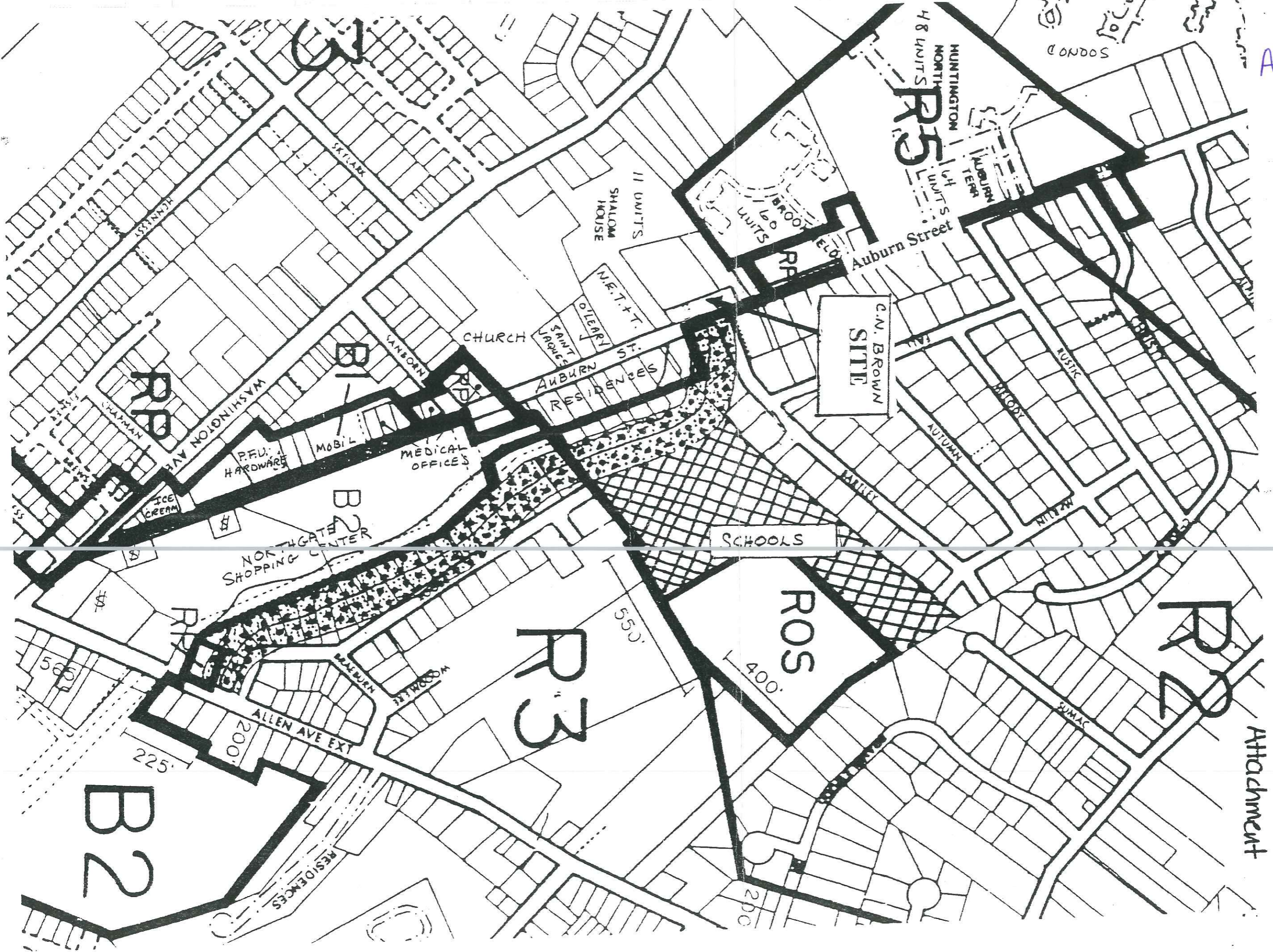


Att. 5

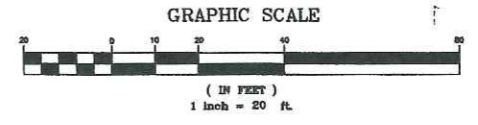
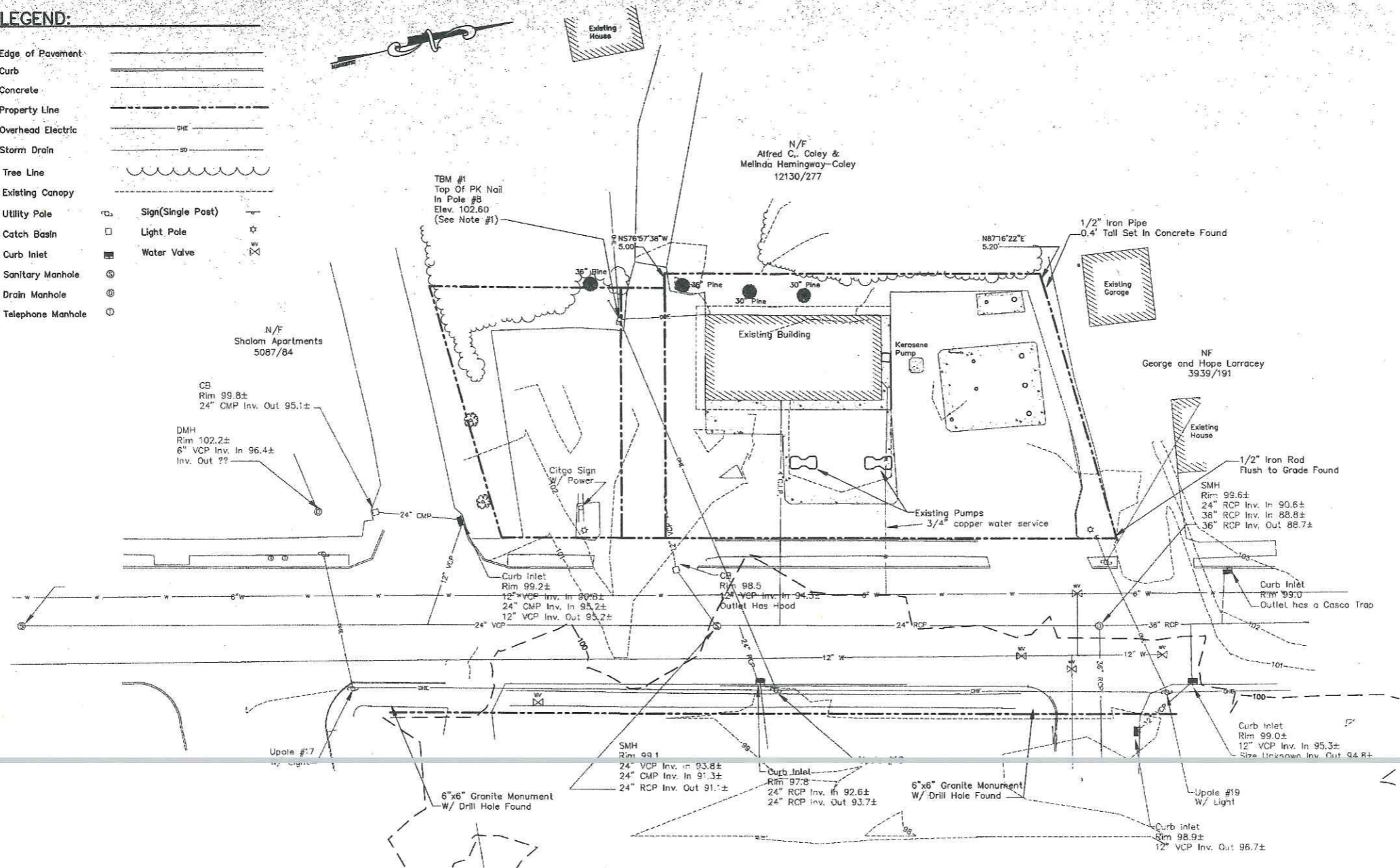


Attachment

Att 6

LEGEND:

- Edge of Pavement:
- Curb:
- Concrete:
- Property Line:
- Overhead Electric:
- Storm Drain:
- Tree Line:
- Existing Canopy:
- Utility Pole: Sign(Single Post)
- Catch Basin: Light Pole
- Curb Inlet: Water Valve
- Sanitary Manhole:
- Drain Manhole:
- Telephone Manhole:



J:\98-20806\CAD\9820806.dwg Wed Sep 29 10:35:53 1998

NO.	REFERENCE DRAWINGS	REV.	DATE	STATUS	BY	CHKD	APPD
		B	9/30/99	FOR PLANNING BOARD REVIEW	CAH	TWS	TWS
		A	12/7/98	SUBMITTED TO CLIENT FOR REVIEW	RWH	RMC	TWS

Squaw Bay Corp
 Consulting Engineers
 &
 Land Surveyors

P.O. BOX 884, CUMBERLAND CENTER, ME. 04081
 Phone: (207) 888-8884 Fax: (207) 888-8881 Email: info@squawbay.com

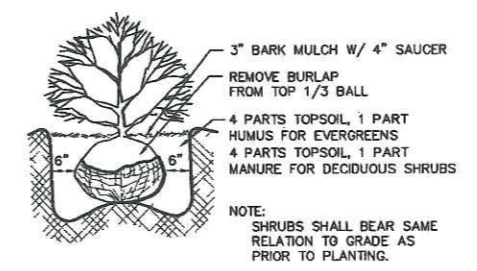
CLIENT: **C.N. BROWN CO.**
 P.O. BOX 200, SOUTH PARIS, MAINE 04281

FIELD BOOK #	DESIGN:	TWS	PROJECT:	PROPOSED BIG APPLE
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FIELD BOOK PAGE	CHKD:	RMC		EXISTING CONDITIONS PLAN
	DATE:	DEC. 1998	PROJ. NO.	98-208
FLAT FILE INDEX NUMBER	SCALE:	1" = 20'	DWG. NO.	C

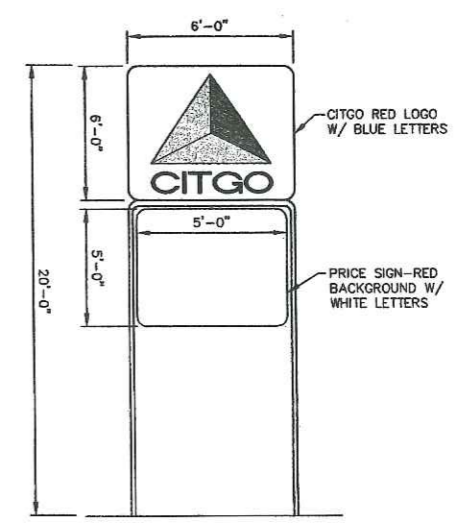
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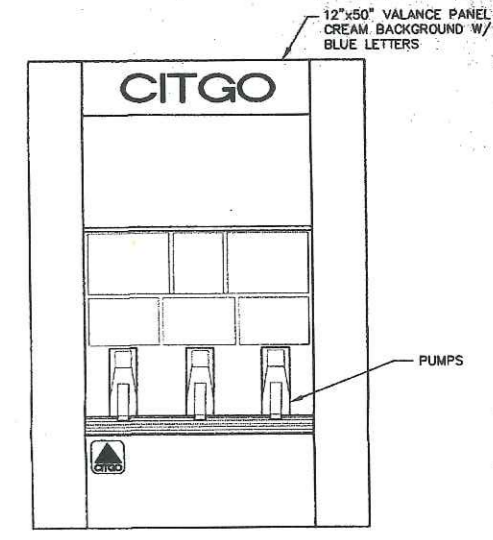
STORE MOUNTED SIGN DETAIL
N.T.S.



