distance of 305 feet appears achievable looking left and right from both site driveways and is expected to meet MaineDOT's minimum requirements.

EXISTING	DESCRIPTION	PROPOSED
	LOCUS PROPERTY LINE	
	PROPERTY LINE	
	INTERIOR PROPERTY LINE	
	SETBACK LINE	
	EASEMENT LINE	
	MONUMENT	
	IRON PIPE	
	BUILDING	
	BITUMINOUS PAVEMENT	
	CURBING	
	STONE WALL	
	WETLAND AREA	
	CATCH BASIN	
	SANITARY MANHOLE	
	HYDRANT	
	CURB STOP	
	TRANSFORMER	
	LEASED COMMON ELEMENT (OPEN SPACE)	

GENERAL NOTES

- THE RECORD OWNER OF THE SUBJECT PARCEL IS DANVILLE CORNER ROAD, LLC INCORPORATED BY DEED DATED SEPTEMBER 13, 2024 AND RECORDED IN BOOK 11668, PAGE 132, AND DELISH, LLC INCORPORATED BY DEED DATED OCTOBER 17, 2025.
- THE SUBJECT PARCEL IS SHOWN ON THE CITY OF AUBURN TAX MAP 122 AS LOT 4 LOT 5 AND IS IN THE GENERAL BUSINESS DISTRICT.
- THE CITY'S GENERAL BUSINESS DISTRICT SPACE AND BULK STANDARDS REFER TO THE MULTIFAMILY SUBURBAN DISTRICTS STANDARDS FOR RESIDENTIAL USES, SPACE AND BULK STANDARDS FOR THE MULTIFAMILY SUBURBAN DISTRICT AS OF THE DATE OF THIS PLAN ARE AS FOLLOWS:
 MIN. LOT SIZE: 10,000 SQ FT
 MIN. WIDTH: 100 FT
 MIN. FRONT SETBACK: 25 FT
 MIN. DEPTH: 100 FT
 MIN. SIDE SETBACK: 15 FT
 MIN. REAR SETBACK: 25 FT
 MAX. BUILDING HEIGHT: 2 1/2 STORIES OR 35 FT
- TOTAL AREA OF THE SUBJECT PARCEL IS 15.202 ACRES.
- BOUNDARY INFORMATION SHOWN HEREON IS BASED ON AN ON-THE-GROUND SURVEY PERFORMED BY TERRADYN CONSULTANTS, LLC IN AUGUST OF 2024 AND AUGUST 2025. TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED ON PUBLICLY AVAILABLE MAINE GIS DATA COLLECTED IN 2020 BY THE STATE OF MAINE AND DISTRIBUTED BY THE USGS AS CLASSIFIED - LAZ POINT CLOUD.
- PLAN REFERENCES:
 A. "BOUNDARY SURVEY OF DIAMOND PROPERTIES, INC. LOT" PREPARED BY TECHNICAL SERVICES, INC., DATED DECEMBER 19, 2005 AND BEING PREVIOUSLY UNRECORDED.
 B. "PLAN OF PROPERTY OF ADVANTAGE BUSINESS SERVICES, INC., BEECH HILL ROAD, AUBURN, MAINE" DATED JANUARY 13, 1988 AND FOUND ON THE AUBURN GIS AS PLAN #538
- PLAN ORIENTATION IS GRID NORTH, MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802-NAD83, ELEVATIONS DEPICTED HEREON ARE NAVD83, BASED ON DUAL-FREQUENCY GPS OBSERVATIONS.
- THE SUBJECT PARCEL IS LOCATED WITHIN ZONE X, AREAS OF MINIMAL FLOOD HAZARD, AS DELINEATED ON THE FLOOD INSURANCE RATE MAP FOR THE CITY OF AUBURN, ANDROSCOGGIN COUNTY, COMMUNITY-PANEL NUMBER 23001C0317E, HAVING AN EFFECTIVE DATE OF JULY 8, 2013.



EASEMENT LINE TABLE

LINE	DIRECTION	DISTANCE
L1	S 84°07'52" W	15.75'
L2	N 83°04'32" E	1.82'
L3	N 83°04'32" E	17.57'
L4	S 35°29'00" E	34.85'
L5	N 35°29'00" W	34.85'
L6	S 11°54'03" W	33.42'
L7	S 74°09'15" W	50.00'
L8	S 36°09'43" E	49.59'
L9	S 53°50'17" W	10.00'
L10	S 36°09'43" E	49.59'

EASEMENT CURVE TABLE

CURVE	LENGTH	RADIUS	CRD. BEARING	CRD. DIST.
C1	62.38'	125.00'	N 68°46'41" E	61.74'
C2	87.34'	175.00'	N 68°46'41" E	86.43'
C3	157.08'	100.00'	S 9°28'51" W	141.42'
C4	235.62'	150.00'	S 9°28'51" W	212.13'
C5	157.08'	100.00'	N 80°31'09" W	141.42'
C6	235.62'	150.00'	N 80°31'09" W	212.13'
C7	117.81'	75.00'	N 9°28'51" E	106.07'
C8	109.93'	125.00'	N 10°19'29" W	106.42'
C9	73.49'	125.00'	N 32°41'18" W	72.44'
C10	96.71'	175.00'	N 31°40'38" W	95.48'
C11	62.05'	175.00'	S 63°59'46" W	61.73'
C12	79.78'	225.00'	S 63°59'46" W	79.36'
C13	69.09'	150.00'	N 67°01'57" E	68.48'
C14	43.57'	100.00'	N 66°19'10" E	43.22'

APPROVAL: CITY OF AUBURN PLANNING BOARD

DATE _____

CHAIRPERSON _____

STATE OF MAINE
 ANDROSCOGGIN COUNTY REGISTRY OF DEEDS
 RECEIVED _____ 20____
 AT _____ M. AND RECORDED IN
 PLAN BOOK _____ PAGE _____
 ATTEST _____ REGISTER

DATE: 10-30-2025

NO.	DATE	REVISIONS
1	10-10-2025	DEVELOPMENT REVIEW APPLICATION SUBMISSION
2	10-30-2025	COMMENT RESPONSE SUBMISSION FOR DEVELOPMENT REVIEW

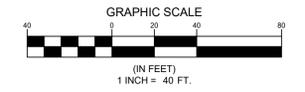
ADDRESS: 41 CAMPUS DRIVE, SUITE 301
 NEW GLOUCESTER, ME 04260
 PHONE: (207) 926-5111
 WEB SITE: www.terraodynconsultants.com

TERRADYN CONSULTANTS, LLC
 Civil Engineering | Land Surveying | Geomatics
 Stormwater Design | Land Planning | Environmental Permitting

PERMIT DRAWING
 NOT FOR CONSTRUCTION

PROJECT: DANVILLE CORNER PARCEL
 DANVILLE CORNER ROAD, AUBURN, MAINE
 SHEET TITLE: SUBDIVISION PLAN
 CLIENT: TIMOTHY MILLETT
 154 BALEY HILL ROAD
 POLAND, MAINE 04274

DATE: 10-10-2025
 SCALE: 1" = 40'
 JOB NO.: 24-164
 SHEET: C-1.0



ITE TRIP GENERATION WORKSHEET
(12th Edition)

LANDUSE: Single-Family Detached Housing
LANDUSE CODE: 210 Independent Variable --- Number of Dwelling Units
SETTING/LOCATION: General Urban / Suburban
JOB NAME: Danville Corner 69 dwelling units
JOB NUMBER: 201370

WEEKDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	155	0.94	9.09	3.47	23.80	261	10	2,945	50%	50%
AM PEAK OF GENERATOR	132	0.90	0.75	0.32	2.27	232	10	2,945	27%	73%
PM PEAK OF GENERATOR	138	0.91	0.97	0.49	2.98	214	10	1,781	63%	37%
AM PEAK (ADJACENT ST)	153	0.89	0.70	0.22	2.27	239	5	2,945	27%	73%
PM PEAK (ADJACENT ST)	166	0.90	0.93	0.35	2.98	266	10	2,945	62%	38%

TRIPS:	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	628	314	314	822	411	411
AM PEAK OF GENERATOR	52	14	38	58	16	42
PM PEAK OF GENERATOR	67	42	25	73	46	27
AM PEAK (ADJACENT ST)	48	13	35	52	14	38
PM PEAK (ADJACENT ST)	64	40	24	68	42	26

SATURDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	42	0.92	9.03	3.36	28.90	159	10	1,000	50%	50%
PEAK OF GENERATOR	33	0.89	1.00	0.41	2.90	106	10	644	53%	47%

TRIPS:	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	624	312	312	700	350	350
PEAK OF GENERATOR	69	37	32	73	39	34

SUNDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	38	0.96	8.43	2.61	16.44	172	15	1,000	50%	50%
PEAK OF GENERATOR	26	0.95	0.91	0.36	2.15	130	13	644	53%	47%

TRIPS:	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	582	291	291	544	272	272
PEAK OF GENERATOR	63	33	30	66	35	31

ITE TRIP GENERATION WORKSHEET
(12th Edition)

LANDUSE: Multi-Family Housing (Low-Rise): 2-3 Story
LANDUSE CODE: 220 Independent Variable --- Number of Dwelling Units
SETTING/LOCATION: General Urban/Suburban
JOB NAME: Danville Corner 24 units
JOB NUMBER: 201370

WEEKDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	28	0.70	6.21	2.46	12.50	208	33	450	50%	50%
AM PEAK OF GENERATOR	25	0.84	0.47	0.26	0.73	161	12	440	27%	73%
PM PEAK OF GENERATOR	24	0.84	0.62	0.25	1.26	151	12	440	60%	40%
AM PEAK (ADJACENT ST)	51	0.81	0.41	0.13	0.73	219	12	689	24%	76%
PM PEAK (ADJACENT ST)	61	0.83	0.52	0.08	1.04	215	12	689	62%	38%

TRIPS:	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	150	75	75	256.0	128	128
AM PEAK OF GENERATOR	11	3	8	16.6	4	12
PM PEAK OF GENERATOR	15	9	6	16.3	10	7
AM PEAK (ADJACENT ST)	10	2	7	21.3	5	16
PM PEAK (ADJACENT ST)	12	8	5	18.9	12	7

SATURDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	1	--	4.55	4.55	4.55	282	282	282	50%	50%
PEAK OF GENERATOR	2	--	0.49	0.41	0.92	167	52	282	38%	62%

TRIPS:	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	110	55	55	--	--	--
PEAK OF GENERATOR	12	4	7	--	--	--

SUNDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	1	--	3.86	3.86	3.86	282	282	282	50%	50%
PEAK OF GENERATOR	1	--	0.36	0.36	0.36	282	282	282	55%	45%

TRIPS:	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	94	47	47	--	--	--
PEAK OF GENERATOR	8.6	4.8	3.9	--	--	--

H. C. L. CRASH COLLISION DIAGRAM DATA PACKAGE

COUNTY: ANDROSCOGGIN TOWN: AUBURN

LOW NODE: 3497 HIGH NODE: 0000 REGION: 1 U/R: RURAL

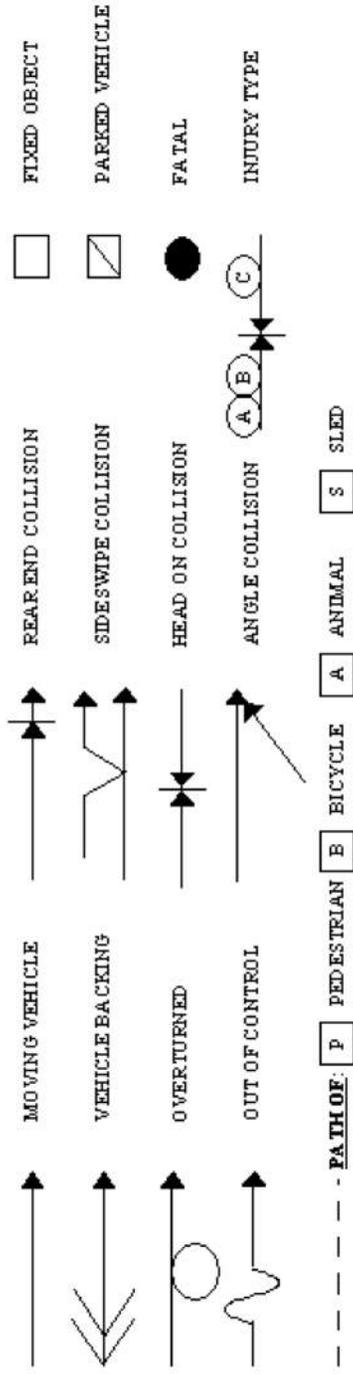
DESCRIPTION: Int of Washington St, Beech Hill Rd, & Danville Corner Rd

RTE # / RD #: 0004S DATE DRAWN: 5/19/2025 DRAWN BY: Duncan

STUDY FROM: 1/1/2022 STUDY TO: 12/31/2024

CRASH RATE: 0.68 CRF: 2.58 % INJURY: 37.5 TOTAL CRASHES: 16

LEGEND



PAVEMENT: D - DRY, I - ICY, W - WET, S - SNOW

WEATHER: C - CLEAR, F - FOG, R - RAIN, SL - SLEET, S - SNOW, CL - CLOUDY

TIME: A - AM, P - PM

Auburn

Node: 3497

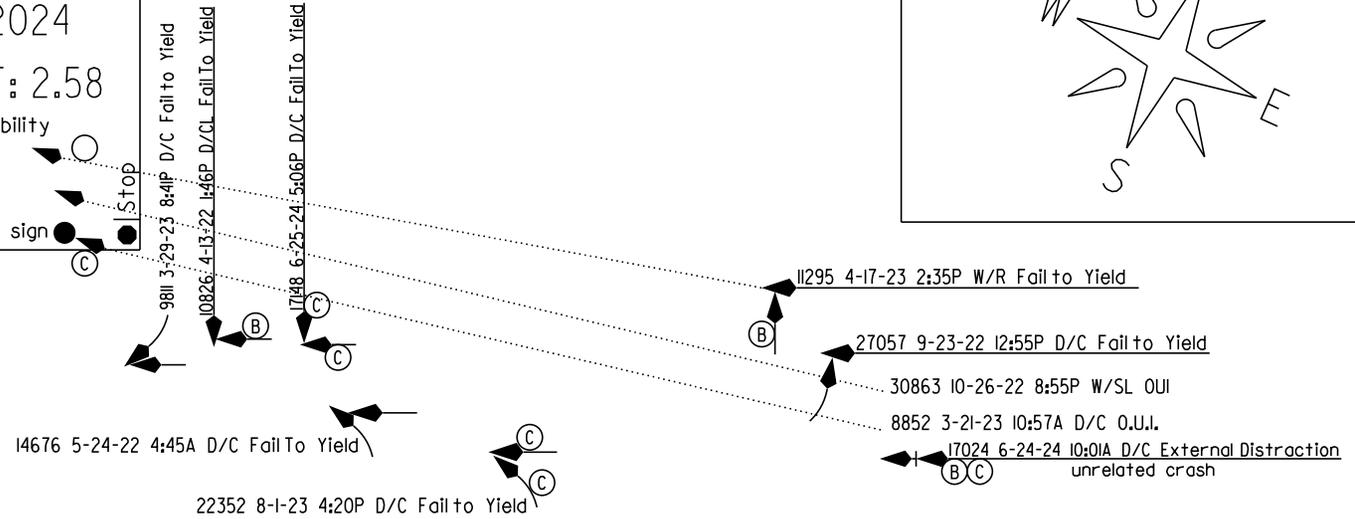
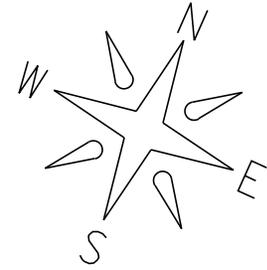
Study Period: 2022-2024

of Crashes: 16 / CRF: 2.58

Prepared by Office of Safety & Mobility

(DS 5/19/25)

Beech Hill Rd.



SB Washington St.

SB Washington St.

NB Washington St.

NB Washington St.

guardrail

Stop

= Flashing Light

Danville
Corner Rd.

24674 9-1-24 11:22A D/C Fail to Yield

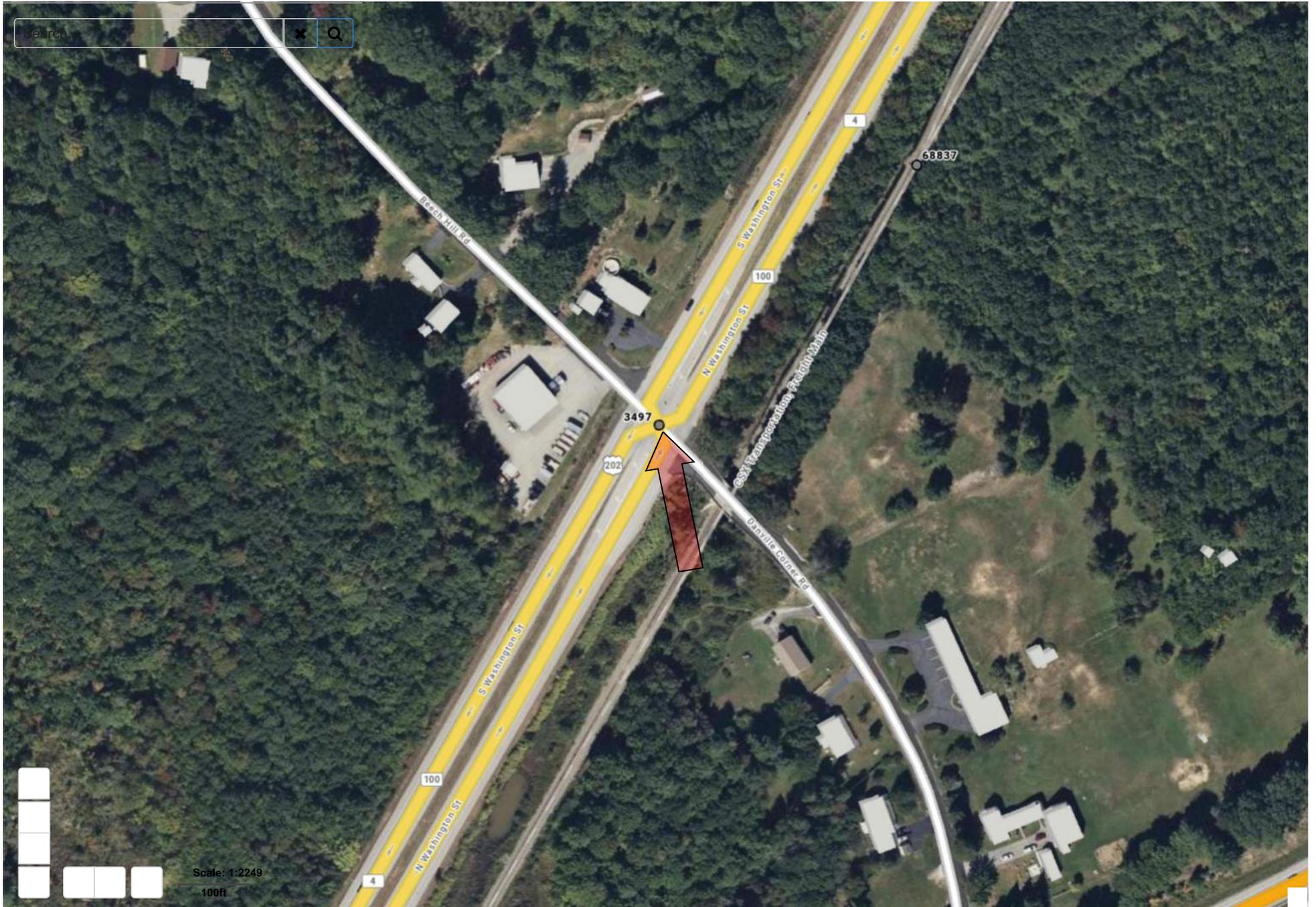
16873 6-24-24 9:34A D/C Fail to Yield

24983 8-29-23 2:59P D/C Improper Backing

3374 1-31-24 5:29P D/C Follow too Close

8520 3-15-22 11:48A D/C Follow too close

35306 11-27-23 4:49P D/C Fail to Yield



Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

- Crash Summary I - Single Node
- Section Detail
- Crash Summary II
- 1320 Public
- 1320 Private
- 1320 Summary

REPORT DESCRIPTION

Auburn
Int of Washington St, Beech Hill Rd, & Danville Corner Rd

REPORT PARAMETERS

Year 2022, Start Month 1 through Year 2024 End Month: 12

- Route: **0004S**
 - Start Node: **3497**
 - End Node: **3497**
 - Start Offset: **0**
 - End Offset: **0**
 - Exclude First Node
 - Exclude Last Node
-

Crash Summary I

Nodes																
Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes					Percent Annual M		Crash Rate	Critical Rate	CRF		
					K	A	B	C	PD	Injury	Ent-Veh					
3497	0004S - 5.65	Int of BEECH HILL RD DANVILLE CORNER RD N WASHINC	1	16	0	0	3	3	10	37.5	7.787	0.68	0.27	2.58		
				Statewide Crash Rate: 0.11												
Study Years: 3.00		NODE TOTALS:		16	0	0	3	3	10	37.5	7.787	0.68	0.27	2.58		

Crash Summary II - Characteristics

Crashes by Day and Hour

Day Of Week	AM											PM											Un	Tot			
	Hour of Day											Hour of Day															
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11			
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MONDAY	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	4
TUESDAY	0	0	0	0	1	0	0	0	0	0	1	1	0	0	1	0	1	1	0	0	0	0	0	0	0	0	6
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	0	0	0	4
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	1	0	0	0	0	1	2	2	1	1	2	0	2	2	0	0	2	0	0	0	0	0	16

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	9	23-Bicyclist	0
2-(Sport) Utility Vehicle	13	24-Witness	4
3-Passenger Van	0	25-Other	0
4-Cargo Van (10K lbs or Less)	0	26-Construction	0
5-Pickup	6	27-Farm Vehicle	0
6-Motor Home	0	28-Horse and Buggy	0
7-School Bus	0	Total	34
8-Transit Bus	0		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	0		
12-Moped	0		
13-Low Speed Vehicle	0		
14-Autocycle	0		
15-Experimental	0		
16-Other Light Trucks (10,000 lbs or Less)	0		
17-Medium/Heavy Trucks (More than 10,000 lbs)	2		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	0		

