

Listed below are key characters (in bold) for searching within this file.

Hold down the control key and select the “f” key. Enter either a key character from the list below or document name and select enter for a list of documents containing the search word you entered.

**APL** – all documents behind this target sheet pertain to the original application submitted by the Applicant.

**REVIEW** – all documents behind this target sheet pertain to those documents submitted to and from staff as part of the project review.

**PBM1** – all documents behind this target sheet are any Planning Board memos with attachments that went to the Board.

**PBR1** - all documents behind this target sheet are any Planning Board reports with attachments that went to the Board.

**CC1** - all documents behind this target sheet are any City Council memos/reports that went to the City Council.

**DRC1** - all documents behind this target sheet are those pertaining to the post review of the project by the Development Review Coordinator.

**MISC1** - all documents behind this target sheet are those that may not be included in any of the categories above.

**PBR1**

**R-5 AND R-P TO B-2 CONTRACT ZONE CHANGE  
VICINITY OF CONGRESS AND SEWALL STREET**

**OLYMPIA EQUITY INVESTORS II, LLC, APPLICANT  
(CANDLEWOOD HOTEL)**

Submitted to:

Portland Planning Board  
Portland, Maine

September 9, 1997

**AGREEMENT BETWEEN  
CITY OF PORTLAND  
AND  
OLYMPIA EQUITY INVESTORS II, LLC**

**AGREEMENT** made this      day of      , 1997 by and between the **CITY OF PORTLAND**, a body corporate and politic, located in Cumberland County and State of Maine (hereinafter the "**CITY**") and **OLYMPIA EQUITY INVESTORS II**, a Maine Limited Liability Company (hereinafter "**OLYMPIA**").

**W I T N E S S E T H:**

**WHEREAS**, **OLYMPIA** did request a rezoning of property located on Sewall Street, in Portland, in order to permit the establishment and operation of a hotel; and

**WHEREAS**, the Planning Board of the City of Portland, pursuant to 30-A M.R.S.A. §4352(8), and after notice and hearing and due deliberation thereon, recommended the rezoning of the property as aforesaid, subject, however, to certain conditions; and

**WHEREAS**, the **CITY** by and through its City Council has determined that said rezoning would be pursuant to and consistent with the **CITY'S** comprehensive land use plan and consistent with the existing and permitted uses within the original zone; and

**WHEREAS**, the **CITY** has determined that because of the unusual nature of the proposed development it is necessary or appropriate to impose by agreement the following conditions or restrictions in



order to insure that the rezoning is consistent with the CITY's comprehensive land use plan; and

WHEREAS, the CITY authorized the execution of this Agreement on       , 1997;

NOW, THEREFORE, in consideration of the mutual promises made by each party to the other, the parties covenant and agree as follows:

1. The CITY shall amend the Zoning Map of the City of Portland, dated March 1958, as amended and on file in the Department of Planning and Urban Development, and incorporated by reference into the Zoning Ordinance by §14-49 of the Portland City Code, by adopting the map change amendment shown on Attachment 1.
2. The property shall be developed substantially in accordance with the site plan and elevations shown on Attachment 2; provided, however, that such plan and elevations shall be subject to full site plan review by the Planning Board.
3. OLYMPIA shall be authorized to establish and maintain a hotel use, limited to seventy (70) guest rooms, and accessory parking as required by Division 20 of Chapter 14 of the Portland City Code only.
4. The development shall meet all of the requirements of §§14-185, 14-186 and 14-187 of the Portland City Code, except that parking may be located in front of the building.

The above stated restrictions, provisions and conditions are an essential part of the rezoning, shall run with the subject premises, shall bind OLYMPIA, its successors and assigns, as permitted by this Agreement, of said property or any part thereof or interest therein, and any party in possession or occupancy of said property or any part thereof, and shall inure to the benefit

of and be enforceable by the CITY, by and through its duly authorized representatives.

If any of the restrictions, provisions, conditions, or portions thereof set forth herein is for any reason held invalid or unconstitutional by any Court of competent jurisdiction, such portion shall be deemed as a separate, distinct and independent provision and such determination shall not affect the validity of the remaining portions hereof.

Except as expressly modified herein, the use and occupancy of the subject premises shall be governed by and comply with the provisions of the Land Use Code of the City of Portland and any applicable amendments thereto or replacement thereof.

In the event that OLYMPIA or any successor fails to continue to utilize the property in accordance with this Agreement, or in the event of a breach of any condition(s) set forth in this Agreement, the Planning Board shall have the authority, after hearing, to resolve the issue resulting in the breach or the failure to operate. The resolution may include a recommendation to the City Council that the site be rezoned to R-5 and R-P Residence-Professional or any successor zones and that this Agreement be terminated, requiring a cessation of the hotel and parking uses permitted under this terms of this Agreement.

SEWALLST.AP.CON.001  
10.22.97

WITNESS:

Sonia Bean

CITY OF PORTLAND

By Robert B. Ganley  
Robert B. Ganley  
Its City Manager

WITNESS:

Sonia Bean

OLYMPIA INVESTORS II, LLC

By: JHR  
Its James H. Brady  
Principal

STATE OF MAINE  
CUMBERLAND, ss.

, 1997

Personally appeared the above-named Robert B. Ganley, in his capacity as City Manager, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of the City of Portland.

Before me,

Sonia T. Bean  
Notary Public/Attorney at Law

SONIA T. BEAN  
NOTARY PUBLIC, MAINE  
MY COMMISSION EXPIRES JANUARY 10, 2003

STATE OF MAINE  
CUMBERLAND, ss.

, 1997

Personally appeared the above-named , in his/her said capacity and acknowledged the foregoing instrument to be his/her free act and deed and the free act and deed of Olympia Equity Investors II, LLC.

Before me,

Sonia T. Bean  
Notary Public/Attorney at Law

SONIA T. BEAN  
NOTARY PUBLIC, MAINE  
MY COMMISSION EXPIRES JANUARY 10, 2003

Attachments:

1. Zone Change Application
2. Letter from Applicant
3. Rezoning Contract
4. Zoning Map
5. Site Plan
6. Elevations

**CITY OF PORTLAND, MAINE  
MEMORANDUM**

**TO:** Chair Hagge and Members of the Portland Planning Board

**FROM:** Kandice Talbot, Planner

**DATE:** August 12, 1997

**SUBJECT:** B-2 Contract Zone, Sewall Street, Candlewood Hotel

**Introduction**

Olympia Equity Investors II, LLC is requesting a B-2 contract zone change in the vicinity of Sewall Street to accommodate a 70 room Candlewood Hotel. The vacant 1.73 acre lot is currently zoned R-5 Residential and R-P Residential-Professional and is located behind the Double Tree Hotel (formerly Ramada Inn).

As the Board may recall, on January 14, 1997 an approval was granted for an amended Subdivision Plan at 1230 Congress Street to create an additional lot to the original 3-lot subdivision. This fourth lot is where the Candlewood Hotel is proposed.

**Development Plan**

The applicant is proposing a 3-story, 12,003 sq. ft. 70-room hotel. The Candlewood Hotel is designed for business, extended-stay travelers. Each suite has a fully-equipped kitchen and located in the hotel will be a laundry room and an exercise room for guests only.

The building construction will be wood frame with an EIFS (Exterior Insulation Finish System) siding. This siding is similar to a stucco siding and is currently being used on the Double Tree Hotel renovation.

Access will be from Sewall Street. The applicant has proposed 70 parking spaces which is the required number of parking spaces. 46 parking spaces will be located on the proposed site and the remaining 24 parking spaces will be provided on the Double Tree site.

The applicant is also proposing to leave the portion of the property that fronts on Sewall Street as a landscaped area.

**Conditions for Rezoning**

The applicant is requesting a Contract B-2 zone because the standard B-2 zoning is limited by the following:

*...A maximum of ten (10) percent of the total parking provided on the site may be located between the principal structure and the front yard. (see Sec. 14-186)*

Because of the shape of the lot, the applicant can not meet this requirement.

## **Development Plan**

The applicant is proposing two buildings to be built in phases. The first phase will consist of the Retirement Residence with approximately 120 suites. The second phase will be the Assisted Living Facility and will have approximately 80 units.

The Retirement Residence is designed for elderly residents who are still ambulatory, but in need of support. The private suites include studio, one and two bedroom versions, and are similar to apartments except that a kitchen is not included. Services provided include three prepared meals daily, housekeeping, laundering, private bus transportation and various activities. Staff are "in house" 24 hours a day.

The Assisted Living Facility is designed for the elderly who do not require a nursing home, but need some support. The suites will be set up the same as the Retirement Residence. Services provided include licensed nurse on site, personal care attendant coverage, assistance with essential personal activities, ancillary service, monthly health screening, dietary consultation, and three prepared meals daily.

The building construction will be wood frame with stucco siding, and an asphalt shingle roof. The building interior design has common areas for a variety of uses. Both buildings will have a common dining room and kitchen, multi-purpose room, beauty shop, and lounge. The Retirement Residence will have a crafts room, TV room, lounges and an exercise room.

Access will be from Canco Road. The applicant has proposed 81 parking spaces at the Retirement Residence and 38 parking spaces at the Assisted Living Facility.

Some issues that need to be resolved with this project are:

- 1) Status of papers streets. If paper streets run into this site than they will have to be vacated.
- 2) What is the extent and location of public access?
- 3) Traffic issues. The Traffic Engineer has requested a traffic study.
- 4) Stormwater/sanitary sewer issues.
- 5) Building elevations need to be submitted.

A site plan will be available at the workshop meeting.

## **Policy Considerations**

As one of the last large undeveloped commercially zoned sites in the City, the future of this parcel is an important policy consideration for the City of Portland. This site is the last undeveloped Office Park O-P zone in Portland. An Office Park development and an elderly housing proposal vary greatly in impact on neighbors, infrastructure and natural resources and these issues should be considered by the Planning Board during its deliberations. The economic development potential of this parcel is the subject of a letter of concern from Kathleen Brown (attached). The broker for this property has stated that traffic considerations have hindered development of this parcel for office use.

## Attachments

1. Zone Change Application
2. Letter from Applicant
3. R-5A Text Amendment
4. Conditional Rezoning Amendment
5. Letter from Economic Development
6. Zoning Map and Uses in the area

It is suggested that this rezoning be subject to the following conditions:

- the City shall amend the zoning map;
- the property shall be developed substantially in accordance with the site plan and elevations;
- the applicant shall be authorized to establish and maintain a hotel use, limited to seventy (70) guest rooms and accessory parking as required by Division 20 of Chapter 14 of the Portland City Code only; and
- the development shall meet all of the requirements of Sections 14-185, 14-186 and 14-187 of the Portland City Code, except that parking may be located in front of the building.

Because the hotel will provide a laundry room and exercise room for guests only, the conditions may need to be amended to include the laundry and exercise rooms as accessory uses.

### **Policy Considerations**

While there are residential houses to the northwest of the property along Sewall Street, the residences are currently zoned R-P Residence Professional. South of the site, past the State of Maine property is a B-5 Urban Commercial Mixed Use Zone. Due to the location of the site (the Double Tree Hotel on one side and I-295 State of Maine property on the other), this area may no longer be desirable for a residential use.

### **Attachments**

1. Zone Change Application
2. Letter from Applicant
3. Rezoning Contract
4. Zoning Map
5. Site Plan
6. Elevations
7. Candlewood Hotel Brochure

On the basis of plans and materials submitted by the applicant and on the basis of information provided in Planning Report #45-97, the Planning Board finds:

i. That a waiver of granite curb and sidewalk has been requested and that:

- a. Extraordinary conditions do not exist
- b. Undue hardship will not result

The Board further finds that the granting of the waiver will create potentially hazardous vehicle and pedestrian conflict or that it will nullify the intent and purpose of the land development plan and the City ordinances.

As a result, the Board does not grant the request for a waiver of the curb and sidewalk requirements on Sewall Street. (unanimous)

ii. That the site plan is in conformance with the Site Plan Ordinance of the Land Use Code with the following conditions:

- that a parking easement be submitted before issuance of a building permit.
- that the revised plans be submitted indicating curb and sidewalk on Sewall Street for approval by Public Works.
- that the applicant provide a letter which states that there is an agreement with the Double Tree Hotel which allows Candlewood to dispose of waste in the Double Tree's dumpster.
- that the Planning Board review and approve the revised landscaping plan.
- that two (2) additional trees be added to the existing parking island.
- that the revised drainage plans be reviewed and approved by the Development Review Coordinator showing a new plan with proper details for the oil and water separation system.
- revised plan be reviewed and approved by Traffic Engineer to show proper radius on Sewall Street, but that the radius should be no less than 20 feet but some minimal radius to allow easy movement of passenger vehicles in and out of driveway without encouraging excessive speed on Sewall Street.

(unanimous)



**PLANNING REPORT #20-99**

**COASTAL BANK  
1198 CONGRESS STREET  
SITE LOCATION OF DEVELOPMENT REVIEW  
SITE PLAN REVIEW  
OLYMPIA EQUITY INVESTORS, III, APPLICANT**

Submitted to:

Portland Planning Board  
Portland, Maine

May 25, 1999

## **I. INTRODUCTION**

Olympia Equity Investors, III is requesting review for a 30,000 sq. ft. building in the vicinity of 1198 Congress Street. The building will house the Coastal Bank corporate headquarters, which will include a branch bank at the ground floor and additional office tenant space at the third floor. The site is approximately 0.83 acres and is zoned B-2.

As the Board may recall, in 1997, a Wendy's/Tim Horton's Restaurant was proposed, but never went forward because of traffic issues regarding Congress Street. Also approved for this area was a Candlewood Motel, which has since expired.

A legal ad appeared in the May 17th and 18th editions of the Portland Press Herald. 360 notices have been sent to area property owners in the vicinity of the project.

## **II. FINDINGS**

Zoning: B-2 Community Business Zone

Land Area: 0.83 acres

Floor Area: 30,000 sq. ft.

Proposed Use: Bank Corporate Headquarters with branch bank and additional office tenant space

Parking:

Proposed: 55 spaces

Required: 55 spaces

## **III. STAFF REVIEW**

The proposed development has been reviewed for compliance with the standards of the Site Plan Ordinance of the Land Use Code. Review of the proposal has been completed by Planning, Public Works, Parks and Recreation and Fire Prevention staff.

## **IV. SITE PLAN REVIEW**

### **1. Traffic/Circulation/Parking**

This site is located on a busy arterial, next to the I-295 ramps, so traffic is a major concern of City staff. A traffic study has been submitted, which is included as Attachment 8. The development is proposed to generate 188 trip ends during the P.M. peak hour. Because of the amount of trips per peak hour, this project will be reviewed by the City under the Site Location of Development Act. The City recently obtained delegated review authority for traffic.

Currently, there is an access drive which is shared by Mobil, Double Tree Hotel and this lot. Due to the high volume of traffic along Congress Street, it is nearly impossible to turn west on Congress Street from this drive. The accident history also shows that the section of Congress Street between Bolton Street and Massachusetts Avenue are high accident locations. The applicant is proposing to relocate this access drive to the east, approximately 60 feet, where it would line up with Massachusetts Avenue. The proposal calls for a traffic signal at the intersection of Massachusetts Avenue and Congress Street, with a fifth lane proposed from this signal, west to Sewall Street. This fifth lane will function as a two-way center left turn lane.

Congress Street will be widened by approximately 5 ft. The widening will occur on the southerly side of Congress Street. A preliminary cost estimate was done of the Congress Street widening project. The estimated cost of the widening project is \$350,000. Because there was a concern that the estimated cost may not be accurate, Alliance went to a couple of contractors to find out the cost based on actual unit prices. Alliance came back with a proposed cost of \$343,660, which is included as Attachment 10.

Recently, Bill Bray and Larry Ash talked with the Department of Transportation to see if the State would be willing to fund a portion of the widening project. The State has reviewed the project and will commit up to \$150,000 toward the construction of the project. The applicant has committed to fund up to \$165,000 to the widening project. Currently, the Economic Development Department is recommending an amendment to the City Council to allow the Downtown Portland Corporation to fund projects that are on or near the peninsula. If the Council enacts this amendment, Economic Development will put a proposal before the Downtown Portland Corporation to fund up to a maximum of \$100,000 toward the Congress Street widening project. Economic Development feels confident that this will go through.

Another issue with the street widening project is land acquisition. At this time staff is recommending that the applicant acquire land from the Double Tree parcel and the Mobil Gas Station parcel be obtained before issuance of building permit. At this time Economic Development is discussing with the owners of the Paint Pot site and the Maine Insurance site regarding acquisition of the 5 ft. strip of land from these two sites. There was concern from these two property owners regarding the amount of land needed for the widening of Congress Street. Traffic Division has stated that if needed, a couple of the inside 12 ft. lanes could be reduced to 11 ft., thus reducing the widening by 2 ft.

The Mobil Gas Station has reviewed the proposed intersection change and welcomes this improvement. A letter from Downeast Energy is included as Attachment 7.

Potential Conditions of Approval are:

- Prior to the issuance of a building permit, land acquisitions for the Congress Street road widening project be obtained by the Applicant. Such land acquisition consists of tax map 189 lots 13 and 14 (Double Tree Parcel) and tax map 189 lot 11 (Mobil Gas Station). This land acquisition shall be a contribution to the City by the Applicant at no cost to the City, nor shall any expense to the Applicant in obtaining this land and transferring the property to the City in any way decrease the Applicant's \$165,000 contribution to the road widening project.
- Prior to the issuance of any building permit, that the Applicant provide a five year performance guarantee to the City of Portland in the amount of not less than \$265,000 to meet its obligation for road construction costs of widening Congress Street in conjunction with this project. Upon approval from the Downtown Portland Corporation to fund a portion of this project, \$100,000 of the performance guarantee will be released. In the event that the road widening cannot be accomplished as proposed, the specifications for said widening may be altered upon the approval of the Public Works Department and MDOT and the Applicant's monetary contribution shall be applied to said alternate plan.
- The final engineered plans for the Congress Street widening project will be reviewed and approved by the City's traffic engineer and MDOT.
- That the Applicant will install a traffic signal at the corner of Massachusetts Ave and Congress Street no later than December 1<sup>st</sup> 1999. The City's Traffic Engineer shall approve the specifications of said traffic signal prior to its installation. It is further a condition of this approval that the traffic signal be operational prior to the issuance of a Certificate of Occupancy.

The applicant is proposing a total of 55 parking spaces. 28 parking spaces will be located on the Coastal Bank site and the remaining 27 spaces will be located on the Double Tree site. Section 14-334 of the Land Use Code states that required off-street parking in all nonresidential zones shall be located on the same lot with the principal building or use, or within one hundred (100) feet. The Double Tree parking area is within one hundred feet so this would not need to go to the Board of Appeals.

The site currently has granite curb and sidewalk along Congress Street. Staff is recommending that when the Congress Street widening occurs, the applicant will coordinate the location of sidewalk to best provide an esplanade along Congress Street. A potential condition of approval is:

- that when street widening occurs, the applicant will coordinate the location of sidewalk to best provide an esplanade along Congress Street.

There is a portion of property along Congress Street which had been labeled as a controlled access area. This area is currently controlled by the Maine Department of Transportation. The developer has been working with the MDOT Access Control Committee, who have stated that they will allow the access drive and will withdraw the restricted access to this area. A potential condition of approval is: - that a letter from MDOT will be submitted to staff prior to issuance of a building permit.