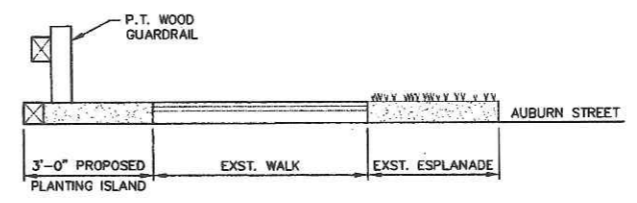
SHRUB PLANTING DETAIL
N.T.S.



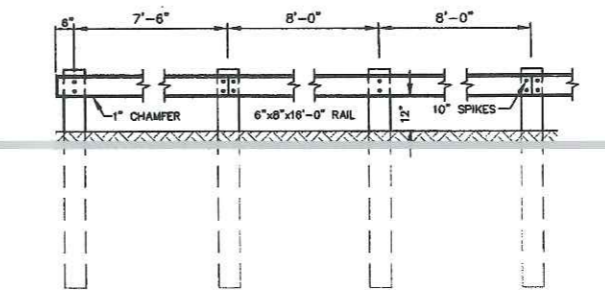
GOAL POST SIGN DETAIL
N.T.S.



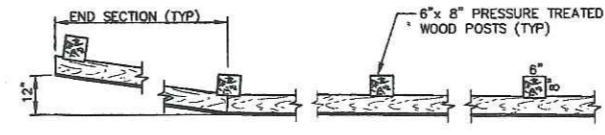
PUMP STATION SIGN DETAIL
N.T.S.



SECTION @ PLANTING ISLAND
N.T.S.

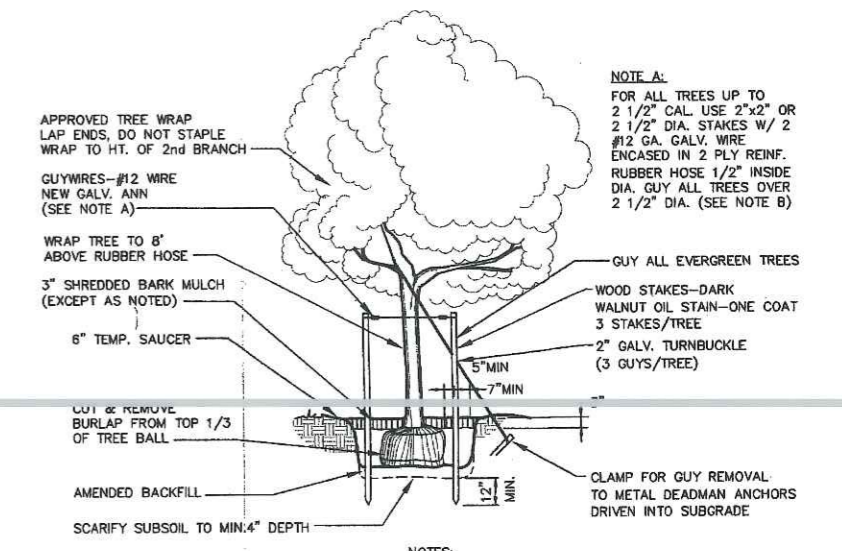


ELEVATION



PLAN

WOOD GUARD RAIL DETAIL
N.T.S.



DECIDUOUS TREE DETAIL
N.T.S.

- NOTE A:**
FOR ALL TREES UP TO 2 1/2" CAL. USE 2"x2" OR 2 1/2" DIA. STAKES W/ 2 #12 GA. GALV. WIRE ENCASED IN 2 PLY REINF. RUBBER HOSE 1/2" INSIDE DIA. GUY ALL TREES OVER 2 1/2" DIA. (SEE NOTE B)
- NOTES:**
1. TREES SHALL BEAR SAME RELATION TO GRADE AS PRIOR TO PLANTING.
2. NEVER CUT A LEADER THIN BRANCHES & FOLIAGE BY 1/3 RETAINING NORMAL TREE SHAPE.
- SOIL MIX NOTES**
FOR DECIDUOUS TREES USE 4 PARTS TOPSOIL, 1 PART MANURE. EVERGREEN TREES, 4 PARTS TOPSOIL, 1 PART PEAT HUMUS

J:\98-208\98-208.dwg Wed Sep 23 13:52:40 1999

NO.	REFERENCE DRAWINGS	REV.	DATE	STATUS	BY	CHKD	APPD
		A	9/30/99	FOR PLANNING BOARD REVIEW	CAH	TWS	TWS



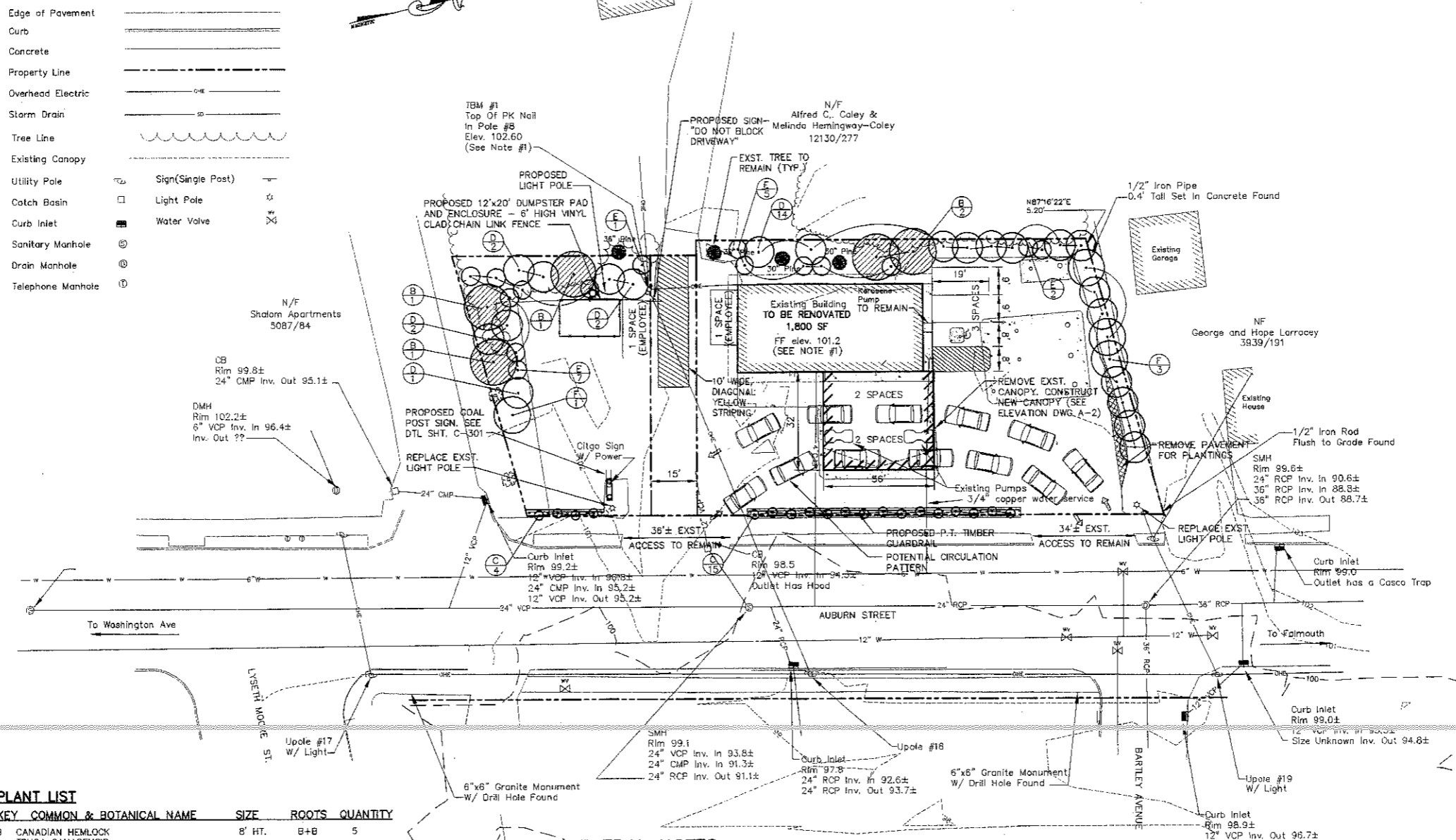
Squaw Bay Corp
Consulting Engineers
Land Surveyors
P.O. BOX 86A, CUMBERLAND CENTER, ME. 04081
Phone: (207) 622-0996 Fax: (207) 622-0251 Email: info@squawbay.com

CLIENT: **C.N. BROWN CO.**
P.O. BOX 200, SOUTH PARIS, MAINE 04281

FIELD BOOK #	DESIGN: TWS	PROJECT: PROPOSED BIG APPLE
FIELD BOOK PAGE	DRAWN: CAH	194 AUBURN ST., PORTLAND, MAINE
FLAT FILE INDEX NUMBER	CHKD: TWS	MISCELLANEOUS DETAILS
PROJECT DR. 98-20808	DATE: SEPT. 1999	PROJ. NO. 98-208-
DRAWING NAME 9820808	SCALE: 1" = 20'	DWG. NO. C-

LEGEND:

Edge of Pavement	=====
Curb	=====
Concrete	=====
Property Line	-----
Overhead Electric	-----
Storm Drain	-----
Tree Line	~~~~~
Existing Canopy	~~~~~
Utility Pole	⊕ Sign (Single Post)
Catch Basin	⊕ Light Pole
Curb Inlet	⊕ Water Valve
Sanitary Manhole	⊕
Drain Manhole	⊕
Telephone Manhole	⊕