Maine Department Of Transportation - Office of Safety, Crash Records Section

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	2	13	0	0	0	0	15
Ran Off Roadway	1	0	0	0	0	0	1
Failed to Yield Right-of-Way	9	1	0	0	0	0	10
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	0	0	0	0	0	0	0
Improper Backing	1	0	0	0	0	0	1
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	1	0	0	0	0	0	1
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	2	0	0	0	0	0	2
Unknown	0	0	0	0	0	0	0
Total	16	14	0	0	0	0	30

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	14	14	0	0	0	0	28
Physically Impaired	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	2	0	0	0	0	0	2
Other	0	0	0	0	0	0	0
Total	16	14	0	0	0	0	30

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	0	0	0	0	0	0
20-24	3	0	0	0	0	3
25-29	4	0	0	0	0	4
30-39	7	0	0	0	0	7
40-49	5	0	0	0	0	5
50-59	4	0	0	0	0	4
60-69	5	0	0	0	0	5
70-79	0	0	0	0	0	0
80-Over	2	0	0	0	0	2
Unknown	0	0	0	0	0	0
Total	30	0	0	0	0	30

Crash Summary II - Characteristics

Most Harmful Event			
Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	1	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0		
6-Fell / Jumped from Motor Vehicle	0	Total	30
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	26		
14-Parked Motor Vehicle	0		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	1		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	2		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post, Pole, or Support	0		

Traffic Control Devices		
Traffic Control Device	Total	
1-Traffic Signals (Stop & Go)	0	
2-Traffic Signals (Flashing)	4	
3-Advisory/Warning Sign	0	
4-Stop Signs - All Approaches	1	
5-Stop Signs - Other	10	
6-Yield Sign	0	
7-Curve Warning Sign	0	
8-Officer, Flagman, School Patrol	0	
9-School Bus Stop Arm	0	
10-School Zone Sign	0	
11-R.R. Crossing Device	0	
12-No Passing Zone	0	
13-None	1	
14-Other	0	
Total	16	

Injury Data		
Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	3	3
C	3	6
PD	10	0
Total	16	9

Road Character	
Road Grade	Total
1-Level	13
2-On Grade	2
3-Top of Hill	1
4-Bottom of Hill	0
5-Other	0
Total	16

Light	
Light Condition	Total
1-Daylight	12
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	2
5-Dark - Not Lighted	2
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	16

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2022	2023	2024	Total
JANUARY	0	0	1	1
FEBRUARY	0	0	0	0
MARCH	1	2	0	3
APRIL	1	1	0	2
MAY	1	0	0	1
JUNE	0	0	3	3
JULY	0	0	0	0
AUGUST	0	2	0	2
SEPTEMBER	1	0	1	2
OCTOBER	1	0	0	1
NOVEMBER	0	1	0	1
DECEMBER	0	0	0	0
Total	5	6	5	16

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	10	0	0	0	0	0	0	0	0	0	0	10
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	16	0	0	0	0	0	0	0	0	0	0	16

Maine Department Of Transportation - Office of Safety, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	2	0	0	0	0	0	0	0	0	0	0	2
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	10	0	0	0	0	0	0	0	0	0	0	10
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	1	0	0	0	0	0	0	0	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	1	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	1	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	14	0	0	0	0	0	0	0	0	0	2	16

H. C. L. CRASH COLLISION DIAGRAM DATA PACKAGE

COUNTY: ANDROSCOGGIN TOWN: AUBURN

LOW NODE: 5040 HIGH NODE: 0000 REGION: 1 U/R: RURAL

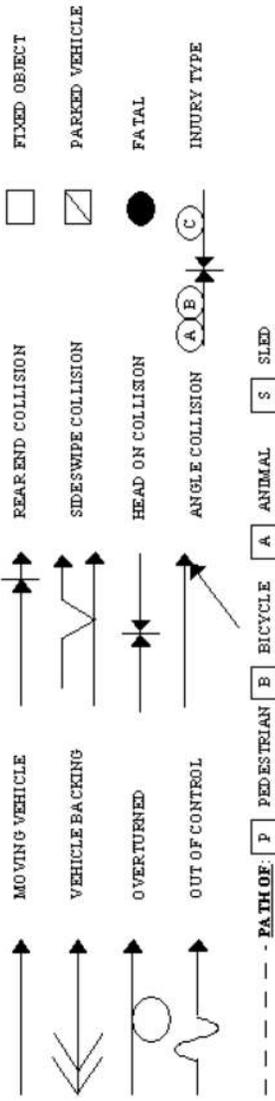
DESCRIPTION: Int. of Rte. 4/100/202/Washington St. & Ent./Exit I-95 Exit 75

RTE # / RD #: 0004S DATE DRAWN: 6/6/2025 DRAWN BY: Duncan

STUDY FROM: 1/1/2022 STUDY TO: 12/31/2024

CRASH RATE: 1.63 CRF: 1.5 % INJURY: 27.3 TOTAL CRASHES: 44

LEGEND



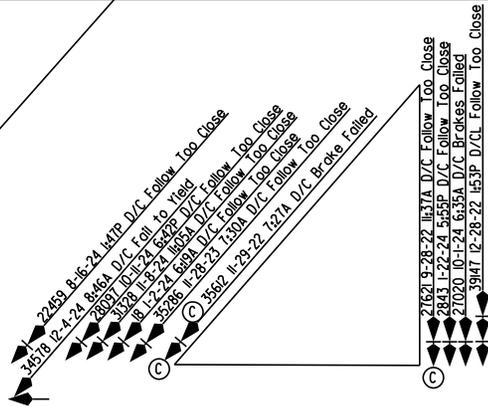
PAVEMENT: D - DRY, I - ICY, W - WET, S - SNOW

WEATHER: C - CLEAR, F - FOG, R - RAIN, SL - SLEET, S - SNOW, CL - CLOUDY

TIME: A - AM, P - PM



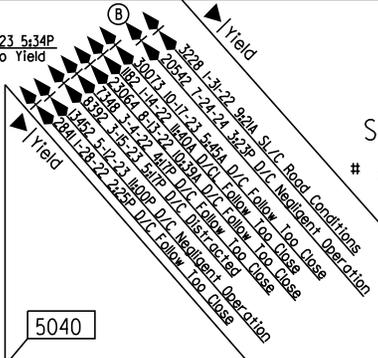
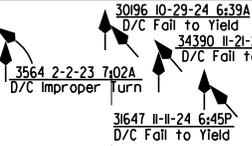
65289



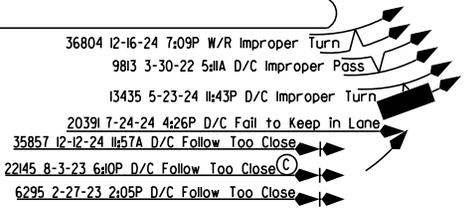
I-95 Exit 75

0683 4-9-23 3:27P D/C Ran Red Light

10754 4-24-24 9:56P D/C Ran Red Light



Washington St. SB



37673 12-18-22 3:16P D/C Ran Red Light

Washington St. NB



Auburn
 Node: 5040
 Study Period: 2022-2024
 # of Crashes: 44 / CRF: 1.5
 Prepared by Office of Safety & Mobility
 (05/6/25)

65288



Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

- Crash Summary I - Single Node**
- Section Detail**
- Crash Summary II**
- 1320 Public**
- 1320 Private**
- 1320 Summary**

REPORT DESCRIPTION

Auburn
Intersection of Rte. 4/100/202/Washington St. & Entrance/Exit I-95 Exit 75

REPORT PARAMETERS

Year 2022, Start Month 1 through Year 2024 End Month: 12

- Route: **0004S**
- Start Node: **5040**
- Start Offset: **0**
- End Node: **5040**
- End Offset: **0**
- Exclude First Node**
- Exclude Last Node**

Crash Summary I

Nodes																
Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes					Percent Annual M		Crash Rate	Critical Rate	CRF		
					K	A	B	C	PD	Injury	Ent-Veh					
P5040	0004S - 6.21	Int of N WASHINGTON ST ROUTE 95 RAMP S WASHINGT	9	44	0	0	4	8	32	27.3	9.017	1.63	1.08	1.50		
				<i>Statewide Crash Rate: 0.69</i>												
Study Years:		3.00	NODE TOTALS:		44	0	0	4	8	32	27.3	9.017	1.63	1.08	1.50	

Crash Summary II - Characteristics

Crashes by Day and Hour

Day Of Week	AM											PM											Un	Tot			
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9			10	11	
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
MONDAY	0	0	0	0	0	0	0	0	0	0	1	1	0	3	0	1	0	0	1	1	1	1	0	0	0	0	10
TUESDAY	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	7
WEDNESDAY	0	0	1	0	0	2	0	0	1	0	0	1	0	1	0	1	1	1	0	0	0	1	0	0	0	0	10
THURSDAY	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	1	0	5	
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	2	0	1	1	0	1	0	2	0	0	0	0	1	0	8	
SATURDAY	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	
Totals	0	0	1	0	0	3	3	3	1	1	2	4	3	2	2	3	2	5	4	1	1	1	0	2	0	44	

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	37	23-Bicyclist	0
2-(Sport) Utility Vehicle	26	24-Witness	3
3-Passenger Van	3	25-Other	0
4-Cargo Van (10K lbs or Less)	3	26-Construction	0
5-Pickup	17	27-Farm Vehicle	0
6-Motor Home	0	28-Horse and Buggy	0
7-School Bus	0	Total	95
8-Transit Bus	0		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	1		
12-Moped	0		
13-Low Speed Vehicle	0		
14-Autocycle	0		
15-Experimental	0		
16-Other Light Trucks (10,000 lbs or Less)	0		
17-Medium/Heavy Trucks (More than 10,000 lbs)	5		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	0		

Maine Department Of Transportation - Office of Safety, Crash Records Section

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	1	42	3	1	0	0	47
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	5	0	0	0	0	0	5
Ran Red Light	4	0	0	0	0	0	4
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	3	0	0	0	0	0	3
Improper Backing	0	0	0	0	0	0	0
Improper Passing	1	0	0	0	0	0	1
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	23	2	0	0	0	0	25
Failed to Keep in Proper Lane	2	0	0	0	0	0	2
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	3	0	0	0	0	0	3
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	2	0	0	0	0	0	2
Unknown	0	0	0	0	0	0	0
Total	44	44	3	1	0	0	92

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	40	44	3	1	0	0	88
Physically Impaired	1	0	0	0	0	0	1
Emotional(Depressed, Angry, Disturbed, etc.)	1	0	0	0	0	0	1
Ill (Sick)	1	0	0	0	0	0	1
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	1	0	0	0	0	0	1
Other	0	0	0	0	0	0	0
Total	44	44	3	1	0	0	92

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	4	0	0	0	0	4
20-24	12	0	0	0	0	12
25-29	8	0	0	0	0	8
30-39	17	0	0	0	0	17
40-49	14	0	0	0	0	14
50-59	13	0	0	0	0	13
60-69	16	0	0	0	0	16
70-79	4	0	0	0	0	4
80-Over	4	0	0	0	0	4
Unknown	0	0	0	0	0	0
Total	92	0	0	0	0	92

Crash Summary II - Characteristics

Most Harmful Event			
Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0		
6-Fell / Jumped from Motor Vehicle	0	Total	92
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	92		
14-Parked Motor Vehicle	0		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post, Pole, or Support	0		

Traffic Control Devices		
Traffic Control Device		Total
1-Traffic Signals (Stop & Go)		31
2-Traffic Signals (Flashing)		0
3-Advisory/Warning Sign		0
4-Stop Signs - All Approaches		0
5-Stop Signs - Other		0
6-Yield Sign		12
7-Curve Warning Sign		0
8-Officer, Flagman, School Patrol		0
9-School Bus Stop Arm		0
10-School Zone Sign		0
11-R.R. Crossing Device		0
12-No Passing Zone		0
13-None		1
14-Other		0
Total		44

Injury Data		
Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	4	4
C	8	10
PD	32	0
Total	44	14

Road Character	
Road Grade	Total
1-Level	41
2-On Grade	3
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	44

Light	
Light Condition	Total
1-Daylight	26
2-Dawn	2
3-Dusk	1
4-Dark - Lighted	15
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	44

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2022	2023	2024	Total
JANUARY	3	0	2	5
FEBRUARY	0	2	0	2
MARCH	2	2	0	4
APRIL	0	2	1	3
MAY	0	2	2	4
JUNE	0	0	0	0
JULY	0	0	2	2
AUGUST	1	2	1	4
SEPTEMBER	1	0	0	1
OCTOBER	0	1	3	4
NOVEMBER	2	3	2	7
DECEMBER	4	1	3	8
Total	13	15	16	44

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	0	0	24	0	0	0	0	10	0	0	0	0	0	0	34
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	7	0	0	0	0	3	0	0	0	0	0	0	10
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	31	0	0	0	0	13	0	0	0	0	0	0	44

Maine Department Of Transportation - Office of Safety, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	12	0	0	0	0	0	0	0	0	0	0	12
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	2	0	0	0	0	0	0	0	0	0	0	2
Daylight	22	0	0	0	0	0	1	0	0	0	0	23
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	2	0	0	0	0	0	0	0	0	0	0	2
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	2	2
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	1	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	1	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	1	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	38	0	0	0	0	0	1	1	0	0	4	44

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	2170	2317	2172	2241	2197	2249	2265
Vehs Exited	2177	2312	2155	2256	2207	2244	2274
Starting Vehs	100	92	84	114	89	99	100
Ending Vehs	93	97	101	99	79	104	91
Travel Distance (mi)	2443	2608	2441	2521	2466	2514	2534
Travel Time (hr)	91.2	97.7	90.4	93.8	92.0	93.3	94.0
Total Delay (hr)	6.5	7.4	5.9	6.7	6.5	6.5	6.5
Total Stops	367	362	314	343	338	371	309
Fuel Used (gal)	73.1	77.5	72.3	75.6	73.0	75.0	75.3

Summary of All Intervals

Run Number	8	9	10	11	12	13	14
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	2233	2241	2192	2301	2313	2186	2159
Vehs Exited	2228	2225	2191	2288	2315	2208	2161
Starting Vehs	87	78	97	91	96	108	96
Ending Vehs	92	94	98	104	94	86	94
Travel Distance (mi)	2501	2496	2459	2571	2605	2477	2419
Travel Time (hr)	92.8	92.8	91.0	95.1	98.1	92.6	90.0
Total Delay (hr)	6.2	6.2	6.0	6.5	8.1	6.7	6.4
Total Stops	353	341	316	328	349	370	341
Fuel Used (gal)	74.8	75.0	73.5	76.7	78.1	74.1	72.3

Summary of All Intervals

Run Number	15	16	17	18	19	20	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	2182	2153	2271	2171	2298	2241	2226
Vehs Exited	2206	2135	2278	2193	2287	2241	2230
Starting Vehs	98	77	108	102	84	92	94
Ending Vehs	74	95	101	80	95	92	91
Travel Distance (mi)	2465	2392	2541	2453	2571	2522	2500
Travel Time (hr)	91.8	88.8	93.6	90.9	96.5	94.1	93.0
Total Delay (hr)	6.6	5.9	5.9	6.0	8.0	6.5	6.5
Total Stops	337	329	371	328	366	340	343
Fuel Used (gal)	74.1	71.0	75.2	73.2	76.7	75.6	74.6

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	2170	2317	2172	2241	2197	2249	2265
Vehs Exited	2177	2312	2155	2256	2207	2244	2274
Starting Vehs	100	92	84	114	89	99	100
Ending Vehs	93	97	101	99	79	104	91
Travel Distance (mi)	2443	2608	2441	2521	2466	2514	2534
Travel Time (hr)	91.2	97.7	90.4	93.8	92.0	93.3	94.0
Total Delay (hr)	6.5	7.4	5.9	6.7	6.5	6.5	6.5
Total Stops	367	362	314	343	338	371	309
Fuel Used (gal)	73.1	77.5	72.3	75.6	73.0	75.0	75.3

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	8	9	10	11	12	13	14
Vehs Entered	2233	2241	2192	2301	2313	2186	2159
Vehs Exited	2228	2225	2191	2288	2315	2208	2161
Starting Vehs	87	78	97	91	96	108	96
Ending Vehs	92	94	98	104	94	86	94
Travel Distance (mi)	2501	2496	2459	2571	2605	2477	2419
Travel Time (hr)	92.8	92.8	91.0	95.1	98.1	92.6	90.0
Total Delay (hr)	6.2	6.2	6.0	6.5	8.1	6.7	6.4
Total Stops	353	341	316	328	349	370	341
Fuel Used (gal)	74.8	75.0	73.5	76.7	78.1	74.1	72.3

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	15	16	17	18	19	20	Avg
Vehs Entered	2182	2153	2271	2171	2298	2241	2226
Vehs Exited	2206	2135	2278	2193	2287	2241	2230
Starting Vehs	98	77	108	102	84	92	94
Ending Vehs	74	95	101	80	95	92	91
Travel Distance (mi)	2465	2392	2541	2453	2571	2522	2500
Travel Time (hr)	91.8	88.8	93.6	90.9	96.5	94.1	93.0
Total Delay (hr)	6.6	5.9	5.9	6.0	8.0	6.5	6.5
Total Stops	337	329	371	328	366	340	343
Fuel Used (gal)	74.1	71.0	75.2	73.2	76.7	75.6	74.6

3: Washington Street & Danville Corner Road/Beech Hill Road Performance by approach

Approach	NB	SB	SE	NW	All
Denied Del/Veh (s)	0.2	0.0	0.1	0.0	0.1
Total Del/Veh (s)	3.0	2.4	18.7	36.2	5.4

6: Washington Street Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.2	0.1
Total Del/Veh (s)	3.5	0.7	2.0

8: Old Danville Road & Danville Corner Road Performance by approach

Approach	NB	SB	SE	NW	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.2	0.1
Total Del/Veh (s)	5.4	5.0	2.3	1.0	2.8

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	10.0

Intersection: 3: Washington Street & Danville Corner Road/Beech Hill Road

Movement	NB	NB	NB	SB	SB	SE	NW
Directions Served	L	T	TR	L	TR	LTR	LTR
Maximum Queue (ft)	34	2	17	46	14	86	196
Average Queue (ft)	9	0	1	13	0	32	79
95th Queue (ft)	30	2	8	37	8	65	157
Link Distance (ft)		2944	2944		1786	1835	2833
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	275			275			
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 6: Washington Street

Movement	NB	NB	SB
Directions Served	R	R	T
Maximum Queue (ft)	3	8	2
Average Queue (ft)	0	0	0
95th Queue (ft)	4	7	2
Link Distance (ft)	1786	1786	956
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Old Danville Road & Danville Corner Road

Movement	NB	SB	SE	NW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	42	67	40	8
Average Queue (ft)	23	32	4	0
95th Queue (ft)	45	55	23	6
Link Distance (ft)	1268	1626	2833	2656
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	2193	2307	2199	2279	2229	2290	2328
Vehs Exited	2190	2311	2218	2285	2222	2306	2335
Starting Vehs	90	93	104	99	110	99	111
Ending Vehs	93	89	85	93	117	83	104
Travel Distance (mi)	2488	2609	2496	2576	2508	2594	2648
Travel Time (hr)	92.2	97.4	93.0	98.0	93.4	97.1	99.4
Total Delay (hr)	6.0	6.6	6.2	8.6	6.4	6.8	7.1
Total Stops	295	296	300	338	310	307	305
Fuel Used (gal)	74.2	78.2	75.3	77.7	74.8	78.3	79.8

Summary of All Intervals

Run Number	8	9	10	11	12	13	14
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	2244	2328	2276	2292	2359	2252	2206
Vehs Exited	2263	2351	2258	2280	2357	2241	2207
Starting Vehs	109	101	92	96	88	82	110
Ending Vehs	90	78	110	108	90	93	109
Travel Distance (mi)	2541	2640	2577	2584	2663	2537	2478
Travel Time (hr)	96.3	99.3	96.0	96.7	99.4	94.8	91.3
Total Delay (hr)	7.8	7.8	6.5	6.7	6.9	6.7	5.5
Total Stops	286	296	301	314	337	302	279
Fuel Used (gal)	76.4	79.7	77.7	77.8	80.4	76.5	73.8

Summary of All Intervals

Run Number	15	16	17	18	19	20	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	2298	2286	2297	2304	2266	2235	2272
Vehs Exited	2297	2280	2318	2293	2248	2231	2275
Starting Vehs	99	89	112	92	88	84	95
Ending Vehs	100	95	91	103	106	88	95
Travel Distance (mi)	2607	2590	2619	2613	2547	2531	2572
Travel Time (hr)	97.8	96.3	97.6	97.7	94.8	94.8	96.2
Total Delay (hr)	7.0	6.3	6.9	6.8	6.3	6.8	6.8
Total Stops	291	313	310	287	269	310	300
Fuel Used (gal)	78.7	77.8	78.2	78.2	76.1	76.8	77.3

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	2193	2307	2199	2279	2229	2290	2328
Vehs Exited	2190	2311	2218	2285	2222	2306	2335
Starting Vehs	90	93	104	99	110	99	111
Ending Vehs	93	89	85	93	117	83	104
Travel Distance (mi)	2488	2609	2496	2576	2508	2594	2648
Travel Time (hr)	92.2	97.4	93.0	98.0	93.4	97.1	99.4
Total Delay (hr)	6.0	6.6	6.2	8.6	6.4	6.8	7.1
Total Stops	295	296	300	338	310	307	305
Fuel Used (gal)	74.2	78.2	75.3	77.7	74.8	78.3	79.8

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	8	9	10	11	12	13	14
Vehs Entered	2244	2328	2276	2292	2359	2252	2206
Vehs Exited	2263	2351	2258	2280	2357	2241	2207
Starting Vehs	109	101	92	96	88	82	110
Ending Vehs	90	78	110	108	90	93	109
Travel Distance (mi)	2541	2640	2577	2584	2663	2537	2478
Travel Time (hr)	96.3	99.3	96.0	96.7	99.4	94.8	91.3
Total Delay (hr)	7.8	7.8	6.5	6.7	6.9	6.7	5.5
Total Stops	286	296	301	314	337	302	279
Fuel Used (gal)	76.4	79.7	77.7	77.8	80.4	76.5	73.8

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	15	16	17	18	19	20	Avg
Vehs Entered	2298	2286	2297	2304	2266	2235	2272
Vehs Exited	2297	2280	2318	2293	2248	2231	2275
Starting Vehs	99	89	112	92	88	84	95
Ending Vehs	100	95	91	103	106	88	95
Travel Distance (mi)	2607	2590	2619	2613	2547	2531	2572
Travel Time (hr)	97.8	96.3	97.6	97.7	94.8	94.8	96.2
Total Delay (hr)	7.0	6.3	6.9	6.8	6.3	6.8	6.8
Total Stops	291	313	310	287	269	310	300
Fuel Used (gal)	78.7	77.8	78.2	78.2	76.1	76.8	77.3