2. Bulk, Location, Height of Buildings and Uses Thereof

The project consists of a 30,000 sq. ft. building to house Coastal Bank headquarters and branch bank, along with office tenant space. The building will be three stories high. The building finish will consist of precast concrete, brick and glass.

3. Utilities/Easements/Solid Wastes

The applicant proposes to tie into existing utility lines on Congress Street. These utilities include gas, sanitary sewer, water, electric and telephone. Utility letters are included as Attachment 2. A sewer capacity letter will need to be submitted. A potential condition of approval is:

- that the applicant supply staff with a sewer capacity letter.

4. Landscaping

The landscape plan indicates a number of Yews, Junipers and Azalea in front of the building along Congress Street. At the perimeter of the parking lot the applicant is proposing a number of Crabapple and Birch Trees and a number of shrubs. The applicant is also proposing twelve (12) Birch Trees within islands of the Double Tree Hotel near where the off site parking will be located. The City Arborist has reviewed and approved the landscape plan.

5. Drainage

Presently the site is used as a parking lot. The majority of the site currently drains via sheet flow to a catchbasin located to the south of the lot. The catchbasin outlets through a 10-inch stormdrain to the east of the site. The remainder of the site drains toward Congress Street, where it is collected in a 36-inch sewer line in the right-of-way.

The applicant is proposing that the stormwater will be drained from the site by sheet flow. The applicant is proposing a vortech unit for stormwater treatment within the Double Tree parking lot. The applicant has provided a maintenance schedule for the vortech unit. The DRC's comment will be available at the Public Hearing.

6. Lighting

The applicant is proposing six (6) 20 ft. pole-mounted lights within the site. The applicant has supplied a photometrics plan, but has not submitted catalogue cuts of the lighting. The photometrics plan shows some spillover of lighting onto abutting property. A potential condition of approval is:

- That the applicant submit catalogue cuts of lighting fixtures and adjust lighting so that there will be no spillover of lighting onto abutting properties.

7. Fire Safety

The site plan has been reviewed and approved by the Fire Department.

8. Applicant's Title, Right or Interest

A deed is included as Attachment 3.

9. Natural Resources

It does not appear that this proposal will have any adverse impact on the natural resources of the area.

10. Signage

The sign details have been reviewed by the Zoning Administrator, and these details meet current sign standards. The Zoning Administrator's memo is included as Attachment 13.

**V. MOTIONS FOR THE BOARD TO CONSIDER**

On the basis of plans and materials submitted by the applicant and on the basis of information provided in Planning Report #20-99, the Planning Board finds:

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

Potential Conditions of Approval:

- Prior to the issuance of a building permit, land acquisitions for the Congress Street road widening project be obtained by the Applicant. Such land acquisition consists of tax map 189 lots 13 and 14 (Double Tree Parcel) and tax map 189 lot 11 (Mobil Gas Station). This land acquisition shall be a contribution to the City by the Applicant at no cost to the City, nor shall any expense to the Applicant in obtaining this land and transferring the property to the City in any way decrease the Applicant's \$165,000 contribution to the road widening project.

- Prior to the issuance of any building permit, that the Applicant provide a five year performance guarantee to the City of Portland in the amount of not less than \$265,000 to meet its obligation for road construction costs of widening Congress Street in conjunction with this project. Upon approval from the Downtown Portland Corporation to fund a portion of this project, \$100,000 of the performance guarantee will be released. In the event that the road widening cannot be accomplished as proposed, the specifications for said widening may be altered upon the approval of the Public Works Department and MDOT and the Applicant ' s monetary contribution shall be applied to said alternate plan.
- The final engineered plans for the Congress Street widening project will be reviewed and approved by the City ' s traffic engineer and MDOT.
- That the Applicant will install a traffic signal at the corner of Massachusetts Ave and Congress Street no later than December 1<sup>st</sup> 1999. The City ' s Traffic Engineer shall approve the specifications of said traffic signal prior to its installation. It is further a condition of this approval that the traffic signal be operational prior to the issuance of a Certificate of Occupancy.
- that when street widening occurs, the applicant will coordinate the location of sidewalk to best provide an esplanade along Congress Street.
- a letter from MDOT will be submitted to staff prior to issuance of a building permit
- that the applicant supply staff with a sewer capacity letter.
- That the applicant submit catalogue cuts of lighting fixtures and adjust lighting so that there will be no spillover of lighting onto abutting properties.

ii. That the plan is/is not in conformance with The Site Location of Development Law.

Attachments:

1. Letter from Applicant
2. Utility Letters
3. Deed
4. Financial Capability
5. MDOT Funding Letter
6. Letter re: Controlled Access
7. Letter from Downeast Energy
8. Traffic Study
9. Cost Estimate of Widening, Dated 3/4/99
- 10.. Alliance's Cost Estimate
11. Stormwater Management Report
12. Vortechnic's Maintenance Schedule

13. Zoning Administrator's Memo
14. Plans



**PLANNING BOARD REPORT**

**R-5 AND R-P TO B-2 CONTRACT ZONE CHANGE  
VICINITY OF CONGRESS AND SEWALL STREET**

**OLYMPIA EQUITY INVESTORS II, LLC, APPLICANT  
(CANDLEWOOD HOTEL)**

Submitted to:

Portland City Council  
Portland, Maine

September 24, 1997

## **I. INTRODUCTION**

The Planning Board is forwarding a recommendation to the City Council to enter into a contract rezoning at Sewall Street with Olympia Equity Investors II, LLC to allow a hotel with more than ten percent of the parking in the front yard. Olympia Equity Investors II, LLC, is proposing a zone change from R-5 Residential and R-P Residence Professional to a B-2 Contract Zone in the vicinity of Congress and Sewall Streets, behind the Double Tree Hotel (formerly Ramada Inn). The applicant proposes this contract zone change in order to accommodate a 70 room Candlewood Hotel. The zone change application is included as Attachment 1.

In January, 1997 an approval was granted for an amended Subdivision Plan at 1230 Congress Street to create an additional lot to the original 3-lot subdivision. This fourth lot is where the Candlewood Hotel is proposed.

## **II. FINDINGS**

Current Zoning:	R-5 Residential and R-P Residence Professional
Proposed Zoning:	B-2 Community Business with a contract
Land Area:	1.73 acres
Building Floor Area:	12,003 sq. ft.
Existing Use:	Vacant
Proposed Use:	70 Room Candlewood Hotel
Required Parking:	70 parking spaces
Proposed Parking:	70 parking spaces
Land Uses in the Vicinity:	The area surrounding this property is business and residential. Directly to the north of this site is the Double Tree Hotel and a convenience store/gas station. Across Congress Street are a couple of convenience stores and a gas station. At the corner of Sewall and Congress Street is a paint store. Along Sewall Street are residential homes and office buildings.

## **III. LAND USE CONSIDERATIONS**

While there are residential houses to the northwest of the property along Sewall Street, the residences are currently zoned R-P Residence Professional. Thompson's Point is located south of the State of Maine property and is zoned B-5 Urban Commercial Mixed Use Zone. Due to the location of the site (the Double Tree Hotel on one side and I-295 State of Maine property on the other), this area may no longer be desirable for a residential use.

## **IV. SITE PLAN**

A preliminary site plan has been submitted. The applicant is proposing a 3-story, 12,003 sq. ft. 70-room hotel. The Candlewood Hotel is designed for business, extended-stay travelers. Each suite has a fully-equipped kitchen and located in the hotel will be a laundry room and an exercise room for guests only.

The building construction will be wood frame with a EIFS (Exterior Insulation Finish System) siding. This siding is similar to a stucco siding and is currently being used on the Double Tree Hotel renovation.

Access will be from Sewall Street and Congress Street. 46 parking spaces will be located on the Candlewood Hotel site and the remaining 24 spaces will be on the Double Tree site.

## **V. CONDITIONS FOR REZONING**

The applicant is requesting a Contract B-2 zone because the standard B-2 zoning is limited by the following:

*...A maximum of ten (10) percent of the total parking provided on the site may be located between the principal structure and the front yard. (see Sec. 14-186)*

Because of the shape of the lot, the applicant can not meet this requirement.

A summary of the contract rezoning conditions are shown below.

- the City shall amend the zoning map;
- the property shall be developed substantially in accordance with the site plan and elevations;
- the applicant shall be authorized to establish and maintain a hotel use, limited to seventy (70) guest rooms and accessory parking as required by Division 20 of Chapter 14 of the Portland City Code only; and
- the development shall meet all of the requirements of Sections 14-185, 14-186 and 14-187 of the Portland City Code, except that parking may be located in front of the building.

## **VI. MOTIONS FOR THE BOARD TO CONSIDER**

On September 9, 1997 the Planning Board voted unanimously (6-0, Rodriguez absent) to recommend the proposed zoning from R-5 Residential and R-P Residence Professional to a B-2 Contract Zone in the vicinity of Congress and Sewall Streets, to the City Council.

### Attachments:

1. Zone Change Application
2. Letter from Applicant

**APPLICATION FOR ZONING AMENDMENT  
CITY OF PORTLAND, MAINE**

DATE 31-Jul-97

TO THE CITY PLANNING BOARD, CITY HALL, PORTLAND, MAINE 04101:

The undersigned hereby requests that you consider whether it would be consistent with the comprehensive plan of the City of Portland, Maine, and make appropriate recommendation for action by the City Council concerning the following proposed amendments to the Zoning Ordinance of the City of Portland, Maine:

**A. ZONING MAP AMENDMENT:**

FROM RS&RP ZONE

TO B-2 contract ZONE

The property situated on Sewall Street/Avenue  
between Congress Street/Avenue and I-295 spur Street/Avenue  
on North&South side(s).

Assessor's Reference (Chart, Block and Lot) for the property is as follows:

Tax Map 189, Section A, Lots 10, 13&14

1. What original deed restrictions, if any, concerning the type of improvements and class of uses permitted were placed on the property involved? Give date restrictions expire:  
\_\_\_\_\_
2. Description of the existing use of property: Vacant Lot  
\_\_\_\_\_  
\_\_\_\_\_
3. Description of the proposed use of property: 70 Room  
Candlewood Hotel  
\_\_\_\_\_  
\_\_\_\_\_
4. Area of Lot(s): \_\_\_\_\_  
Total Floor Area: \_\_\_\_\_
5.

Street Address of Property Involved	Property Owner and/or Name of Option Holder	Date of Acquisition
<u>Sewall Street</u>	<u>Olympia Equity</u>	<u>February 1997</u>
_____	<u>Investors II, LLC</u>	_____

6. Submission of a site plan, as required in Article V of the Municipal Code.
7. Submission of plans and addresses of property owners abutting the subject property.

B. ZONING TEXT AMENDMENT:

1. Section of Ordinance to be amended: \_\_\_\_\_
2. Proposed text amendment - Attach on separate sheet the exact language being proposed, including existing relevant text, in which language to be deleted is depicted as crossed out (example), and language to be added is depicted with underlined (example).
3. Brief statement of the purpose of the proposed amendment.
4. If the amendment is intended to facilitate a development, reuse, alteration, addition or modification to a specific property, fill out the sections above under ZONING MAP AMENDMENT.

A fee for this application for a zoning amendment will be charged in accordance with Section 14-54 of the Municipal Code (see copy attached). The applicant also agrees to pay all costs of publication (or advertising) of the Public Hearing Notice as required for this application. Such amount will be billed to the applicant following the appearance of the advertisement.

The above information and the attached lists of property -- owners in the vicinity are true and accurate to the best of my knowledge.

AUGUST 1, 1997  
Date of Filing

James J. Kelly  
Signature of Applicant

ALLIANCE CONSTRUCTION INC.

ACTING FOR OLYMPIA EQUITY INVESTORS II, LLC

Address of Applicant

160 PLEASANT HILL RD

SCARBOROUGH MAINE 04076  
City State ZIP

**WITHDRAWAL:** In the event of withdrawal of the zoning amendment application by the applicant prior to the submission of the advertisement copy to the newspaper to announce the public hearing, a refund of two-thirds of the amount of the zone change fee will be made to the applicant by the City of Portland.

Portland Planning Board  
Portland, Maine

Effective: April 11, 1988

Sec. 14-54. Zone Change Fees

The following schedule of fees will be charged by the City for applications for changes of zone according to the following major zoning classifications and pertinent data relating to the specific zone change:

(1) Zoning Map Changes

	<u>1-25 Units</u>	<u>26-50 Units</u>	<u>51-75 Units</u>	<u>75 &amp; Over</u>
Residence Zones	\$150.00	\$200.00	\$250.00	\$300.00
Nonresidential Zones	0-15,000 sq. ft. or 0-5 acres (which- ever is less) \$150.00	15,000-30,000 sq. ft. or 6-10 acres (which- ever is less) \$200.00	30,000-45,000 sq. ft. or 10-15 acres (which- ever is less) \$250.00	45,000-60,000 sq. ft. or 15-20 acres (which- ever is less) \$300.00

Applicant shall assume payment of cost of all notices, including newspaper publication.

- (2) Text Changes: Minimum fee of one hundred dollars (\$100.00). Applicant shall assume payment of cost of all notices, including newspaper publication.

Administrative Policy: All ordinances that would cost more than the maximum to public should be printed in separate pamphlet form and advertised only by reference.

- (3) Waiver of Fees: The fee for zone change applications will be waived in the case of an application submitted by any governmental body.
- (4) Withdrawal of Application: If a zone change application is withdrawn by an applicant prior to the submission of the advertisement copy to the newspaper to announce the public hearing, a refund of two-thirds of the amount of the zone change fee will be made to the applicant by the City. (Code 1968, \* 602.1.F; Ord. No. 589-75, \* 1, 10-20-75; Ord. No. 590-75, \* 1, 11-19-75; Ord. No. 693-81, 5-18-81; Ord. No. 523-87, 5-18-87)



July 23, 1997

Mr. Alexander Jaegerman, AICP  
Chief Planner - Planning & Urban Development  
City of Portland  
389 Congress Street  
Portland, Maine 04101

Re: Proposed Candlewood Hotel  
Subject: Zoning

Dear Mr. Jaegerman,

As we discussed at our meeting on July 10, 1997, we are requesting a zoning change for the lot on the south side of the DoubleTree Hotel in Portland which is the proposed site of a new Candlewood Hotel. The parcel currently falls under a R-5 zone. The adjacent lot, where the DoubleTree is located, falls under a B-2 zone. Due to the deep and narrow shape of the undeveloped lot we are requesting a "Contract Zone" in lieu of a B-2 zone. The following is a summary of the requirements of a B-2 zone compared to the conditions we find on the property in question.

#### Required Street Frontage

According to the City of Portland Land Use Ordinance, a B-2 zone requires a minimum of fifty feet of street frontage. We exceed this requirement with 140 feet of street frontage.

#### Minimum Lot Width

According to the City of Portland Land Use Ordinance, a B-2 zone requires a minimum lot width of fifty feet. We exceed this requirement with a minimum lot width of 125.65 feet.

#### Maximum Building Height

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#### Front Set Back:

According to the City of Portland Land Use Ordinance, a B-2 zone requires that the front set back "need not" be more than the average set back of the two adjacent properties. Since we need to locate the building towards the back of the lot due to the building shape and property line constraints, we can easily comply with this requirement.

#### Rear Set Back

We meet the rear set back requirements of the City of Portland Land Use Ordinance as shown on the attached site plan.

#### Side Set Backs

We meet the side set back requirements of the City of Portland Land Use Ordinance as shown on the attached site plan.

#### Parking In Front Yard

According to the City of Portland Land Use Ordinance, a B-2 zone requires that less than 10% of parking situated on a lot can be located in the front yard. We do not comply with this requirement. Since we need to locate the building towards the back of the lot due to the building shape and property line constraints, we are forced to locate the required parking between the building and the street frontage. The true "front" of the building will face Congress Street and we propose to locate a green area at the Sewell Street frontage. Please note that some of the parking for the new hotel is shared parking with the DoubleTree Hotel as explained on the attached site plan.

#### Impervious Surface

According to the City of Portland Land Use Ordinance, a B-2 zone requires that no more than 80% of the total area of the lot can be covered with impervious surface, we comply with this requirement with only 55% impervious surface.

#### Utility Easement

The building footprint appears to encroach on an easement shown on the site plan. Olympia Equity Investors II, LLC has researched the status of the 25' Access and Utility Easement and found that it is granted from Lot #1 to Lot # 4. The owner of Lot # 1 will allow the encroachment.



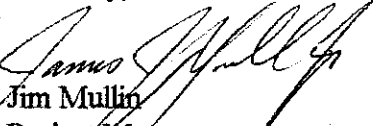
Proposed Candlewood Hotel  
Zoning  
Page 3

Attached to this letter please find a site plan which shows the proposed building footprint and site layout. It was our intention to submit two designs for consideration, the attached proposal and one which would conform to the requirements of a B-2 Zone. Unfortunately we were unable to make the building fit towards the front of the lot due to the lots width. The footprint is based on a standard Candlewood design. We are limited by franchise agreements with regard to modifying the appearance of the building.

We would appreciate the opportunity to sit down with you and review this material. We will call you to see when you would be available for a meeting.

Thank you for all of your time and help.

Sincerely,



Jim Mullin  
Project Manager

cc Marge Schmuckal - City of Portland - Planning & Zoning  
Lt. McDougal - City of Portland Fire Marshal  
Kevin Mahaney - Olympia Equity Investors II, LLC



Proposed Candlewood Hotel  
Portland, Maine  
Land Use

### Disadvantages of Existing Residential Zoning

- The existing zoning requires a minimum street frontage of 50'. This would only allow for two lots to be developed out of this parcel without the addition of a new access road.
- Each of these two lots would be approximately 62' wide and over 500' deep.
- Due to the location and shape of this parcel, these residential lots would not be desirable.
- The residential lots would be located between an existing hotel parking lot and the proposed I-295 extension.
- If an access road were added, half of the houses would face either a highway or a parking lot and the other half would face either a highway or the back of an existing six story building.
- Potential property tax revenue for the city would not be as great for vacant residential lots as compared with commercial use.



Proposed Candlewood Hotel  
Portland, Maine  
Land Use

Advantages of Zoning Change

- The proposed hotel would leave a green space adjacent to the existing residential lots on Sewall Street, presenting a much more attractive use of the land from the street than new buildings.
- The proposed hotel site layout would place the building away from the existing residences.
- The proposed hotel would make very efficient use of a parcel of land which has a very deep and narrow shape making unsuitable for many other applications.
- The proposed hotel layout places green space between the existing residential lots and the proposed I-295 extension.
- The proposed hotel is a much more logical use of the lot than residential use considering it's size, shape and the current use of adjacent lots.
- Potential property tax revenue for the city would be greater for the proposed use of the land as compared with vacant residential lots.



July 23, 1997

Mr. Alexander Jaegerman, AICP  
Chief Planner - Planning & Urban Development  
City of Portland  
389 Congress Street  
Portland, Maine 04101

Re: Proposed Candlewood Hotel  
Subject: Zoning

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Proposed Candlewood Hotel  
Zoning  
Page 2

Rear Set Back

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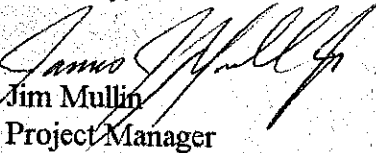
Proposed Candlewood Hotel  
Zoning  
Page 3

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We would appreciate the opportunity to sit down with you and review this material. We will call you to see when you would be available for a meeting.