PLANT LIST

KEY	COMMON & BOTANICAL NAME	SIZE	ROOTS	QUANTITY
B	CANADIAN HEMLOCK TSUGA CANADENSIS	8' HT.	B+B	5
C	JUNIPERUS CHINENSIS 'SEA GREEN' SEA GREEN JUNIPER	18" HT.	B+B	19
D	DARK AMERICAN ARBORVITAE THUJA OCCIDENTALIS 'NIGRA'	7' HT.	B+B	21
E	PYRAMIDAL ARBORVITAE THUJA OCCIDENTALIS 'PYRAMIDALIS'	5-6' HT.	B+B	15
F	SHADBLOW AMELANCHIER CANADENSIS 'AUTUMN BRILLIANCE' (CLUMP FORM)	4' HT.	B+B	4

PLANTING NOTES

- THE CONTRACTOR SHALL SUPPLY ALL PLANTS IN QUANTITIES SUFFICIENT TO COMPLETE THE WORK SHOWN ON PLAN. ANY DISCREPANCIES BETWEEN QUANTITIES SHOWN ON PLANT LIST AND THOSE REQUIRED BY THIS DRAWING SHALL NOT ENTITLE CONTRACTOR TO ADDITIONAL REMUNERATION.
- ANY PLANT SUBSTITUTIONS MUST BE APPROVED BY THE OWNER.
- ANY TREE OR SHRUB WHICH COMES OVER OR UNDER ANY UTILITY SHALL BE RELOCATED ON THE SITE AS DIRECTED BY THE OWNER'S REPRESENTATIVE.
- ALL PROPOSED LAWN AREAS TO CONSIST OF 6" OF TOPSOIL UNLESS NOTED OTHERWISE.
- ALL TREES AND SHRUBS SHALL BE PLACED IN THE DESIGNATED AREAS AS SHOWN ON THE PLAN. FINAL PLANT LOCATIONS MUST BE APPROVED BY OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION. PLANTS TO BE LOCATED TO OBTAIN MAXIMUM SCREENING/BUFFERING FROM ADJUTING PROPERTIES.
- ALL PLANT MATERIAL INSTALLED SHALL MEET THE SPECIFICATIONS OF THE AMERICAN STANDARD FOR NURSERY STOCK (LATEST EDITION) AS SET FORTH BY THE AMERICAN ASSOCIATION OF NURSERYMEN.
- THE LANDSCAPE CONTRACTOR SHALL REPLACE OR REPAIR TO ORIGINAL CONDITION ANY AND ALL UTILITIES, PAVING, CURBING, ETC., DAMAGED AS A RESULT OF THEIR OPERATIONS AT NO ADDITIONAL COST TO THE OWNER.

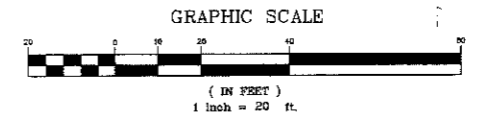
GENERAL NOTES:

- DATUM:
HORIZONTAL - BASED UPON COMPASS OBSERVATION AS OBSERVED ON 11/18/1998 AND ASSUMED COORDINATES.
VERTICAL - ASSUMED
- UTILITIES AS SHOWN ARE A COMPILATION OF FIELD OBSERVATIONS AND AVAILABLE PLANS. CONTRACTOR SHALL FIELD VERIFY PRIOR TO CONSTRUCTION. PROPERTY LINE INFORMATION BASED UPON CURRENT DEED DESCRIPTION. THIS IS NOT A BOUNDARY SURVEY.
- PARKING REQUIREMENTS: ONE (1) PARKING SPACE FOR EACH TWO-HUNDRED (200) SQUARE FEET OF FIRST FLOOR AREA IN EXCESS OF TWO-THOUSAND (2,000) SQUARE FEET NOT USED FOR BULK STORAGE. PROVIDED: NINE (9) SPACES
- SITE LIGHTING WILL BE IN ACCORDANCE WITH THE RECOMMENDATIONS OUTLINED IN "REPORT ON SERVICE STATION CANOPY LIGHTING" SUBMITTED TO THE CITY OF PORTLAND DEPARTMENT OF PLANNING AND URBAN DEVELOPMENT DATED APRIL 22, 1996, AND IN ACCORDANCE WITH A PHOTOMETRIC PLAN CURRENTLY BEING PREPARED BY THE APPLICANT.

ZONING DATA: ZONE: B-2

SPACE AND BULK REQUIREMENTS:	REQUIRED	EXISTING	PROVIDED
MINIMUM LOT AREA:	10,000 S.F.	18,460 S.F.	18,460 S.F.
MINIMUM FRONTAGE:	50 FT.	209.4 FT.	209.4 FT.
MINIMUM FRONT YARD:	NONE *	15.7 FT.	14.7 FT.
SIDE YARD:	10 FT.	55.8 FT.±	55.8 FT.±
REAR YARD:	10 FT. **	11.26 FT.	12.76 FT.
MINIMUM LOT WIDTH:	50 FT.	208 FT.±	208 FT.±
MAXIMUM BUILDING HEIGHT:	45 FT.	18.5 FT.±	21 FT.±
MAXIMUM LOT COVERAGE:	80%	79.8%	79.8%

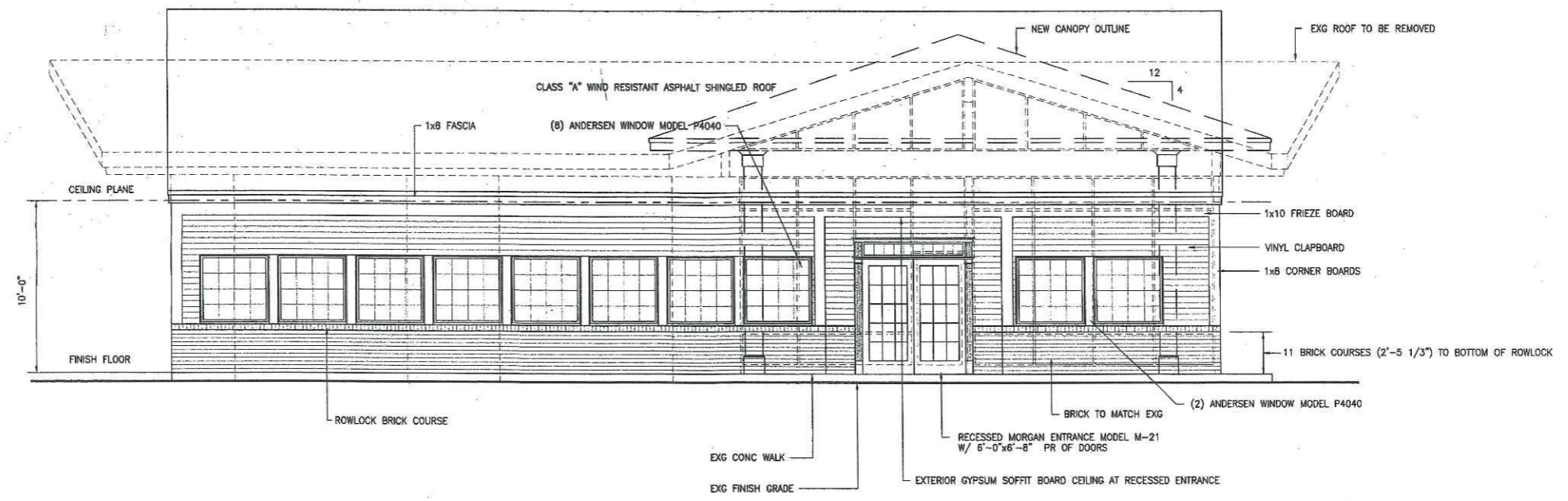
* SHALL NOT EXCEED AVERAGE DEPTH OF THE FRONT YARDS OF THE CLOSEST LOT DEVELOPED WITH A STRUCTURE ON EITHER SIDE OF LOT.
** 20 FT. WHEN ABUTTING RESIDENTIAL ZONE



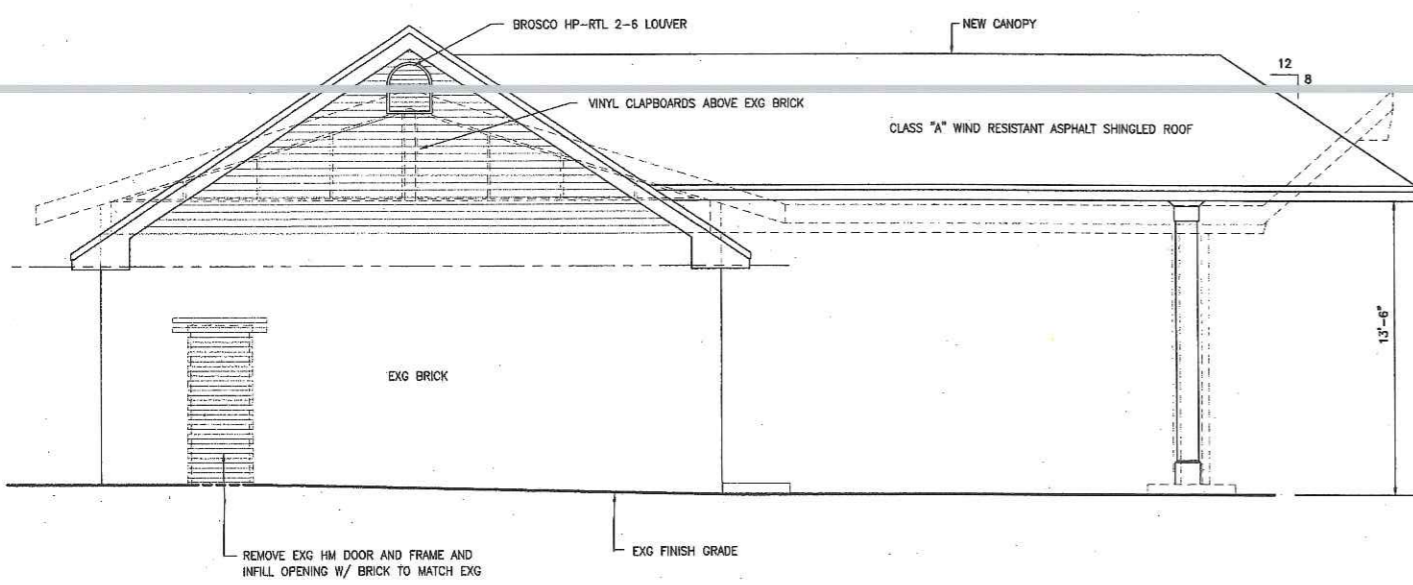
4: 98-20805 (CAD) (8/26/99) .dwg Mon Oct 25 11:00:33 1999