3: Washington Street & Danville Corner Road/Beech Hill Road Performance by approach

Approach	NB	SB	SE	NW	All
Denied Del/Veh (s)	0.2	0.0	0.1	0.0	0.1
Total Del/Veh (s)	3.7	2.4	32.1	40.7	5.6

6: Washington Street Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.2	0.1
Total Del/Veh (s)	4.2	0.6	2.6

8: Old Danville Road & Danville Corner Road Performance by approach

Approach	NB	SB	SE	NW	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.1	0.1
Total Del/Veh (s)	5.7	4.5	2.4	0.9	2.7

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	10.1

Intersection: 3: Washington Street & Danville Corner Road/Beech Hill Road

Movement	NB	NB	NB	SB	SB	SB	SE	NW
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	43	8	23	58	1	10	80	177
Average Queue (ft)	13	0	1	22	0	0	28	69
95th Queue (ft)	37	6	11	49	2	6	63	144
Link Distance (ft)		2944	2944		1786	1786	1835	2833
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	275			275				
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 6: Washington Street

Movement	NB	SB
Directions Served	R	T
Maximum Queue (ft)	8	3
Average Queue (ft)	0	0
95th Queue (ft)	7	4
Link Distance (ft)	1786	956
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Old Danville Road & Danville Corner Road

Movement	NB	SB	SE	NW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	40	59	38	15
Average Queue (ft)	18	27	4	1
95th Queue (ft)	44	51	22	8
Link Distance (ft)	1268	1626	2833	2656
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	2260	2272	2198	2262	2207	2334	2260
Vehs Exited	2266	2256	2190	2259	2209	2328	2242
Starting Vehs	93	98	87	89	101	95	97
Ending Vehs	87	114	95	92	99	101	115
Travel Distance (mi)	2520	2549	2466	2548	2480	2626	2528
Travel Time (hr)	98.6	99.8	96.0	99.4	96.5	103.1	97.6
Total Delay (hr)	11.3	11.8	10.8	11.3	10.6	12.4	10.6
Total Stops	1157	1200	1140	1135	1080	1168	1041
Fuel Used (gal)	78.4	78.9	76.1	78.6	76.6	81.2	77.6

Summary of All Intervals

Run Number	8	9	10	11	12	13	14
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	2249	2272	2199	2333	2227	2219	2287
Vehs Exited	2245	2260	2185	2336	2206	2234	2280
Starting Vehs	96	90	89	99	80	123	102
Ending Vehs	100	102	103	96	101	108	109
Travel Distance (mi)	2517	2533	2451	2616	2485	2486	2572
Travel Time (hr)	97.3	98.4	95.1	101.9	97.1	97.1	100.2
Total Delay (hr)	10.3	10.8	10.3	11.5	11.2	11.0	11.2
Total Stops	1069	1088	1068	1103	1156	1120	1138
Fuel Used (gal)	77.3	78.2	75.4	81.6	77.5	76.5	79.1

Summary of All Intervals

Run Number	15	16	17	18	19	20	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	2327	2205	2208	2238	2249	2270	2255
Vehs Exited	2318	2185	2253	2251	2274	2272	2252
Starting Vehs	100	87	126	118	119	97	97
Ending Vehs	109	107	81	105	94	95	102
Travel Distance (mi)	2601	2464	2485	2531	2520	2547	2526
Travel Time (hr)	101.0	95.8	97.1	98.4	98.5	99.2	98.4
Total Delay (hr)	11.0	10.6	11.5	10.8	11.4	11.2	11.1
Total Stops	1096	1148	1155	1067	1147	1105	1119
Fuel Used (gal)	79.9	75.5	77.1	77.9	77.7	79.0	78.0

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	2260	2272	2198	2262	2207	2334	2260
Vehs Exited	2266	2256	2190	2259	2209	2328	2242
Starting Vehs	93	98	87	89	101	95	97
Ending Vehs	87	114	95	92	99	101	115
Travel Distance (mi)	2520	2549	2466	2548	2480	2626	2528
Travel Time (hr)	98.6	99.8	96.0	99.4	96.5	103.1	97.6
Total Delay (hr)	11.3	11.8	10.8	11.3	10.6	12.4	10.6
Total Stops	1157	1200	1140	1135	1080	1168	1041
Fuel Used (gal)	78.4	78.9	76.1	78.6	76.6	81.2	77.6

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	8	9	10	11	12	13	14
Vehs Entered	2249	2272	2199	2333	2227	2219	2287
Vehs Exited	2245	2260	2185	2336	2206	2234	2280
Starting Vehs	96	90	89	99	80	123	102
Ending Vehs	100	102	103	96	101	108	109
Travel Distance (mi)	2517	2533	2451	2616	2485	2486	2572
Travel Time (hr)	97.3	98.4	95.1	101.9	97.1	97.1	100.2
Total Delay (hr)	10.3	10.8	10.3	11.5	11.2	11.0	11.2
Total Stops	1069	1088	1068	1103	1156	1120	1138
Fuel Used (gal)	77.3	78.2	75.4	81.6	77.5	76.5	79.1

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	15	16	17	18	19	20	Avg
Vehs Entered	2327	2205	2208	2238	2249	2270	2255
Vehs Exited	2318	2185	2253	2251	2274	2272	2252
Starting Vehs	100	87	126	118	119	97	97
Ending Vehs	109	107	81	105	94	95	102
Travel Distance (mi)	2601	2464	2485	2531	2520	2547	2526
Travel Time (hr)	101.0	95.8	97.1	98.4	98.5	99.2	98.4
Total Delay (hr)	11.0	10.6	11.5	10.8	11.4	11.2	11.1
Total Stops	1096	1148	1155	1067	1147	1105	1119
Fuel Used (gal)	79.9	75.5	77.1	77.9	77.7	79.0	78.0

3: Washington Street & Danville Corner Road/Beech Hill Road Performance by approach

Approach	NB	SB	SE	NW	All
Denied Del/Veh (s)	0.2	0.0	0.1	0.0	0.1
Total Del/Veh (s)	10.6	10.1	15.2	17.0	10.9

6: Washington Street Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.2	0.1
Total Del/Veh (s)	5.5	0.7	3.0

8: Old Danville Road & Danville Corner Road Performance by approach

Approach	NB	SB	SE	NW	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.2	0.1
Total Del/Veh (s)	5.5	5.1	2.4	0.9	2.8

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	16.8

Intersection: 3: Washington Street & Danville Corner Road/Beech Hill Road

Movement	NB	NB	NB	SB	SB	SB	SE	NW
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	37	193	209	48	209	229	77	134
Average Queue (ft)	11	90	104	15	97	113	31	61
95th Queue (ft)	34	153	175	40	171	189	63	108
Link Distance (ft)		2944	2944		1786	1786	1835	2833
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	275			275				
Storage Blk Time (%)						0		
Queuing Penalty (veh)						0		

Intersection: 6: Washington Street

Movement	NB	NB
Directions Served	R	R
Maximum Queue (ft)	7	3
Average Queue (ft)	0	0
95th Queue (ft)	6	4
Link Distance (ft)	1786	1786
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Old Danville Road & Danville Corner Road

Movement	NB	SB	SE	NW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	42	66	41	9
Average Queue (ft)	23	32	5	0
95th Queue (ft)	46	55	24	5
Link Distance (ft)	1268	1626	2833	2656
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Washington Street & Danville Corner Road/Beech Hill Road

Phase	1	2	3	4	5	6
Movement(s) Served	SBL	NBTL	NWTL	SETL	NBL	SBTL
Maximum Green (s)	9.0	38.0	8.0	8.0	9.0	38.0
Minimum Green (s)	5.0	10.0	5.0	5.0	5.0	10.0
Recall	None	Min	None	None	None	Min
Avg. Green (s)	6.4	-0.9	0.4	-5.9	6.3	-0.1
g/C Ratio	NA	NA	NA	NA	NA	NA
Cycles Skipped (%)	83	1	25	60	88	4
Cycles @ Minimum (%)	5	0	3	13	2	0
Cycles Maxed Out (%)	0	16	36	9	0	19
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): -0.9

Number of Complete Cycles : 67

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	2306	2320	2248	2321	2362	2344	2300
Vehs Exited	2301	2330	2249	2300	2382	2339	2306
Starting Vehs	109	117	106	91	114	107	92
Ending Vehs	114	107	105	112	94	112	86
Travel Distance (mi)	2599	2633	2525	2615	2676	2653	2599
Travel Time (hr)	101.9	104.1	98.1	102.0	106.4	104.5	101.7
Total Delay (hr)	11.6	12.7	10.6	11.1	13.0	12.3	11.6
Total Stops	1081	1140	997	1056	1153	1144	1090
Fuel Used (gal)	81.2	82.2	77.9	80.9	83.2	82.4	80.7

Summary of All Intervals

Run Number	8	9	10	11	12	13	14
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	2272	2298	2340	2299	2283	2321	2302
Vehs Exited	2259	2308	2290	2299	2302	2292	2296
Starting Vehs	108	94	84	101	131	86	84
Ending Vehs	121	84	134	101	112	115	90
Travel Distance (mi)	2574	2595	2636	2589	2621	2618	2588
Travel Time (hr)	101.0	101.6	103.3	101.3	104.2	102.0	101.9
Total Delay (hr)	11.9	11.2	11.9	11.3	12.9	11.0	11.8
Total Stops	1048	1037	1083	1068	1171	993	1105
Fuel Used (gal)	80.2	80.8	81.8	80.9	82.4	82.0	80.4

Summary of All Intervals

Run Number	15	16	17	18	19	20	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	2224	2386	2400	2289	2222	2331	2309
Vehs Exited	2242	2372	2385	2289	2213	2312	2305
Starting Vehs	97	98	101	107	100	88	100
Ending Vehs	79	112	116	107	109	107	103
Travel Distance (mi)	2516	2721	2707	2581	2510	2635	2610
Travel Time (hr)	98.6	107.7	106.6	100.9	99.1	104.4	102.6
Total Delay (hr)	11.1	13.4	12.6	11.3	12.0	12.5	11.9
Total Stops	999	1149	1148	1029	1135	1131	1088
Fuel Used (gal)	78.5	84.5	84.3	79.6	78.3	82.1	81.2

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	2306	2320	2248	2321	2362	2344	2300
Vehs Exited	2301	2330	2249	2300	2382	2339	2306
Starting Vehs	109	117	106	91	114	107	92
Ending Vehs	114	107	105	112	94	112	86
Travel Distance (mi)	2599	2633	2525	2615	2676	2653	2599
Travel Time (hr)	101.9	104.1	98.1	102.0	106.4	104.5	101.7
Total Delay (hr)	11.6	12.7	10.6	11.1	13.0	12.3	11.6
Total Stops	1081	1140	997	1056	1153	1144	1090
Fuel Used (gal)	81.2	82.2	77.9	80.9	83.2	82.4	80.7

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	8	9	10	11	12	13	14
Vehs Entered	2272	2298	2340	2299	2283	2321	2302
Vehs Exited	2259	2308	2290	2299	2302	2292	2296
Starting Vehs	108	94	84	101	131	86	84
Ending Vehs	121	84	134	101	112	115	90
Travel Distance (mi)	2574	2595	2636	2589	2621	2618	2588
Travel Time (hr)	101.0	101.6	103.3	101.3	104.2	102.0	101.9
Total Delay (hr)	11.9	11.2	11.9	11.3	12.9	11.0	11.8
Total Stops	1048	1037	1083	1068	1171	993	1105
Fuel Used (gal)	80.2	80.8	81.8	80.9	82.4	82.0	80.4

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	15	16	17	18	19	20	Avg
Vehs Entered	2224	2386	2400	2289	2222	2331	2309
Vehs Exited	2242	2372	2385	2289	2213	2312	2305
Starting Vehs	97	98	101	107	100	88	100
Ending Vehs	79	112	116	107	109	107	103
Travel Distance (mi)	2516	2721	2707	2581	2510	2635	2610
Travel Time (hr)	98.6	107.7	106.6	100.9	99.1	104.4	102.6
Total Delay (hr)	11.1	13.4	12.6	11.3	12.0	12.5	11.9
Total Stops	999	1149	1148	1029	1135	1131	1088
Fuel Used (gal)	78.5	84.5	84.3	79.6	78.3	82.1	81.2

3: Washington Street & Danville Corner Road/Beech Hill Road Performance by approach

Approach	NB	SB	SE	NW	All
Denied Del/Veh (s)	0.2	0.0	0.1	0.0	0.1
Total Del/Veh (s)	12.5	8.9	19.3	19.2	11.5

6: Washington Street Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.2	0.1
Total Del/Veh (s)	6.8	0.6	4.1

8: Old Danville Road & Danville Corner Road Performance by approach

Approach	NB	SB	SE	NW	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.1	0.1
Total Del/Veh (s)	5.8	4.5	2.5	0.9	2.7

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	17.6

Intersection: 3: Washington Street & Danville Corner Road/Beech Hill Road

Movement	NB	NB	NB	SB	SB	SB	SE	NW
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	52	252	271	62	171	187	71	117
Average Queue (ft)	16	121	138	25	80	95	25	51
95th Queue (ft)	42	210	230	53	144	161	55	95
Link Distance (ft)		2944	2944		1786	1786	1835	2833
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	275			275				
Storage Blk Time (%)		0						
Queuing Penalty (veh)		0						

Intersection: 6: Washington Street

Movement	NB	NB
Directions Served	R	R
Maximum Queue (ft)	4	4
Average Queue (ft)	0	0
95th Queue (ft)	5	6
Link Distance (ft)	1786	1786
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Old Danville Road & Danville Corner Road

Movement	NB	SB	SE	NW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	38	54	46	16
Average Queue (ft)	18	27	4	1
95th Queue (ft)	43	50	24	8
Link Distance (ft)	1268	1626	2833	2656
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Washington Street & Danville Corner Road/Beech Hill Road

Phase	1	2	3	4	5	6
Movement(s) Served	SBL	NBTL	NWTL	SETL	NBL	SBTL
Maximum Green (s)	9.0	38.0	8.0	8.0	9.0	38.0
Minimum Green (s)	5.0	10.0	5.0	5.0	5.0	10.0
Recall	None	Min	None	None	None	Min
Avg. Green (s)	6.2	0.4	-1.5	6.2	6.2	2.4
g/C Ratio	NA	NA	NA	NA	NA	NA
Cycles Skipped (%)	66	5	38	58	81	8
Cycles @ Minimum (%)	8	0	3	11	5	0
Cycles Maxed Out (%)	2	30	25	6	0	34
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): -1.1
 Number of Complete Cycles : 63

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:57	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:12	8:12	8:12	8:12	8:12	8:12	8:12
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	2347	2365	2269	2330	2177	2322	2354
Vehs Exited	2343	2370	2272	2352	2176	2307	2366
Starting Vehs	91	107	107	133	99	94	105
Ending Vehs	95	102	104	111	100	109	93
Travel Distance (mi)	2625	2646	2533	2633	2450	2596	2640
Travel Time (hr)	103.5	104.1	99.1	103.6	96.2	102.0	103.5
Total Delay (hr)	12.5	12.5	11.3	12.3	11.0	12.1	12.3
Total Stops	1362	1248	1228	1248	1200	1252	1278
Fuel Used (gal)	82.2	82.3	79.1	81.2	76.0	80.7	82.7

Summary of All Intervals

Run Number	8	9	10	11	12	13	14
Start Time	6:57	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:12	8:12	8:12	8:12	8:12	8:12	8:12
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	2285	2387	2351	2305	2378	2201	2441
Vehs Exited	2271	2377	2343	2351	2375	2203	2405
Starting Vehs	92	110	103	130	98	102	100
Ending Vehs	106	120	111	84	101	100	136
Travel Distance (mi)	2554	2676	2631	2603	2672	2453	2729
Travel Time (hr)	101.2	105.4	103.3	102.7	105.2	96.3	107.8
Total Delay (hr)	12.5	12.4	12.1	12.6	12.5	11.3	13.3
Total Stops	1292	1323	1219	1305	1295	1207	1326
Fuel Used (gal)	80.0	83.9	81.9	81.1	82.9	75.9	84.8

Summary of All Intervals

Run Number	15	16	17	18	19	20	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:12	8:12	8:12	8:12	8:12	8:12	8:12
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	2319	2346	2302	2302	2265	2392	2322
Vehs Exited	2333	2354	2304	2293	2256	2417	2323
Starting Vehs	99	94	102	79	83	110	99
Ending Vehs	85	86	100	88	92	85	97
Travel Distance (mi)	2595	2624	2588	2590	2546	2676	2603
Travel Time (hr)	102.3	103.3	101.9	102.8	100.6	105.2	102.5
Total Delay (hr)	12.3	12.4	12.4	13.0	12.3	12.5	12.3
Total Stops	1256	1301	1283	1333	1300	1329	1279
Fuel Used (gal)	80.9	81.6	80.8	81.2	79.8	83.4	81.1

Interval #0 Information Seeding

Start Time	6:57
End Time	7:12
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:12
End Time	8:12
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	2347	2365	2269	2330	2177	2322	2354
Vehs Exited	2343	2370	2272	2352	2176	2307	2366
Starting Vehs	91	107	107	133	99	94	105
Ending Vehs	95	102	104	111	100	109	93
Travel Distance (mi)	2625	2646	2533	2633	2450	2596	2640
Travel Time (hr)	103.5	104.1	99.1	103.6	96.2	102.0	103.5
Total Delay (hr)	12.5	12.5	11.3	12.3	11.0	12.1	12.3
Total Stops	1362	1248	1228	1248	1200	1252	1278
Fuel Used (gal)	82.2	82.3	79.1	81.2	76.0	80.7	82.7

Interval #1 Information Recording

Start Time	7:12
End Time	8:12
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	8	9	10	11	12	13	14
Vehs Entered	2285	2387	2351	2305	2378	2201	2441
Vehs Exited	2271	2377	2343	2351	2375	2203	2405
Starting Vehs	92	110	103	130	98	102	100
Ending Vehs	106	120	111	84	101	100	136
Travel Distance (mi)	2554	2676	2631	2603	2672	2453	2729
Travel Time (hr)	101.2	105.4	103.3	102.7	105.2	96.3	107.8
Total Delay (hr)	12.5	12.4	12.1	12.6	12.5	11.3	13.3
Total Stops	1292	1323	1219	1305	1295	1207	1326
Fuel Used (gal)	80.0	83.9	81.9	81.1	82.9	75.9	84.8

Interval #1 Information Recording

Start Time	7:12
End Time	8:12
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	15	16	17	18	19	20	Avg
Vehs Entered	2319	2346	2302	2302	2265	2392	2322
Vehs Exited	2333	2354	2304	2293	2256	2417	2323
Starting Vehs	99	94	102	79	83	110	99
Ending Vehs	85	86	100	88	92	85	97
Travel Distance (mi)	2595	2624	2588	2590	2546	2676	2603
Travel Time (hr)	102.3	103.3	101.9	102.8	100.6	105.2	102.5
Total Delay (hr)	12.3	12.4	12.4	13.0	12.3	12.5	12.3
Total Stops	1256	1301	1283	1333	1300	1329	1279
Fuel Used (gal)	80.9	81.6	80.8	81.2	79.8	83.4	81.1

3: Washington Street & Danville Corner Road/Beech Hill Road Performance by approach

Approach	NB	SB	SE	NW	All
Denied Del/Veh (s)	0.2	0.0	0.1	0.0	0.1
Total Del/Veh (s)	11.9	10.6	16.7	19.6	12.1

6: Washington Street Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.2	0.1
Total Del/Veh (s)	5.8	0.7	3.2

8: Old Danville Road & Danville Corner Road Performance by approach

Approach	NB	SB	SE	NW	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.2	0.1
Total Del/Veh (s)	5.5	4.9	1.3	1.0	2.5

11: Danville Corner Road & South Site Drive Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.1	0.5	0.4	0.7

13: Danville Corner Road & North Site Drive Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.4	0.3	1.2	0.9

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	18.1

Intersection: 3: Washington Street & Danville Corner Road/Beech Hill Road

Movement	NB	NB	NB	SB	SB	SB	SE	NW
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	33	195	214	53	189	222	79	164
Average Queue (ft)	9	97	114	18	100	118	32	74
95th Queue (ft)	28	165	189	44	169	191	64	134
Link Distance (ft)		2937	2937		1786	1786	1835	1668
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	275			275				
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 6: Washington Street

Movement	NB	NB
Directions Served	R	R
Maximum Queue (ft)	14	8
Average Queue (ft)	0	0
95th Queue (ft)	10	8
Link Distance (ft)	1786	1786
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Old Danville Road & Danville Corner Road

Movement	NB	SB	SE	NW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	45	62	33	6
Average Queue (ft)	22	30	4	0
95th Queue (ft)	46	52	20	6
Link Distance (ft)	1268	1616	625	2656
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Danville Corner Road & South Site Drive

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	47	22
Average Queue (ft)	17	1
95th Queue (ft)	43	13
Link Distance (ft)	475	411
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: Danville Corner Road & North Site Drive

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	38	24
Average Queue (ft)	17	1
95th Queue (ft)	41	12
Link Distance (ft)	500	1668
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Washington Street & Danville Corner Road/Beech Hill Road

Phase	1	2	3	4	5	6
Movement(s) Served	SBL	NBTL	NWTL	SETL	NBL	SBTL
Maximum Green (s)	9.0	38.0	8.0	8.0	9.0	38.0
Minimum Green (s)	5.0	10.0	5.0	5.0	5.0	10.0
Recall	None	Min	None	None	None	Min
Avg. Green (s)	6.1	2.4	1.3	-5.9	6.0	-1.0
g/C Ratio	NA	NA	NA	NA	NA	NA
Cycles Skipped (%)	77	0	18	59	89	3
Cycles @ Minimum (%)	3	0	3	12	0	0
Cycles Maxed Out (%)	0	17	53	11	0	21
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): -0.9

Number of Complete Cycles : 66

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	2353	2422	2270	2339	2372	2383	2438
Vehs Exited	2371	2415	2266	2339	2365	2366	2426
Starting Vehs	107	103	115	114	101	99	112
Ending Vehs	89	110	119	114	108	116	124
Travel Distance (mi)	2667	2707	2544	2619	2674	2697	2739
Travel Time (hr)	105.5	108.3	101.8	104.3	106.3	108.3	109.5
Total Delay (hr)	12.7	14.2	13.4	13.0	13.0	14.3	14.3
Total Stops	1232	1303	1295	1186	1232	1354	1368
Fuel Used (gal)	82.8	85.0	80.1	82.2	83.5	85.2	86.5