Thank you for all of your time and help.

Sincerely,



Jim Mullin  
Project Manager

cc Marge Schmuckal - City of Portland - Planning & Zoning  
Lt. McDougal - City of Portland Fire Marshal  
Kevin Mahaney - Olympia Equity Investors II, LLC

# CITY OF PORTLAND, MAINE

## PLANNING BOARD

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Cyrus Y. Hagge, Chair  
John H. Carroll, Vice Chair  
Kenneth M. Cole III  
Jaimey Caron  
Kevin McQuinn  
Deborah Krichels  
Erin Rodriguez

November 14, 1997

Jim Mullin  
Project Manager  
Alliance Construction Inc.  
160 Pleasant Hill Road  
Scarborough, ME 04074

RE: Candlewood Hotel, Sewall Street

Dear Mr. Mullin:

On October 28, 1997 the Portland Planning Board voted unanimously (7-0) to not grant the request for a waiver of sidewalk and granite curb requirements.

The Portland Planning Board voted unanimously (7-0) to approve the site plan for the 70 unit Candlewood Hotel at Sewall Street. The approval was granted for the project with the following condition(s):

- i. that a parking easement be submitted before issuance of a building permit.
- ii. that the revised plans be submitted indicating curb and sidewalk on Sewall Street for approval by Public Works.
- iii. that the applicant provide a letter which states that there is an agreement with the Double Tree Hotel which allows Candlewood to dispose of waste in the Double Tree's dumpster.
- iv. that the Planning Board review and approve the revised landscaping plan.
- v. that two (2) additional trees be added to the existing parking island.
- vi. that the revised drainage plans be reviewed and approved by the Development Review Coordinator showing a new plan with proper details for the oil and water separation system.
- vii. that the revised plan be reviewed and approved by the Traffic Engineer to show proper radius on Sewall Street, but that the radius should be no less than 20 feet but some minimal radius to allow easy movement of passenger vehicles in and out of the driveway without encouraging excessive speed on Sewall Street.

O:\PLANDEVREV\WSEWALL\APPRVLTR.WPD

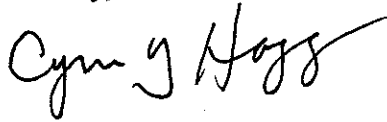
The approval is based on the submitted site plan and the findings related to site plan review standards as contained in Planning Report #45-97, which is attached.

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

1. A performance guarantee covering the site improvements as well as an inspection fee payment of 1.7% of the guarantee amount and 7 final sets of plans must be submitted to and approved by the Planning Division and Public Works prior to the release of the building permit. If you need to make any modifications to the approved site plan, you must submit a revised site plan for staff review and approval.
2. The site plan approval will be deemed to have expired unless work in the development has commenced within one (1) year of the approval or within a time period agreed upon in writing by the City and the applicant. Requests to extend approvals must be received before the expiration date.
3. A defect guarantee, consisting of 10% of the performance guarantee, must be posted before the performance guarantee will be released.
4. Prior to construction, a preconstruction meeting shall be held at the project site with the contractor, development review coordinator, Public Work's representative and owner to review the construction schedule and critical aspects of the site work. At that time, the site/building contractor shall provide three (3) copies of a detailed construction schedule to the attending City representatives. It shall be the contractor's responsibility to arrange a mutually agreeable time for the preconstruction meeting.
5. If work will occur within the public right-of-way such as utilities, curb, sidewalk and driveway construction, a street opening permit(s) is required for your site. Please contact Carol Merritt at 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible.)
6. The Development Review Coordinator (874-8300 ext. 8722) must be notified five (5) working days prior to date required for final site inspection. Please make allowances for completion of site plan requirements determined to be incomplete or defective during the inspection. This is essential as all site plan requirements must be completed and approved by the Development Review Coordinator prior to issuance of a Certificate of Occupancy. Please schedule any property closing with these requirements in mind.

If there are any questions, please contact the Planning Staff.

Sincerely,



Cyrus Y. Hagge, Chair  
Portland Planning Board





September 24, 1997

City Council  
City of Portland  
389 Congress Street  
Portland, Maine 04101

Re: Proposed Candlewood Hotel  
Subject: Zoning - Emergency Preamble

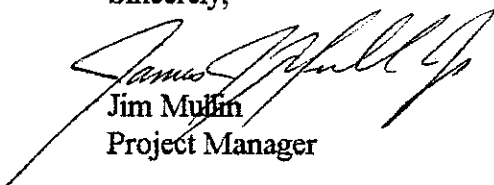
Dear Ladies and Gentlemen,

On behalf of Olympia Equity Investors II, LLC, Alliance Construction would like to request an "Emergency Preamble" with regard to the zoning changes for the Candlewood Hotel in Portland.

The reason for this request has to do with the impending cold weather. We are currently scheduled for a site plan approval workshop on October 14, 1997. We hope to receive site plan approval on October 28, 1997. It is our intention to work with the Building Inspections Department after the site plan approval workshop so that we can be ready to begin site work in early November.

We greatly appreciate your consideration of this matter. If you have any questions or comments please feel free to contact me at (207)885-0855.

Sincerely,



Jim Mullin  
Project Manager

cc Kevin Mahaney - Olympia Equity Investors II, LLC



July 14, 1997

Mr. Alexander Jaegerman, AICP  
Chief Planner - Planning & Urban Development  
City of Portland  
389 Congress Street  
Portland, Maine 04101

TRANSMITTED VIA FAX  
(207)874-8716

Re: Proposed Candlewood Hotel  
Subject: Meeting Follow Up

Dear Mr. Jaegerman,

This letter is meant to serve as a recap of our meeting on July 10, 1997 in your office to discuss what will be required prior to work beginning on the proposed Candlewood Hotel. We will copy all who attended the meeting and will also circulate this letter to all of the design team members so that everyone involved understands the requirements and the target schedule.

After discussing the current zoning situation for the property where the new hotel will be situated, it is our intention to apply for a "Conditional Zone" for the parcel. The reason for this is that the parcel is currently a R-5 zone which does not allow for a hotel. In lieu of opting for a switch to a B-2 zone we are going to request a "Conditional Zone" to deal with parking and setback issues which the shape of the parcel presents.

The following is a brief summary of the time frame we discussed at our meeting:

July 22, 1997

- Present Site Plans & Narrative to City of Portland, Planning & Urban Development Office
  - "Site Plan A" will show the building footprint and parking on the site as would be required for a B-2 zone
  - "Site Plan B" will show the building footprint and parking as per the layout preferred by the design team
  - The "Narrative" will be a brief discussion of the reasons for the layout per "Site Plan B" and the request for a "Conditional Zone".

August 12, 1997

- Present Site Plans & Narrative to City of Portland, Zoning Board

Provided all goes well with regard to zoning we will move on to the next step, planning approval.

Proposed Candlewood Hotel  
Meeting Follow Up  
Page 2

September 9 or September 23, 1997

- Attend the City of Portland, Planning Board Meeting for a "Site Review Workshop"
  - Present the proposed site plan which will show the building footprint, parking calculations and layout and all setbacks and easements.
  - Present the proposed building elevation.
  - Present a traffic study.
  - Present a wetlands impact study.
  - Present a proposed site lighting layout.

October 7, 1997

- Attend the City of Portland, Planning Board Meeting for a "Public Hearing"
  - Present the proposed site plan which will show the building footprint, parking calculations and layout and all setbacks and easements.
  - Present the proposed building elevation.
  - Present a traffic study.
  - Present a wetlands impact study.
  - Present a proposed site lighting layout.

October 21, 1997

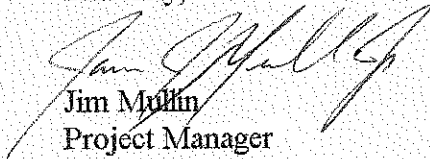
- Attend the City of Portland, Planning Board Meeting for a decision with regard to Site Plan Approval.

As we discussed in your office, we realize that we are on a very tight schedule and greatly appreciate your efforts to accommodate us. Please let us know if we have misunderstood any of the dates or purposes of the meetings. We would also appreciate if you would let us know if we have listed all of the information which will be required by each of the dates. We will be working with the Permitting and Inspections Department as the Planning Approval Process progresses in order to expedite breaking ground after we receive Planning and Zoning approval.

Proposed Candlewood Hotel  
Meeting Follow Up  
Page 3

Thank you again for your time and help. We are all looking forward to working with you and the rest of the board to bring another positive addition to the City of Portland.

Sincerely,



Jim Mullin  
Project Manager

cc Marge Schmuckal - City of Portland Planning  
Jim Brady - Olympia Equity Investors, LLP  
Phil Doughty - Phil Doughty Associates



July 23, 1997

Mr. Alexander Jaegerman, AICP  
Chief Planner - Planning & Urban Development  
City of Portland  
389 Congress Street  
Portland, Maine 04101

Re: Proposed Candlewood Hotel  
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## Proposed Candlewood Hotel

### Zoning

#### Page 2

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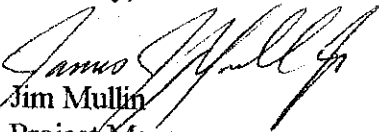
Proposed Candlewood Hotel  
Zoning  
Page 3

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Lt. McDougal - City of Portland Fire Marshal  
Kevin Mahaney - Olympia Equity Investors II, LLC

# ALLIANCE CONSTRUCTION, INC.

160 Pleasant Hill Road  
SCARBOROUGH, MAINE 04074

# LETTER OF TRANSMITTAL

(207) 885-0855  
FAX (207) 885-0846

TO

CITY OF PORTLAND  
PLANNING & ZONING

DATE	08 AUG 97	JOB NO.	03-0212
ATTENTION	KANDY TALBOT		
RE:	CANDLEWOOD HOTEL PORTLAND, MAINE		

WE ARE SENDING YOU

☒ Attached

☐ Under separate cover via

HAND DEL

the following items:

- ☐ Shop drawings    ☐ Prints    ☐ Plans    ☐ Samples    ☐ Specifications  
☐ Copy of letter    ☐ Change order    ☐ \_\_\_\_\_

COPIES	DATE	NO.	DESCRIPTION
10	—	—	CANDLEWOOD BROCHURES
1	7-97	1573	CANDLEWOOD SITE PLAN (11x17)
1	—	—	NORTH BUILDING ELEVATION (11x17)
1	—	—	SOUTH " " "
1	—	—	EAST " " "
1	—	—	WEST " " "
1/EA			PROS & CONS TO ZONING CHANGE

THESE ARE TRANSMITTED as checked below:

- ☐ For approval    ☐ Approved as submitted    ☐ Resubmit \_\_\_\_\_ copies for approval  
☒ For your use    ☐ Approved as noted    ☐ Submit \_\_\_\_\_ copies for distribution  
☒ As requested    ☐ Returned for corrections    ☐ Return \_\_\_\_\_ corrected prints  
☐ For review and comment    ☐ \_\_\_\_\_  
☐ FOR BIDS DUE \_\_\_\_\_ 19 \_\_\_\_\_    ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS

COPY TO

SIGNED:

If enclosures are not as noted, kindly notify us at once.



**From:** Natalie Burns  
**To:** KCOTE  
**Date:** 8/5/97 2:20pm  
**Subject:** Candlewood Hotels -Reply

I will need to have from you a list of the uses that are to be permitted, the dimensional requirements and the performance standards/external effects that will be required. If these are to be the same as an existing zone, let me know what that is. Is the contract going to be tied to a site plan? Will you be requiring extra parking, or the amount required by Div. 20 of the zoning ordinance? Will you be limiting the number of rooms in the hotel?

Hotel

- Use?

70

# of rooms?



ALLIANCE CONSTRUCTION, INC.

160 Pleasant Hill Road  
Scarborough, Maine 04074

(207)885-0855  
FAX (207)885-0846

## LETTER OF TRANSMITTAL

DATE:	17-Jun-97	JOB #:	03-0198
ATTENTION:	Alex Jaegerman		
REGARDING:	Candlewood Hotel Portland, Maine		

To: City of Portland  
Planning & Urban Development  
389 Congress Street  
Portland, Maine 04101

WE ARE SENDING YOU ☒ Attached ☐ Under Separate Cover Via: Hand Delivery The Following Items:

☐ Shop Drawings ☐ Prints ☒ Plans ☐ Samples ☐ Specifications

☐ Copy of Letter ☐ Change Order ☐ \_\_\_\_\_

COPIES	DATE	NUMBER	DESCRIPTION
7	22-Jul-97	N/A	Candlewood Hotel - Sewall Street, Portland, Maine
7	23-Jul-97	N/A	Letter to Alex Jaegerman Re: Proposed Candlewood Hotel, Zoning

### THESE ARE TRANSMITTED ...

☒ For Approval ☐ Approved As Submitted ☐ Resubmit \_\_\_\_\_ Copies For Approval

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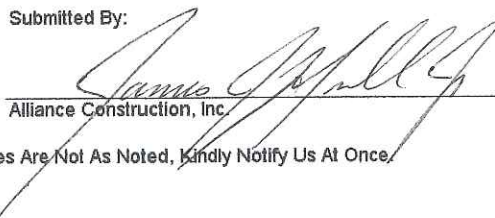
☐ For Review and Comment ☐ \_\_\_\_\_

☐ FOR BIDS DUE \_\_\_\_\_ ☐ PRINTS RETURNED AFTER LOAN TO US

### REMARKS:

COPY TO: File  
Marge Schmuckal - City of Portland  
Lt. McDougal - City of Portland F.D.

Submitted By:

  
Alliance Construction, Inc.

If Enclosures Are Not As Noted, Kindly Notify Us At Once.



July 23, 1997

Mr. Alexander Jaegerman, AICP  
Chief Planner - Planning & Urban Development  
City of Portland  
389 Congress Street  
Portland, Maine 04101

Re: Proposed Candlewood Hotel  
Subject: Zoning

Dear Mr. Jaegerman,

As we discussed at our meeting on July 10, 1997, we are requesting a zoning change for the lot on the south side of the DoubleTree Hotel in Portland which is the proposed site of a new Candlewood Hotel. The parcel currently falls under a R-5 zone. The adjacent lot, where the DoubleTree is located, falls under a B-2 zone. Due to the deep and narrow shape of the undeveloped lot we are requesting a "Contract Zone" in lieu of a B-2 zone. The following is a summary of the requirements of a B-2 zone compared to the conditions we find on the property in question.

#### Required Street Frontage

According to the City of Portland Land Use Ordinance, a B-2 zone requires a minimum of fifty feet of street frontage. We exceed this requirement with 140 feet of street frontage.

#### Minimum Lot Width

According to the City of Portland Land Use Ordinance, a B-2 zone requires a minimum lot width of fifty feet. We exceed this requirement with a minimum lot width of 125.65 feet.

#### Maximum Building Height

According to the City of Portland Land Use Ordinance, a B-2 zone requires a maximum building height of forty five feet. We comply with this requirement with a building height of forty two feet.

#### Front Set Back:

According to the City of Portland Land Use Ordinance, a B-2 zone requires that the front set back "need not" be more than the average set back of the two adjacent properties. Since we need to locate the building towards the back of the lot due to the building shape and property line constraints, we can easily comply with this requirement.

## Proposed Candlewood Hotel

### Zoning

#### Page 2

### Rear Set Back

We meet the rear set back requirements of the City of Portland Land Use Ordinance as shown on the attached site plan.

### Side Set Backs

We meet the side set back requirements of the City of Portland Land Use Ordinance as shown on the attached site plan.

### Parking In Front Yard

According to the City of Portland Land Use Ordinance, a B-2 zone requires that less than 10% of parking situated on a lot can be located in the front yard. We do not comply with this requirement. Since we need to locate the building towards the back of the lot due to the building shape and property line constraints, we are forced to locate the required parking between the building and the street frontage. The true "front" of the building will face Congress Street and we propose to locate a green area at the Sewell Street frontage. Please note that some of the parking for the new hotel is shared parking with the DoubleTree Hotel as explained on the attached site plan.

### Impervious Surface

According to the City of Portland Land Use Ordinance, a B-2 zone requires that no more than 80% of the total area of the lot can be covered with impervious surface, we comply with this requirement with only 55% impervious surface.

### Utility Easement

The building footprint appears to encroach on an easement shown on the site plan. Olympia Equity Investors II, LLC has researched the status of the 25' Access and Utility Easement and found that it is granted from Lot #1 to Lot # 4. The owner of Lot # 1 will allow the encroachment.

Proposed Candlewood Hotel

Zoning

Page 3

Attached to this letter please find a site plan which shows the proposed building footprint and site layout. It was our intention to submit two designs for consideration, the attached proposal and one which would conform to the requirements of a B-2 Zone. Unfortunately we were unable to make the building fit towards the front of the lot due to the lots width. The footprint is based on a standard Candlewood design. We are limited by franchise agreements with regard to modifying the appearance of the building.

We would appreciate the opportunity to sit down with you and review this material. We will call you to see when you would be available for a meeting.

Thank you for all of your time and help.

Sincerely,



Jim Mullin

Project Manager

cc Marge Schmuckal - City of Portland - Planning & Zoning  
Lt. McDougal - City of Portland Fire Marshal  
Kevin Mahaney - Olympia Equity Investors II, LLC

## Candlewood Hotel Company, Inc.

Based in Wichita, Kansas, Candlewood Hotel Company, Inc. (Candlewood) was founded by Jack DeBoer, creator of Residence Inns and the recognized father of the extended-stay hotel industry. The company's stock is traded on the NASDAQ under the symbol CNDL. Jack DeBoer and his partner, Warren Fix, originally formed the company in a 50/50 partnership with Doubletree Hotels Corporation (Doubletree).

Doubletree is a leading hotel management company and is the exclusive franchisor of Doubletree, Doubletree Club and Doubletree Guest Suites hotel brands. As of July 22, 1997, Doubletree managed or franchised more than 240 hotels in 39 states, the District of Columbia and Mexico.

### Candlewood Objectives & Strategies

- *To create the Number 1 nationwide, business, extended-stay hotel brand which is recognized for delivering consistent quality and value to its customer, the hotel guest.*
- *To create substantial value for Candlewood owners, investors and franchisees.*

As of July 31, 1997, Candlewood hotels are open in Wichita, KS; Omaha, NB; Denver, CO; Louisville, KY; Cincinnati, OH and our first franchised hotel in Portland, OR. Hotels are being developed under two basic strategies -- corporate and franchise development. Candlewood corporate has 22 properties under construction. Currently, four franchised hotels are under construction.

Candlewood hotels are expected to range in size from 67 to 150 rooms. The prototypical 122 room hotel is made up of approximately 46,000 square feet in guest studios and suites and approximately 11,000 square feet of public space.

The Candlewood product has been highly standardized with a focus on operating efficiency and low maintenance. A total of seven to ten full-time employees (depending on the size of hotel) will staff each property. A 98-room hotel staff would include an on-site General Manager, an Assistant General Manager, a Director of Sales, a part-time Desk Clerk, an Engineer and three Housekeepers. Cost efficiencies are primarily due to the reduction of many standard amenities and services that most extended-stay guests do not need or utilize, such as swimming pools and extravagant lobbies. Full maid service is provided once each week. In a stabilized hotel, front desk transactions are minimal because of the guests' length of stay. Hotel upkeep is also minimal because the FF&E is very high quality, similar to what would be found in an upscale hotel.