		Squa Bay Corp Consulting Engineers & Land Surveyors P.O. BOX 85A, CUMBERLAND CENTER, ME. 04021 Phone: (207) 829-6964 Fax: (207) 829-8231 Email: info@squabay.com		FIELD BOOK # FIELD BOOK PAGE FLAT FILE INDEX NUMBER	DESIGN: TWS DRAWN: JMS CHKD: TWS	PROJECT: PROPOSED BIG APPLE 194 AUBURN ST., PORTLAND, MAINE SITE PLAN
NO. REFERENCE DRAWINGS	REV. DATE	STATUS	CAH TWS TWS CAH TWS TWS BY CHKD APPD	PROJECT DIR. 98-20806 DRAWING NAME: 9820805	DATE: JANUARY 1999 SCALE: 1" = 20'	PROJ. NO. 98-208-06 DWG. NO. C-101

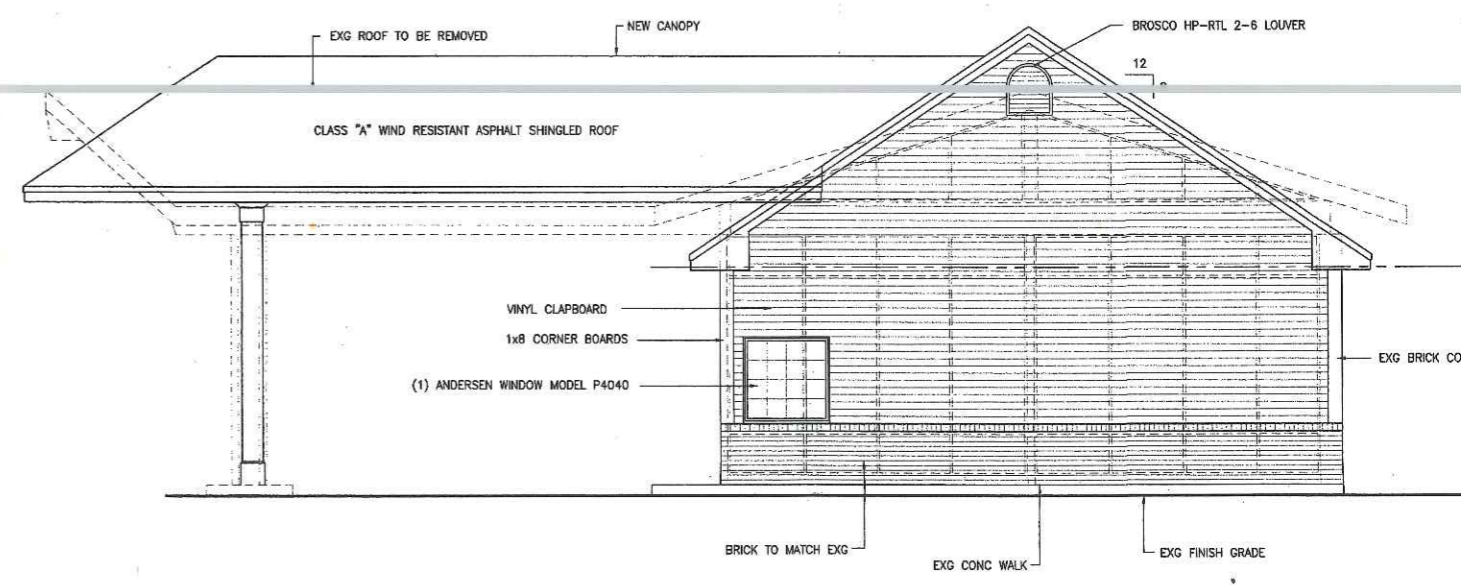
AH.7




AUBURN STREET ELEVATION (EAST ELEVATION)
SCALE: 1/4" = 1'-0"



SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



NORTH ELEVATION
SCALE: 1/4" = 1'-0"

SQUAW BAY CORP.
Consulting Engineers

P.O. BOX 664, CUMBERLAND CENTER, ME 04021
TEL: (207)828-8994 FAX: (207)828-2231
EMAIL: INFO@SQUAWBAY.COM

BUTEAU ASSOCIATES
ARCHITECTS & ENGINEERS
666a CONGRESS STREET
PORTLAND, MAINE 04101
TEL:(207) 772-1010
FAX:(207) 773-8511

PROJECT NAME:
BIG APPLE
C.N. BROWN
194 AUBURN STREET, PORTLAND, MAINE

SCALE:
DATE:
PROJECT No:

ELEVATIONS

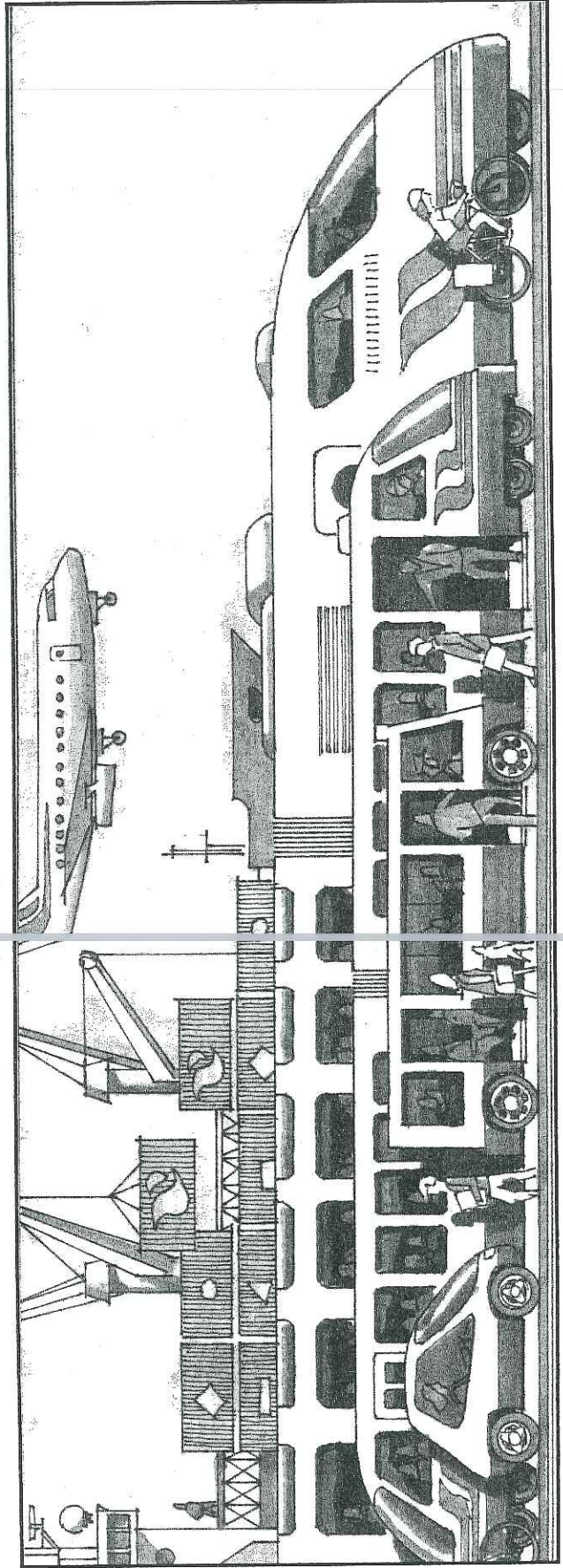
SHEET No:
A2

THIS DOCUMENT HAS BEEN PROVIDED SPECIFICALLY FOR THE PROJECT AS SHOWN HEREIN. THE DOCUMENT IS NOT BE LOANED, REPRODUCED OR COPIED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT/ENGINEER. REPRODUCTION IS PROHIBITED.

P:\ASHEP\01\194-200\194A\194A.DWG Thu Jan 28 16:00:11 1999

\$ 7.00

A TIME OF CHANGE: PORTLAND TRANSPORTATION PLAN



Attachment 8

July 1993

Neighborhood Issues and Policies

Issues of transportation are most personal in neighborhoods. Either the neighborhood is safe for walking or it is not. Either it is protected from noisy through-traffic or it is not. Either things needed day-to-day are within easy reach or they are not. Either parents feel easy about letting a child cross streets or ride a bicycle to school or they do not. Either backing out of a driveway onto the street is a daily risk or it is not.

Before the motor age, the city's neighborhoods were of necessity designed as walkable places. Blocks were short and usually designed in a grid pattern, so that there were multiple ways to get to the same place. Lots were narrow, so that distances between places were short. Within or next to neighborhoods were small-scale stores and services accessible to the neighborhood's residents. With the advent of the trolley, neighborhoods developed farther from the central business district of the City, but even then the neighborhoods were compact and within a quarter- or half-mile of the trolley stop.

As the auto became prominent and affordable to the average family, the design of neighborhoods changed. A suburban ideal took hold. It pushed new neighborhoods farther from the hubbub of the city center. Within neighborhoods, land uses were strictly separated. Lots became wider and larger. Streets were purposely designed to discourage connections and through-traffic. Blocks were lengthened, cross streets were reduced, and dead ends with cul-de-sacs became the norm. And the suburban neighborhood became the model for zoning ordinances.

Figure IV-1 illustrates the difference between the traditional neighborhood street network and the contemporary, suburban approach.

The purpose of the street itself also changed. Prior to the 1950's and the dominance of the auto, the street, including the width of its right-of-way, was by its nature an important public space. Transportation was only one of its purposes. It was also a place of socializing, recreation, and even commerce. Buildings, both homes and businesses, had a specific and often intimate relationship with the street. They enclosed the street and their inhabitants were visually and socially connected to it. The dominance of the auto in the design of contempo-

rary streets and neighborhoods has converted many city streets into single-purpose spaces, and that purpose is to move automobile traffic as efficiently as possible. Where that purpose is tantamount, it is difficult for the other purposes to coexist. In fact, other purposes--even other transportation-related purposes such as bicycling or on-street parking--are diminished or eliminated.

The spread-out location and design of neighborhoods and of the transportation system that serves them was made possible by the auto. In turn, neighborhoods created during the last three decades have become largely dependent on the auto for even the most basic transportation tasks. The auto is at once liberating and confining.

Balancing the realities of the motor age with the imperative of highly livable neighborhoods is at the heart of the transportation issues and policies at the neighborhood level. And it bears directly on the health of the City. If residents who live in the City by choice come to believe their neighborhoods are not safe for walking, are not protected from noisy through-traffic, don't provide easy access to the daily necessities, don't give their children the freedom to move about independently--then the City has lost much of its competitive advantage over the suburbs. Portland still is in the position to preserve its advantage and to help families choose to remain.

Neighborhood Issue 1 Neighborhood Land Use

Some neighborhoods, especially those more recently developed, lack even routine daily services within walking distance. Where such services do exist, the zoning ordinance often considers them to be nonconforming uses.

Policies

Vibrant neighborhoods include nearby, small-scale commercial areas that provide both convenient service and natural meeting places. Routine, daily services should be within walking distance of residents of all neighborhoods, as long as the businesses providing the services are small-scale, are designed compatibly with residences, and fit into the fabric of the neighborhood.