Summary of All Intervals

Run Number	8	9	10	11	12	13	14
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	2360	2380	2423	2405	2440	2466	2408
Vehs Exited	2379	2399	2412	2422	2444	2444	2419
Starting Vehs	120	116	80	119	97	106	121
Ending Vehs	101	97	91	102	93	128	110
Travel Distance (mi)	2668	2678	2715	2720	2742	2769	2718
Travel Time (hr)	106.5	105.7	106.9	108.8	109.5	110.3	108.7
Total Delay (hr)	13.7	12.3	12.4	14.0	14.3	14.1	14.2
Total Stops	1273	1169	1201	1280	1274	1302	1330
Fuel Used (gal)	84.0	84.3	84.3	85.2	85.9	87.0	85.8

Summary of All Intervals

Run Number	15	16	17	18	19	20	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	2427	2399	2400	2416	2374	2382	2392
Vehs Exited	2426	2384	2414	2424	2349	2360	2390
Starting Vehs	102	102	111	110	98	102	103
Ending Vehs	103	117	97	102	123	124	105
Travel Distance (mi)	2744	2688	2715	2717	2654	2654	2691
Travel Time (hr)	110.4	107.2	107.9	109.0	104.4	104.8	107.2
Total Delay (hr)	14.8	13.5	13.5	14.1	12.2	12.5	13.5
Total Stops	1275	1270	1289	1259	1172	1154	1260
Fuel Used (gal)	86.1	83.9	85.4	85.7	82.4	83.5	84.4

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	2353	2422	2270	2339	2372	2383	2438
Vehs Exited	2371	2415	2266	2339	2365	2366	2426
Starting Vehs	107	103	115	114	101	99	112
Ending Vehs	89	110	119	114	108	116	124
Travel Distance (mi)	2667	2707	2544	2619	2674	2697	2739
Travel Time (hr)	105.5	108.3	101.8	104.3	106.3	108.3	109.5
Total Delay (hr)	12.7	14.2	13.4	13.0	13.0	14.3	14.3
Total Stops	1232	1303	1295	1186	1232	1354	1368
Fuel Used (gal)	82.8	85.0	80.1	82.2	83.5	85.2	86.5

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	8	9	10	11	12	13	14
Vehs Entered	2360	2380	2423	2405	2440	2466	2408
Vehs Exited	2379	2399	2412	2422	2444	2444	2419
Starting Vehs	120	116	80	119	97	106	121
Ending Vehs	101	97	91	102	93	128	110
Travel Distance (mi)	2668	2678	2715	2720	2742	2769	2718
Travel Time (hr)	106.5	105.7	106.9	108.8	109.5	110.3	108.7
Total Delay (hr)	13.7	12.3	12.4	14.0	14.3	14.1	14.2
Total Stops	1273	1169	1201	1280	1274	1302	1330
Fuel Used (gal)	84.0	84.3	84.3	85.2	85.9	87.0	85.8

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	15	16	17	18	19	20	Avg
Vehs Entered	2427	2399	2400	2416	2374	2382	2392
Vehs Exited	2426	2384	2414	2424	2349	2360	2390
Starting Vehs	102	102	111	110	98	102	103
Ending Vehs	103	117	97	102	123	124	105
Travel Distance (mi)	2744	2688	2715	2717	2654	2654	2691
Travel Time (hr)	110.4	107.2	107.9	109.0	104.4	104.8	107.2
Total Delay (hr)	14.8	13.5	13.5	14.1	12.2	12.5	13.5
Total Stops	1275	1270	1289	1259	1172	1154	1260
Fuel Used (gal)	86.1	83.9	85.4	85.7	82.4	83.5	84.4

3: Washington Street & Danville Corner Road/Beech Hill Road Performance by approach

Approach	NB	SB	SE	NW	All
Denied Del/Veh (s)	0.2	0.0	0.1	0.0	0.1
Total Del/Veh (s)	14.5	9.8	21.8	21.1	13.1

6: Washington Street Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.2	0.1
Total Del/Veh (s)	7.1	0.6	4.2

8: Old Danville Road & Danville Corner Road Performance by approach

Approach	NB	SB	SE	NW	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.1	0.1
Total Del/Veh (s)	6.1	4.5	1.3	0.9	2.2

11: Danville Corner Road & South Site Drive Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	2.7	0.4	0.7	0.7

13: Danville Corner Road & North Site Drive Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	2.7	0.2	1.5	1.2

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	19.3

Intersection: 3: Washington Street & Danville Corner Road/Beech Hill Road

Movement	NB	NB	NB	SB	SB	SB	SE	NW
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	50	268	296	94	187	196	68	132
Average Queue (ft)	15	135	157	33	83	99	25	59
95th Queue (ft)	39	227	253	71	152	170	55	109
Link Distance (ft)		2937	2937		1786	1786	1835	1668
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	275			275				
Storage Blk Time (%)		0			0			
Queuing Penalty (veh)		0			0			

Intersection: 6: Washington Street

Movement	NB	NB	SB
Directions Served	R	R	T
Maximum Queue (ft)	16	10	3
Average Queue (ft)	1	0	0
95th Queue (ft)	10	10	4
Link Distance (ft)	1786	1786	956
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Old Danville Road & Danville Corner Road

Movement	NB	SB	SE	NW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	47	61	38	20
Average Queue (ft)	20	28	3	1
95th Queue (ft)	45	50	19	9
Link Distance (ft)	1268	1616	625	2656
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Danville Corner Road & South Site Drive

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	32	36
Average Queue (ft)	11	3
95th Queue (ft)	34	20
Link Distance (ft)	475	411
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: Danville Corner Road & North Site Drive

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	42
Average Queue (ft)	12	3
95th Queue (ft)	35	20
Link Distance (ft)	500	1668
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Washington Street & Danville Corner Road/Beech Hill Road

Phase	1	2	3	4	5	6
Movement(s) Served	SBL	NBTL	NWTL	SETL	NBL	SBTL
Maximum Green (s)	9.0	38.0	8.0	8.0	9.0	38.0
Minimum Green (s)	5.0	10.0	5.0	5.0	5.0	10.0
Recall	None	Min	None	None	None	Min
Avg. Green (s)	-5.6	-1.5	-0.4	6.2	6.5	2.2
g/C Ratio	NA	NA	NA	NA	NA	NA
Cycles Skipped (%)	55	2	28	60	80	8
Cycles @ Minimum (%)	7	0	3	8	2	0
Cycles Maxed Out (%)	5	32	38	7	0	40
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): -0.9
Number of Complete Cycles : 60

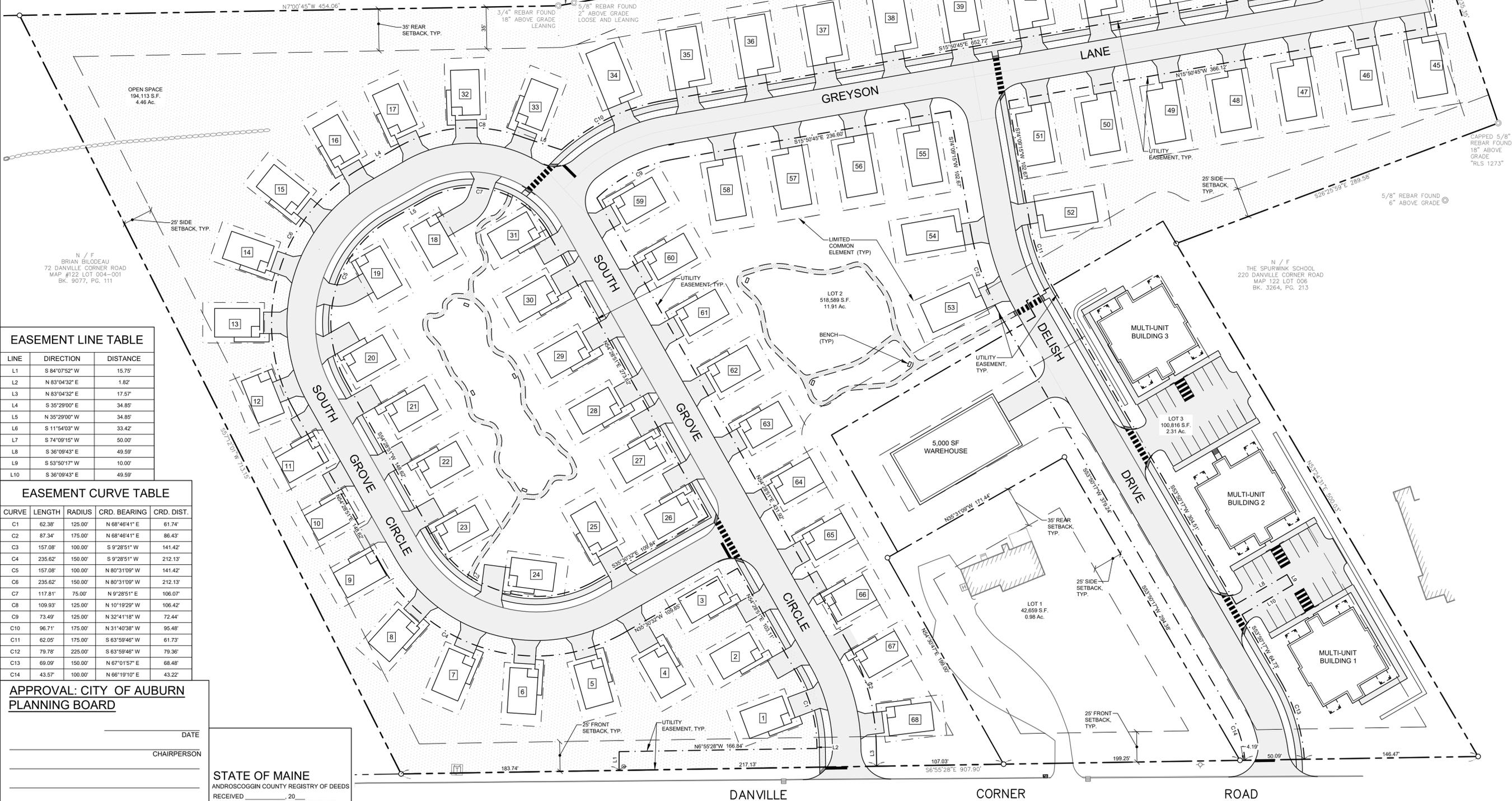
ATTACHMENT #5

Revised Plan Sheets

EXISTING	DESCRIPTION	PROPOSED
---	LOCUS PROPERTY LINE	---
---	PROPERTY LINE	---
---	INTERIOR PROPERTY LINE	---
---	SETBACK LINE	---
---	EASEMENT LINE	---
○	MONUMENT	○
○	IRON PIPE	○
▨	BUILDING	▨
▨	BITUMINOUS PAVEMENT	▨
▨	CURBING	▨
▨	STONE WALL	▨
▨	WETLAND AREA	▨
⊕	CATCH BASIN	⊕
⊕	SANITARY MANHOLE	⊕
⊕	HYDRANT	⊕
⊕	CURB STOP	⊕
⊕	TRANSFORMER	⊕
▨	LEASED COMMON ELEMENT (OPEN SPACE)	▨

GENERAL NOTES

- THE RECORD OWNER OF THE SUBJECT PARCEL IS DANVILLE CORNER ROAD, LLC INCORPORATED BY DEED DATED SEPTEMBER 13, 2024 AND RECORDED IN BOOK 11668, PAGE 132, AND DELISH, LLC INCORPORATED BY DEED DATED OCTOBER 17, 2025.
- THE SUBJECT PARCEL IS SHOWN ON THE CITY OF AUBURN TAX MAP 122 AS LOT 4 LOT 5 AND IS IN THE GENERAL BUSINESS DISTRICT.
- THE CITY'S GENERAL BUSINESS DISTRICT SPACE AND BULK STANDARDS REFER TO THE MULTIFAMILY SUBURBAN DISTRICTS STANDARDS FOR RESIDENTIAL USES, SPACE AND BULK STANDARDS FOR THE MULTIFAMILY SUBURBAN DISTRICT AS OF THE DATE OF THIS PLAN ARE AS FOLLOWS:
 MIN. LOT SIZE: 10,000 SQ FT
 MIN. WIDTH: 100 FT
 MIN. FRONT SETBACK: 25 FT
 MIN. DEPTH: 100 FT
 MIN. SIDE SETBACK: 25 FT
 MIN. REAR SETBACK: 35 FT
 MAX. BUILDING HEIGHT: 2 1/2 STORIES OR 35 FT
- TOTAL AREA OF THE SUBJECT PARCEL IS 15.202 ACRES.
- BOUNDARY INFORMATION SHOWN HEREON IS BASED ON AN ON-THE-GROUND SURVEY PERFORMED BY TERRADYN CONSULTANTS, LLC IN AUGUST OF 2024 AND AUGUST 2025. TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED ON PUBLICLY AVAILABLE MAINE GIS DATA COLLECTED IN 2020 BY THE STATE OF MAINE AND DISTRIBUTED BY THE USGS AS CLASSIFIED: LAZ POINT CLOUD.
- PLAN REFERENCES:
 A. "BOUNDARY SURVEY OF DIAMOND PROPERTIES, INC. LOT" PREPARED BY TECHNICAL SERVICES, INC., DATED DECEMBER 19, 2005 AND BEING PREVIOUSLY UNRECORDED.
 B. "PLAN OF PROPERTY OF ADVANTAGE BUSINESS SERVICES, INC., BEECH HILL ROAD, AUBURN, MAINE" DATED JANUARY 13, 1988 AND FOUND ON THE AUBURN GIS AS PLAN #338
- PLAN ORIENTATION IS GRID NORTH, MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802-NAD83. ELEVATIONS DEPICTED HEREON ARE NAVD83, BASED ON DUAL-FREQUENCY GPS OBSERVATIONS.
- THE SUBJECT PARCEL IS LOCATED WITHIN ZONE X, AREAS OF MINIMAL FLOOD HAZARD, AS DELINEATED ON THE FLOOD INSURANCE RATE MAP FOR THE CITY OF AUBURN, ANDROSCOGGIN COUNTY, COMMUNITY-PANEL NUMBER 23001C0317E, HAVING AN EFFECTIVE DATE OF JULY 8, 2013.



EASEMENT LINE TABLE

LINE	DIRECTION	DISTANCE
L1	S 84°07'52" W	15.75'
L2	N 83°04'32" E	1.82'
L3	N 83°04'32" E	17.57'
L4	S 35°29'00" E	34.85'
L5	N 35°29'00" W	34.85'
L6	S 11°54'03" W	33.42'
L7	S 74°09'15" W	50.00'
L8	S 36°09'43" E	49.59'
L9	S 53°50'17" W	10.00'
L10	S 36°09'43" E	49.59'

EASEMENT CURVE TABLE

CURVE	LENGTH	RADIUS	CRD. BEARING	CRD. DIST.
C1	62.38'	125.00'	N 68°46'41" E	61.74'
C2	87.34'	175.00'	N 68°46'41" E	86.43'
C3	157.08'	100.00'	S 9°28'51" W	141.42'
C4	235.62'	150.00'	S 9°28'51" W	212.13'
C5	157.08'	100.00'	N 80°31'09" W	141.42'
C6	235.62'	150.00'	N 80°31'09" W	212.13'
C7	117.81'	75.00'	N 9°28'51" E	106.07'
C8	109.93'	125.00'	N 10°19'29" W	106.42'
C9	73.49'	125.00'	N 32°41'18" W	72.44'
C10	96.71'	175.00'	N 31°40'38" W	95.48'
C11	62.05'	175.00'	S 63°59'46" W	61.73'
C12	79.78'	225.00'	S 63°59'46" W	79.36'
C13	69.09'	150.00'	N 67°01'57" E	68.48'
C14	43.57'	100.00'	N 66°19'10" E	43.22'

APPROVAL: CITY OF AUBURN PLANNING BOARD

DATE _____

CHAIRPERSON _____

STATE OF MAINE
 ANDROSCOGGIN COUNTY REGISTRY OF DEEDS
 RECEIVED _____ 20____
 AT _____ m _____ M. AND RECORDED IN
 PLAN BOOK _____ PAGE _____

ATTEST _____ REGISTER

DATE: 02-25-2025

NO.	DATE	REVISIONS
1	10-10-2025	DEVELOPMENT REVIEW APPLICATION SUBMISSION
2	10-30-2025	COMMENT RESPONSE SUBMISSION FOR DEVELOPMENT REVIEW
3	2-25-2025	FINAL DEVELOPMENT REVIEW SUBMISSION

ADDRESS: 41 CAMPUS DRIVE, SUITE 301
 NEW GLOUCESTER, ME 04260
 PHONE: (207) 926-5111
 WEB SITE: www.terradynconsultants.com

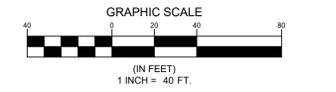
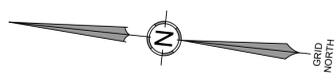
TERRADYN CONSULTANTS, LLC
 Civil Engineering | Land Surveying | Geomatics
 Stormwater Design | Land Planning | Environmental Permitting

PERMIT DRAWING
 NOT FOR CONSTRUCTION

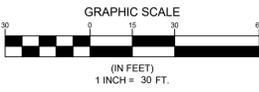
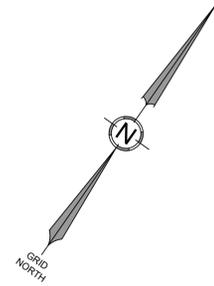
PROJECT: DANVILLE CORNER PARCEL
 DANVILLE CORNER ROAD, AUBURN, MAINE

CLIENT: TIMOTHY MILLETT
 154 BALEY HILL ROAD
 POLAND, MAINE 04274

DATE: 10-10-2025
 SCALE: 1" = 40'
 JOB NO.: 24-164
 SHEET: C-1.0



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Plant Species List

Key	Botanical Name	Common Name	Size	Remarks
QBB	Quercus bicolor 'Bonnie and Mike'	Beacon Oak	2.5'-3' cal	B&B
NLV	Viburnum lentago	Nanny Berry Viburnum	3'-4'	6' o.c.

MATCH LINE - SEE SHEET C-1.2

CENTERLINE TABLE

LINE	DIRECTION	DISTANCE
L1	S 83°04'32" W	40.47'
L2	S 54°28'51" W	426.73'
L3	N 35°30'32" W	134.85'
L5	N 54°28'51" E	148.62'
L6	S 35°29'00" E	34.85'
L7	S 51°21'42" E	17.76'

DATE: 02-25-2025

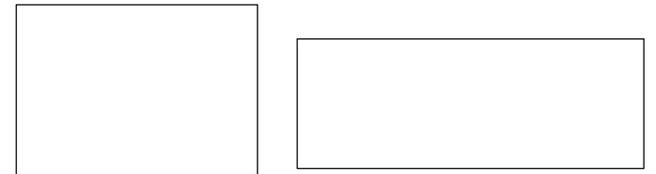
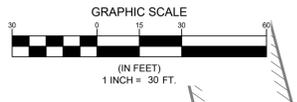
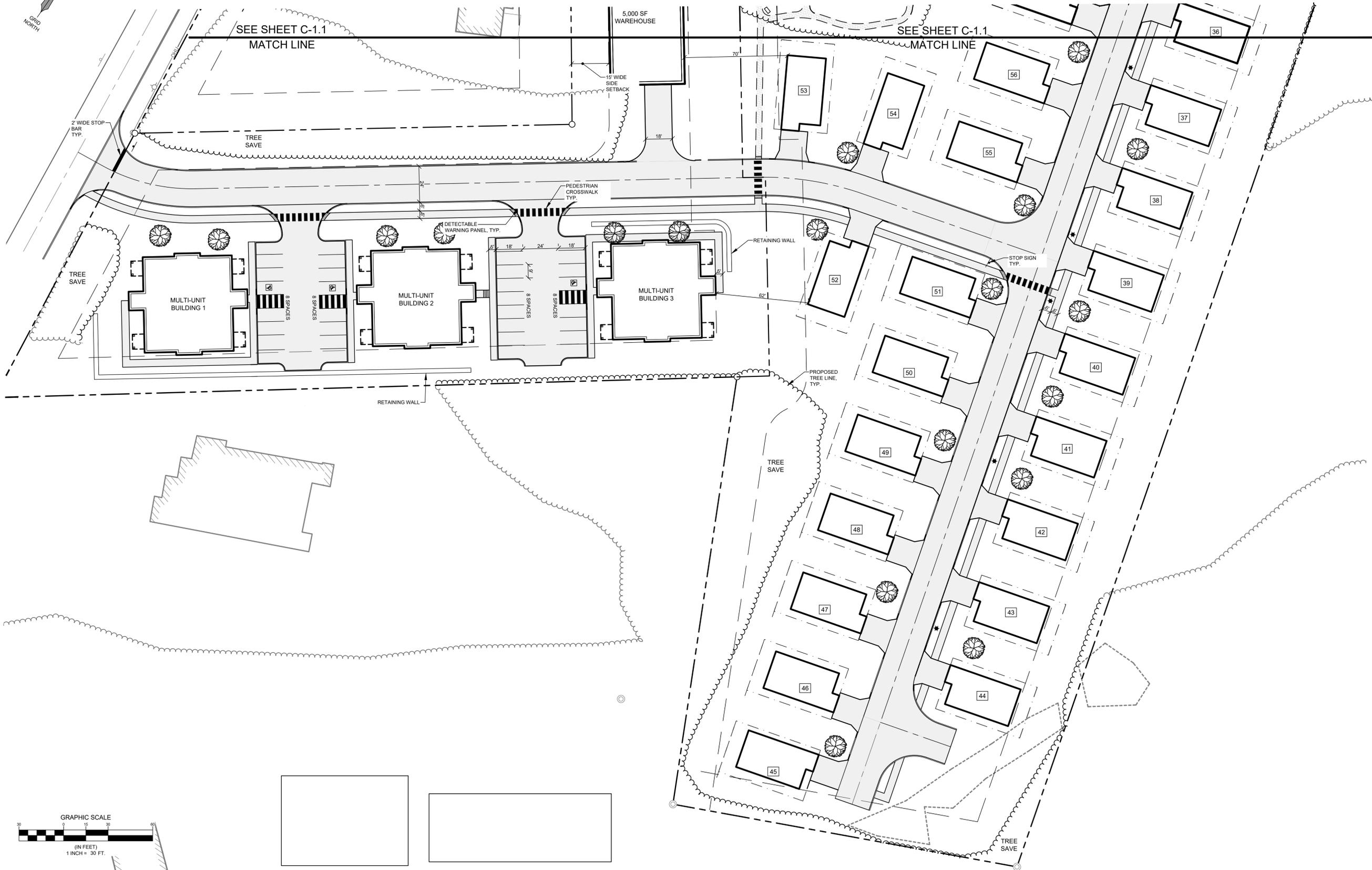
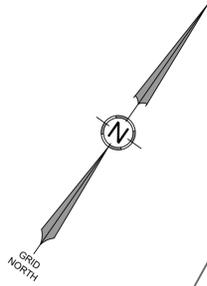
NO	DATE	REVISIONS
1	10-10-2025	DEVELOPMENT REVIEW APPLICATION SUBMISSION
2	10-30-2025	COMMENT RESPONSE SUBMISSION FOR DEVELOPMENT REVIEW
3	2-25-2025	FINAL DEVELOPMENT REVIEW SUBMISSION