An extensive pre-opening sales effort for each Candlewood Hotel is undertaken in order to achieve high occupancies at an early date. Some examples of our targeted customer, the business traveler, include consultants, government employees, auditors, temporarily assigned employees, training participants, trainers, and relocating employees.

## **Candlewood Board Members and Key Management**

### **GARY E. COSTLEY, Chairman, President and Chief Executive Officer, International Multifoods Corporation**

Mr. Costley is a member of the Board of Directors of Pharmacopeia Inc.- Princeton, N.J.; and Bush Brothers Inc. - Knoxville, Tenn. He is chairman of Youth for Understanding, Washington, D.C. and also serves on the boards of the Miller Foundation in Battle Creek, Mich., and Duke University Medical Center. Mr. Costley graduated from Oregon State University with a B.S. degree in 1964, M.S. degree in 1966 and Ph.D. in 1970.

### **RICHARD J. FERRIS, Co-Chair of Doubletree Hotels Corporation**

Mr. Ferris is the former Chairman and Chief Executive Officer of UAL Corporation, a position he held from April 1976 to June 1987. Mr. Ferris serves as a Director of the Procter & Gamble Company, Amoco Corporation, Evanston Hospital Corporation and the PGA Tour Policy Board.

### **RUSSELL W. MEYER, Jr., Director, Chairman and Chief Executive Officer - Cessna Aircraft Company**

Mr. Meyer graduated from Yale University with a B.A. degree in 1954 and earned his Doctor of Law degree from Harvard Law School in 1961. He served three terms as Chairman of the Board of the General Aviation Manufacturers Association (GAMA) and has served as a member of three Presidential commissions. Mr. Meyer currently serves as a Director of NationsBank Corporation, Western Resources, Inc., and a member of the Board of Trustees of Wake Forest University.

### **TONY M. SALAZAR, Executive Vice President, McCormack Baron & Associates**

Mr. Salazar received a B.S. degree in Sociology from the University of Missouri in Kansas City in 1974 and completed his Masters Degree specializing in Administration from the University of Michigan in 1975. Mr. Salazar also serves as a Director of the California Community Foundation and as a member of the Advisory Board at the Community Research Center at the New School of Social Research in New York City.

### **PETER V. UEBERROTH, Co-Chair of Doubletree Hotels Corporation**

From April 1989 to the present, Mr. Ueberroth has been Managing Director and a principal of The Contrarian Group, an investment management company. From March 1984 to March 1989, Mr. Ueberroth served as the sixth Commissioner of Major League Baseball. Mr. Ueberroth serves as a Director of Ambassadors International, The Coca-Cola Company, CB Commercial and Transamerica Corporation.

### **JACK P. DEBOER, Chairman and President of Candlewood Hotel Company, L.L.C.**

Mr. DeBoer began his career selling real estate during the summers in Kalamazoo, Michigan. He graduated from Michigan State University with a degree in Business in 1952. After being discharged from the U.S. Army in 1954, Mr. DeBoer developed and built 300 single family homes and 16,000 apartments in over 30 states. In 1975, Mr. DeBoer designed and built the first Residence Inn all-suite hotel located in downtown Wichita, Kansas. He was a pioneer in the extended-stay concept and he built or franchised 100 hotels before selling The Residence Inn Company to Marriott Corporation in 1987. Mr. DeBoer co-founded Summerfield Hotel Corporation, a second generation upscale extended-stay hotel chain which developed 16 hotels under his leadership. He sold his interests to other investors in 1993.

### **WARREN D. FIX, Executive Vice President and Chief Financial Officer**

Mr. Fix has degrees from Claremont Men's College, the U.C.L.A. Executive Management Program and the Stanford Financial Management Program. He is a Certified Public Accountant and an active member of the Urban Land Institute. He served as Chief Financial Officer of The Irvine Company, one of the nation's premier real estate development and investment companies from 1964 to 1989. In addition to his financial responsibilities, he supervised the Human Resources and Legal Departments, as well as several subsidiary operating companies, and was a member of the Executive Committee of the Board of Directors. Most recently, Mr. Fix was a Partner in The Contrarian Group, a management company based in Newport Beach, California. Over the past two years, Mr. Fix has consulted with Doubletree Hotel Corporation on financial assignments, primarily in the area of developing debt and equity sources for hotel acquisition, refinancing and restructuring.

### **JAMES E. ROOS, President and Chief Operating Officer**

Prior to joining Candlewood in June, Mr. Roos was the Executive Vice President of Posadas USA, Inc., a division of Grupo Posadas, S.A. de C.V., the Mexico City-based premier Latin American hotel company. He was responsible for all aspects of Posadas' operations, including hotel and condominium management, project acquisition, capital budget management, human resource administration and franchisor relations. Before working with Posadas USA, Mr. Roos spent more than 17 years with Holiday Inns, Inc. As Vice President Operations for the Western Region from 1991-93, Roos was responsible for a portfolio of hotels with combined revenues of \$165 million. From 1987-91, he was Vice President of Operations and Development for Hampton Inn, a division of Promus Companies/Holiday Inns, Inc., where he managed hotel services, franchise sales and service, and system quality standards. From 1981-87, as Director of Operations for the Holiday Corporation, a subsidiary of Holiday Inns, he managed the operations and marketing of a diverse hotel portfolio, including 25 full-service hotels throughout the Midwest.



**CANDLEWOOD**  
Your Studio Hotel

## YOUR ESTIMATED INITIAL INVESTMENT

The following table provides an estimate of your initial investment for a 95 room Candlewood Hotel and a 119 room Candlewood Hotel. All amounts other than the initial franchise application fee are estimates. None of these payments are refundable except for the initial application fee which is refundable only as set forth in Item 5.

DESCRIPTION	AMOUNT		METHOD OF PAYMENT	WHEN DUE	TO WHOM PAYMENT IS TO BE MADE
	95 ROOM HOTEL	119 ROOM HOTEL			
Initial Franchise Application Fee (1)	\$40,000	\$47,600	Lump Sum	Concurrently with Submission of Franchise Application	CHC
Site Evaluation Expenses	\$10,000 to \$15,000	\$10,000 to \$15,000	As Incurred	Before Submitting Franchise Application	Airlines, Hotels, and Restaurants
Real Estate (2)	(Note 2)	(Note 2)	(Note 2)	(Note 2)	(Note 2)
Construction (3)	\$3,000,000 to \$4,000,000	\$3,500,000 to \$4,500,000	As Arranged	Prior to Opening	Contractors
Furniture, Fixtures, and Equipment (5)	\$690,500 to \$719,000	\$788,000 to \$826,000	As Arranged	Prior to Opening	Vendors
Travel and Living Expenses While Training	\$2,500 to \$4,000	\$2,500 to \$4,000	As Incurred	Prior to Opening	Airlines, Hotels, and Restaurants
Sales and Marketing Materials - 3 months	\$35,000	\$35,000	As Arranged	Prior to Opening	Vendors
Inventory	\$9,500 to \$11,000	\$12,000 to \$14,000	As Arranged	Prior to Opening	Vendors
Additional Funds - 6 months (6)	\$60,000	\$60,000	As Arranged	As incurred	Employees, Suppliers, and Utilities
Permits, Licenses and Government Fees (4)	\$95,000 to \$120,000	\$125,000 to \$150,000	Lump Sum	Prior to Opening	Appropriate Government Agencies
Total Estimated Initial Investment	\$3,942,500 to \$5,004,000 (7)	\$4,580,100 to \$5,651,600 (7)	(These totals do not include real estate costs)		
Estimated Cost Per Key Not Including Land	\$41,500 to \$52,674	\$38,488 to \$47,492	(These totals do not include real estate costs)		

Please refer to the back side of this page for important notes regarding your initial investment.



## *Notes Regarding Your Estimated Initial Investment*

<sup>1</sup> **Franchise Fee/Development Fee.** If the franchise is granted pursuant to a Development Agreement, you must pay an additional development fee of \$1.00 to us when you sign the Development Agreement. See Item 5.

<sup>2</sup> **Real Estate.** We do not estimate the cost of real estate due to the wide variation among geographical areas and at different sites. Your land acquisition costs will vary depending upon a multitude of factors including whether the property is purchased or leased, the size and location of the property, and the availability of financing on commercially reasonable terms. Our 95-room prototype plan requires approximately 2 to 3 acres and our 119-room prototype plan requires approximately 2.5 to 3.5 acres. Our 95-room prototype includes 71 studio rooms and 24 king suite rooms. Our 119-room prototype includes 95 studio rooms and 24 king suite rooms.

<sup>3</sup> **Construction.** Building construction costs vary greatly from state to state and region to region depending upon material, labor costs, and other variables. Construction costs may also vary depending upon soil and environmental conditions, availability of utilities to the site, and the topography of the site. The estimate does not take into account special local requirements such as earthquake requirements or impact fees.

<sup>4</sup> **Permits, Licenses, and Governmental Fees.** The licenses, permits, utility and tap fees you must obtain or pay to operate the Hotel vary depending upon the state, county, or other political subdivision in which the Hotel is located.

<sup>5</sup> **Furniture.** Includes room furnishings and accessories, office equipment, an automated property management system software, a telephone system including guest voice mail, and an energy management system.

<sup>6</sup> **Additional Funds.** This amount represents an estimate of the funds needed to cover pre-opening expenses, initial employee wages, fringe benefits, utility deposits, uniforms, recruitment, on-site training expense, and other variable costs (e.g., electricity, telephone, heat, etc.), paper, cleaning, and other supplies. These figures are estimates and we cannot guarantee that you will not have additional expenses starting the business. Your costs will depend on various factors, including: how carefully you follow our methods and procedures for operation of the Hotel; your management skill, experience, and business acumen; local economic conditions; your location; the local market for hotel accommodations; competition; the prevailing wage rate; and the sales level reached during the initial period.

<sup>7</sup> **Total Estimated Initial Investment; Financing.** This total estimated initial investment does not include any real estate costs. You should review these figures carefully with a business advisor before purchasing the franchise. Except for certain partial loan guarantees which may be offered by Doubletree Corporation, an affiliate of Candlewood, for the construction of the hotel, we do not offer direct or indirect financing to franchisees for any items. The availability and terms of financing will depend on several factors including the availability of financing generally, your creditworthiness, your available collateral, and lending policies of financial institutions. The estimate does not include any finance charge, interest, or debt service obligation.

Doubletree Corporation ("Doubletree"), an affiliate of Candlewood, may offer to partially guarantee loans to some franchisees to finance construction of a franchised Hotel and acquisition of equipment, fixtures, and initial supplies. Whether Doubletree will offer to guarantee financing for any particular franchisee will depend upon the franchisee being found creditworthy by an approved third-party lender and by Doubletree. In addition, Doubletree will limit the total amount of guarantees it issues, and thus will not be able to offer a financing guaranty to all potential creditworthy franchisees. Doubletree does not offer to guarantee financing of the initial franchise fee or operating expenses of the franchised business.

For guaranteeing a portion of Franchisee's loan, Doubletree will receive a fee of .25% (25 basis points) on the outstanding loan balance if the loan to value ratio is less than 70% or more, or .5% (50 basis points) if the loan-to-value ratio is 70% or more, which will be added to each interest payment to the Lender for the account of Doubletree. For arranging the Doubletree Guaranty, Candlewood will receive a fee equal to 5% of Operating Distributable Funds and 5% of Net Capital Proceeds of the Hotel. "Operating Distributable Funds" are the amount by which the ordinary operating (noncapital) receipts of the Hotel exceed operating expenses, debt service, and reasonable reserves for taxes, insurance, and capital improvements. "Net Capital Proceeds" are the proceeds received from a sale, refinancing, insurance or condemnation awards after paying indebtedness and repairing or restoring any damage to the property and after paying the costs of the capital transaction.



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## BASIC FRANCHISING TERMS

### *Initial Franchising Fee*

The greater of \$400 per room or \$40,000 payable upon submission of Franchise Application.

### *Franchise Term*

The term of the franchise is 20 years.

### *Royalty Fee*

After 10 system hotels are open, there will be an assessment of 4% fiscal period room revenues for the first 24 months of operation, two years, then 5% of fiscal period room revenues for each month thereafter.

### *Marketing & Reservation Fee*

There will be no monthly assessment until a majority vote of the members of the International Association of Candlewood Hotel Owners (one vote per hotel) vote to implement a fee. The fee will never exceed 2.5% of gross room revenue.

### *Association Dues*

Determined annually by the International Association of Candlewood Hotel Owners.  
(Proposed dues are \$350 per hotel.)

### *Other Charges*

Other reasonable charges may be made for required or optional training programs and/or marketing resources.





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## ARCHITECTURE QUALITY CONTROL PROGRAM

It is extremely important that all Candlewood Hotels throughout the System meet the same, high quality design standards. To assist you in understanding your development role and to ensure consistent design standards are utilized, Candlewood has developed an Architecture Quality Control Program.

When hiring an architect, keep in mind that they must meet the following criteria and perform the following tasks:

- ◆ Be approved, in writing, by Candlewood's Vice President of Construction.
- ◆ Execute an agreement with the licensee and Candlewood agreeing to comply with the prototype specifications and/or design standards. In addition, they must agree to exercise confidentiality with the drawings and standards provided by Candlewood for your Hotel.
- ◆ Submit preliminary and final site plans for review by Candlewood's Vice President of Construction for approval prior to construction of each Hotel.
- ◆ Provide supervision and inspection reports as required by Candlewood.

Your architectural service should be provided in two phases:

### 1) Site Yield Study

In this phase, your architect should develop a conceptual site layout to determine the placement of your Candlewood Hotel on your proposed site.

In preparation for the site layout, the following information will be required by your architect:

- Plat or survey map including angles and property lines.
- Topography survey.
- Number stories and rooms for the Hotel.
- Area map locating the site in relation to surrounding roads.
- Height limits, zoning classification, building/parking setbacks, required number of parking spaces per room, and any other special conditions.
- Options -- gazebo and/or spa.

## **2) Working Drawings**

When your franchise documents have been finalized and you have received your Development Manual and Prototype Drawings, your contract architect should create your drawings to include the following:

### Preliminary Working Drawings

- 1) Site Plan
- 2) Elevations
- 3) Floor Plans
- 4) Room Layouts

### Final Working Drawings

- 1) Structural
- 2) Mechanical
- 3) Plumbing
- 4) Electrical
- 5) Construction Specifications

It will be your responsibility as the licensee to provide the soils report, landscaping plans and civil engineering report.

## **ADDITIONAL INFORMATION**

- ♦ If construction of your hotel is delayed for more than three months, you will be required to update your plans to include any and all required Candlewood modifications to meet our current standards and design.
- ♦ While your Hotel is under construction, Candlewood has the right to conduct periodic on-site quality control reviews.
- ♦ Candlewood has the right to alter, amend or modify the terms and conditions stated herein without prior notice to the franchisee.

## PROSPECTIVE FRANCHISEE QUESTIONNAIRE

Name of Business/Entity: \_\_\_\_\_

Main Contact: \_\_\_\_\_

Address (City, State, Zip): \_\_\_\_\_

Phone Number: \_\_\_\_\_ Fax Number: \_\_\_\_\_

Primary Line of Business: \_\_\_\_\_

From the following, please check the appropriate box:

☐ New Construction

☐ Conversion

Please list the city or cities in which you are interested in franchising.

\_\_\_\_\_  
\_\_\_\_\_

Would you be interested in developing more than one Candlewood hotel in any of the cities you listed above? If yes, please denote which cities you would desire to develop and the number of hotels you believe would be appropriate for each market.

\_\_\_\_\_

How did you learn about Candlewood's franchising program? \_\_\_\_\_

\_\_\_\_\_

Do you have a source to obtain necessary financing to complete your project? \_\_\_\_\_

How do you plan to manage your hotel(s)?

☐ Candlewood

☐ Self-Managed

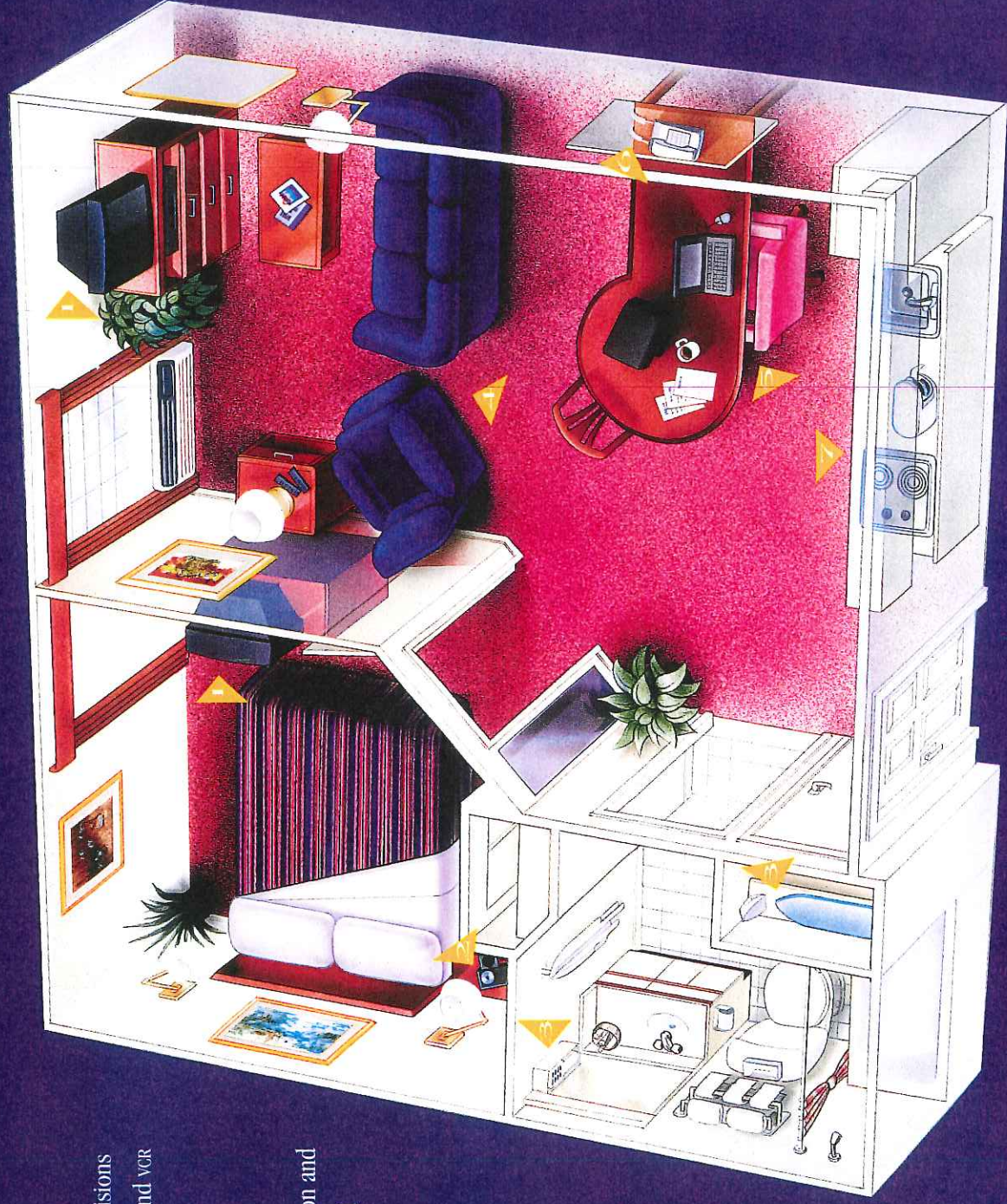
☐ Third Party

***Please attach a copy of your company's profile including information regarding any properties in which you have ownership interest.***



# C·A·N·D·L·E·W·O·O·D

## KING SUITE



Two 25" televisions  
with movies and vcr

cd player

Hair dryer, iron and  
ironing board

Over-stuffed recliner  
and sofa bed

King-size desk with  
executive chair

Two separate phone  
lines for simultaneous  
voice and data  
transmission

Fully-equipped  
kitchen with dish-  
washer and full-sized  
refrigerator



CANDLEWOOD  
Your Studio Hotel

800-946-6200



*What's the **ONE** lesson you remember  
from History Class?*

# History Repeats Itself.

*With the leadership of Jack DeBoer and Doubletree, along with the superior quality and affordability of our product, Candlewood Hotel Company, L.L.C. is destined to be a leader in the business, extended-stay hotel industry. Candlewood offers the total package:*

- **Vision, Experience, and Leadership** – Jack DeBoer, Candlewood Hotel's founder, Chairman and President, is credited by the lodging industry with creating the extended-stay concept. Jack founded the Residence Inn chain and later co-founded Summerfield Suites. Today, Candlewood Hotel is the latest product of his unique vision to serve the growing demand for extended-stay hotels.
- **Strength** – Candlewood has formed a partnership with Doubletree Hotel Corporation, the decade's leader in hotel growth opportunities.
- **Focus** – One product focused on one target market: extended-stay, business travelers who want a great place to stay that meets their business needs while offering a sense of home.
- **Sensible Franchise Fees** – Candlewood Hotel is the only hotel of its kind that does not charge franchisees a national marketing and reservation fee and gives its hotel owners the right to vote on any such fees.
- **Ground Floor Opportunity** – Franchise territories are still available.
- **Efficient Construction** – Candlewood hotels are designed to conform to many site configurations and to be low maintenance.
- **Effective Operations** – With state-of-the-art energy management systems, proven operations standards, and a unique property management system, Candlewood hotels are designed for maximum efficiency which improves your bottom line and your guest's experience.
- **Stringent Quality Control** – To ensure a consistent Candlewood stay experience, all hotels are subject to a strong quality control program with strict maintenance and updating standards.
- **Extensive Education Plan** – Candlewood provides an extensive educational program to help you and your hotel make money.
- **Exceptional Value** – Candlewood hotels provide exceptional value to your customers at an affordable price point.