The City should work with individual neighborhoods to identify suitable locations and approaches to accommodate neighborhood businesses.

The City functions as a series of neighborhoods. Oakdale, Deering Center, and Munjoy Hill, for example, are defined areas of the City and evoke certain images of how people live. A basic concept of neighborhood is that it functions as a "unit" in which residents (and especially children) can move about easily and safely and meet at least some of their basic, daily needs within their neighborhood.

Historically, the elementary school and religious institutions were the cornerstones of many neighborhoods. So were small neighborhood stores. All of these serve basic, daily needs and also are natural meeting places. They are part of the "glue" of lively neighborhoods. To the extent that new neighborhoods are designed without proximity or easy access to at least basic goods and services (the corner store, the bakery, the hair salon, etc.), and to the extent that small neighborhood commerce is replaced by single-purpose, auto-oriented commercial strips, the "glue" is lost.

The City has a well-established pattern of small-scale services that meets the needs of many of the neighborhoods. They are found in neighborhood centers such as Rosemont, Central Square, Pine Street, or "down front" on Peaks Island, or in freestanding locations along nearby arterials. While many of these areas are zoned as Neighborhood Business (B-1), many of the services are, in fact, "grandfathered" nonconforming uses, and thus in jeopardy of being lost if they are even temporarily discontinued. In addition, there is little available commercially zoned land that is appropriate for the establishment of new neighborhood services.

There also are neighborhoods, such as the outer North Deering area, Stroudwater, Ludlow Street area, and the Payson Park/Chevius area of Ocean Avenue, that have limited access to neighborhood services.

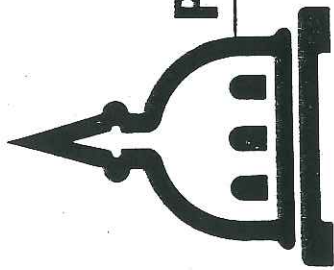
See Action Box No. N-1.

Action Box No. N-1

To assure the opportunity for day-to-day services, of appropriate scale and design, within walking distance of all neighborhoods:

- Review the existing nonconforming neighborhood businesses and "legalize" those that are positive factors in meeting neighborhood needs.
- Explore mechanisms to allow the establishment of new neighborhood businesses without creating a proliferation of small B-1 districts. One method might be to establish a strict performance standard approach, including design standards, that would allow neighborhood businesses to locate outside of B-1 zones if the objective criteria are met.
- In neighborhoods without nearby services, work with residents to identify appropriate locations and/or approaches to accommodating these uses.
- Review the zoning ordinance's land use standards to assure that the uses allowed in the B-1 districts are neighborhood-type businesses.
- Review the zoning ordinance's land use standards to assure that neighborhood businesses are "good neighbors," maintain the architectural character and fabric of the neighborhood, and are of an appropriate scale.

88



Portland Neighborhood Economic Development Study Summary

prepared for the city of portland by governmental services inc.

NORTH DEERING

Summary

The North Deering commercial center is a strong community center with over 80 businesses providing a wide variety of retail goods and services for everyday needs. Located at the intersection of several major arterials, the commercial center has developed over the past 25 years into one of Portland's major shopping centers serving the northern half of the city as well as towns to the north. The core of the market area is a growing middle to upper middle income area. The area has also seen significant recent growth in new professional office space.

The center's primary trade area includes northern portions of Portland and Falmouth and Cumberland. Its secondary trade area encompasses the rest of Portland plus Westbrook. Total 1981 sales within the center were estimated at \$32.1 million, representing market share of about 14.7% and 3.7%, respectively, for the primary and secondary trade areas. However, when considering food store items alone, these shares rise to 3.5% and 11.5%, showing the center's strength in convenience retailing.

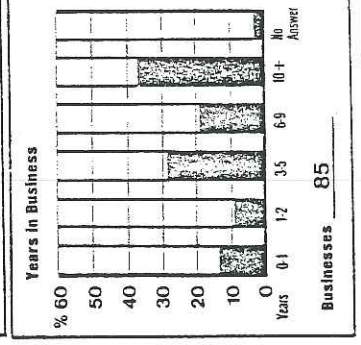
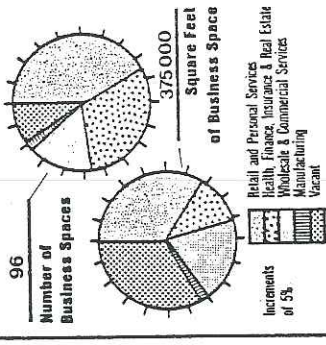
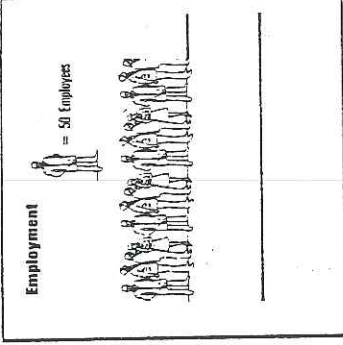
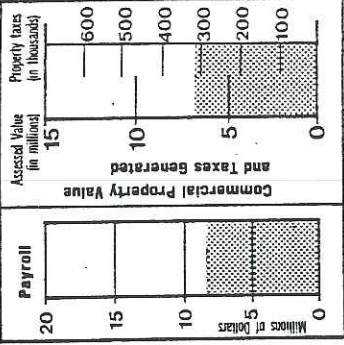
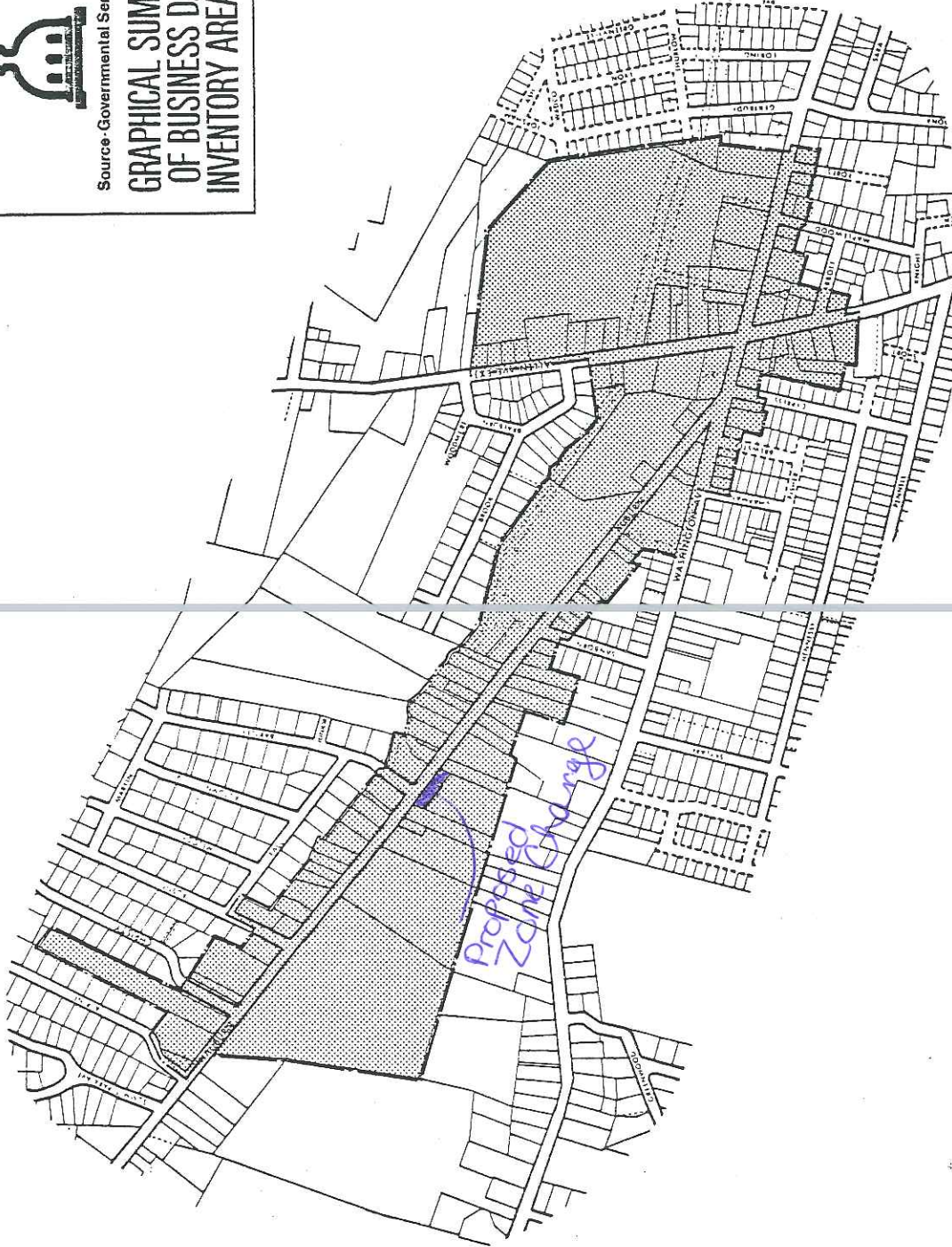
The one major weak point is the Northport Shopping Center, major portions of which are vacant. Refilling of the vacant space has been slow and has generally involved nonretail uses. WGAI moved its studios into a portion of the space vacated by W. T. Grant and Unionmutual Life Insurance Company has recently moved temporary offices into the space next door. This trend of converting retail space to office space is likely to continue, especially since the owner is making positive steps to promote Northport as a professional office park and the market supports for adding more retail businesses to the area are not strong. The result should be that North Deering will continue as a community center serving primarily the convenience retail and service needs of northern Portland and towns to the north of the city. In line with this business role, the current B-1 zoning in the area should be changed to the new B-2 Community Business District zone.

The figure to the right shows the North Deering shaded area is the inventory area in which descriptive the pie and bar charts, was gathered.