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 NEW GLOUCESTER, ME 04260
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 WEB SITE: www.terradynconsultants.com
TERRADYN CONSULTANTS, LLC
 Civil Engineering | Land Surveying | Geomatics
 Stormwater Design | Land Planning | Environmental Permitting

PERMIT DRAWING
NOT FOR CONSTRUCTION

PROJECT: DANVILLE CORNER PARCEL
 DANVILLE CORNER ROAD, AUBURN, MAINE
 SHEET TITLE: SITE PLAN
 CLIENT: TIMOTHY MILLETT
 154 BALEY HILL ROAD
 POLAND, MAINE 04274
 DATE: 10-10-2025
 SCALE: 1" = 30'
 JOB NO.: 24-164
 SHEET: C-1.1

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DATE:	02-25-2025	
PROJECT:	DANVILLE CORNER PARCEL DANVILLE CORNER ROAD, AUBURN, MAINE	
CLIENT:	TIMOTHY MILLETT 154 BALEY HILL ROAD POLAND, MAINE 04274	
SHEET TITLE:	SITE PLAN	
DATE:	10-10-2025	
SCALE:	1" = 30'	
JOB NO.:	24-164	
SHEET:	C-1.2	
ADDRESS:	41 CAMPUS DRIVE, SUITE 301 NEW GLOUCESTER, ME 04260	
PHONE:	(207) 926-5111	
WEB SITE:	www.terradynconsultants.com	
PERMIT DRAWING NOT FOR CONSTRUCTION		
REVISIONS		
NO.	DATE	REVISIONS
1	10-10-2025	DEVELOPMENT REVIEW APPLICATION SUBMISSION
2	10-30-2025	COMMENT RESPONSE SUBMISSION FOR DEVELOPMENT REVIEW
3	2-25-2025	FINAL DEVELOPMENT REVIEW SUBMISSION



PERMIT DRAWING
NOT FOR CONSTRUCTION

PROJECT: DANVILLE CORNER PARCEL
DANVILLE CORNER ROAD, AUBURN, MAINE

CLIENT: TIMOTHY MILLETT
154 BALEY HILL ROAD
POLAND, MAINE 04274

SHEET TITLE: SITE PLAN

DATE: 10-10-2025

SCALE: 1" = 30'

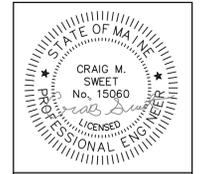
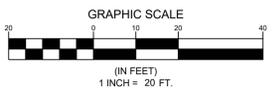
JOB NO.: 24-164

SHEET: C-1.2

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STORM DRAIN STRUCTURE DATA				
STRUCTURE	RIM	INV. IN.	INV. OUT.	DIAM.
CB-1	306.66		302.25 (SD-1)	48"
CB-2	306.66	302.00 (SD-1)	303.40 (SD-2)	48"
CB-3	305.90		301.95 (SD-4)	48"
CB-4	304.78	301.75 (SD-3) 301.75 (SD-4)	301.75 (SD-5)	48"
CB-5	297.24		293.50 (SD-6)	48"
CB-6	297.12	293.25 (SD-5) 293.25 (SD-6)	293.25 (SD-7)	48"
CB-13	294.87		289.90 (SD-21)	48"
CB-14	294.85	289.00 (SD-18) 289.00 (SD-21)	289.00 (SD-17)	48"
CB-15	302.23	299.00 (SD-20)	299.00 (SD-19)	48"
CB-16	303.50		299.53 (SD-20)	48"
DMH-1	308.85	303.00 (SD-2)	303.00 (SD-3)	48"
DMH-6	296.69	294.50 (SD-19)	294.50 (SD-18)	48"

STORM DRAIN PIPE DATA			
NAME	SIZE	LENGTH	SLOPE
SD-1	12"	18'	1.39%
SD-2	15"	70'	0.57%
SD-3	15"	136'	0.92%
SD-4	12"	30'	0.66%
SD-5	15"	134'	6.34%
SD-6	12"	18'	1.38%
SD-7	15"	129'	8.53%
SD-17	15"	118'	4.65%
SD-18	15"	96'	5.74%
SD-19	15"	87'	5.18%
SD-20	12"	34'	1.56%



DATE: 02-25-2025

NO.	DATE	REVISIONS
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2	10-30-2025	COMMENT RESPONSE SUBMISSION FOR DEVELOPMENT REVIEW
3	2-25-2025	FINAL DEVELOPMENT REVIEW SUBMISSION

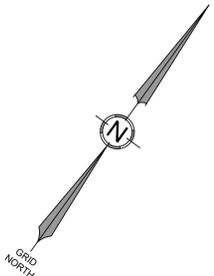
ADDRESS: 41 CAMPUS DRIVE, SUITE 301
NEW GLOUCESTER, ME 04260
PHONE: (207) 926-5111
WEB SITE: www.terradyn.com
www.terradynconsultants.com



PERMIT DRAWING
NOT FOR CONSTRUCTION

PROJECT: DANVILLE CORNER PARCEL
DANVILLE CORNER ROAD, AUBURN, MAINE
SHEET TITLE: GRADING & DRAINAGE
CLIENT: TIMOTHY MILLET
154 BALEY HILL ROAD
POLAND, MAINE 04274
DATE: 10-10-2025
SCALE: 1" = 20'
JOB NO: 24-164
SHEET: C-2.0

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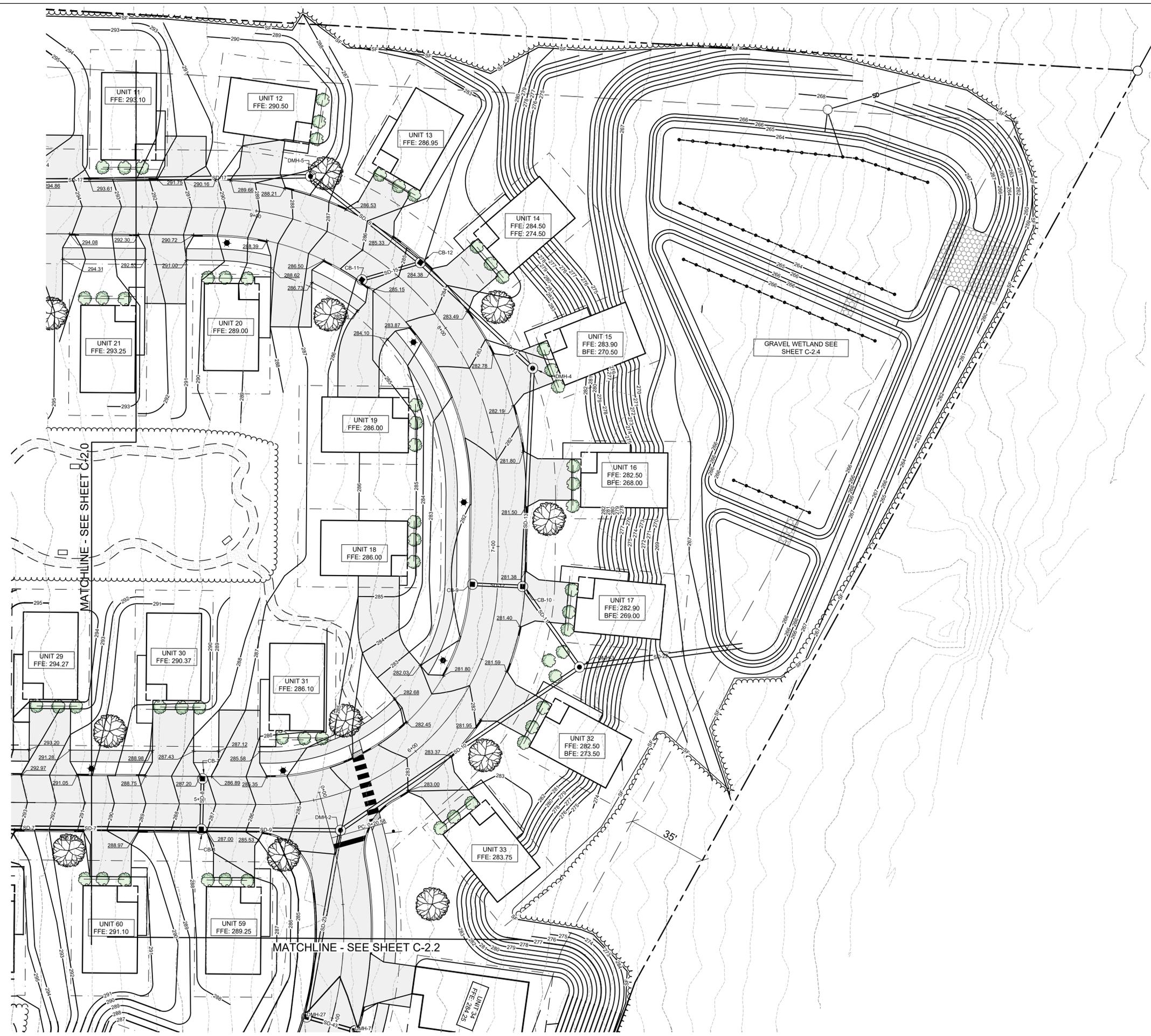
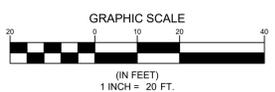


STORM DRAIN STRUCTURE DATA

STRUCTURE	RIM	INV. IN	INV. OUT	DIAM.
CB-7	287.04		282.50 (SD-8)	48"
CB-8	287.07	282.25 (SD-7) 282.25 (SD-8)	282.25 (SD-9)	48"
CB-9	281.27		278.00 (SD-12)	48"
CB-10	281.27	277.50 (SD-12) 277.50 (SD-13)	277.50 (SD-11)	48"
CB-11	285.29		282.00 (SD-15)	48"
CB-12	284.54	281.75 (SD-15) 281.75 (SD-16)	281.75 (SD-14)	48"
DMH-2	278.86	277.00 (SD-9) 277.00 (SD-23)	277.00 (SD-10)	48"
DMH-3	277.59	273.75 (SD-10) 273.75 (SD-11)	273.75 (SD-22)	48"
DMH-4	282.87	278.50 (SD-14)	278.50 (SD-13)	48"
DMH-5	285.69	283.50 (SD-17)	283.50 (SD-16)	48"

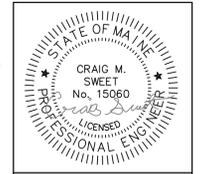
STORM DRAIN PIPE DATA

NAME	SIZE	LENGTH	SLOPE
SD-7	15"	129'	6.53%
SD-8	12"	18'	1.39%
SD-9	15"	57'	9.20%
SD-10	15"	123'	2.65%
SD-11	15"	39'	9.59%
SD-12	12"	18'	2.77%
SD-13	15"	91'	1.10%
SD-14	15"	63'	5.12%
SD-15	12"	23'	1.10%
SD-16	15"	57'	3.07%
SD-17	15"	118'	4.65%



MATCHLINE - SEE SHEET C-2.0

MATCHLINE - SEE SHEET C-2.2



DATE: 02-25-2025

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ADDRESS: 41 CAMPUS DRIVE, SUITE 301
NEW GLOUCESTER, ME 04260

PHONE: (207) 926-5111

WEB SITE: www.terradynconsultants.com

TERRADYN CONSULTANTS, LLC
Civil Engineering | Land Surveying | Geomatics
Stormwater Design | Land Planning | Environmental Permitting

PERMIT DRAWING
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PROJECT: DANVILLE CORNER PARCEL
DANVILLE CORNER ROAD, AUBURN, MAINE

CLIENT: TIMOTHY MILLETT
154 BAILEY HILL ROAD
POLAND, MAINE 04274

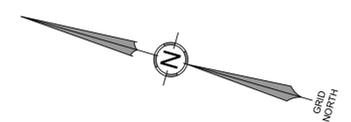
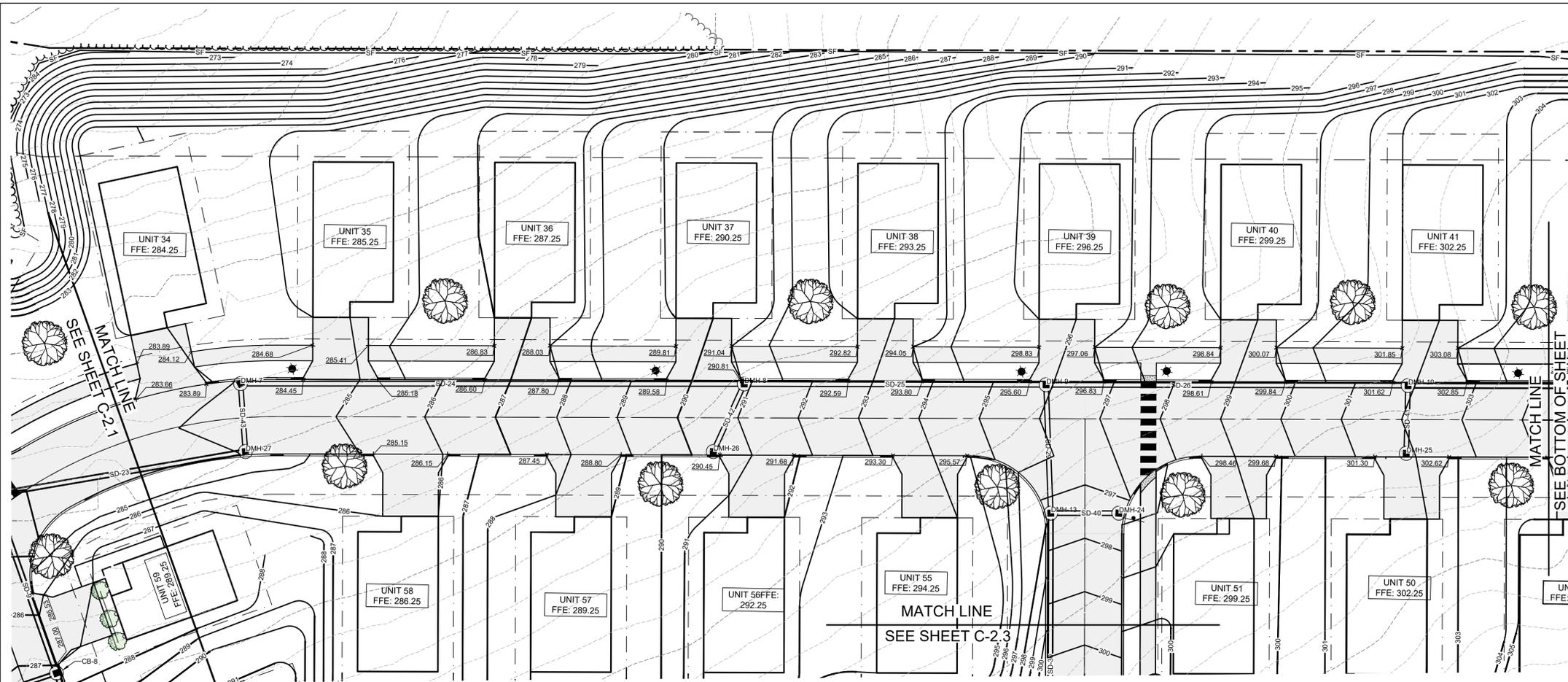
DATE: 10-10-2025

SCALE: 1" = 20'

JOB NO.: 24-164

SHEET: C-2.1

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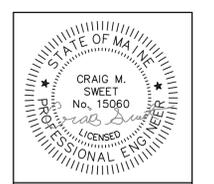
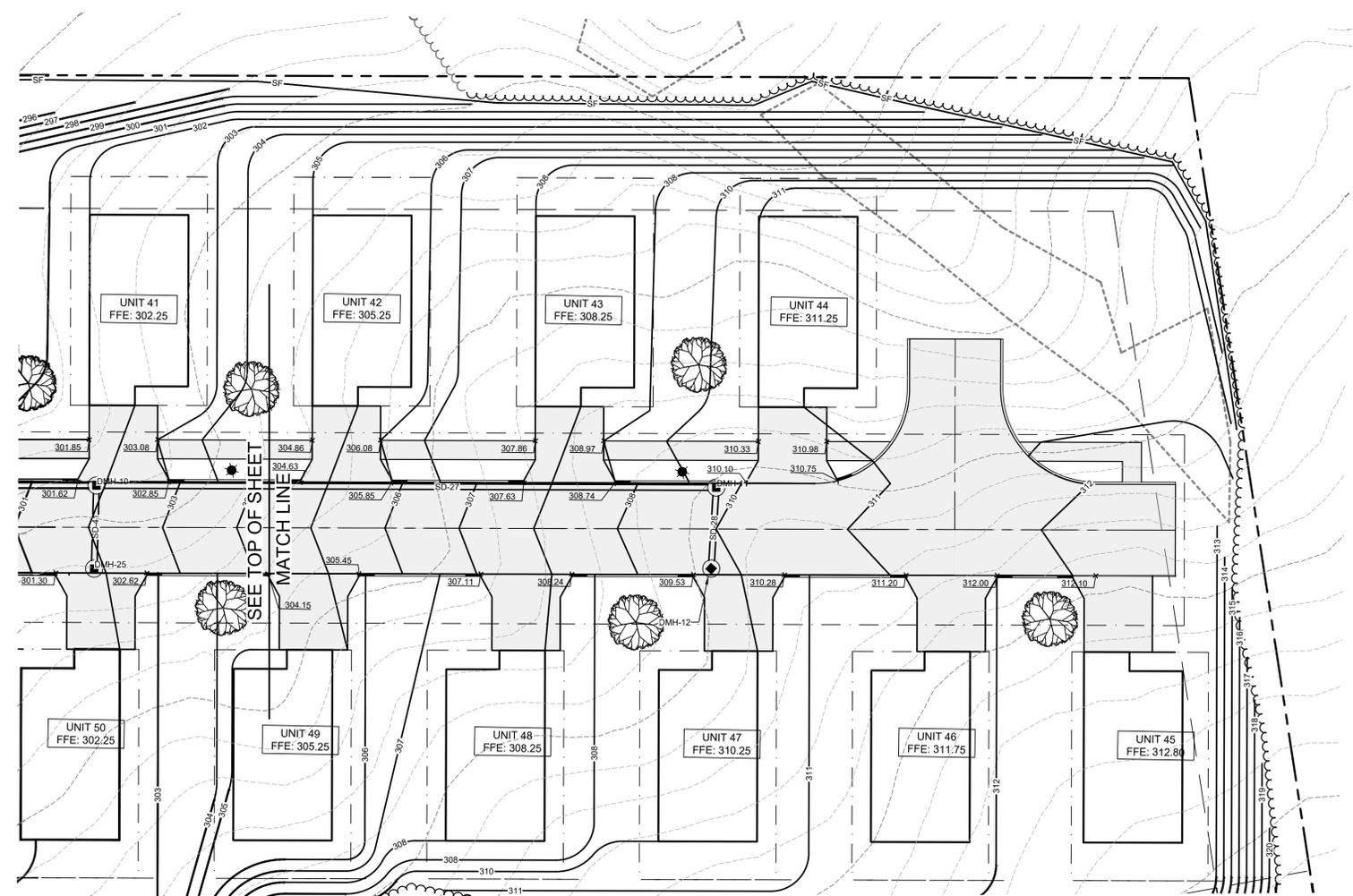
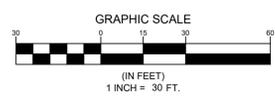


STORM DRAIN PIPE DATA

NAME	SIZE	LENGTH	SLOPE
SD-23	15"	79'	4.13%
SD-24	15"	159'	4.04%
SD-25	15"	94'	5.95%
SD-26	15"	113'	5.26%
SD-27	15"	159'	4.77%
SD-28	15"	17'	0.87%
SD-29	15"	37'	3.88%
SD-30	15"	93'	5.99%
SD-40	15"	18'	0.83%
SD-43	15"	18'	0.56%

STORM DRAIN STRUCTURE DATA

STRUCTURE	RIM	INV. IN	INV. OUT	DIAM.
DMH-7	284.05	280.25 (SD-24) 280.25 (SD-43)		48"
DMH-8	290.89	286.67 (SD-25) 286.67 (SD-42)	286.67 (SD-24)	48"
DMH-9	295.89	292.25 (SD-26) 292.25 (SD-29)	292.25 (SD-25)	48"
DMH-10	301.89	298.25 (SD-27) 298.20 (SD-41)	298.20 (SD-26)	48"
DMH-11	309.78	305.85 (SD-28)	305.85 (SD-27)	48"
DMH-12	309.75		306.00 (SD-28)	48"
DMH-13	297.31	293.70 (SD-30) 293.70 (SD-40)	293.70 (SD-29)	48"
DMH-24	297.31		293.85 (SD-40)	48"
DMH-25	301.86		298.35 (SD-41)	48"
DMH-26	290.38		286.75 (SD-42)	48"
DMH-27	284.05		280.35 (SD-43) 280.25 (SD-23)	48"



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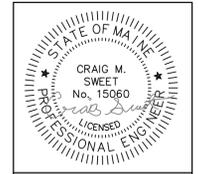
PERMIT DRAWING
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PROJECT: DANVILLE CORNER PARCEL
DANVILLE CORNER ROAD, AUBURN, MAINE
SHEET TITLE: GRADING & DRAINAGE
CLIENT: TIMOTHY MILLETT
154 BALEY HILL ROAD
POLAND, MAINE 04274
DATE: 10-10-2025
SCALE: 1" = 20'
JOB NO.: 24-164
SHEET: C-2.2

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STORM DRAIN STRUCTURE DATA				
STRUCTURE	RIM	INV. IN	INV. OUT	DIAM.
DMH-13	297.31	293.70 (SD-30)	293.70 (SD-29)	48"
DMH-14	302.97	299.30 (SD-31)	299.30 (SD-30)	48"
DMH-15	308.55	304.96 (SD-32)	304.96 (SD-31)	48"
DMH-16	317.87	311.25 (SD-33)	311.25 (SD-32)	48"
DMH-17	314.03	312.17 (SD-34)	312.17 (SD-33)	48"
DMH-18	314.44	312.38 (SD-35)	312.58 (SD-34)	48"
DMH-19	316.31	312.58 (SD-35)	312.58 (SD-35)	48"
DMH-20	319.24	312.50 (SD-36)		48"
DMH-21	317.88	311.50 (SD-37)		48"
DMH-22	308.53	305.15 (SD-38)		48"
DMH-23	302.97	299.45 (SD-39)		48"
DMH-24	297.31	293.85 (SD-40)		48"

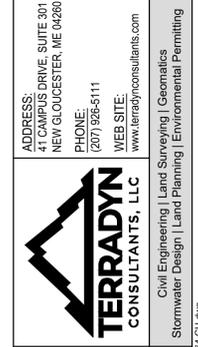
STORM DRAIN PIPE DATA			
NAME	SIZE	LENGTH	SLOPE
SD-30	15"	98'	5.99%
SD-31	15"	95'	5.95%
SD-32	15"	163'	3.86%
SD-33	15"	157'	0.59%
SD-34	15"	78'	0.53%
SD-35	15"	34'	0.58%
SD-36	15"	18'	1.83%
SD-37	15"	18'	1.38%
SD-38	15"	18'	1.06%
SD-39	15"	18'	0.83%



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PROJECT: DANVILLE CORNER PARCEL
DANVILLE CORNER ROAD, AUBURN, MAINE
CLIENT: TIMOTHY MILLETT
154 BALEY HILL ROAD
POLAND, MAINE 04274
SHEET TITLE: GRADING & DRAINAGE
DATE: 10-10-2025
SCALE: 1" = 20'
JOB NO.: 24-164
SHEET: C-2.3

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To: Auburn Planning Board
From: Sam Peikes, Planning Coordinator
Re: L.D. 427 – An Act to Regulate Municipal Parking Space Minimums

Date: March 5, 2026

OVERVIEW

L.D. 427 “An Act to Regulate Municipal Parking Space Minimums” requires that a municipality may not allow more than one off-street parking space per dwelling unit within a designated growth area and allows a developer to satisfy municipal parking requirements through an off-site parking agreement within existing facilities located within ¼ mile of the development site and via a shared parking agreement.