## CANDLEWOOD

Your Studio Hotel

*Don't let history pass you by, be a part of it. Join the growing team of franchisees.*

**Call the Candlewood Franchise Development Team at (316) 631-1300.**





## **Candlewood Hotel Site Plan Approval Package**

### **Table of Contents**

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Intro	Introduction & Hotel Brochure
Sum	Summary
A	Site Plan Drawing
B	Traffic Study
C	Wetlands Letter From Army Corps of Engineers
D	Preliminary Soils Report
E	Building Floor Plans and Elevations
F	Landscape Plan
G	Photometrics Drawing
H	Letter From Olympia Equity Investors II, LLC
I	Candlewood Letter Regarding Solid Waste
J	Engineer's Letter Regarding Utilities Availability
K	Engineer's Letter Regarding Storm Water
L	Contractor's Letter Regarding Schedule
M	Engineer's Letter Regarding Approvals
N	Free Standing Signage Details



## **Candlewood Hotel Site Plan Approval Package**

### **Introduction**

Attached, please find a copy of a brochure from Candlewood Hotels. We have included this in our Site Plan Approval proposal in order to give the City of Portland a brief introduction to the quality and stature of the project being proposed.

The brochure addresses the required level of quality, operating philosophy and objectives and strategies which Candlewood has developed.

The brochure will also give a more clear picture of the final product being developed. Color renderings of room layouts and elevations from other Candlewood hotels which reflect the design intent of the project being proposed are also presented.



## **Candlewood Hotel Site Plan Approval Package**

### **Summary**

In order to simplify our approach to the Site Plan Approval Process we have reviewed Article V of the City of Portland Land Use Ordinance and developed a check list of required documentation. We have organized the list according to the sections and subsections of Article V. We have also cross referenced how and where each of the required items is addressed in our package.

We have attached a copy of the above referenced list to the summary section in this binder. We hope this will prove to be as useful an aid to those reviewing this submission as it was in developing it.





**Candlewood Hotel - Portland, Maine  
Site Plan Approval Package Glossary**

Artical V Section	Required Documents	Form Of Response	Provided By	Attachment
14-525.a	Proposed Site Plan	Site Plan Drawing	DeLucca Hoffman	Attachment "A"
14-525.a	Drainage Plan	Site Plan Drawing	DeLucca Hoffman	Attachment "A"
14-525.a	Erosion Control Plan	To Be Submitted		
14-525.a	Parking Study	Site Plan Drawing	DeLucca Hoffman	Attachment "A"
14-525.a	Traffic Study	Traffic Study	DeLucca Hoffman	Attachment "B"
14-525.a	Noise Study	Not Applicable		
14-525.a	Enviormental Impact Study	Not Applicable		
14-525.a	Sun Shadow Study	Not Applicable		
14-525.a	Noxious Emissions Study	Not Applicable		
14-525.a	Wind Impacts Study	Not Applicable		
14-525.a	Water Vapor Emissions Study	Not Applicable		
14-525.a	Ground Water Impact Assessment	Not Applicable		
14-525.a	High Intensity Soil Survey	Not Applicable		
14-525.a	Wetlands Deliniation	Letter From Army Corps	Letter From Army Corps	Attachment "C"
14-525.b.(1)	Standard Boundry Survey	Site Plan Drawing	DeLucca Hoffman	Attachment "A"
14-525.b.(1)a.	Name of Applicant	Site Plan Drawing	DeLucca Hoffman	Attachment "A"
14-525.b.(1)a.	Name of Proposed Development	Site Plan Drawing	DeLucca Hoffman	Attachment "A"
14-525.b.(1)b.	Scale & North Points	Site Plan Drawing	DeLucca Hoffman	Attachment "A"
14-525.b.(1)c.	Boundries of Site	Site Plan Drawing	DeLucca Hoffman	Attachment "A"
14-525.b.(1)d.	Total Land Area of Site	Site Plan Drawing	DeLucca Hoffman	Attachment "A"
14-525.b.(1)e.	Topography	Site Plan Drawing	DeLucca Hoffman	Attachment "A"
14-525.b.(2)	Additional Site Information			
14-525.b.(2)a.	Existing Soil Conditions	Soils Report	S.W. Cole	Attachment "D"
14-525.b.(2)b.	Location of Topo Features	Site Plan Drawing	DeLucca Hoffman	Attachment "A"
14-525.b.(2)c.	Location of Ground Floor Area	Site Plan Drawing	DeLucca Hoffman	Attachment "A"
14-525.b.(2)c.	Building Elevations	Elevation Drawings	P. Doughty Associates	Attachment "E"
14-525.b.(2)c.	Define Fascade Materials	Elevation Drawings	P. Doughty Associates	Attachment "E"
14-525.b.(2)d.	Location of Abutting Structures	Site Plan Drawing	DeLucca Hoffman	Attachment "A"
14-525.b.(2)e.	Location of Solid Waste Recep.	Not Applicable		
14-525.b.(2)f.	Location of Easements	Site Plan Drawing	DeLucca Hoffman	Attachment "A"
14-525.b.(2)g.	Location of Pedestrian Access	Site Plan Drawing	DeLucca Hoffman	Attachment "A"
14-525.b.(2)g.	Location of Vehicular Access	Site Plan Drawing	DeLucca Hoffman	Attachment "A"
14-525.b.(2)h.	Landscape Plan	Landscape Plan	Skinner Associates	Attachment "F"
14-525.b.(2)i.	Location of Fencing	Site Plan Drawing	DeLucca Hoffman	Attachment "A"
14-525.b.(2)j.	Outdoor Lighting Plan	Photometrics Drawing	DeLucca Hoffman	Attachment "G"
14-525.b.(2)k.	Location of Fire Hydrants	Site Plan Drawing	DeLucca Hoffman	Attachment "A"
14-525.b.(2)l.	Statement Regarding Wetlands	Letter From Army Corps	Letter From Army Corps	Attachment "C"
14-525.b.(2)m.	Location of Test Borings	Soil Investigation Rep.	S.W. Cole	Attachment "D"
14-525.b.(2)n.	Location of Erosion Controls	To Be Submitted	DeLucca Hoffman	
14-525.(c)	Written Statements			
14-525.(c)	Names & Addresses of Owners	Letter From Owner	Olympia Equity Inv II	Attachment "H"
14-525.(c)(1)	Description of Proposed Use	Letter From Owner	Olympia Equity Inv II	Attachment "H"
14-525.(c)(2)	Total Land Area of Site	Site Plan Drawing	DeLucca Hoffman	Attachment "A"
14-525.(c)(3)	Summary of Easements	Letter From Owner	Olympia Equity Inv II	Attachment "H"
14-525.(c)(4)	Estimated Quant. of Solid Waste	Letter From Owner	Olympia Equity Inv II	Attachment "I"
14-525.(c)(5)	Off Site Facilities Availability	Letter From Engineer	DeLucca Hoffman	Attachment "J"
14-525.(c)(6)	Narrative of Surface Drainage	Storm Water Plan	DeLucca Hoffman	Attachment "K"
14-525.(c)(7)	Construction Schedule	Letter From Alliance	Alliance	Attachment "L"
14-525.(c)(8)	List of State & Fed Approvals Req.	Letter From Engineer	DeLucca Hoffman	Attachment "M"
14-525.(c)(9)	Evidence of Financial Capacity	Letter From Bank	Olympia Equity Inv II	Attachment "H"
14-525.(c)(10)	Evidence of Applicants Title	Copy of Title	Olympia Equity Inv II	Attachment "H"
14-525.(c)(11)	Nar. of Unusual Natural Areas	Not Applicable		
14-526.(22)	Building Signage Details	Elevation Drawings	P. Doughty Associates	Attachment "E"
14-526.(22)	Free Standing Signage Details	Signage Details	Olympia Equity Inv II	Attachment "N"

According To Artical V. Site Plan of the City of Portland Land Use Ordinance:

Section 14-522 : This project is by definition a "Major Development"

Section 14-523 : This project requires the approval of the planning board

Section 14-524: The documents listed above must be submitted as part of the site plan approval application.

At least seven (7) copies of each is required



**Candlewood Hotel  
Site Plan Approval Package**

**Attachment A**

**Site Plan Drawing**

Please Refer To Drawings In Back Pocket Of Binder For All  
DeLuca Hoffman Drawings

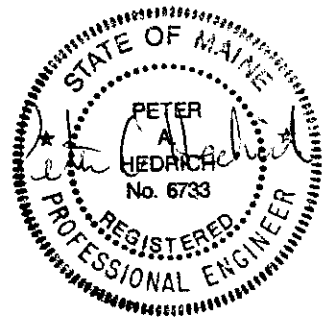
**TRAFFIC IMPACT STUDY  
CANDLEWOOD HOTEL  
PORTLAND, MAINE**

**Prepared for**

**Alliance Construction, Inc.  
160 Pleasant Hill Road  
Scarborough, Maine 04074**

**Prepared by**

**DeLuca-Hoffman Associates, Inc.  
778 Main Street, Suite 8  
South Portland, Maine  
(207) 775-1121**



**September 1997**

# TRAFFIC IMPACT STUDY

## TABLE OF CONTENTS

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**Appendix A** Turning Movement Diagrams

**Appendix B** Capacity Analyses

**Appendix C** Collision Diagram

## **Executive Summary**

The following Executive Summary is prepared for the reader's convenience but is not intended to be a substitute for reading the full report.

DeLuca-Hoffman Associates, Inc. has been retained by Alliance Construction, Inc. to conduct a traffic impact study for the proposed Candlewood Hotel in Portland, Maine. The proposed site is located on the east side of Sewall Street approximately 700' south of Congress Street, as shown on Figure 1 following this page. The development consists of a 68 room hotel parking and three access driveways. These driveways currently exist and serve the Double Tree Hotel.

The proposed development does not require preparation of a traffic impact study for the Maine Department of Environmental Protection (MeDEP) or a scoping meeting with MDOT. The proposed development generates 53 and 45 trip ends<sup>1</sup> during the PM and the AM peak hour of generator, well below the MeDEP threshold of 100 trip ends for requiring a scoping meeting. This study has been prepared in support of a site plan application to the City of Portland.

The purpose of this study is to evaluate the impact of the development on the existing street system. The study will also evaluate how the project driveway will operate with respect to traffic entering and exiting the site.

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

1. Based on ITE Land Use Code 310 (Hotel), it is estimated the proposed Candlewood Hotel will generate the following traffic:

<b>Estimated Trip Generation 68 Unit Candlewood Hotel</b>			
<b>Period</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
AM Peak	25	20	45
PM Peak	30	23	53

2. Based on the site plan prepared by DeLuca-Hoffman Associates, Inc., there are three existing driveways which will be shared with Double Tree Hotel to access the proposed development.
3. The capacity analyses show the northbound and the southbound approaches at the intersection of Congress Street and Massachusetts Avenue/Mobil driveway operate at level of service F for both AM and PM no-build and build conditions. This is typical for any driveway or street intersection with Congress Street. The proposed development traffic will not significantly impact these movements. Therefore, no mitigation measures are proposed for this location.

---

<sup>1</sup> A trip end is defined as follows: 1 vehicle entering the facility plus 1 vehicle exiting the facility equals 2 vehicle trip ends associated with the facility.





# LEGEND

- |  |                      |  |                    |
|--|----------------------|--|--------------------|
|  | State Route          |  | Street, Road       |
|  | Geo Feature          |  | Hwy Ramp           |
|  | Town, Small City     |  | Major Street/Road  |
|  | Hospital             |  | Interstate Highway |
|  | Park                 |  | State Route        |
|  | Interstate, Turnpike |  | US Highway         |
|  | US Highway           |  | Railroad           |
|  | Airfield             |  | River              |
|  | Population Center    |  | Airfield           |

Scale 1:15,625 (at center)

1000 Feet

500 Meters

PORTLAND, MAINE

Mag 15.00

Mon Sep 08 08:54:44 1997

## DeLORME LOCATION MAP Candlewood Hotel - Portland, Maine



DeLUCA - HOFFMAN ASSOCIATES, INC.  
CONSULTING ENGINEERS  
778 MAIN STREET  
SUITE 8  
SOUTH PORTLAND, MAINE 04106  
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FIGURE

1



The signalized intersection of Congress Street at Sewall Street will operate acceptably for the build condition without improvements.

4. The accident history for the period 1994 to 1996 in the vicinity of the development was obtained from the Maine Department of Transportation. The links and intersections along Congress Street from the intersection of Bolton Street to Douglass Street are classified as high accident locations. A collision diagram for the period 1993 to 1995 prepared by John L. Murphy, P.E., shows the predominant accident patterns involve left turns from Bolton Street, Massachusetts Avenue and Gulf station traffic with the westbound through traffic on Congress Street. The proposed development adds only 1% to the total volume along Congress Street and is not expected to impact the existing accident patterns. Therefore, no mitigation measures are proposed for these locations.

Based upon these findings, it is the opinion of DeLuca-Hoffman Associates, Inc. that the impact of the traffic generated from the 68 room Candlewood Hotel facility will be minimal.

## I. Existing Conditions

The site is an undeveloped lot located on the south side of the Double Tree Hotel which is on the southeast corner of the intersection of Congress Street and Sewall Street in Portland, Maine. The site is bounded by a single family residence and the Double Tree Hotel to the north, Interstate 295 to the east, Sewall Street to the west, and undeveloped land to the south.

### **Adjacent Street**

The site is fronted by Sewall Street. Sewall Street is a 33' paved roadway with a posted speed limit of 25 mph. Sewall Street provides access to commercial uses along Sewall Street and Thompson Point as well as single family residences. There are currently three driveways serving the Double Tree Hotel which will be used to access the proposed site. Two of the driveways are located on Congress Street and the easterly driveway is also shared with the Mobil station. The third driveway is located on Sewall Street.

DeLuca-Hoffman Associates, Inc. based this study on the following information:

- The Concord Trailways Traffic Impact Study prepared by John L. Murphy, P.E., on June 19, 1996.
- 1" = 40' scale site plan dated July 22, 1997 prepared by DeLuca-Hoffman Associates, Inc.
- A computerized accident data summary for the period 1994 to 1996 for Congress Street from the intersection of Sewall Street to the intersection of Douglass Street inclusive.
- Turning movement count data collected by DeLuca-Hoffman Associates, Inc. as follows:
  - Sewall Street at Congress Street
    - Tuesday, September 2, 1997      3:30 - 6:00 PM
    - Wednesday, September 3, 1997      7:00 - 8:45 AM
  - Massachusetts/Mobil/Double Tree at Congress
    - Wednesday, September 3, 1997      3:45 - 4:45 PM
    - Thursday, September 4, 1997      7:00 - 8:45 AM

## II. Background Traffic Conditions

The existing turning movement count volumes were adjusted to approximate the 30th highest hour conditions using Weekly Group Mean Factor data for Group I (urban) from the Maine Department of Transportation. The methodology used to determine a seasonal adjustment factor from this data is as follows:

### Seasonal Adjustment Factor

Period	WGMF	Seasonal Adjustment Factor
<u>Week of Counts =</u>	<u>.91</u>	= 1.03
4th lowest week	.88	

The proposed facility is planned to be completed in 1998. To approximate traffic in this year, DeLuca-Hoffman Associates, Inc. has evaluated historic growth trends for traffic on Congress Street and the traffic generated by other development projects permitted but not yet constructed.

Annual Average Daily Traffic (AADT) data was obtained from the MDOT for Congress Street west of Douglass Street and is summarized below:

Average Annual Daily Traffic Congress Street west of Douglass	
Year	AADT
1992	34,460
1994	30,110

Based on this data, the traffic volume on Congress Street next to the site declined by 13% from 1992 to 1994. Therefore, no annual growth rate is applied to the counts. No-build traffic volumes should also take into consideration projects that have been approved but not yet constructed. Based upon contact with Sarah Hopkins of the City of Portland Planning Department, no "other significant development" is approved but not yet built in the study area. Therefore, DeLuca-Hoffman Associates, Inc. has determined the no-build volumes by applying only the seasonal adjustment factor to approximate the 30th highest hour traffic volumes as shown on Figure 3 of Appendix A.

### III. Trip Generation

The 1991 ITE publication, "Trip Generation," Land Use Code 310 (Hotel) forecasts weekday AM and PM peak hour of the generator traffic based on a fitted curve equation. The proposed Candlewood Hotel has 68 rooms, yielding the following total estimated trip ends during the AM and the PM peak hour of the generator:

AM Peak Hour of the Generator

$$T = [(1.472/x) + 0.00071]^{-1}$$

$$T = [(1.472/68) + 0.00071]^{-1}$$

$$T = 45 \text{ trip ends}$$

PM Peak Hour of the Generator

$$T = [(1.237/x) + 0.00071]^{-1}$$

$$T = [(1.237/68) + 0.00071]^{-1}$$

$$T = 53 \text{ trip ends}$$

The average weekday trip ends are estimated to be 539.

#### **IV. Trip Composition**

DeLuca-Hoffman Associates, Inc. has treated all the trips generated by the proposed development as primary trips. Primary trips are those which are new to the street system.