9a



Source - Governmental Services Inc.
**GRAPHICAL SUMMARY
 OF BUSINESS DATA IN
 INVENTORY AREA 1982**



NORTH DEERING PORTLAND NEIGHBORHOOD ECONOMIC DEVELOPMENT STUDY	1-4 SHEET	 GOVERNMENTAL SERVICES INC.
	DETAILED STUDY AREA LIMITS FEBRUARY 1982 BUSINESS INVENTORY AREA	

96

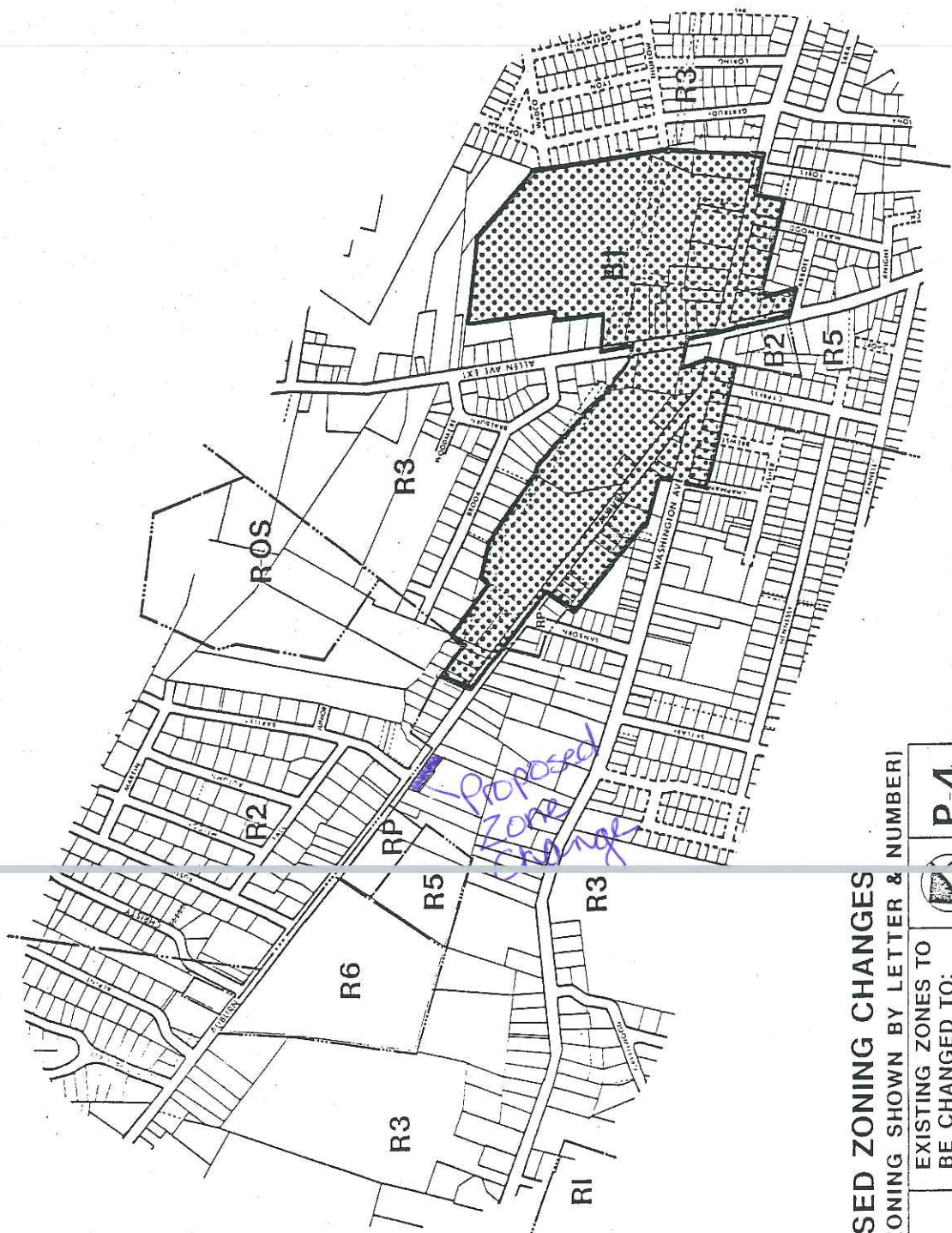
9c

Recommendations

The City's major objective in North Deerirng should be to recognize it as a strong community business area in need of some flexibility to overcome vacancy problems at Northport. The following recommendations are set forth:

- (1). The present B-1 zone encompassing the two shopping plazas and several adjacent businesses should be changed to the new B-2 (Community Business District) zone. This reflects the center's status as a community center and provides flexibility for the reuse of the Northport Shopping Plaza, while prohibiting uses which might be incompatible with the surrounding residential area. The current boundaries should be retained and except for extremely compelling circumstances should be retained for the foreseeable future to further protect the residential area from encroachment.
- (2). The R-P zone and R-6 zones along Auburn Street between Bartley and Alpine Roads and the RP zone at the intersection of Auburn and Sanborn Streets should be retained within their current boundaries and not expanded for the foreseeable future.
- (3). Future channelization and signalization projects that may be proposed should be carefully reviewed to maintain or improve access to individual properties wherever possible.

22



PROPOSED ZONING CHANGES
 (WITH EXISTING ZONING SHOWN BY LETTER & NUMBER)

NORTH DEERING PORTLAND NEIGHBORHOOD ECONOMIC DEVELOPMENT STUDY JULY 1982	EXISTING ZONES TO BE CHANGED TO: B1 [stippled] B2 [cross-hatched] B4 [diagonal lines] R3 [grid] R5 [grid] RP [grid]	P-4 <small>PLATE</small>	
	SCALE 1" = 100'		GOVERNMENTAL SERVICES, INC.

EXISTING ZONING
 February 1982

RESIDENTIAL: R1, R2, R3, R4, R5, R6, RP
 BUSINESS: B1, B2, B3, AB
 INDUSTRIAL: I1, I2, I-2B, I3, I-3B, IP
 RECREATION - OPEN SPACE: R-OS
 SHORELAND ZONE OMITTED

Source: City of Portland

Attachment 10

40 Fall Lane
Portland, Maine 04103
June 5, 1999

Mr. Joseph E. Gray, Jr.
Director of Planning & Urban Development
City Hall
Portland, Maine 04101

Re: Proposed zoning change from R-3 to B-2
194 Auburn Street

Dear Mr. Gray,

As a nearby resident of 194 Auburn Street, I strongly object to the proposed zoning change which would not only allow a Bag Apple store to open, but would result in further encroachment of businesses into the R-3 zone, in which case a business could abut my property in the not-too-distant future resulting in a substantial loss of value to my property.

When I bought this home fourteen years ago I was of course aware of and accepted the present gas station at 194 Auburn Street, a few businesses north of the shopping center, and I accepted, without objection, the variance granted a few years ago for a day-care operation which abuts my property. (I now feel my lack of comment on that variance was a mistake).

I would very much appreciate being kept informed as to further action being considered by the Planning Board on the proposed zoning change.

Very truly yours,
Alice B. Leighton

Kandi

10a

June 2, 1999

32 Fall Lane
Portland, ME 04103
Tel. (207) 797-9416

Dear Mr. Gray:

I am writing to you regarding a proposal by C.N. Brown Co. for a zone change which would allow a Big Apple convenience store to be located at 194 Auburn Street. My family strongly objects to the above-mentioned proposal for the following reasons:

- 1) Traffic Congestion- Our neighborhood, which is residential, already deals with long lines of traffic in both directions on Auburn Street. We have a school zone of 15 m.p.h. at various times of the day with crossing guards directing pedestrians, school busses and cars. An increase in traffic entering and exiting the Big Apple will compound the problems of our traffic flow. In addition, it is already potentially hazardous when trying to exit Bartley Avenue onto Auburn Street because of traffic moving from the left, right, and straight ahead from the Citgo Station. A Big Apple store will only increase the potential for pedestrian or auto accidents.
- 2) The Big Apple sells alcoholic beverages. This will be an incentive to those consumers looking only for these products who would not ordinarily be in our residential zone. We will not feel as safe- my older son, who is entering Moore Middle School, expressed the view that he won't feel safe. In the summertime, with the windows open, we can sometimes hear an occasional motorcycle on Auburn Street. With a Big Apple store in our midst, we will experience more noise pollution.
- 3) Since most Big Apple stores are open 24 hours a day, the potential for robberies increases. This risk extends and can affect our quiet, safe neighborhood as well.

A Big Apple Convenience Store already exists on Allen Avenue. Please allow our neighborhood with its children to maintain the safe and quiet atmosphere that we as parents try so hard to secure by living in this area.

Thank you for hopefully turning down C.N. Brown's request for a zone change.

Respectfully submitted,

Madeleine E. Segal

Madeleine E. Segal

106

44 Autumn Lane
Bartley Gardens
Portland, ME 04103

Ms. Candy Talbot
Planning and Urban Development
City Hall
389 Congress St.
Portland, ME 04101

Dear Ms. Talbot:

I'm writing this letter to let you know that I am *adamantly* opposed to the relocation of The Big Apple to what is now the Citgo Station on 194 Auburn Street across from the entrance to Lyseth and Lyman Moore schools.

This is not the type of business that is compatible with my neighborhood. Lyseth's and Lyman Moore's school grounds have been plagued for years by vandalism which occurs after dark. The Big Apple which is open 24 hours will only serve to further attract this kind of behavior and undermine efforts to minimize the attraction of "hanging out" on school grounds.

In addition, supplier's trucks which very often are left running while delivering product, will have an adverse affect on the neighborhood. The added noise and pollution from delivery trucks and customer traffic is NOT something I want on the edge of this neighborhood – which has always been a quiet residential area.

There is a convenience store approx. ¼ mile to the North of the proposed site, and another convenience store approx. ¼ to the South of the proposed site. In addition, there is a CVS, Shaws, Baskin Robbins, and Paris Farmers Union within ¼ mile of the proposed site. This area does NOT NEED another convenience store – it is not necessary to have one on each corner and halfway between the corners!

I do not want a convenience store on the edge of my neighborhood. I have lived very close to a convenience store in the past and it is very annoying. The noise from trucks, cars, kids hanging out, and the trash blowing into my yard caused me to move from a previous house. That is why I moved to a Residential Zone. I believe this type of activity would adversely affect the value of the properties close to the proposed site.

The rights of those who choose to live in a Residential Zone should certainly take precedence over the special interests of C.N. Brown and The Big Apple.

Sincerely,



Judith Mulligan

The Farrell Family
17 Bartley Avenue
Portland, ME 04103

10c

Dear Mr. Carroll,

We are writing this letter out of concern for our neighborhood and the quality of life that we now enjoy.

We are concerned that the zone change requested by CN Brown, for the 194 Auburn Street location, will not only create an extremely hazardous traffic situation (within an already dangerous school zone), but also cause loitering of school children and increase the potential for underage drinking, smoking, and vandalism in the school vicinity.

The FAMILY run variety store-EDDIES-, north of the proposed Big Apple, blends in nicely with the North Deering environment. Why do we need yet another large chain putting the little guy out of business????

Does not Shaws, CVS, Mobile, south of the location, provide us with adequate "walk to shop" stores?

Please save our neighborhood from the zone change! Lets keep the business zone on the southern side of Auburn and Sanborn where it should be.

Lets not turn our community, from the safe, friendly, residential neighborhood that it is, into another hazardous, strip mall style of undesirable area.

Help save North Deering from over COMMERCIALIZATION!