The Planning Board held a Public Hearing to review the changes to Chapter 60 Zoning drafted by staff in compliance with L.D. 427 at the February 10 meeting. The Board voted to continue the Public Hearing to the March 10 meeting to review the changes related to parking requirements under Article VII Sec. 60-669 Mobile home park standards. Staff have marked other inconsistencies for general housekeeping including Article II Sec. 60-35 Conversion of one-family dwellings, Article IV Division 9 Sec. 60-361 Planned Unit Developments, Article IV Division 12 Sec. 60-499 General Business District, and Article IX Sec. 60-738 Home Occupations. Additionally, the wording in Article V Sec. 60-607 (10) was revised from “The planning board shall impose reasonable conditions for off-street parking” to say, “The planning board may impose conditions for off-street parking....”

STAFF RECOMMENDATIONS

Staff recommend the Board review the proposed change to Chapter 60 Zoning Article II Sec. 60-35, Article IV Division 9 Sec. 60-361, Article IV Division 12 Sec. 60-499, Article VII Sec. 60-669 and Article IX Sec. 60-738 related to LD-427 and recommend they be forwarded to the City Council for approval and adoption.

Suggested Motion:

I make a motion to approve and forward the recommended changes to Chapter 60 Zoning pertaining to LD 427 to the City Council.

STATE OF MAINE

—
IN THE YEAR OF OUR LORD
TWO THOUSAND TWENTY-FIVE

—
H.P. 281 - L.D. 427

An Act to Regulate Municipal Parking Space Minimums

Be it enacted by the People of the State of Maine as follows:

Sec. 1. 30-A MRSA §4364-D is enacted to read:

§4364-D. Minimum parking space requirements; limitations

1. Definition. For purposes of this section, "parking agreement" means a legally binding agreement between a property developer and the owner of an off-site parking facility to provide required parking spaces within 0.25 miles of a development site.

2. Limitation of minimum parking space requirements in growth areas. A municipality may not require more than one off-street parking space per dwelling unit for a residential development within a designated growth area of a municipality, but a municipality may impose maximum parking space requirements or require parking demand management strategies that do not require more than one off-street parking space per dwelling unit.

3. Legalization of off-site parking agreements. A municipality must allow a developer to satisfy municipal parking requirements through off-site parking agreements with existing parking facilities located within 0.25 miles of a development site. A developer engaged in an off-site parking agreement shall provide to the municipality documentation demonstrating the availability of sufficient capacity at the off-site parking facility, as determined by a professional parking study or similar evidence acceptable to the municipality. A municipality may not impose additional barriers to the approval of such parking agreements beyond verifying the adequacy of parking supply.

4. Rulemaking. The Maine Office of Community Affairs may adopt rules to administer and enforce this section. Rules adopted pursuant to this subsection are routine technical rules as defined in Title 5, chapter 375, subchapter 2-A.

ARTICLE V. OFF-STREET PARKING AND LOADING

Sec. 60-607. General provisions and design standards.

Development of the parking and loading spaces required by this section is subject to the following general provisions and design standards:

~~(5) The required parking and/or loading spaces shall be provided on the same lot as the principal use, building or structure they are required to serve. For buildings other than dwellings, parking spaces may be located not more than 300 feet there from should practical difficulties prevent their provision on the same lot.~~

(10) ~~The planning board may impose conditions for off-street parking serving a business or industrial use which abuts the side or rear lot line of a lot in a residential district regarding location, fencing, screening, drainage, ingress and egress, signs and lighting and total capacity of the parking area designed to protect the residential character of the neighborhood are met. Any parking or loading space serving a business or industrial use which abuts the side or rear lot line of a lot in a residential district or use shall be~~ Screeningscreened shall includefrom said lot by a tight evergreen shrub hedge or similar landscaping, a fence, a solid wall or a combination of two or more of the foregoing. The screen landscaping, wall or fence shall be at least six feet high and may be extended no closer than 15 feet from the street line.

(18) Required off-street parking ~~as permitted in any residential or commercial zoning district in the Form Based Code areas~~ for lots which cannot provide their own parking because of location, lot size or existing development may be substituted by parking facilities which, in the public's interest may be provided for by the municipality or private parking resources. No such public or private off-street parking shall be considered as a substitute unless located within ~~1/41,000~~ 1/41,000 milefeet of the principal building or use as measured along lines of public access. ~~A developer engaged in an off-site parking agreement shall provide documentation demonstrating the availability of sufficient capacity at the off-site parking facility.~~

~~(19) In calculating the required number of off-street parking spaces, the gross leasable area shall be used.~~

(Ord. of 9-21-2009, § 4.1A; Ord. No. 0403212016, 4-4-2016; Ord. No. 11-03012021, §§ 39, 71, 3-15-2021)

Sec. 60-608. Parking requirements.

A minimum number of off-street parking spaces shall be provided with each residential use permitted, erected, altered or changed, in accordance with the following standards:

Off-street land use	Minimum number of parking spaces
Residential	
Single-family; farm	1 space /dwelling per unit
Multifamily; two-family	1 space /dwelling per unit
Elderly**	One-half per dwelling unit
Affordable housing development	Off-street parking requirement may not exceed 2 spaces for every 3 units.

****Applies to elderly housing as constructed under special local, state or federal guidelines restricting occupancy to elderly persons.**

(Ord. of 9-21-2009, § 4.1B; Ord. No. 28-06212021, 7-19-2021; Ord. No. 23-12022024, 1-6-2025)

Sec. 60-361. General standards.

The following provisions apply to all planned unit development districts:

- (1) The dimensional requirements as stated in individual zoning districts shall apply within the PUD but may be increased or decreased due to individual site characteristics as determined by the planning board to promote the purposes set forth in section 60-359 of this chapter.
- (2) ~~Off-street parking and loading spaces shall be provided in accordance with article V of this chapter. The planning board may increase or decrease the required number of off-street parking spaces as stated in article V of this chapter in consideration of the following factors:~~
 - ~~a. The probable number of cars owned by occupants of dwellings in the planned unit development;~~
 - ~~b. The parking needs of any nonresidential uses;~~
 - ~~c. Varying time periods of use, and whatever joint use of common parking areas is proposed.~~
- (3) ~~Whenever the number of off-street parking spaces is reduced because of the nature of the occupancy, the city shall obtain assurance that the nature of the occupancy will not change.~~
- (4) A PUD involving residential uses shall reserve an amount of land equal to that required by section 60-1367 to be held as open space for the mutual use of the residents of the PUD or open to the public. Land reserved to satisfy the open space requirement shall be:
 - a. Administered through a homeowner's association; or
 - b. Dedicated to and accepted by the city for public use; or
 - c. Land occupied by a major recreational use adjacent to a PUD-RR; or
 - d. Managed by a non-profit organization or land trust deemed capable of management by the planning board; or
 - e. A combination of a, b, c and/or d above.
- (5) All of the requirements of the City Code of Ordinances applicable to the zoning district not addressed in this division, shall apply.
- (6) Before granting approval of the final development plans, the planning board must find that said plan addresses each of the following criteria or that one or more of the criteria are not applicable to the proposed development and/or that a practical substitute to one or more of the criteria has been achieved::
 - a. The proposed development has an appropriate relationship to the surrounding area;
 - b. Circulation, in terms of internal street circulation system, is designed for the type of traffic generated, safety, separation from living areas, convenience, access and control of noise and exhaust. Proper circulation in parking areas is designed for safety, convenience, separation and screening;
 - c. Adequate open space has been provided with consideration given to preservation of natural features including trees and drainage areas, topographic features, recreation and views.
 - d. Privacy in terms of needs of individuals, families and neighbors;
 - e. Pedestrian and bicycle traffic in terms of safety, separation, convenience and access points;
 - f. Building types in terms of appropriateness to density, site relationship and bulk;

-
- g. Building design in terms of orientation, spacing, character, storage, signs and lighting;
 - h. Landscaping of total site in terms of purpose such as screening, ornamental types used, and materials uses, if any;
 - i. Preservation of historically or architecturally significant buildings or places, if any;
 - j. There is public sewer available to the lot or will be made available by the developer prior to certificates of occupancy being issued, except as allowed by section 60-360(a) in the case of a PUD-RR.
 - k. That the proposal meets the requirements of section 60-1335, special exception of this ordinance.

(Ord. of 3-16-2009, § 3.51(D); Ord. of 9-21-2009, § 3.51D; Ord. No. 08-08072017, 9-11-2017)

Sec. 60-35. Conversion of one-family dwellings.

In all residential, general business and form based code districts, one-family dwellings erected prior to January 1, 1958, may be converted to two-family dwellings provided that:

- (1) Any floor space created by additions to the existing structure after January 1, 1958, shall not be converted to a second dwelling.
- ~~(2) There will not be less than one accessible off-street parking place of 200 square feet in area, exclusive of driveways, per dwelling unit resulting from such conversion.~~
- (3) Stairways leading to any floor above the first floor will be enclosed within the exterior walls of the dwelling and any fire escapes required will be on the rear or one side of the dwelling and not on any wall facing a street.
- (4) After such conversion, the building converted will retain substantially the appearance and character of a one-family dwelling.
- (5) Single-family dwellings may be converted into two- or multi-family buildings if located in the growth area as delineated in the future land use map of the most recent comprehensive plan and pursuant to sections 60-53 and 60-54.
- (6) Lots in the designated growth areas that are zoned urban residential, suburban residential, rural residential, and low-density country residential shall contain no more than two dwelling units per building.

(Ord. of 9-21-2009, § 3.1C; Ord. No. 04-03072016, 5-16-2016; Ord. No. 23-12022024, 1-6-2025)

Sec. 60-499. Use regulation.

(a) *Permitted uses.* The following uses are permitted:

- (1) Residential dwelling uses permitted in the Multifamily Suburban District (MFS) (division 7 of article IV of this chapter).
- (2) Grocery stores and supermarkets.
- (3) Clothing stores.
- (4) Furniture stores.
- (5) Department stores.
- (6) Specialty shops.
- (7) Hotels and motels.
- (8) Funeral homes and mortuaries.
- (9) Child day care centers.
- (10) Medical and dental clinics.
- (11) Wholesale bakeries.
- (12) Retail laundries and dry cleaners, but not plants.
- (13) Banks, business and professional offices.
- (14) Public transportation passenger offices.
- (15) Governmental offices.
- (16) Municipal, civic or public service buildings and other utility facilities.
- (17) Warehouses, wholesale offices, salesrooms and showrooms.
- (18) Restaurants, bars, dining rooms or lunchrooms, but not to include drive-in and carry-out restaurants.
- (19) Halls, private clubs and lodges, bowling alleys, ice and roller skating rinks, indoor theaters and similar places of indoor amusement or recreation.
- (20) Animal hospitals and pet shops, but no kennels.
- (21) Business equipment repair and business services.
- (22) Radio and television studios.
- (23) Printing shops, but not publishing plants.
- (24) Retail, service, office and commercial uses similar to the foregoing.
- (25) Carwashes.
- (26) Accessory uses, building and structures.
- (27) Shelters for abused persons.
- (28) Greenhouses and lawn maintenance services.
- (29) Temporary outdoor places of amusement.
- (30) Churches and temples.

-
- (31) Adult use and medical marijuana stores subject to the requirements of chapter 14, article XVIII of the City of Auburn Ordinances.
 - (32) Marijuana cultivation accessory to a licensed retail store on the same property.
- (b) *Special exception uses.* The following uses are permitted as special exceptions after approval by the planning board in accordance with division 3 of article XVI of this chapter:
- (1) Automobile filling stations.
 - (2) Automobile repair and service stations.
 - (3) Automobile and marine sales lots and sales and service agencies.
 - (4) Automobile and marine paint and body repair shops.
 - (5) Hospitals, care homes, boardinghouses and lodginghouses.
 - (6) Research or philanthropic institutions.
 - (7) Outdoor theaters.
 - (8) Drive-in or carry-out restaurants.
 - (9) Commercial parks.
 - (10) Sales, rental and service agencies for mobile homes, farm equipment, trucks and trailers, and machine equipment.
 - (11) Light industrial plants which will not create a nuisance by noise, vibration, smoke, odor or appearance.
 - ~~(12) Off-street parking as a commercial or municipal use provided that such parking is limited to occupants of buildings located within 500 feet of such parking area whether or not within the same district. The planning board may impose conditions regarding fencing and screening, drainage, ingress and egress, signs and lighting, and total capacity of the parking area as it deems necessary to protect the character of the neighborhood.~~
 - (13) Trucking terminals and similar nonprocessing storage and distribution uses, except bulk storage of chemicals, petroleum products and other flammable, explosive or noxious materials.
 - (14) Convenience stores.
 - (15) Research, experimental and testing laboratories.
 - (16) Landscape services.
 - (17) Any new building of 5,000 square feet or more or any existing building which proposes a use permitted under subsection (a) of this section which will occupy an area of 5,000 square feet or more.
 - (18) Automotive towing and storage.
 - (19) Major retail development provided that it meets the conditions noted in section 60-45(g).
 - (20) Outpatient addiction treatment clinics.
 - (21) Adaptive reuse of structures of community significance.
 - (22) Public safety services.
 - a. All projects shall provide a community impact and needs analysis with review and approval from city council or its designee.
 - (23) Government services.

-
- a. All projects shall provide a community impact and needs analysis with review and approval from city council or its designee.
- (24) Manufacture, compounding or assembling of articles using Maine derived forest products, agricultural products or other natural resource inputs.
- a. The property is located in the Maine Forest Bioproducts Advanced Manufacturing Tech Hub Overlay District.

(Ord. of 9-21-2009, § 3.62B; Ord. No. 11-11072016, 11-21-2016; Ord. No. 05-04032017, § 2, 4-24-2017; Ord. No. 05-05202019, 6-3-2019; Ord. No. 11-03012021, §§ 30, 31, 3-15-2021; Ord. No. 02-02132023, 2-17-2023; Ord. No. 09-05062024, 5-20-2024)

Sec. 60-669. Mobile home park standards.

Mobile home parks proposed to be established must have a minimum of three lots and be located within 1,500 feet of municipal sewer and water. Mobile home parks shall meet all of the following standards set forth in this division:

- (1) *Minimum lot size.*
 - a. The minimum lot size shall be 5,000 square feet.
 - b. The following frontage and setbacks shall apply:

Frontage	50 feet
Front setback	15 feet
Side	10 feet
Rear	10 feet

- (2) *Parking in front yard to zero lot line.* Setbacks may be reduced along rear lot lines of lots adjacent to abutting property where buffers are proposed along the perimeter of the proposed park.
- (3) *Siting.* All mobile home lots shall be laid out on the proposed subdivision and site plan showing approximate pad locations prior to final approval. On sites/lots which abut rear lot lines, the pads shall be offset as to not obstruct view from the rear portion of each unit. Units/lots that abut public roads shall meet front yard setbacks established by the zone in which the park is proposed.
- (4) *Off-street parking requirements.*
 - a. Off-street parking in the form of parking lots or carports for mobile home parks shall meet the same standards as provided in article V of this chapter.
 - ~~b. Residential parking spaces need not be located on lots occupied by the dwelling units served, but at least two such spaces per unit shall be reserved for, and located within 100 feet walking distance of the dwelling unit it is intended to serve. No on-street parking will be provided.~~
 - ~~b.e.~~ Parking on each individual lot will be allowed to infringe the principal structure setbacks. All off-street parking must be of an impervious material. All off-street parking lots proposed must be shown on the site and subdivision plans at time of planning board review.
 - ~~c.d.~~ Lots with 50 feet of frontage will allow parking within the ten-foot side yard setback and associated front setback.
- (5) *Buffering and landscaping.*
 - a. All parks shall provide and maintain a buffer strip of 50 feet around the perimeter of the mobile home park. If the per acre density of homes within the mobile home park is at least two times greater than:
 1. The density of residential development on immediately adjacent parcels of land; or
 2. If the immediately adjacent parcels of land are undeveloped, the maximum net residential density permitted by applicable municipal ordinances or state law. This buffer must include either a wooden stockade fence, a chainlink fence with vegetative cover at a minimum height of six feet or the buffer must be heavily vegetated with coniferous trees that at the time of planting must be six feet in height. Heavily vegetated is considered to mean trees planted in a row at least eight feet on center. The buffer vegetation shall not exceed 25 feet in width. Each row shall be offset from the adjacent row. The planning board may

allow a reduction in the buffer width, if the developer can prove that the intent of this provision is not impaired.

- b. Where possible, existing trees shall be preserved, mobile home sites shall be oriented with respect to scenic vistas, natural landscape features, topography and natural drainage areas. Areas such as wetlands shall be preserved in accordance with the Army Corps of Engineers standards.
 - c. Open space, storage or recreation requirements shall not exceed ten percent of the combined area of the individual lots within a mobile home park. If the developer wishes to develop more than ten percent open space, storage and/or recreation area, he may do so.
- (6) *Accessory buildings and utility sheds.*
- a. Utility sheds or accessory buildings will be allowed along the rear portion of the lot and along the rear lot line and shall not exceed two percent of the lot size.
 - b. At least one large storage facility may be required in the park in order to store such items as recreation vehicles, boats, snowmobiles and all other licensed and unlicensed recreation vehicles which might otherwise be stored in a parking space to be utilized by an individual unit. This area shall in total not be less than 50 square feet for each mobile home lot and shall have screening around the storage area on all four sides. Fully enclosed security fencing is encouraged.
- (7) *Street design standards.* Privately owned and maintained streets shall meet the following requirements:
- a. Streets shall have a right-of-way of 23 feet in width, and pavement shall be 20 feet in width.
 - b. Intersections proposed as part of the mobile home park which will tie directly into city accepted streets, shall meet minimum intersection geometric design standards as developed by the institute of transportation engineers or the American Association of State Highway and Transportation Officials.
 - c. All street design plans must be stamped and signed by a registered professional engineer.
- (8) *Refuse.* Refuse containers shall be conveniently located throughout the site at a rate of one eight yard garbage container for every 20 mobile home units and shall be fenced in on three sides in order to protect the health and safety of the park residents. This standard is based on a weekly pickup and may be reduced if pick-up is more frequent. In the event lot-to-lot pickup is provided by the park management, this provision shall be waived.
- (9) *Fire hydrants.* Fire hydrants shall be placed at a distance of no more than 1,000 feet apart in order to service the complete mobile home park.
- (10) *Mailboxes.* Must be established in such a manner that at a minimum five vehicles may be able to either park or be queued in order to pick up mail at the proposed mail box location. This location must also be approved in writing by the local postmaster.
- (11) *Design and anchoring of units.* All units being established within an approved mobile home park are subject to all standards noted in section 60-1010(d)(1) through (10).
- (12) *Site plan standards for review.* Provisions of this section are subject to both division 4, subdivision, and division 2, site plan review, of article XVI of this chapter for review.
- (13) *PUDs.* Planned unit developments (PUDs) are encouraged under section 60-385. If a developer proposes a park under the PUD section, then all standards and sections of that article must be met.

(Ord. of 9-21-2009, § 4.3E; Ord. No. 11-03012021, § 37, 3-15-2021)

Sec. 60-738. Criteria.