#### **V. Trip Distribution and Assignment**

DeLuca-Hoffman Associates, Inc. has distributed the primary trip ends associated with the proposed development based on the location of I-295 and the Portland downtown. Therefore, DeLuca-Hoffman Associates, Inc. has assigned one-third of the proposed trips to the west on Congress Street and two-thirds to the east toward Portland downtown and Interstate 295.

The primary driveway is located on Sewall Street which is currently operated by Double Tree Hotel. One hundred percent of trips from the west are assigned to use the Sewall Street driveway and twenty-five percent of the trips from the east are assigned to use the Sewall Street driveway. Fifty percent of trips from the east will use the easterly shared driveway with the Mobil and Double Tree Hotel and the remaining twenty-five percent of the trips from the east will use the westerly Double Tree Hotel driveway. The trip assignments are shown on Figure 4 of Appendix A.

#### **VI. Study Area**

The MeDEP Site Location of Development Law traffic statute applies to facilities projected to generate more than 100 trip ends during the peak hour of the generator. Therefore this project, which is projected to generate 53 trips during the PM peak hour of the generator, is not subject to the Site Law for traffic. For the purposes of review by the City of Portland, DeLuca-Hoffman Associates, Inc. has considered the primary area of impact of the proposed development to be the vicinity of site access points as follows:

- Congress Street at easterly Mobil/Double Tree driveway
- Site driveway at Sewall Street
- Sewall Street and Congress Street

#### **VII. Capacity Analysis**

DeLuca-Hoffman Associates, Inc. performed capacity analyses for the intersections contained in the study area. The unsignalized intersection was evaluated using the Highway Capacity Software computer program. The signalized intersection was evaluated utilizing the SIGNAL94 program (see Appendix B).

The Capacity Analysis assesses the quality of traffic flow at intersections and provides a ranking based upon its delay and level of service (LOS). Level of service rankings are

similar to the academic grading system where an "A" indicates very little delay and an "F" indicates very poor or extreme conditions. At an unsignalized intersection, if the level of service falls below a "D," the intersection should be examined further to determine if it meets one or more of the warrants set forth in the Manual on Uniform Traffic Control Devices (MUTCD) for signalization. If a warrant is not met, then the lower level of service is satisfactory.

The following tables summarize the relationship between delay and level of service at both unsignalized and signalized intersections:

<b>Level Of Service Criteria For Unsignalized Intersections</b>	
<b>Level of Service</b>	<b>Stopped Delay per Vehicle (sec)</b>
A	Up to 5.0
B	5.1 to 10.0
C	10.1 to 20.0
D	20.1 to 30.0
E	30.1 to 45.0
F	Greater than 45.0

<b>Level Of Service Criteria For Signalized Intersections</b>	
<b>Level of Service</b>	<b>Stopped Delay per Vehicle (sec)</b>
A	Up to 5.0
B	5.1 to 15.0
C	15.1 to 25.0
D	25.1 to 40.0
E	40.1 to 60.0
F	Greater than 60.0

A summary of the capacity analyses results is presented in the following table:

<b>Results of Unsignalized Capacity Analysis - Easterly Driveway</b>					
		<b>1998 No-Build</b>		<b>1998 Build</b>	
<b>Approach</b>	<b>Lanes</b>	<b>AM</b>	<b>PM</b>	<b>AM</b>	<b>PM</b>
Mobil/Double Tree NB	Left	F	F	F	F
	Right/Through	B	D	B	D
Massachusetts SB	Left/Through/Right	F	F	F	F
Congress Street EB	Left	C	C	C	C
Congress Street WB	Left	C	D	C	D

The capacity analysis shows northbound and southbound approaches at the intersection of Congress Street and Massachusetts Avenue/Mobil/Double Tree has a level of service F for both AM and PM no-build and build conditions. The proposed project does not assign any traffic to the affected movements and there is not sufficient minor street volume to warrant a traffic signal. Also, the proposed development adds only 30 and 35 vehicles during the AM and PM peak hour to the intersection which is approximately 1%

of the total entering volume. Therefore, no mitigation measures are proposed for this location.

A summary of the capacity analyses results for the signalized intersection of Congress Street at Sewall Street is presented in the following table:

<b>Results of Signalized Capacity Analysis - Congress at Sewall Street</b>					
		<b>1998 No-Build</b>		<b>1998 Build</b>	
<b>Approach</b>	<b>Lanes</b>	<b>AM</b>	<b>PM</b>	<b>AM</b>	<b>PM</b>
Sewall Street NB	Left/Through/Right	B	C	B	C
Whitney Street SB	Left/Through/Right	C	C	C	C
Congress Street EB	Left/Through/Right	A	A	A	A
Congress Street WB	Left/Through/Right	B	B	B	B
Overall		B	B	B	B

The above analyses show that traffic attributable to the proposed development will have no effect on the level of service at these intersections.

#### **VIII. Sight Lines**

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

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

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

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

DeLuca-Hoffman Associates, Inc. has evaluated sight lines based on the median volume criteria for Sewall Street and high volume for the easterly Congress Street driveway.

<b>MDOT Standards Intersection Sight Distance</b>		
	<b>Desirable Sight Distance (ft)</b>	
<b>Speed (mph)</b>	<b>Low/Medium Volume</b>	<b>High Volume</b>
25	250	300
30	300	380
35	350	480
40	400	580
45	450	710
50	500	840
55	550	990

DeLuca-Hoffman Associates, Inc. has evaluated the available sight lines at the proposed driveways in accordance with MDOT standards.

The MDOT standards are as follows:

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

The design speed used for the major road is generally the 85<sup>th</sup> percentile travel speed. This is the speed which 85% of the traffic is traveling at or below. The posted speed limit on Sewall Street is 25 mph and 30 mph on Congress Street. The estimated 85<sup>th</sup> percentile travel speed is estimated to be 5 mph above the posted speed or 30 and 35 mph, respectively. The results of the sight line analyses are tabulated below:

<b>Sight Line Evaluation</b>			
<b>Direction</b>	<b>85<sup>th</sup> Percentile Travel Speed</b>	<b>Required Sight Line</b>	<b>Actual Sight Line</b>
<b>Site Driveway at Sewall</b>			
North	30 mph	300'	625'
South	30 mph	300'	400'
<b>Site Driveways at Congress</b>			
East	35 mph	480'	>600'
West	35 mph	480'	>600'

Based on the above information, the sight distances at the existing driveways meet or exceed the MDOT sight distance standards.

It is recommended that any planting to be located within the sight triangle, not exceed 3 feet in height and be maintained at that height. Signage shall be placed where it will not obstruct sight lines.



## IX. Accident Analyses

DeLuca-Hoffman Associates, Inc. has based the accident analysis of this study area on data obtained from the MDOT for the period of 1994 to 1996.

In order to evaluate whether a location has an accident problem, MDOT uses the following criteria to define High Accident Locations (HAL):

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

Computerized Accident Data Summaries were provided by MDOT for Congress Street from the intersection of Sewall Street to the intersection of Douglass Street. Data for these locations is provided below:

Accident Summary			
Location/Link	Number of Accidents	CRF	HAL
Sewall & Congress St.	27	0.60	No
Bolton St. & Congress St.	37	2.34	Yes
Massachusetts Ave. & Congress St.	23	1.45	Yes
Congress between Bolton/Massachusetts	12	1.38	Yes
Congress between Massachusetts/Douglass Street	16	2.17	Yes
Douglass/Congress St.	11	0.75	No

Based on the above information, the links and the intersections along Congress Street from the intersection of Bolton Street to the intersection of Douglass Street are classified as high accident locations. The collision diagrams for the period 1993 to 1995 prepared by John L. Murphy, P.E. show the predominant accident patterns involve left turns from Bolton Street, Massachusetts Avenue, and Gulf station traffic with the westbound through traffic on Congress Street. The proposed development does not add traffic to the problematic left-turn movements and increases Congress Street traffic by less than 1%, which is not expected to significantly affect the accident situation. Therefore, no mitigation measures are proposed for these locations. 1996 accident data will be added to the collision diagrams as soon as the information is available, but is not expected to alter the conclusions of the study.

## X. Conclusion

DeLuca-Hoffman Associates, Inc. has examined the impact of traffic associated with the proposed 68 room Candlewood Hotel facility to be constructed on the east side of Sewall Street in Portland, Maine.

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

1. Based on ITE Land Use Code 310 (Hotel), it is estimated the proposed Candlewood Hotel will generate the following traffic:

<b>Estimated Trip Generation 68 Unit Candlewood Hotel</b>			
<b>Period</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
AM Peak	25	20	45
PM Peak	30	23	53

2. Based on the site plan prepared by DeLuca-Hoffman Associates, Inc., there are three existing driveways which will be shared with Double Tree Hotel to access the proposed development.
3. The capacity analyses show the northbound and the southbound approaches at the intersection of Congress Street and Massachusetts Avenue/Mobil driveway operate at level of service F for both AM and PM no-build and build conditions. This is typical for any driveway or street intersection with Congress Street. The proposed development traffic will not significantly impact these movements. Therefore, no mitigation measures are proposed for this location.

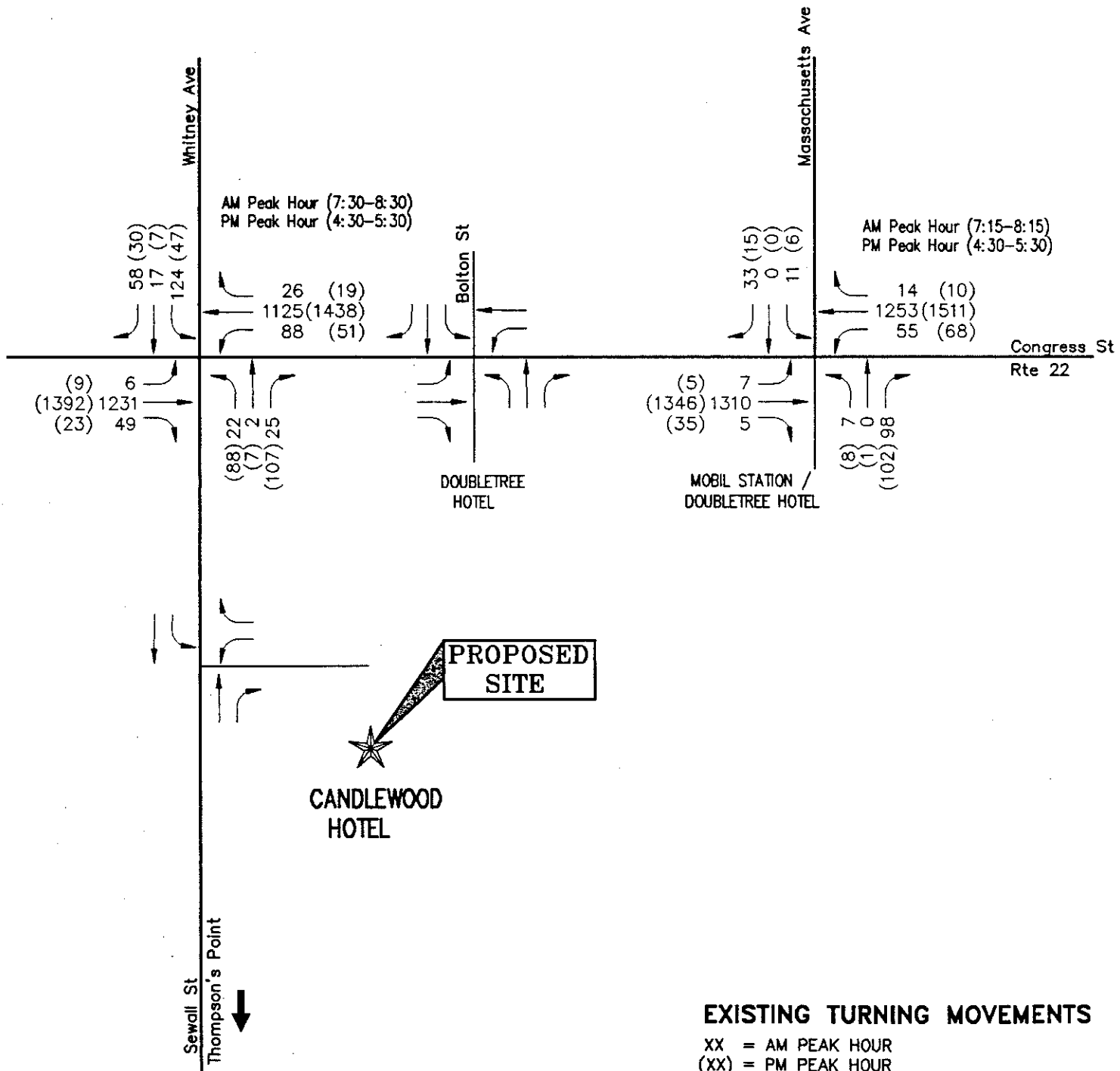
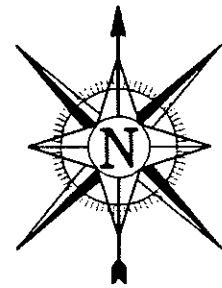
The signalized intersection of Congress Street at Sewall Street will operate acceptably for the build condition without improvements.

4. The accident history for the period 1994 to 1996 in the vicinity of the development was obtained from the Maine Department of Transportation. The links and intersections along Congress Street from the intersection of Bolton Street to Douglass Street are classified as high accident locations. A collision diagram for the period 1993 to 1995 prepared by John L. Murphy, P.E., shows the predominant accident patterns involve left turns from Bolton Street, Massachusetts Avenue and Gulf station traffic with the westbound through traffic on Congress Street. The proposed development adds only 1% to the total volume along Congress Street and is not expected to impact the existing accident patterns. Therefore, no mitigation measures are proposed for these locations.


Based upon these findings, it is the opinion of DeLuca-Hoffman Associates, Inc. that the impact of the traffic generated from the 68 room Candlewood Hotel facility will be minimal.

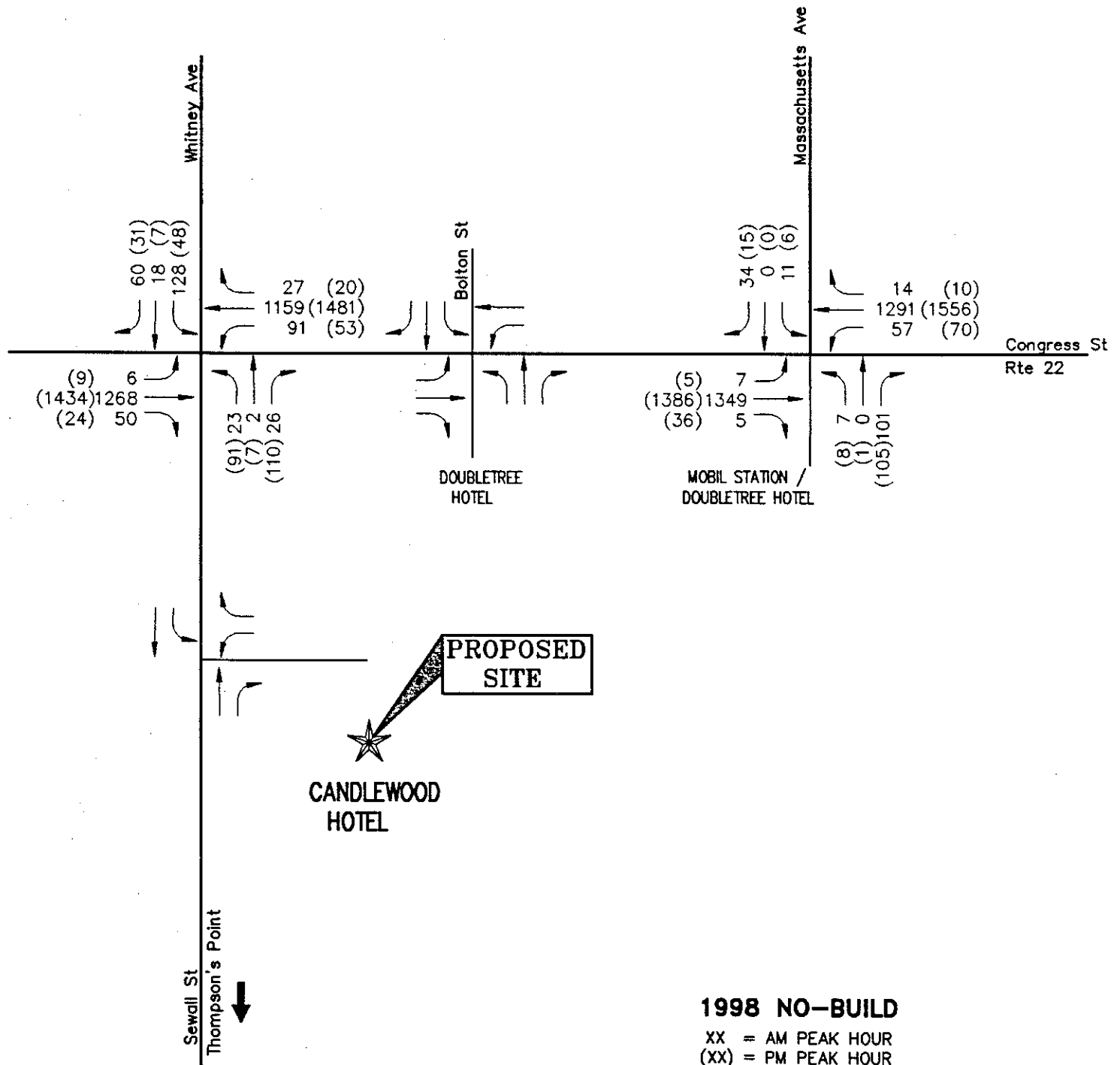
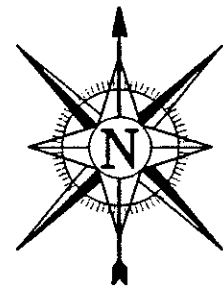
## **APPENDIX A**

### **Turning Movement Diagrams**




NOTE:  
THE INTERSECTION OF CONGRESS STREET  
AT WESTERLY DOUBLETREE DRIVE WAS  
NOT COUNTED DUE TO THE MINOR USE  
ANTICIPATED.