We appreciate your attention to this matter!

Very Sincerely,

Tom & Kathy

Annie

Jane

R

|

|

|

F

Kate

10d

50 Rustic Lane
Portland, ME 04103
May 26, 1999

Joseph E. Gray, Jr., Director of Planning and Urban Development
City Hall, 4th Floor
389 Congress Street
Portland, ME 04101

Dear Mr. Gray:

This letter is to state our opposition for a zone change to allow the renovation and conversion of the property at 194 Auburn Street to a Big Apple convenience Store.

This property is very near the Lyseth – Moore access street where traffic regularly backs up for several blocks when the school crossing light is flashing. Cars trying to make left hand turns into neighboring streets/businesses further back up traffic and one constantly sees cars passing on the right (often at high speeds) to get past the congestion, which is a hazard. Additional traffic in this area would only increase the hazard to the children as they walk to and from school.

Secondly, we do not believe there is a need for a convenience store at this location. Within a half mile, in either direction, are two Mobil Quick Stops and Eddie's store as well as Northgate Shopping Center. Certainly these existing businesses are adequate for meeting shopping needs. We appreciated having the auto service available to the neighborhood in the past but do not wish to see the site converted to a convenience store. We do not believe that this change would be in the best interests of one of the nicer residential areas in Portland.

Thank you for your consideration.

Sincerely,



Renald S. Perillo



Charlotte K. Perillo

10e

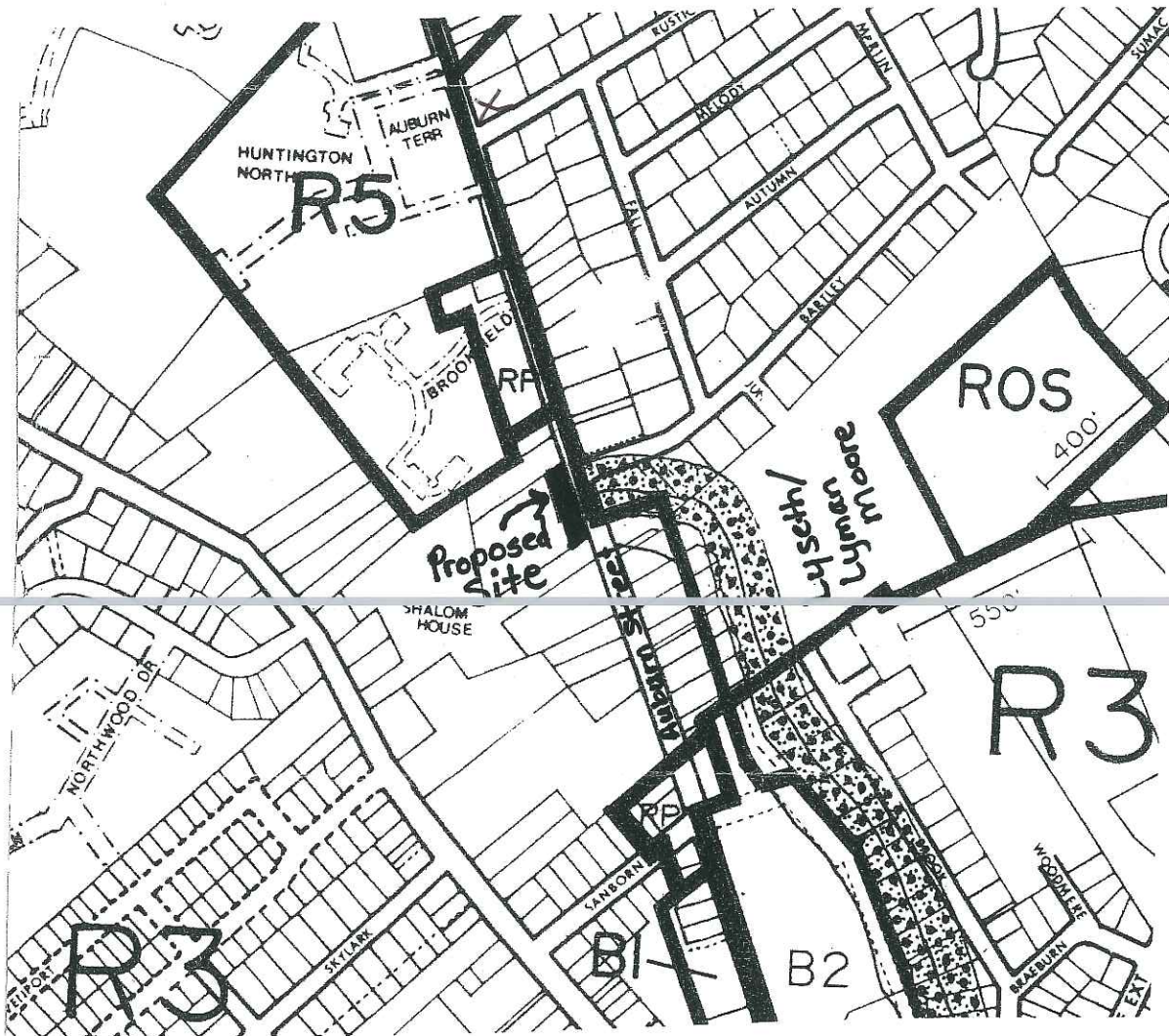
LEGAL NOTICE

LEGAL NOTICE

PORTLAND PLANNING BOARD
PUBLIC NOTICE

Notice is hereby given that the Portland Planning Board will hold a public hearing on Tuesday evening, July 13, 1999, at 6:00 p.m. in Room 209, City Hall, Portland, Maine, to consider a proposal by C. N. Brown Co. for a zone change to the B-2 Business Zone to allow the renovation and conversion of the existing building to a Big Apple convenience store. The site is located at 194 Auburn Street. The site is currently located in the R-3 Residential Zone and is approximately .42 acres.

The location of the proposed map amendment is shown on the fragmentary map below.



Further information on this development can be obtained at the Planning Department Office, City Hall, 4th Floor, or by calling 874-8901.

*well heard of town, however
we are in favor of the proposal
by C.N. Brown for a zone change
to B-2 Business Zone.
The reason listed.*

John H. Carroll, Chair
Portland Planning Board

*Eric W. Smithner
279 Auburn St
Portland Me 04103*

7/3/99

20 Bartley Ace
Portland, Maine 04103

Joseph E. Gray, Jr.
Director of Planning and Urban Development
City Hall
Portland Maine

To the Portland Planning Board:

This is a letter stating my objection to a change of zoning for the site at 194 Auburn Street from R-3 Residential to B-2 Business Zone.

I understand C.N Brown's wanting to more money by having a store at this site . However, if anyone has been to this site they will see that it so very, very close to an elementary and middle school complex where buses, cars, and pedestrians are trying to get into Lyseth Lyman Moore Road.

Residents of this area were already made aware of the fact that Auburn Street is a state road and so, no traffic light could be erected at the school crossing because of large trucks coming from the Maine Turnpike

If a site visit is done, it can also be observed that not too far in either direction there are convenience stores that already carry the kind of goods that a Big Apple store would sell, as well as a strip mall complex one block away. Certainly cigarettes and junk food should not be anymore available to our school children then they already are!

Lastly, the area is zoned RESIDENTIAL.. Let's try to keep in mind the matter of quality of life. Living two houses away from Auburn Street can be a little noisy from the aforementioned trucks. Why should the city want to encourage more traffic and noise in any fully developed heavily traveled residential and SCHOOL area. It is already difficult to make a left hand turn for parents picking up their children and leaving at Bartley Avenue - This will make it even more difficult, and accidents will result.

Again I state my objection to a change in zoning at 194 Auburn Street. Thank you for consideration.

Janet Koch

Janet Koch

797 6201 home
878 5505 work

log

CHRIS ANNE WOODS
59 BARTLEY AVENUE
PORTLAND, ME 04103

Mr. Joseph E. Gray, Jr.
Director, Planning and Urban Development
City Hall
389 Congress Street
Portland, ME 04101

July 2, 1999

Dear Mr. Gray:

I am writing to express my concerns regarding the zone change from R-3 to B-2 that has been proposed by C.N. Brown for the property at 194 Auburn Street.

My primary concern is one of the increased traffic that would result from a Big Apple convenience store. Auburn Street is a highly traveled route used by many going into the city of Portland. There is almost never a time when I can exit my street and head south on Rt. 100 without having to wait a significant amount of time to exit safely. This is further complicated when another car is leaving the current C.N. Brown property and attempting to head North on Rt. 100.

Given that the proposed zone change is within a school zone on an already highly traveled roadway, I am against any action that would lead to increased traffic and decreased safety of the many school children who cross Auburn Street daily on their way to Lyseth and Lyman Moore schools.

I am also concerned about the precedent that a zone change for this property might set for other proposals in the future. Our location in North Deering is convenient to many types of retail/commercial establishments, while also maintaining the feel of a residential neighborhood. Within a one-mile radius we have numerous convenience type stores and major shopping facilities. Do we really need another?

10h

The proposal I saw stated that the Big Apple would be open until 10pm. But who is to say that won't change to 24 hours in the future? We don't need it – and all of the other things that go along with a 24-hour operation such as robberies, loitering, etc. Last week's robbery at the Morrill's Corner Big Apple is just an example.

I strongly urge you to recommend against the proposed zone change and help stop commercialization of our North Deering neighborhood.

Sincerely,

Chris Anne Woods
Chris Anne Woods

✓ Cc: John H. Carroll, Chair
Portland Planning Board

101

Joseph E. Gray Jr.
Director of Planning and Urban Development
City Hall, 4th Floor
389 Congress Street
Portland, Maine 04101

Dear Sir:

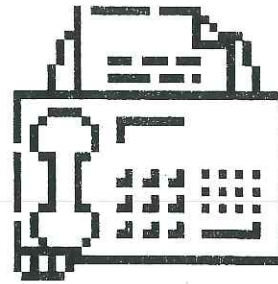
I am writing about the change in the zoning being proposed by C.N. Brown Co. I am not in favor of the change in zoning to allow an increase in commercial activity. The area is more than adequately served by several stores currently in the area. Auburn Street is already quite congested at peak commuting hours, we have 2 school, (Lyman Moore and Lyseth), in the area. The increase in turning traffic, and children possibly congregating at this store, will only add to the risks that the children currently face as they walk up Auburn Street. Please reject any zoning amendments that will allow a convenience store at the listed location. (194 Auburn Street)

Thank you,



David R. Alvord
46 Melody Lane
Portland, Maine 04103

10j



Fax

From

*Mark Manduca
Apple Fax/Data Modem*

To

QuickSend

Fax Number

Subject

Auburn St. Big Apple

Voice Number

Date

8/24/99 12:24 PM

Number of Pages

1

Note

Dear Planning Board-I would not like to see a Big Apple on Auburn St. I live on Washington Ave. and just getting out of my driveway is an event! This would create more traffic, and I would not want another store selling junk food in our general vicinity.