A home occupation shall:

- (1) Require a permit, which shall be reviewed and renewed annually.
- (2) Be conducted entirely within the dwelling unit, with the exception of required outdoor play areas at child day care homes, and involve not more than one person other than members of the family residing in the dwelling, employed on the premises in conjunction with the home occupation.
- (3) Be clearly incidental and secondary to the use of the dwelling for residential purposes and not involve the use of more than 25 percent, or a maximum of 50 percent for child day care homes, of the habitable floor area occupied by the applicant. Marijuana caregivers cultivating in their residence shall be limited to a maximum floor area of 25 percent or 500 square feet, whichever is less.
- (4) Present only incidental visible exterior evidence of the home occupation. Structural alterations of the dwelling, related to the home occupation, shall be consistent with the residential character of the dwelling.
- (5) Exterior signage shall be limited to one nonilluminated sign, not exceeding a total area of two square feet in size.
- (6) Not involve the use of any accessory buildings located on the property, nor any exterior storage of materials used in the home occupation. Storage or use of any highly explosive or combustible material is prohibited.
- (7) Not involve any retail sales, other than incidental, which are associated with the home occupation.
- (8) Not involve deliveries or pickups made by vehicles larger than a single unit truck with three or fewer axles. Overall deliveries shall be limited to not more than five per week.
- ~~(9) Provide one parking space on the property for each 150 square feet of area designated for home occupation use.~~
- (10) Not generate any offensive noise, vibration, smoke, dust, odors, heat or glare which is detectible to normal sensory perception at or beyond the property boundaries. The home occupation shall also not interfere with radio or television reception in the area.
- (11) Not involve the use, on the premises, of any equipment other than that normally used within a residential household or general office.
- (12) Only be permitted with the written consent of the property owner if the property is not owned by the applicant.

(Ord. of 9-21-2009, § 4.5D; Ord. No. 09-11022020, 12-21-2020)



To: Auburn Planning Board
From: Sam Peikes, Planning Coordinator
Re: Stetson Road Multifamily Extension Request

Date: March 5, 2026

OVERVIEW

A.R. Building Company is requesting a one-year extension from their site plan approval for Stetson Road Multifamily Development. The proposed development is located at 0 Stetson Road, City Assessor's Parcel I.D. 291-011 in the General Business (GB) district. The applicant is requesting this extension due to significant unexpected costs associated with the project. The applicant states in their letter that they have been working through final site and architectural designs while exploring financing options and expect to submit final revised plans by the spring.

PROJECT HISTORY

The project received Planning Board approval March 11, 2025, for a 160-unit multifamily development consisting of 50 residential buildings with 20 duplexes and 30 quadplexes. The applicant came back to the Planning Board August 19, 2025, to present a modification to the development to include 20 duplexes and 20 six-unit buildings. The approval is currently valid through March 11, 2026. The applicant is requesting a one-year extension through March 11, 2027, to start construction for the development.

In accordance with Sec. 60-1308, site plan approvals shall expire one-year after the date of approval. A single one-year extension may be given upon a showing of good cause in writing by the applicant to the Planning Board.

STAFF RECOMMENDATION

Staff recommend the Planning Board review the letter of good cause submitted by the applicant as well as the previously submitted information and determine if a request for extension in this case is reasonable to grant. An approval of the extension request would allow the applicant to have an additional year prior to starting construction and finalizing financing options. A denial of the request would mean the applicant would have to resubmit as a new application for Planning Board review.

Suggested Motion:

I make a motion to [**approve/deny**] the one-year extension request through March 11, 2027, for Stetson Road Multifamily Development located at 0 Stetson Road, City Assessor's Parcel I.D. 291-011.



AR Building Company - 310 Seven Fields Blvd. - Suite 350 - Seven Fields, PA. 16046

Sent Via Email

January 27, 2026

Sam Peikes, Planning Coordinator
Planning, Zoning, & Land Use Services
City of Auburn
60 Court Street
Auburn, ME 04210

RE: Site Plan Approval Extension Request
Stetson Road Multifamily Development for A.R. Building Company at 0 Stetson Road

Dear Ms. Peikes:

I am writing to request an extension of the Stetson Road Multifamily Development Site Plan Approval received March 11, 2025. I have enclosed the letter of approval for your reference.

I am requesting this extension due to significant unexpected costs associated with the project. Since receiving initial pricing, we have been working with our engineers and architects to adjust the building types and site plan to reduce overall costs. A conceptual site plan with these changes was shared with staff and presented to the City of Auburn Planning Board on August 19, 2025. These changes were well received by the board with the direction to submit final plans for administrative approval.

Since that time, we have been working through final site and architectural design, while exploring additional financing options. We expect to submit final revised site plans this spring with the expectation of starting site work this summer.

Please let me know if there is any other information I can provide in order to extend our site plan approval. Thank you for your consideration of this request.

Sincerely,

A handwritten signature in black ink, appearing to read 'Emily Mitchell', written in a cursive style.

Emily Mitchell
Vice President of Development

CC: Tammy Thatcher
Elizabeth Bullen

Enclosure



March 11, 2025

Applicant/Property Owner:
A.R. Building Company
1040 Park Avenue, Suite 300
Baltimore, MD 21201

Agent:
DiPrete Engineering
105 Eastern Avenue Suite 200
Dedham, MA 02026
Email: Paybar@diprete-eng.com

Re: Stetson Road Multifamily Development for A.R. Building Company at 0 Stetson Road

Dear A.R. Building Company,

This letter is to notify you that the City of Auburn, Planning Board has approved the submitted Site application for the development of a 160-unit residential project consisting of 50 residential buildings: 20 duplexes and 30 quadplexes, along with sidewalks and a paved drive aisle. The subject property is located on Stetson Road, Tax Map 122-004, and is within the GB - General Business District. The project was approved pursuant to Chapter 60, Article XVI, Division 2 – Site Plan Review, Article IV Subdivision, Article IV, Division 13 – GB - General Business District, and Article IV, Division 7 – Multifamily Suburban District.

Referenced Approved Plans and Materials:

Application Set & Associated Plans Dated February 25, 2025

Findings: Planning Board approved the changes with the following findings:

The application meets the conditions of Sec. 60-1277 in that the development has made provisions for:

1. Protection of adjacent areas against detrimental or offensive uses on the site by provision of adequate surface water drainage, buffers against artificial and reflected light, sight, sound, dust and vibration; and preservation of light and air;
2. Convenience and safety of vehicular and pedestrian movement within the site and in relation to adjacent areas;
3. Adequacy of the methods of disposal for wastes; and
4. Protection of environment features on the site and in adjacent areas.

Further, the application meets the conditions of Sec. Sec. 60-1359 in that it:

1. Will not result in undue water, air or noise pollution. In making this determination it shall at least consider:

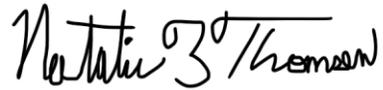
- a. The elevation of land above sea level and its relation to the floodplains, the nature of soils and subsoils and their ability to adequately support waste disposal;
 - b. The slope of the land and its effect on effluents;
 - c. The availability of streams for disposal of effluents; and
 - d. The applicable state and local health and water resources regulations, including stormwater management requirements in accordance with section 60-1301(14);
2. Has sufficient water available for the reasonably foreseeable needs of the subdivision;
 3. Will not cause an unreasonable burden on an existing water supply, if one is to be utilized;
 4. Will not cause unreasonable soil erosion or reduction in the capacity of the land to hold water so that a dangerous or unhealthy condition may result;
 5. Will not cause unreasonable highway or public road congestion or unsafe conditions with respect to use of the highways or public roads existing or proposed;
 6. Will provide for adequate sewage waste disposal;
 7. Will not cause an unreasonable burden on the ability of a municipality to dispose of solid waste and sewage if municipal services are to be utilized;
 8. Will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites or rare and irreplaceable natural areas;
 9. Is in conformance with a duly adopted subdivision regulation or ordinance, comprehensive plan, development plan, or land use plan, if any;
 10. Is funded by a subdivider has adequate financial and technical capacity to meet the standards of this section;
 11. Will not adversely affect the character of the surrounding neighborhood and will not tend to depreciate the value of property adjoining the neighboring property under application;
 12. Has provisions for on site landscaping that are adequate to screen neighboring properties from unsightly features of the development;
 13. Will not create a fire hazard and has provided adequate access to the site for emergency vehicles;
 14. Will not, alone or in conjunction with existing activities, adversely affect the quality or quantity of groundwater;
 15. Does not have long-term cumulative effects of the proposed subdivision will that unreasonably increase a great pond phosphorus concentration during the construction phase and life of the proposed subdivision.

Conditions:

- No development activity until any bonding or inspection fees are determined by the Auburn Engineering Department.
- Blasting permit in advance of blasting from the City of Auburn, Planning, Permitting and Code Department.
- Prior to the adoption of the sewer lines by the Auburn Sewer District, the Applicant must complete all necessary infrastructure improvements, secure final approval of the pump station design, conduct required testing and inspections, and provide as-built plans and documentation to the satisfaction of the Auburn Sewer District and be in receipt of appropriate operational software.
- Prior to the issuance of a certificate of occupancy for the last unit constructed in Phase 1, the sidewalk along Stetson Road must be completed to the city's satisfaction.

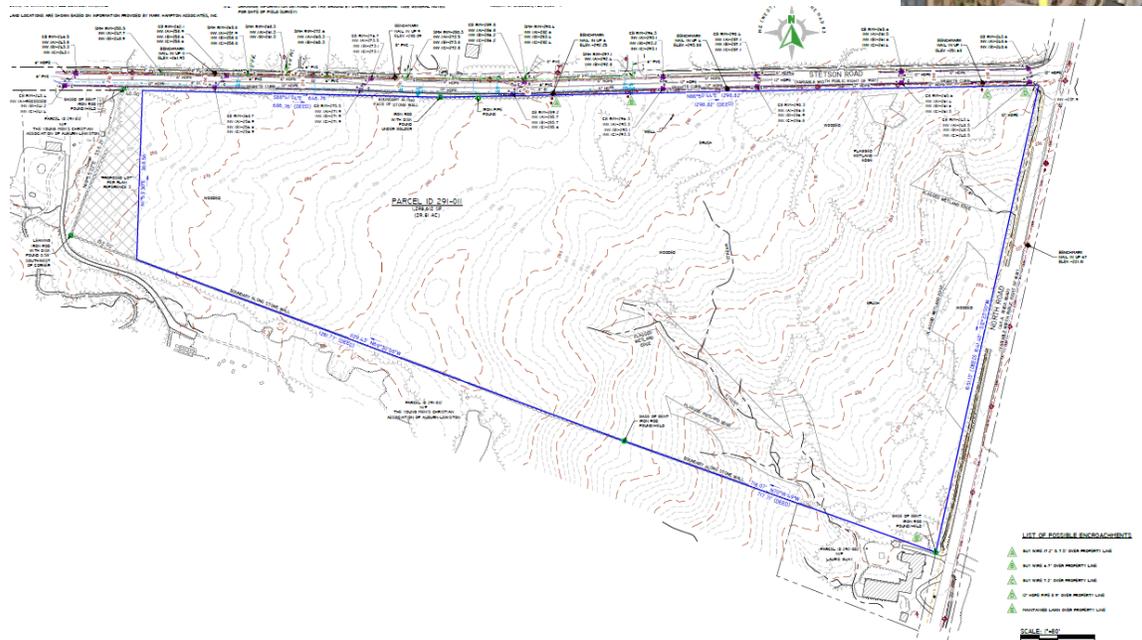
- Adequate screening along Stetson Road between this project and Schooner Estates be established.

Sincerely,

A handwritten signature in black ink that reads "Natalie Thomsen". The signature is written in a cursive style with a large, stylized 'N' and 'T'.

Natalie Thomsen, Planning Coordinator
CC: File

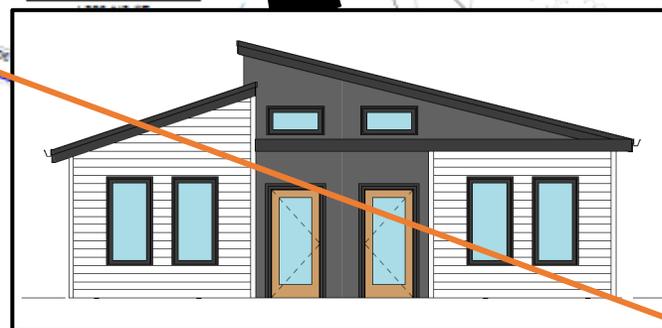
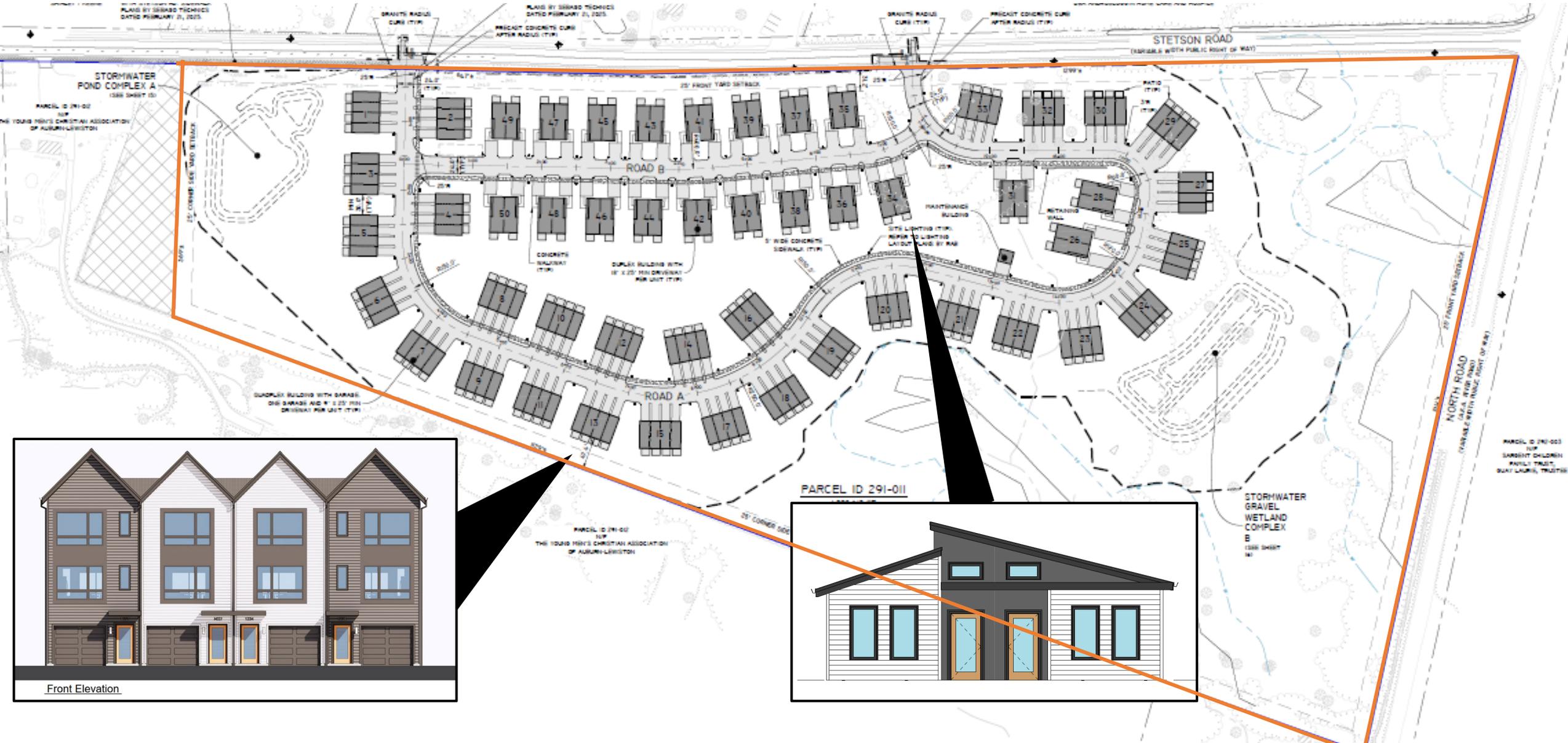
Site – Stetson and North River Road



Approved Site Plan

160 Units

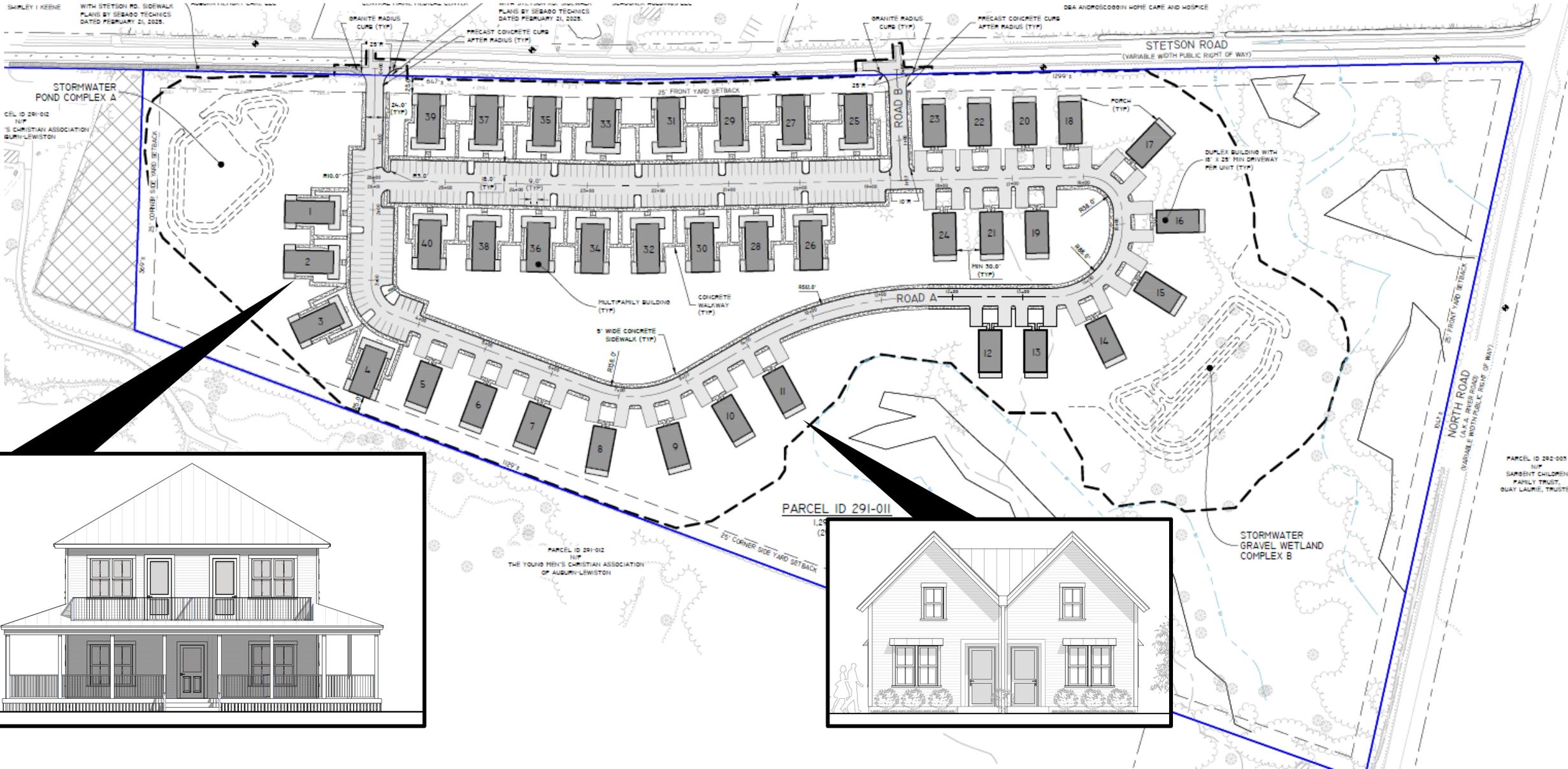
- 20 Duplexes (40 Units)
- 30 Quadplexes (120 units)

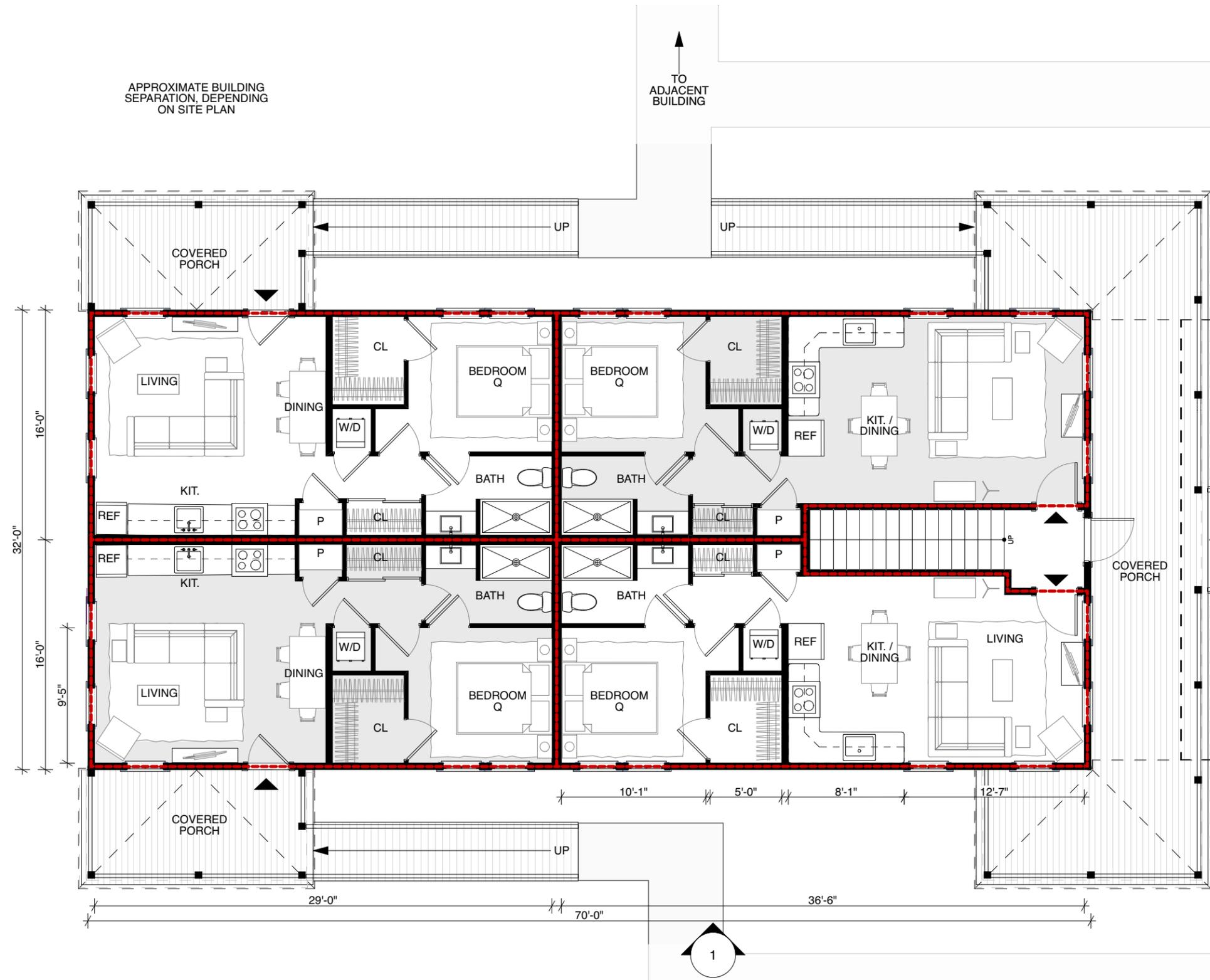


Proposed Site Plan Modification

160 Units

- 20 Duplexes (40 Units)
- 20 Six Units (120 units)