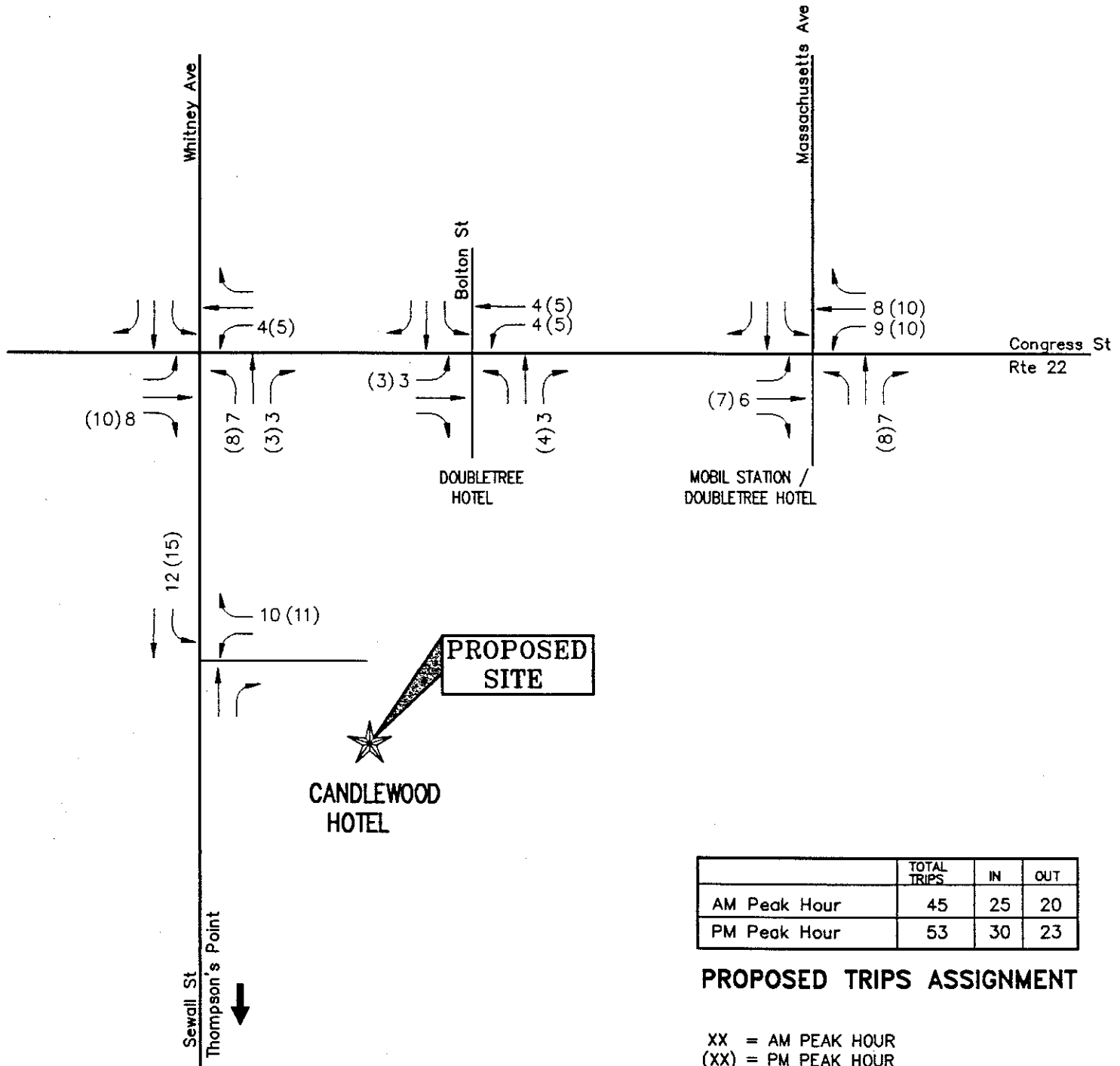
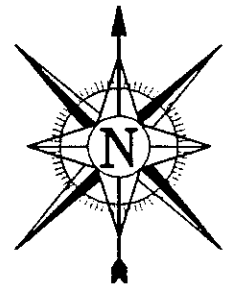
PREPARED FOR:	<b>ALLIANCE CONSTRUCTION</b>	 <b>DeLuca-Hoffman Associates, Inc.</b> Consulting Engineers 778 Main Street South Portland, Maine 04106 207-775-1121		
PROJECT:	<b>CANDLEWOOD HOTEL</b>			
LOCATION:	<b>PORTLAND, MAINE</b>			
Designed	MC	Date	SEPT 1997	FIGURE <b>2</b>
Drawn	TAP	Scale	N.T.S.	
Checked	PAH	Job No.	1573	



- Seasonal Adjustment Factor  

$$= \frac{0.91}{0.88} = 1.03$$
- No Annual Growth Rate

PREPARED FOR:	<b>ALLIANCE CONSTRUCTION</b>		 <b>DeLuca-Hoffman Associates, Inc.</b> Consulting Engineers 778 Main Street South Portland, Maine 04106 207-773-1121
PROJECT:	<b>CANDLEWOOD HOTEL</b>		
LOCATION:	<b>PORTLAND, MAINE</b>		
Designed MC		Date SEPT 1997	FIGURE
Drawn TAP		Scale N.T.S.	<b>3</b>
Checked PAH		Job No. 1573	

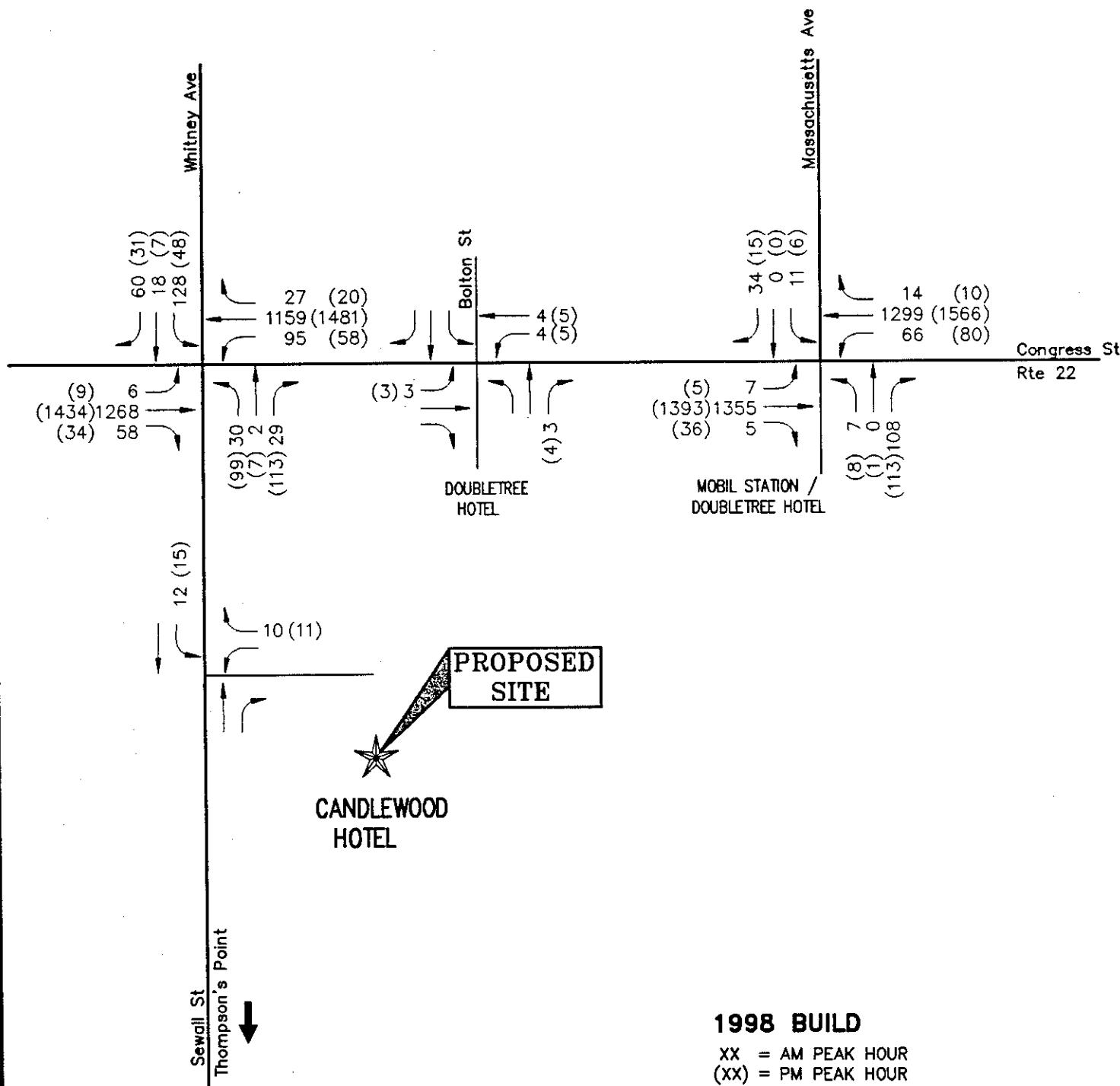
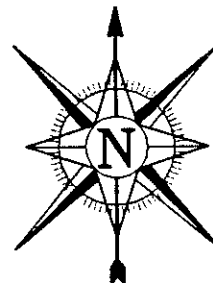



	TOTAL TRIPS	IN	OUT
AM Peak Hour	45	25	20
PM Peak Hour	53	30	23

### PROPOSED TRIPS ASSIGNMENT

XX = AM PEAK HOUR  
(XX) = PM PEAK HOUR

PREPARED FOR:	<b>ALLIANCE CONSTRUCTION</b>		DeLuca-Hoffman Associates, Inc. Consulting Engineers 778 Main Street South Portland, Maine 04106 207-775-1121
PROJECT:	<b>CANDLEWOOD HOTEL</b>		
LOCATION:	<b>PORTLAND, MAINE</b>		
Designed MC		Date SEPT 1997	FIGURE <b>4</b>
Drawn FAP		Scale N.T.S.	
Checked PAM		Job No. 1573	



PREPARED FOR:	<b>ALLIANCE CONSTRUCTION</b>		 DeLuca-Hoffman Associates, Inc. Consulting Engineers 778 Main Street South Portland, Maine 04106 207-775-1121
PROJECT:	<b>CANDLEWOOD HOTEL</b>		
LOCATION:	<b>PORTLAND, MAINE</b>		
Designed	MC	Date	SEPT 1997
Drawn	FAP	Scale	N.T.S.
Checked	PAM	Job No.	1573

## **APPENDIX B**

### **Capacity Analyses**



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 South Portland, ME 04106-  
 Ph: (207) 775-1121

Streets: (N-S) MOBIL/MASSACHUSETTS (E-W) CONGRESS STREET  
 Major Street Direction.... EW  
 Length of Time Analyzed... 15 (min)  
 Analyst..... DHAI (MC)  
 Date of Analysis..... 9/4/97  
 Other Information.....1998 AM PEAK HOUR NO-BUILD CONDITIONS  
 Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 2	< 0	0	> 2	< 0	1	1	< 0	0	> 1	< 0
Stop/Yield			N			N						
Volumes	7	1349	5	57	1291	14	7	0	101	11	0	34
PHF	.91	.91	.91	.91	.91	.91	.91	.91	.91	.91	.91	.91
Grade		0			0			0			0	
MC's (%)	0			0			0		0	0	0	0
SU/RV's (%)	0			0			0		0	0	0	0
CV's (%)	0			5			14		9	0	0	3
PCE's	1.00			1.05			1.14	1.10	1.09	1.00	1.00	1.03

#### Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

## Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	744	717
Potential Capacity: (pcph)	581	600
Movement Capacity: (pcph)	581	600
Prob. of Queue-Free State:	0.79	0.94
Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	1487	1434
Potential Capacity: (pcph)	273	291
Movement Capacity: (pcph)	273	291
Prob. of Queue-Free State:	0.76	0.97
TH Saturation Flow Rate: (pcphpl)	3400	3400
RT Saturation Flow Rate: (pcphpl)	1700	1700
Major LT Shared Lane Prob. of Queue-Free State:	0.58	0.95
Step 3: TH from Minor Street	NB	SB
Conflicting Flows: (vph)	2990	2984
Potential Capacity: (pcph)	19	20
Capacity Adjustment Factor due to Impeding Movements	0.55	0.55
Movement Capacity: (pcph)	10	11
Prob. of Queue-Free State:	1.00	1.00
Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	2974	2980
Potential Capacity: (pcph)	13	13
Major LT, Minor TH Impedance Factor:	0.55	0.55
Adjusted Impedance Factor:	0.65	0.65
Capacity Adjustment Factor due to Impeding Movements	0.61	0.51
Movement Capacity: (pcph)	8	7

Intersection Performance Summary

Movement		Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB	L	9	8		956.3	0.9	F	
NB	T	0	10	>				69.3
NB	R	121	581	> 581	7.8	0.8	B	
SB	L	12	7	>				
SB	T	0	11	> 28	672.2	4.3	F	672.2
SB	R	38	600	>				
EB	L	8	291		12.7	0.0	C	0.1
WB	L	66	273		17.3	0.9	C	0.7

Intersection Delay = 13.5 sec/veh

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 Major Street Direction.... EW  
 Length of Time Analyzed... 15 (min)  
 Analyst..... DHAI (MC)  
 Date of Analysis..... 9/4/97  
 Other Information..... 1998 AM PEAK HOUR BUILD CONDITIONS  
 Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 2	< 0	0	> 2	< 0	1	1	< 0	0	> 1	< 0
Stop/Yield			N			N						
Volumes	7	1355	5	66	1299	14	7	0	108	11	0	34
PHF	.91	.91	.91	.91	.91	.91	.91	.91	.91	.91	.91	.91
Grade		0			0			0			0	
MC's (%)	0			0			0		0	0	0	0
SU/RV's (%)	0			0			0		0	0	0	0
CV's (%)	0			5			14		9	0	0	3
PCE's	1.00			1.05			1.14	1.10	1.09	1.00	1.00	1.03

## Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

## Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	747	721
Potential Capacity: (pcph)	579	597
Movement Capacity: (pcph)	579	597
Prob. of Queue-Free State:	0.78	0.94
Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	1494	1442
Potential Capacity: (pcph)	270	288
Movement Capacity: (pcph)	270	288
Prob. of Queue-Free State:	0.71	0.97
TH Saturation Flow Rate: (pcphpl)	3400	3400
RT Saturation Flow Rate: (pcphpl)	1700	1700
Major LT Shared Lane Prob. of Queue-Free State:	0.50	0.95
Step 3: TH from Minor Street	NB	SB
Conflicting Flows: (vph)	3014	3010
Potential Capacity: (pcph)	19	19
Capacity Adjustment Factor due to Impeding Movements	0.48	0.48
Movement Capacity: (pcph)	9	9
Prob. of Queue-Free State:	1.00	1.00
Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	3000	3004
Potential Capacity: (pcph)	13	13
Major LT, Minor TH Impedance Factor:	0.48	0.48
Adjusted Impedance Factor:	0.59	0.59
Capacity Adjustment Factor due to Impeding Movements	0.55	0.45
Movement Capacity: (pcph)	7	6

## Intersection Performance Summary

Movement		Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB	L	9	7		*	0.9	F	
NB	T	0	9	>				76.2
NB	R	130	579	> 579	8.0	0.9	B	
SB	L	12	6	>				
SB	T	0	9	> 24	841.0	4.5	F	841.0
SB	R	38	597	>				
EB	L	8	288		12.9	0.0	C	0.1
WB	L	77	270		18.6	1.2	C	0.9

Intersection Delay = 16.5 sec/veh

\* The calculated value was greater than 999.9.

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 Major Street Direction.... EW  
 Length of Time Analyzed... 15 (min)  
 Analyst..... DHAI (MC)  
 Date of Analysis..... 9/4/97  
 Other Information..... 1998 PM PEAK HOUR NO-BUILD CONDITIONS  
 Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 2	< 0	0	> 2	< 0	1	1	< 0	0	> 1	< 0
Stop/Yield			N			N						
Volumes	5	1386	36	70	1556	10	8	1	105	6	0	15
PHF	.94	.94	.94	.94	.94	.94	.94	.94	.94	.94	.94	.94
Grade		0			0			0			0	
MC's (%)	0			0			0	0	0	0	0	0
SU/RV's (%)	0			0			0	0	0	0	0	0
CV's (%)	20			4			0	0	7	0	0	0
PCE's	1.20			1.04			1.00	1.00	1.07	1.00	1.00	1.00

## Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

## Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	756	833
Potential Capacity: (pcph)	573	524
Movement Capacity: (pcph)	573	524
Prob. of Queue-Free State:	0.79	0.97
Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	1512	1666
Potential Capacity: (pcph)	264	219
Movement Capacity: (pcph)	264	219
Prob. of Queue-Free State:	0.71	0.97
TH Saturation Flow Rate: (pcphpl)	3400	3400
RT Saturation Flow Rate: (pcphpl)	1700	1700
Major LT Shared Lane Prob. of Queue-Free State:	0.42	0.95
Step 3: TH from Minor Street	NB	SB
Conflicting Flows: (vph)	3238	3252
Potential Capacity: (pcph)	14	14
Capacity Adjustment Factor due to Impeding Movements	0.40	0.40
Movement Capacity: (pcph)	6	6
Prob. of Queue-Free State:	0.83	1.00
Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	3226	3214
Potential Capacity: (pcph)	9	9
Major LT, Minor TH Impedance Factor:	0.40	0.34
Adjusted Impedance Factor:	0.52	0.47
Capacity Adjustment Factor due to Impeding Movements	0.51	0.37
Movement Capacity: (pcph)	5	3



Intersection Performance Summary

Movement		Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB	L	9	5		*	1.0	F	
NB	T	1	6	>				134.7
NB	R	120	573	> 322	17.8	1.7	C	
SB	L	6	3	>				
SB	T	0	6	> 11	*	2.2	F	*
SB	R	16	524	>				
EB	L	6	219		16.9	0.0	C	0.1
WB	L	77	264		19.2	1.2	C	0.8

Intersection Delay = 12.7 sec/veh

\* The calculated value was greater than 999.9.

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 Major Street Direction.... EW  
 Length of Time Analyzed... 15 (min)  
 Analyst..... DHAI (MC)  
 Date of Analysis..... 9/4/97  
 Other Information..... 1998 PM PEAK HOUR BUILD CONDITIONS  
 Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 2	< 0	0	> 2	< 0	1	1	< 0	0	> 1	< 0
Stop/Yield			N			N						
Volumes	5	1393	36	80	1566	10	8	1	113	6	0	15
PHF	.94	.94	.94	.94	.94	.94	.94	.94	.94	.94	.94	.94
Grade		0			0			0			0	
MC's (%)	0			0			0	0	0	0	0	0
SU/RV's (%)	0			0			0	0	0	0	0	0
CV's (%)	20			4			0	0	7	0	0	0
PCE's	1.20			1.04			1.00	1.00	1.07	1.00	1.00	1.00

## Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

## Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	760	838
Potential Capacity: (pcph)	570	521
Movement Capacity: (pcph)	570	521
Prob. of Queue-Free State:	0.78	0.97
Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	1520	1677
Potential Capacity: (pcph)	262	216
Movement Capacity: (pcph)	262	216
Prob. of Queue-Free State:	0.66	0.97
TH Saturation Flow Rate: (pcphpl)	3400	3400
RT Saturation Flow Rate: (pcphpl)	1700	1700
Major LT Shared Lane Prob. of Queue-Free State:	0.33	0.95
Step 3: TH from Minor Street	NB	SB
Conflicting Flows: (vph)	3268	3282
Potential Capacity: (pcph)	13	13
Capacity Adjustment Factor due to Impeding Movements	0.32	0.32
Movement Capacity: (pcph)	4	4
Prob. of Queue-Free State:	0.75	1.00
Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	3256	3244
Potential Capacity: (pcph)	9	9
Major LT, Minor TH Impedance Factor:	0.32	0.24
Adjusted Impedance Factor:	0.45	0.37
Capacity Adjustment Factor due to Impeding Movements	0.43	0.29
Movement Capacity: (pcph)	4	3

## Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	9	4		*	1.0	F	
NB T	1	4	>				165.7
NB R	128	570	> 272	24.6	2.3	D	
SB L	6	3	>				
SB T	0	4	> 11	*	2.2	F	*
SB R	16	521	>				
EB L	6	216		17.1	0.0	C	0.1
WB L	88	262		20.5	1.4	D	1.0

Intersection Delay = 14.2 sec/veh

\* The calculated value was greater than 999.9.

CORNWALL HOTEL IN PORTLAND, MAINE  
 INTERSECTION OF CONGRESS STREET AND SEWALL STREET  
 1998 AM PEAK HOUR NO-BUILD CONDITIONS:AMNBSWLL

09/05/97  
 16:33:18

SIGNAL94/TEAPAC[V1 L1.4] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) .63 Vehicle Delay 6.9 Level of Service B+

Sq 0 **/**	Phase 1	Phase 2	Phase 3
/ \   North 	^	^	+ + +
	++++	++++	+ + +
	<++++	<++++	<+ + +>
	++++	++++	v ^
	++++>	v	<+ + +>
	++++		+ + +
	v		+ + +
	G/C= .556	G/C= .042	G/C= .194
	G= 40.0"	G= 3.0"	G= 14.0"
	Y+R= 5.0"	Y+R= 5.0"	Y+R= 5.0"
	OFF= .0%	OFF=62.5%	OFF=73.6%

C= 72 sec G= 57.0 sec = 79.2% Y=15.0 sec = 20.8% Ped= .0 sec = .0%

Lane Group	Width/ Lanes	g/C Reqd	Used	Service Rate @C (vph)	Adj @E	Volume	v/c	HCM Delay	L S	90% Max Queue
N Approach									18.8	C+
LT+TH+RT	15/1	.185	.222	266	338	210	.621	18.8	C+	164 ft
S Approach									14.7	B
LT+TH+RT	19/1	.074	.222	226	293	52	.177	14.7	B	45 ft
E Approach									3.6	A
LT+TH+RT	24/2	.386	.694	2569	2569	1369	.533	3.6	A	212 ft
W Approach									8.1	B+
LT+TH+RT	24/2	.443	.583	1929	1932	1419	.734	8.1	B+	303 ft

CANDLEWOOD HOTEL IN PORTLAND, MAINE  
 INTERSECTION OF CONGRESS STREET AND SEWALL STREET  
 1 8 AM PEAK HOUR NO-BUILD CONDITIONS:AMNBSWLL

09/05/97  
 16:33:08

# SIGNAL94/TEAPAC[V1 L1.4] - Summary of Parameter Values

## Intersection Parameters

METROAREA		NONCBD
LOSTTIME		3.0
LEVELOFSERVICE	C	S
NODELOCATION	0	0

## Approach Parameters

APPLABELS	N	E	S	W
GRADES	.0	.0	.0	.0
PEDLEVELS	0	0	0	0
PARKINGSIDES	NONE	NONE	NONE	NONE
PARKVOLUMES	0	0	0	0
BUSVOLUMES	0	0	0	0
RIGHTTURNONREDS	0	0	0	0

## Movement Parameters

MOVLABELS	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
VOLUMES	60	18	128	27	1159	91	26	2	23	50	1268	6
WIDTHS	.0	15.0	.0	.0	24.0	.0	.0	19.0	.0	.0	24.0	.0
LANES	0	1	0	0	2	0	0	1	0	0	2	0
UTILIZATIONS	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
TRUCKPERCENTS	2.0	6.0	.0	.0	2.0	3.0	20.0	50.0	14.0	4.0	4.0	.0
PEAKHOURFACTORS	.98	.98	.98	.98	.98	.98	.98	.98	.98	.98	.98	.98
ARRIVALTYPES	3	3	3	3	3	3	3	3	3	3	3	3
ACTIONATIONS	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
REQCLEARANCES	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
MINIMUMS	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
IDEALSATFLOWS	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
FACTORS	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
DELAYFACTORS	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
NSTOPFACTORS	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
GROUPTYPES	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
SATURATIONFLOWS	0	1522	0	0	3699	0	0	1321	0	0	3312	0

## Phasing Parameters

SEQUENCES	-1											
PERMISSIVES	NO	NO	NO	NO			LEADLAGS		NONE	NONE		
OVERLAPS	YES	YES	YES	YES			OFFSET		.00	1		
CYCLES	60	120	30				PEDTIME		.0	0		
GREENTIMES	40.00	3.00	14.00									
YELLOWTIMES	5.00	5.00	5.00									
CRITICALS	0	0	0									
EXCESS	0											
PHASEMOVEMENTS	1	4	5	6	10	11	12					
PHASEMOVEMENTS	2	4	5	6	0	0	0					
PHASEMOVEMENTS	3	1	2	3	7	8	9					
PHASEMOVEMENTS	4	0	0	0	0	0	0					
PHASEMOVEMENTS	5	0	0	0	0	0	0					
PHASEMOVEMENTS	6	0	0	0	0	0	0					

C DLEWOOD HOTEL IN PORTLAND, MAINE  
 INTERSECTION OF CONGRESS STREET AND SEWALL STREET  
 1998 AM PEAK HOUR BUILD CONDITIONS:AMBSWLL

09/04/97  
 16:37:58

SIGNAL94/TEAPAC[V1 L1.4] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) .63 Vehicle Delay 7.1 Level of Service B+

Sq 0 **/**	Phase 1	Phase 2	Phase 3
/ \   North	^	^	+ + +
	++++	++++	+ + +
	<++++	<++++	<+ + +>
	^	+	V
	++++	++++	^
	V	V	<+ + +>
	++++>		+ + +
	++++		+ + +
	V		+ + +
	G/C= .556	G/C= .042	G/C= .194
	G= 40.0"	G= 3.0"	G= 14.0"
	Y+R= 5.0"	Y+R= 5.0"	Y+R= 5.0"
	OFF= .0%	OFF=62.5%	OFF=73.6%

C= 72 sec G= 57.0 sec = 79.2% Y=15.0 sec = 20.8% Ped= .0 sec = .0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	Adj @E	Volume	v/c	HCM Delay	L S	90% Max Queue
N Approach									19.4	C+
LT+TH+RT	15/1	.191	.222	256	327	210	.642	19.4	C+	164 ft
S Approach									14.9	B
LT+TH+RT	19/1	.087	.222	219	285	63	.221	14.9	B	54 ft
E Approach									3.6	A
LT+TH+RT	24/2	.387	.694	2569	2569	1373	.534	3.6	A	212 ft
W Approach									8.2	B+
LT+TH+RT	24/2	.445	.583	1927	1930	1427	.739	8.2	B+	304 ft

CANDLEWOOD HOTEL IN PORTLAND, MAINE  
 INTERSECTION OF CONGRESS STREET AND SEWALL STREET  
 1998 AM PEAK HOUR BUILD CONDITIONS:AMBSWLL

09/05/97  
 13:27:43

SIGNAL94/TEAPAC[V1 L1.4] - Summary of Parameter Values

Intersection Parameters

METROAREA	NONCBD
LOSTTIME	3.0
LEVELOFSERVICE	C S
NODELOCATION	0 0

Approach Parameters

APPLABELS	N	E	S	W
GRADES	.0	.0	.0	.0
PEDLEVELS	0	0	0	0
PARKINGSIDES	NONE	NONE	NONE	NONE
PARKVOLUMES	0	0	0	0
BUSVOLUMES	0	0	0	0
RIGHTTURNONREDS	0	0	0	0

Movement Parameters

MOVLABELS	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
VOLUMES	60	18	128	27	1159	95	29	2	30	58	1268	6
WIDTHS	.0	15.0	.0	.0	24.0	.0	.0	19.0	.0	.0	24.0	.0
LANES	0	1	0	0	2	0	0	1	0	0	2	0
UTILIZATIONS	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
TRUCKPERCENTS	2.0	6.0	.0	.0	2.0	3.0	20.0	50.0	14.0	4.0	4.0	.0
PEAKHOURFACTORS	.98	.98	.98	.98	.98	.98	.98	.98	.98	.98	.98	.98
ARRIVALTYPES	3	3	3	3	3	3	3	3	3	3	3	3
ACTUATIONS	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
REQCLEARANCES	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
MINIMUMS	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
IDEALSATFLOWS	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
FACTORS	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
DELAYFACTORS	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
NSTOPFACTORS	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
GROUPTYPES	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
SATURATIONFLOWS	0	1472	0	0	3699	0	0	1285	0	0	3309	0

Phasing Parameters

SEQUENCES	-1								
PERMISSIVES	NO	NO	NO	NO		LEADLAGS	NONE	NONE	
OVERLAPS	YES	YES	YES	YES		OFFSET	.00	1	
CYCLES	60	120	30			PEDTIME	.0	0	
GREENTIMES	40.00	3.00	14.00						
YELLOWTIMES	5.00	5.00	5.00						
CRITICALS	0	0	0						
EXCESS	0								
PHASEMOVEMENTS	1	4	5	6	10	11	12		
PHASEMOVEMENTS	2	4	5	6	0	0	0		
PHASEMOVEMENTS	3	1	2	3	7	8	9		
PHASEMOVEMENTS	4	0	0	0	0	0	0		
PHASEMOVEMENTS	5	0	0	0	0	0	0		
PHASEMOVEMENTS	6	0	0	0	0	0	0		



C DLEWOOD HOTEL IN PORTLAND, MAINE  
 INTERSECTION OF CONGRESS STREET AND SEWALL STREET  
 1998 PM PEAK HOUR NO-BUILD CONDITIONS:PMNBSWLL

09/04/97  
 16:46:41

SIGNAL94/TEAPAC[V1 L1.4] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) .72 Vehicle Delay 7.9 Level of Service B+

Sq **/**	0	Phase 1	Phase 2	Phase 3
		^	^	+ + +
		++++	++++	+ + +
		<++++	<++++	<+ + +>
		++++	++++	V
		V	V	^
North		++++>		<+ + +>
		++++		+ + +
		V		+ + +
		G/C= .556	G/C= .042	G/C= .194
		G= 40.0"	G= 3.0"	G= 14.0"
		Y+R= 5.0"	Y+R= 5.0"	Y+R= 5.0"
		OFF= .0%	OFF=62.5%	OFF=73.6%

C= 72 sec G= 57.0 sec = 79.2% Y=15.0 sec = 20.8% Ped= .0 sec = .0%

Lane Group	Width/ Lanes	Reqd	g/C Used	Service Rate @C (vph)	Adj @E	Volume	v/c	HCM Delay	L S	90% Max Queue
N Approach									15.5	C+
LT+TH+RT	15/1	.119	.222	201	264	88	.333	15.5	C+	70 ft
S Approach									18.5	C+
LT+TH+RT	19/1	.182	.222	277	350	214	.611	18.5	C+	170 ft
E Approach									4.5	A
LT+TH+RT	24/2	.469	.694	2541	2541	1683	.662	4.5	A	262 ft
W Approach									9.7	B+
LT+TH+RT	24/2	.485	.583	1945	1948	1588	.815	9.7	B+	333 ft

CORLEWOOD HOTEL IN PORTLAND, MAINE  
 INTERSECTION OF CONGRESS STREET AND SEWALL STREET  
 1998 PM PEAK HOUR NO-BUILD CONDITIONS:PMNBSWLL

09/05/97  
 13:26:45

# SIGNAL94/TEAPAC[V1 L1.4] - Summary of Parameter Values

## Intersection Parameters

METROAREA	NONCBD
LOSTTIME	3.0
LEVELOFSERVICE	C S
NODELOCATION	0 0

## Approach Parameters

APPLABELS	N	E	S	W
GRADES	.0	.0	.0	.0
PEDLEVELS	0	0	0	0
PARKINGSIDES	NONE	NONE	NONE	NONE
PARKVOLUMES	0	0	0	0
BUSVOLUMES	0	0	0	0
RIGHTTURNONREDS	0	0	0	0

## Movement Parameters

MOVLABELS	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
VOLUMES	31	7	48	20	1481	53	110	7	91	24	1434	9
WIDTHS	.0	15.0	.0	.0	24.0	.0	.0	19.0	.0	.0	24.0	.0
LANES	0	1	0	0	2	0	0	1	0	0	2	0
UTILIZATIONS	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
TRUCKPERCENTS	3.0	14.0	2.0	.0	3.0	18.0	4.0	.0	3.0	9.0	1.0	.0
PEAKHOURFACTORS	.97	.97	.97	.97	.97	.97	.97	.97	.97	.97	.97	.97
ARRIVALTYPES	3	3	3	3	3	3	3	3	3	3	3	3
ACTIONATIONS	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
REQCLEARANCES	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
MINIMUMS	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
IDEALSATFLOWS	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
FACTORS	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
DELAYFACTORS	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
NSTOPFACTORS	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
GROUPTYPES	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
SATURATIONFLOWS	0	1189	0	0	3659	0	0	1576	0	0	3340	0

## Phasing Parameters

SEQUENCES	-1							
PERMISSIVES	NO	NO	NO	NO		LEADLAGS	NONE	NONE
OVERLAPS	YES	YES	YES	YES		OFFSET	.00	1
CYCLES	60	120	30			PEDTIME	.0	0
GREENTIMES	40.00	3.00	14.00					
YELLOWTIMES	5.00	5.00	5.00					
CRITICALS	0	0	0					
EXCESS	0							
PHASEMOVEMENTS	1	4	5	6	10	11	12	
PHASEMOVEMENTS	2	4	5	6	0	0	0	
PHASEMOVEMENTS	3	1	2	3	7	8	9	
PHASEMOVEMENTS	4	0	0	0	0	0	0	
PHASEMOVEMENTS	5	0	0	0	0	0	0	
PHASEMOVEMENTS	6	0	0	0	0	0	0	

C IDLEWOOD HOTEL IN PORTLAND, MAINE  
 INTERSECTION OF CONGRESS STREET AND SEWALL STREET  
 1998 PM PEAK HOUR BUILD CONDITIONS:PMBSWLL

09/04/97  
 16:44:44

SIGNAL94/TEAPAC[V1 L1.4] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) .73 Vehicle Delay 8.1 Level of Service B+

Sq 0 **/**	Phase 1	Phase 2	Phase 3
/ \	^ ++++ <++++ ^ ++++ ++++> ++++ v	^ ++++ <++++ ++++ v	+ + + + + + <+ + +> v ^ <+ + +> + + + + + +
North 			
	G/C= .556 G= 40.0" Y+R= 5.0" OFF= .0%	G/C= .042 G= 3.0" Y+R= 5.0" OFF=62.5%	G/C= .194 G= 14.0" Y+R= 5.0" OFF=73.6%

C= 72 sec G= 57.0 sec = 79.2% Y=15.0 sec = 20.8% Ped= .0 sec = .0%

Lane Group	Width/ Lanes	g/c Reqd	Used	Service Rate @C (vph)	Adj @E	Volume	v/c	HCM Delay	L S	90% Max Queue
N Approach									15.5	C+
LT+TH+RT	15/1	.121	.222	198	261	88	.337	15.5	C+	70 ft
S Approach									19.4	C+
LT+TH+RT	19/1	.190	.222	274	347	225	.648	19.4	C+	179 ft
E Approach									4.5	A
LT+TH+RT	24/2	.471	.694	2539	2539	1688	.665	4.5	A	263 ft
W Approach									9.8	B+
LT+TH+RT	24/2	.489	.583	1943	1946	1598	.821	9.8	B+	335 ft

C DLEWOOD HOTEL IN PORTLAND, MAINE  
 1. ERSECTION OF CONGRESS STREET AND SEWALL STREET  
 1998 PM PEAK HOUR BUILD CONDITIONS:PMBSWLL

09/05/97  
 13:27:15

# SIGNAL94/TEAPAC[V1 L1.4] - Summary of Parameter Values

## Intersection Parameters

METROAREA	NONCBD
LOSTTIME	3.0
LEVELOFSERVICE	C S
NODELOCATION	0 0

## Approach Parameters

APPLABELS	N	E	S	W
GRADES	.0	.0	.0	.0
PEDLEVELS	0	0	0	0
PARKINGSIDES	NONE	NONE	NONE	NONE
PARKVOLUMES	0	0	0	0
BUSVOLUMES	0	0	0	0
RIGHTTURNONREDS	0	0	0	0

## Movement Parameters

MOVLABELS	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
VOLUMES	31	7	48	20	1481	58	113	7	99	34	1434	9
WIDTHS	.0	15.0	.0	.0	24.0	.0	.0	19.0	.0	.0	24.0	.0
L ES	0	1	0	0	2	0	0	1	0	0	2	0
UTILIZATIONS	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00	.00
TRUCKPERCENTS	3.0	14.0	2.0	.0	3.0	18.0	4.0	.0	3.0	9.0	1.0	.0
PEAKHOURFACTORS	.97	.97	.97	.97	.97	.97	.97	.97	.97	.97	.97	.97
ARRIVALTYPES	3	3	3	3	3	3	3	3	3	3	3	3
ACTUATIONS	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
REQCLEARANCES	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
MINIMUMS	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
IDEALSATFLOWS	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
FACTORS	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
DELAYFACTORS	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
NSTOPFACTORS	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
GROUPTYPES	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
SATURATIONFLOWS	0	1173	0	0	3657	0	0	1563	0	0	3336	0

## Phasing Parameters

SEQUENCES	-1							
PERMISSIVES	NO	NO	NO	NO		LEADLAGS	NONE	NONE
OVERLAPS	YES	YES	YES	YES		OFFSET	.00	1
CYCLES	60	120	30			PEDTIME	.0	0
GREENTIMES	40.00	3.00	14.00					
YELLOWTIMES	5.00	5.00	5.00					
CRITICALS	0	0	0					
EXCESS	0							
PHASEMOVEMENTS	1	4	5	6	10	11	12	
PHASEMOVEMENTS	2	4	5	6	0	0	0	
PHASEMOVEMENTS	3	1	2	3	7	8	9	
PHASEMOVEMENTS	4	0	0	0	0	0	0	
PHASEMOVEMENTS	5	0	0	0	0	0	0	
PHASEMOVEMENTS	6	0	0	0	0	0	0	

## **APPENDIX C**

### **Collision Diagrams**



**Candlewood Hotel  
Site Plan Approval Package**

**Attachment C**

**Letter From Army Corps of Engineers  
Regarding Wetlands**



REPLY TO  
ATTENTION OF

DEPARTMENT OF THE ARMY  
NEW ENGLAND DIVISION, CORPS OF ENGINEERS  
424 TRAPELO ROAD  
WALTHAM, MASSACHUSETTS 02254-9149



Regulatory Branch  
CENAE-CO-R-51

August 29, 1997

Jim Mullin  
Alliance Construction, Inc.  
160 Pleasant Hill Road  
Scarborough, Maine 04074

RECEIVED  
SEP 2 1997

ALLIANCE CONSTRUCTION, INC.

Dear Mr. Mullin:

This letter concerns your request for a determination as to the need for a Department of the Army permit for the construction of the new Candlewood Hotel off Sewell Street at Portland, Maine.

A Department of the Army permit is not required for this work. Our regulatory jurisdiction in this area is over the discharge of dredged or fill material into all waters of the United States including adjacent and isolated wetlands under Section 404 of the Clean Water Act. Permits are also required for work performed in navigable waters of the United States under Section 10 of the Rivers and Harbors Act. Based on a review of the information you submitted and a phone conversation with Jay Clement of my staff, we have determined that no fill will be placed in waters of the United States and no work will be performed in navigable waters. Hence, no further action is required from this office.

If you have any questions on this matter, please contact Jay Clement of my staff at 207-623-8367/8124 at our Manchester, Maine Project Office.

Sincerely,

*Jay L. Clement*  
for David H. Killoy, P.E., C.P.G.  
Chief, Permits Branch  
Regulatory Division