INTERIOR OF SITE

1ST FLOOR PLAN

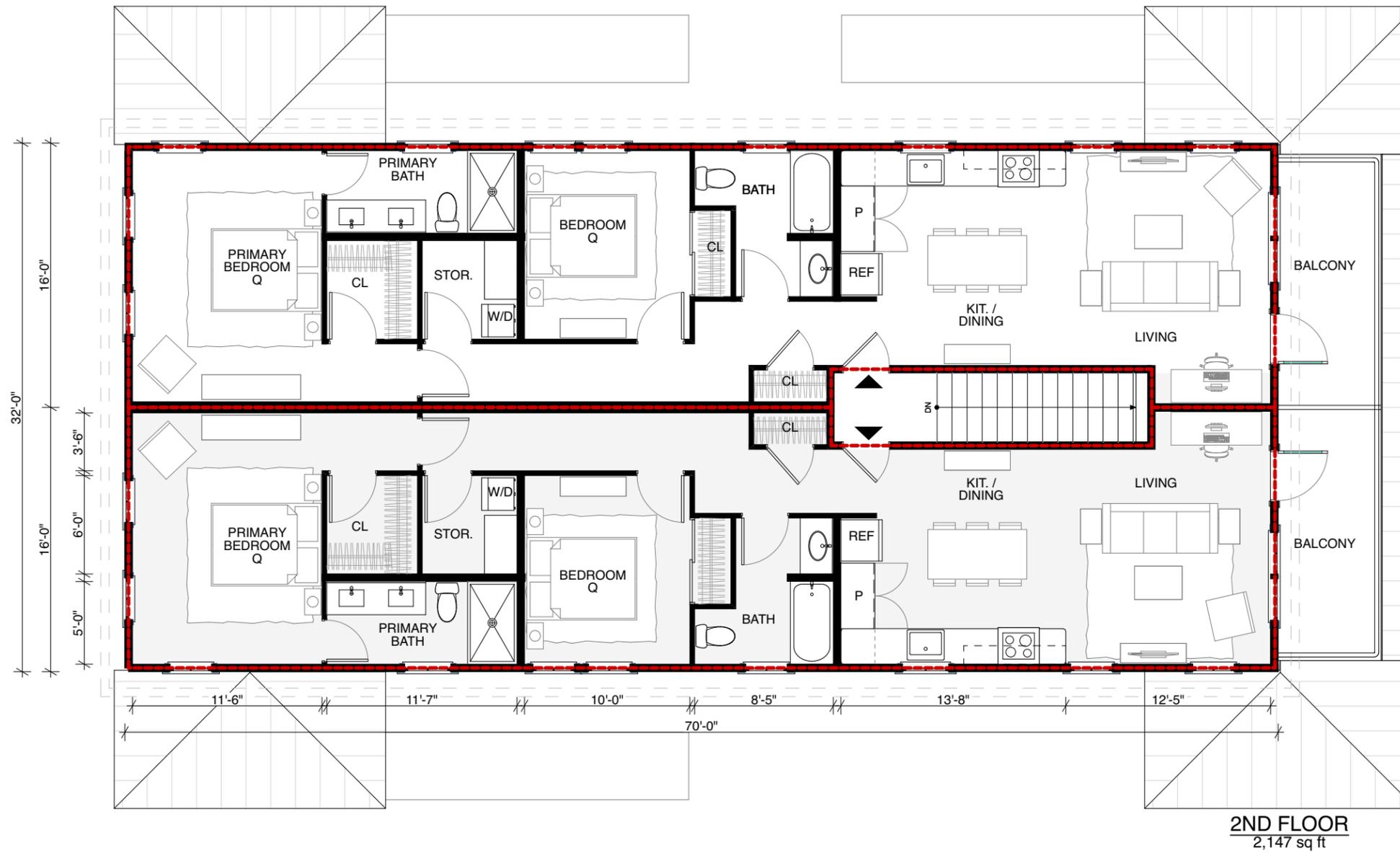
WOODHULL

93 HIGH ST
207 283 8777

PORTLAND, ME 04101
woodhullmaine.com

6-UNIT: FIRST FLOOR PLAN

STETSON ROAD - AUBURN
CONCEPT DESIGN 8/1/25



2ND FLOOR PLAN



FRONT ELEVATION



REAR ELEVATION



SIDE ELEVATION

WOODHULL

93 HIGH ST
207 283 8777

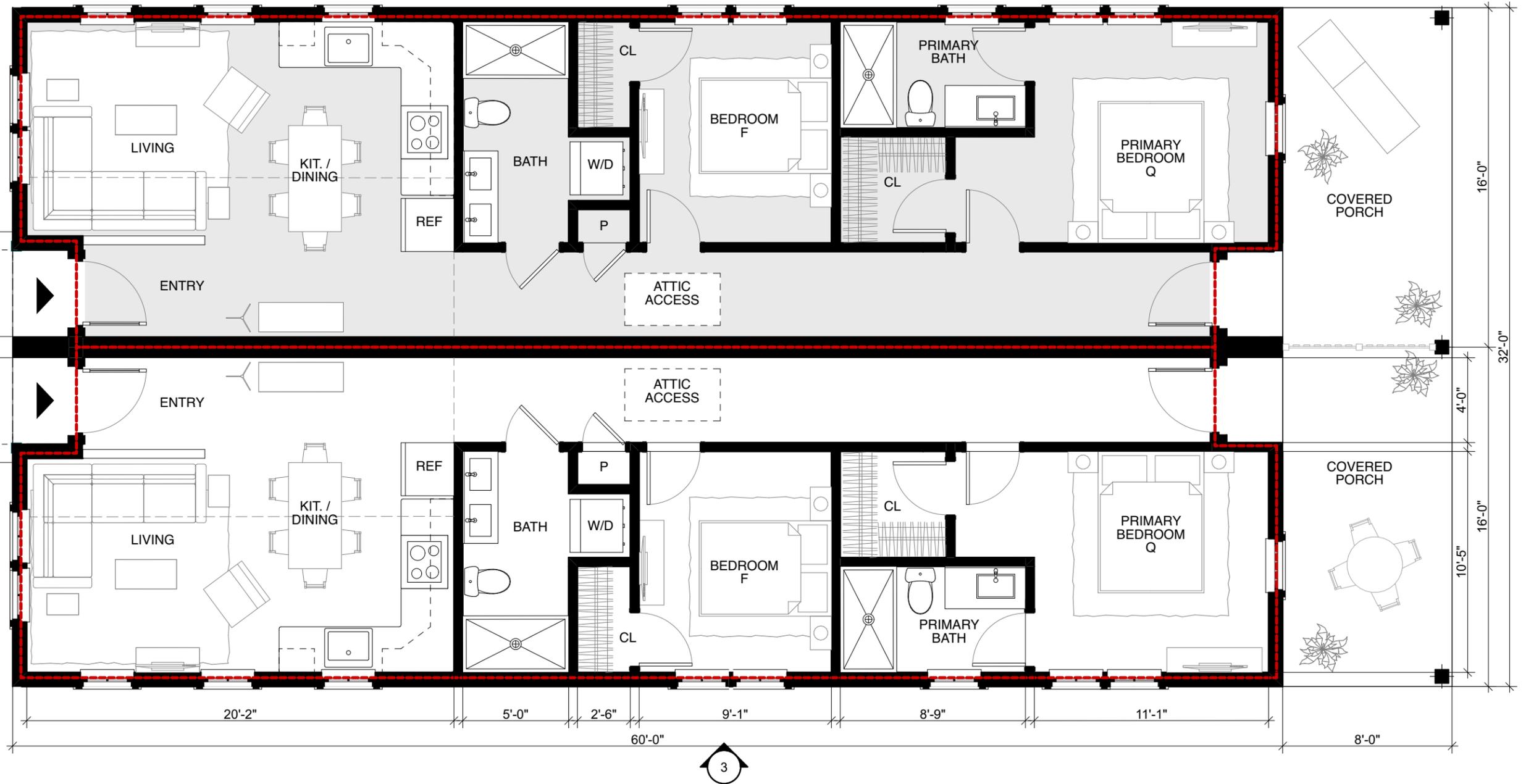
PORTLAND, ME 04101
woodhullmaine.com

6-UNIT: ELEVATIONS

STETSON ROAD - AUBURN
CONCEPT DESIGN 7/14/25

UNIT 2
2 BED / 2 BA
876 sq ft

UNIT 1
2 BED / 2 BA
870 sq ft



1ST FLOOR PLAN

WOODHULL

93 HIGH ST
207 283 8777

PORTLAND, ME 04101
woodhullmaine.com

DUPLEX: FLOOR PLAN

STETSON ROAD - AUBURN
CONCEPT DESIGN 8/1/25



FRONT ELEVATION

REAR ELEVATION



SIDE ELEVATION



City of Auburn, Maine
Office of Planning & Permitting
www.auburnmaine.gov | 60 Court Street
Auburn, Maine 04210 207.333.6601

To: Auburn Planning Board
From: Sam Peikes, Planning Coordinator
Re: Approved Planning Board Projects 2025

Date: March 5, 2026

OVERVIEW

The following provides a brief snapshot and overview of projects that were reviewed and approved by the Planning Board in 2025. The Auburn Planning Board approved a total of 19 development review projects. Of those projects, 7 were reviewed under Site Plan and Subdivision, 9 were reviewed under Site Plan, and 3 were reviewed as Special Exception. The Planning Board approved 7 new multi-unit housing developments with the largest approved project for Stetson Road Multifamily, which was 180 units.

Meeting Date	Type of Project	Public Hearing	Details	Location	# Units or Lots	Applicant	Estimated Cost of Project	Pass Fail Tabled
1/14/2025	SPR & SDR	Yes	<p>PUBLIC HEARING/ SITE PLAN REVIEW: Penley Corner Residences: The Planning Board will host a Public Hearing and act on a site plan application submitted by TERRADYN CONSULTANTS LLC on behalf of the owners Vallieres Real Estate Investment, LLC proposing construction of two residential duplex buildings, the subject property is located at 1165 Riverside Drive, Tax Map Lot 163-001-001, and within the Rural Residential District and Agriculture and Resource Protection District</p>	163-001-001	4	Vallieres Real Estate Investment, LLC	\$2,000,000	Pass
1/14/2025	SPR	Yes	<p>PUBLIC HEARING/ SITE PLAN REVIEW: Cooper Paving Sign: The Planning Board will host a Public Hearing and act on a site plan application submitted by Stonybrook Land Use Inc. On behalf of Cooper Paving LLC to install a new sign at their site, the subject property is located at 2767 Turner Road, Tax Map Lot 367-032, and within the Low Density Country Residential (LDCR) District, the Agriculture and Resource Protection (AG) District, and the Lake Auburn Watershed.</p>	367-032	1	Cooper Paving	N/A	Pass
2/11/2025	SPR	Yes	<p>Engine II: The Planning Board will host a public hearing and act on a site plan review application submitted by Woodard & Curran on behalf of the City of Auburn proposing a redevelopment of the Auburn Fire Department Engine II public safety project the subject property is located at 180 South Main Street, Tax Map Lot 211-289 and within the T-4.2B - Traditional Neighborhood Development District</p>	211-289	1	City of Auburn	\$7,000,000	Pass
3/11/2025	SPR & SDR	Yes	<p>PUBLIC HEARING/ SITE PLAN REVIEW: Stetson Road Multifamily: The Planning Board will host a Public Hearing for this project, which was previously postponed at the February 11, 2025, meeting, for further review and action at the March 11, 2025, Planning Board meeting. The application, submitted by DiPrete Engineering on behalf of A.R. Building Company, proposes 50 residential buildings consisting of 30 four-unit multifamily buildings and 20 duplexes, resulting in a total of 160 residential units. The project is located on Stetson Road, Tax Map 291-011, within the General Business (GB) District.</p>	291-011	180	A.R. Building Company	\$2,700,000	Pass
3/11/2025	SPR	Yes	<p>PUBLIC HEARING/ SITE PLAN REVIEW: BWC Gulf Island Pond, LLC – Auburn Solar Project: The Planning Board will host a Public Hearing for this project, which was previously postponed at the February 11, 2025, meeting, for further review and action at the March 11, 2025, Planning Board meeting. The application, submitted by Sean Murphy of Flycatcher LLC on behalf of BWC Gulf Island Pond, LLC (a subsidiary of BlueWave Energy), proposes a 1.41 MW DC ground-mounted solar array on approximately 10.12 acres at 224 East Waterman Road, Tax Map 393-010, within the Agriculture and Resource Protection Zoning District.</p>	393-010	1	BWC Gulf Island Pond, LLC	\$2,700,000	Pass

3/11/2025	SPR	Yes	<p>PUBLIC HEARING/ SITE PLAN REVIEW: Soper Mill Brook, LLC – Penley Corner Solar Project: The Planning Board will host a Public Hearing for this project, which was previously postponed at the February 11, 2025, meeting, for further review and action at the March 11, 2025, Planning Board meeting. The application, submitted by Sean Murphy of Flycatcher LLC on behalf of Soper Mill Brook, LLC (a subsidiary of BlueWave Energy), proposes a 1 MW DC ground-mounted solar array on approximately 10.91 acres on Penley Corner Road, Tax Map 137-026, within the Agriculture and Resource Protection Zoning District.</p>	137-026	1	Soper Mill Brook, LLC	\$3,290,000	Pass
3/11/2025	SPR	Yes	<p>PUBLIC HEARING/ SITE PLAN REVIEW: Salt & Light Community Center: The Planning Board will host a Public Hearing for this project to review and take action on a Site Plan Review and Special Exception application submitted by Darlene Conant on behalf of Salt & Light Community Center. The applicant is proposing a walk-in community center with site improvements and associated infrastructure. The subject property is located at 29 Hampshire Street, Tax Map Lot 240-177, within the T-5.1 - Downtown Traditional Center Zoning District.</p>	240-177	1	Darlene Conant, Salt & Light Community Center	N/A	Pass
4/8/2025	SPR & SDR	Yes	<p>PUBLIC HEARING/ SITE PLAN REVIEW: Brickyard Commons: The Planning Board will host a Public Hearing for the application submitted by, JIG Investments, LLC, for a Site Plan Review application. The applicant is proposing a 96-unit apartment complex with associated site improvements and infrastructure. This project was previously approved in 2022 but has since expired, and no changes are proposed from the prior approval. The subject property is located on Brickyard Circle, Tax Map Lot 199-052-000, and is within the T-5.1 - Downtown Traditional Center Zoning District.</p>	220-085	1	Terradyn Consultants, LLC	\$8,000	Pass
5/13/2025	Sp Exp & SDR	yes	<p>EXTENSION OF APPROVAL PUBLIC HEARING/ SPECIAL EXCEPTION: West Shore Village, LLC, has submitted an application for a 48-unit multi-family dwelling development with access off Adaman Drive with associated parking area, access driveways, and office/ garage. The development is proposed for 12 & 24 Adaman Drive, also City Assessor's Parcel I.D.s 109-003 and 109-004, and should be considered pursuant to Chapter 60, Article XVI Division 2- Site Plan Review, Division 3- Special Exception, and Article IV, Division 12- General Business District. On May 2, 2025, the applicant (Stoneybrook Land Use, Inc. on behalf of West Shore Village, LLC) submitted a written request seeking a one-year extension of the original site plan approval. This request was made more than 30 days prior to the July 19, 2025 expiration, meeting the requirements set forth in Sec. 60-1308 of the Auburn Zoning Ordinance</p>	Adaman Drive 109-003 and 109-004	48	West Shore Village, LLC	\$7,500,000	Pass

6/18/2025	SPR & SDR	Yes	<p>CONTINUED FROM PUBLIC HEARING/ SITE PLAN REVIEW: Brickyard Commons: The Planning Board will host a Public Hearing for the application submitted by, JIG Investments, LLC, for a Site Plan Review application. The applicant is proposing a 96-unit apartment complex with associated site improvements and infrastructure. This project was previously approved in 2022 but has since expired, and no changes are proposed from the prior approval. The subject property is located on Brickyard Circle, Tax Map Lot 199-052-000, and is within the T-5.1 - Downtown Traditional Center Zoning District.</p>	199-052-000	96	JIG Investments / Stonybrook Land Use	\$9,500,000	Pass
7/10/2025	SPR	Yes	<p>PUBLIC HEARING/ SITE PLAN REVIEW: 65 Mount Auburn Avenue: Chick-fil-A Restaurant: The Planning Board will host a PUBLIC HEARING and act on a Site Plan Review application submitted by Bohler Engineering on behalf of Chick-fil-A to construct a new ±5,200 square foot fast food restaurant with drive-thru at 65 Mount Auburn Avenue (Tax Map 280, Lot 006.1). The property is located in the General Business (GB) zoning district and will be reviewed under Chapter 60, Article XVI, Division 2 – Site Plan Review and Division 3 – Special Exception</p>	280-006-001	N/A	Bohler Engineering	\$4,000,000	Pass
7/10/2025	SPR	Yes	<p>PUBLIC HEARING/ SITE PLAN REVIEW: 67 Kittyhawk Avenue: Temporary Fire Station Facility: The Planning Board will host a PUBLIC HEARING and act on an application submitted by Port City Architecture on behalf of the City of Auburn for the construction of a temporary fire station facility and associated site improvements at 67 Kittyhawk Avenue (City Assessor's Parcel ID 131- 003). The subject property is located within the Industrial zoning district, and the application is subject to review under Chapter 60, Article XVI, Division 2 – Site Plan Review and Division 3 – Special Exception.</p>	131-003	N/A	City of Auburn	\$500,000	Pass
8/19/2025	SP Exp & SPR	Yes	<p>PUBLIC HEARING 45 Flightline Drive: UPS Temporary Overflow Parking Lot: The Planning Board held a public hearing review and acted on a Special Exception application submitted by Wentworth Partners & Associates on behalf of UPS and Marc Blais General Contractor, Inc. to establish a temporary gravel overflow parking lot to support UPS peak seasonal demand. The site is located at 45 Flightline Drive (Parcel ID 131-007) within the Industrial zoning district and is subject to Chapter 60, Article XVI, Division 2 – Site Plan Review and Division 3 – Special Exception.</p>	131-007	N/A	Wentworth Partners & Associates for UPS	?	Pass
8/19/2025	SPR & Sp Exp		<p>PUBLIC HEARING/SITE PLAN REVIEW & SPECIAL EXCEPTION 170 Main Street: Honeybee Healing Hive Yoga: The Planning Board held a public hearing, review, and acted on a Site Plan Review and Special Exception application submitted by Melissa St. Pierre to operate a yoga studio at 170 Main Street, within the Downtown Traditional Center (T-5.1) zoning district pursuant to Chapter 60, Article XVI, Division 2 – Site Plan Review and Division 3 – Special Exception.</p>	241-024	N/A	Melissa St. Pierre	N/A	Pass

9/9/2025	SPR & SDR	Yes	PUBLIC HEARING/ SITE PLAN and SUBDIVISION REVIEW: 180 Danville Corner Road (PID 122-005): Application by Terradyn Consultants, LLC on behalf of Timothy Millett to convert the existing structure into a four-unit multifamily dwelling. This property is located in the General Business (GB) zoning district and will be reviewed under Chapter 60, Article XVI, Division 2 – Site Plan Review and Division 4 – Subdivision.	122-005	4	Terradyn Consultants LLC for Tim Millett	\$175,000	Pass
11/10/2025	SPR, SDR		PUBLIC HEARING/ SITE PLAN and SUBDIVISION REVIEW: 7-9 Fern Street (PID 239-113 and 239-112): Application by Dirigo Architectural Engineering, LLC on behalf of Jim Wu/Wu Lake Street Property LLC for the construction of a 5-unit townhome development with access from the shared driveway to the former Lake Street school. This property is located in the Traditional Neighborhood (T-4.2B) district and will be reviewed under Chapter 60, Article XVI, Division 2 – Site Plan Review and Division 4 – Subdivision.	7-9 Fern St.	5	Jim Wu / Wu Lake Street Property, LLC	\$125,000	Pass
11/10/2025	SPR		PUBLIC HEARING/ SITE PLAN REVIEW: 95 Main Street: (PID 241-026). An application has been submitted by the City of Auburn for the temporary use of existing office space to accommodate the Police Department's Criminal Investigations Division. This property is located in the T-5.2 Downtown City Center Form Based Code District and will be reviewed under Chapter 60, Article XVI, Division 2 – Site Plan Review and Division 3 – Special Exception	95 Main St.	n/a	City of Auburn	\$0	Pass
12/9/2025	SPR, SDR		PUBLIC HEARING/ SITE PLAN and SUBDIVISION REVIEW: 530 and 538 Poland Road (PID 188-025, 188-026, and 188-027) – Application by Terradyn Consultants, LLC on behalf of Jonah Chappell and Kyle Romick for the construction of three multifamily structures with four units each. The property is located in the Traditional Neighborhood (T-4.2B) and Industrial (I) districts and will be reviewed under Chapter 60, Article XVI, Division 2 – Site Plan Review and Division 4 – Subdivision. This item is continued from the November 10, 2025 meeting.	530 and 538 Poland Road (PID 188-025, 188-026, and 188-027)	12	Terradyn Consultants, LLC on behalf of Jonah Chappell and Kyle Romick	\$188,145	Pass
12/9/2025	SPR		PUBLIC HEARING/ SITE PLAN REVIEW: 100 Penley Corner Road (PID 139-012): Application by TRC Companies on behalf of Auburn Renewables 2, LLC for a proposed 11.9 acres 0.99-megawatt (MW) ground solar array. This property is located in the Agriculture and Resource Protection district and will be reviewed under Chapter 60, Article XVI, Division 2 – Site Plan Review and Division 3 Special Exception.	100 Penley Corner Road (PID 139-012)	n/a	TRC Companies on behalf of Auburn Renewables 2, LLC	\$3,600,000	Pass