Gould Equipment Company

Serving the equipment needs of Northern New England for over 60 years

10L

737 Main Road North
Hampden, ME 04444
Tel: (207) 941-1939
ME: (877) 227-3300
Fax: (207) 990-3489

17 Haskell Avenue
South Portland, ME 04106
Tel: (207) 767-2151
ME: (800) 834-6853
NH-VT: (800) 852-0062
Fax: (207) 767-0769

June 2, 1999

CN Brown Company
PO Box 200
South Paris, Me 04281

Attn.: Charlie Sheehan

Dear Charlie,

Reference your Northgate Citgo plans.

As a nearby home owner at 25 Bartley Avenue only a few yards away, I welcome your expansion and upgrade to the new store. I believe you will do real well at this location and will enhance the neighborhood with additional services.

My family has endorsed your petition for support and anything else I can do to help you in the neighborhood I am most willing to do.

If you are anticipating any zoning problems or opposition, please give me a call and I would be happy to speak in support of your plans at a zoning or planning board meeting.

Best of luck with your project, and once again if I can be of any assistance please do not hesitate to give me a call.

Kindest personal regards,

Gould Equipment Co.

Richard W. Tuttle
Marketing Manager

cc: J. Duryea
K. Moore

SALES AND SERVICE

Service Station and Petroleum Handling Equipment • Trailers and Truck Tanks • Bulk Storage Facilities

Portland North Dental Associates, P.A.

10m
Robert A. DeRice DMD
9 Sanborn Street
Portland, Maine 04103

Phone (207) 878-3100
Email doctord@maine.rr.com

July 23, 1999

Ms. Shelley Dunn
Burgess Advertising
1290 Congress Street
Portland, Maine 04102

Dear Ms. Dunn:

As president of Portland North Dental Associates, located at 9 Sanborn Street, Portland, Maine, I am in favor of the pending change for the Northgate Citgo, located at 194 Auburn Street. As we had discussed over the phone on 07/22/99, it is my opinion that it would benefit the surrounding North Deering community for the Citgo gas station to become a Big Apple variety store and gas station.

If I may be of any further assistance please let me know.

Sincerely,



Robert A. DeRice DMD
President

10N

CN Brown: Summary of Written Survey – as of August 23, 1999

- 25 Families have no objection to, or have endorsed, the CN Brown plan for a Big Apple store at 194 Auburn Street, based on written surveys.

- The most frequently mentioned items to purchase were:
 1. gasoline (18)
 2. dairy products (milk, cheese, cream, etc.) (16)
 3. snack foods (pretzels, candy, ice cream, etc.) (15)

- As many customers would walk &/or bicycle (19) to the store as would drive (19) there.

- Respondents to the survey live in the neighborhood, on the following streets:

- Auburn Street (5)
- Washington Avenue (2)
- Regan Lane (2)
- Skylark (1)
- Summit Street (1)
- Summit Park Avenue (1)
- Northwood (3)
- Primrose Lane (1)
- Martin Road (1)
- Bartley Avenue (3)
- Christy Road (2)
- Autumn Lane (1)
- Rustic Lane (1)
- Alpine Road (1)
- Total: 25

100

Johnathan Doyle
183 Auburn Street
Portland, Maine 04103

October 12, 1999

Mr. Joseph E. Gray, Jr.
Director of Planning and Urban Development
City Hall, 4th Floor
389 Congress Street
Portland, Maine 04101

Dear Mr. Gray:

Having seen the proposed "Big Apple" I am not impressed with how neighborhood friendly they are going to be.

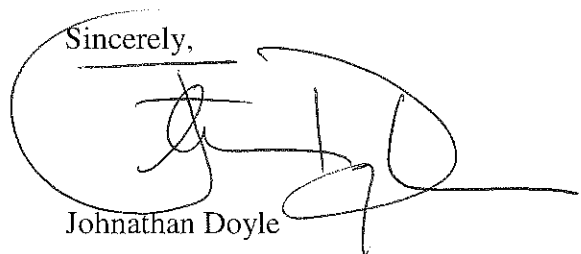
First, the proposed location is directly across the street from Lyseth Elementary School and Moore Middle School. Not only is there a lot of pedestrian traffic, but the potential for accidents increases when the mix of hurried patrons are trying to get their coffee and various other "necessities" and kids who don't always pay attention to where they are going are trying to get to school. It is an accident waiting to happen.

Second, there is no need to have a convenience store when there is one at the Mobil station just down the street. ~~Plus, there is the Shaw's just down the street at the Northgate Shopping Center.~~ I could see if there wasn't food around for miles, but I think this is just another example of the "I want it and I want it now" mentality.

Lastly, on Forest Avenue there are too many mini-marts -- one about every other block. I do not want Auburn Street to turn into another Forest Avenue. That element of community and quiet are reasons that both my wife and I chose to live on Auburn Street.

When the Board is considering this issue please consider those who want to retain the "quality" of life rather than the "gas and go" life.

Sincerely,



Johnathan Doyle



10p

HOUSE OF REPRESENTATIVES

2 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0002

(207) 287-1400

TTY: (207) 287-4469

William S. Norbert

168 Lester Drive
Portland, ME 04103
Telephone: (207) 797-9757
Business: (207) 797-9757
Fax: (207) 797-9757
E-Mail: repbill.norbert@state.me.us

November 1, 1999

John C. Carroll, Chair
Portland Planning Board
City Hall
389 Congress St.
Portland, ME 04101

Dear Mr. Carroll & Members of the Planning Board:

I write to express my opposition to the proposed development by C.N. Brown at 194 Auburn Street. As a lifelong resident of this area, and now as an elected official representing North Deering, I have deep concerns about the wisdom of this zone change and the impact it would have on the quality of life in the abutting neighborhood. Having a gas station (grandfathered long ago in this particular zone) in this area is one thing; allowing yet another Big Apple store to be developed is quite another. I urge you to seriously consider the ramifications of such a change in this age of sprawl. The area has two schools and numerous residences located on an already busy street. We can and must do better in the name of smart growth and in the name of our children.

Many of my constituents have expressed to me their concerns about the potential for increased traffic and light pollution in this neighborhood. When I attended the last public hearing on the matter (which was postponed due to lack of a quorum), some Board members expressed their reluctance to endorse this zoning amendment. I hope others will join them in questioning whether a compelling reason exists to permit this change, and whether spot/contract zoning is a wise policy choice.

Thank you for your consideration of the substantial neighborhood opposition to the proposal. Thank you, too, for the difficult and time consuming work you do on the Planning Board. I am hopeful that you will vote against this unnecessary change, and that you will take the neighbors' concerns to heart as you deliberate.

Very truly yours,

William S. Norbert
State Representative
House District 34

District 34 Part of Portland

11

#1 POLE MOUNTED - 3 LOCATIONS

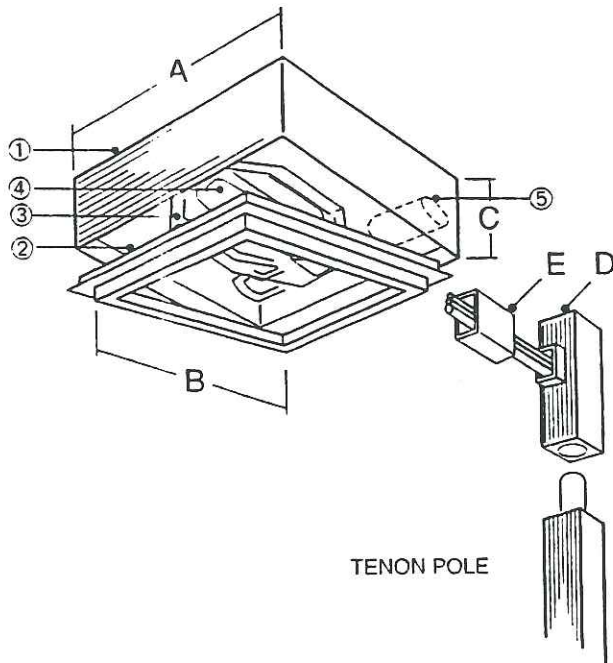
Att. 12

MOLDCAST

PRODUCT DATA SHEET

Modules III

MT Series of Compact, Lightweight, Sharp Cutoff Luminaires



- ① Rugged, aluminum construction fabricated housing consisting of a single piece extruded side wall, forming a rigid structural belt. Top of housing has press formed sheet aluminum top of overlapping design.
- ② Extruded aluminum door frame assembly hinges down for ease of cleaning, relamping and access to auxiliary components (ballast, terminals, etc.). Slide-type locks on face of frame allow door assembly to be opened and securely locked without the need of tools.
- ③ Tempered glass lens is gasketed to seal against moisture, dirt and bug infiltration.

HOUSING DIMENSIONS

	A	B	C	Weight
SMALL	18" (45.7 cm)	14 ⁷ / ₁₆ " (37.8 cm)	6" (15.2 cm)	35 (15.91 kg.)
LARGE	23" (58.4 cm)	19 ¹ / ₂ " (49.5 cm)	7 ¹ / ₂ " (19.1 cm)	51 (23.18 kg.)

Optical system consisting of a precision one piece hydroformed, faceted Alzak[®] main reflector, auxiliary reflecting elements and lamp holder assembly.

Reflectors are available for either Type II, Type III, Type IV (forward throw) or Type V light distribution (See reverse side.)



- ④ Lamp (by others) is horizontal burning.
Note 1: All Metal Halide models include a position oriented socket to permit use of arched arc tube high output lamps.
Note 2: For best photometric results, all lamps should be uncoated.

D. LONG AND SHORT ARM DIMENSIONS (Round and Square cut arm to pole)

	SMALL HOUSING 18"		LARGE HOUSING 23"	
	Round	Square	Round	Square
A	Long Arm			
	8 ³ / ₄ " (22.2 cm)	8 ³ / ₁₆ " (21.75 cm)	11 ¹ / ₄ " (28.6 cm)	11" (27.9 cm)
	1 ³ / ₄ " (4.4 cm)	1 ³ / ₄ " (4.4 cm)	1 ³ / ₄ " (4.4 cm)	1 ³ / ₄ " (4.4 cm)
B	3" (7.6 cm)	3" (7.6 cm)	4" (10.2 cm)	4" (10.4 cm)
C	Short Arm			
D	2" (5.1 cm)	2" (5.1 cm)	2" (5.1 cm)	2" (5.1 cm)

- ⑤ Ballast assembly, high power factor, designed for -20°F starting. Assembly is mounted on a chassis which fits in grooves provided for it in housing and is secured by means of a locking nut; removal and replacement of ballast is tool-less.

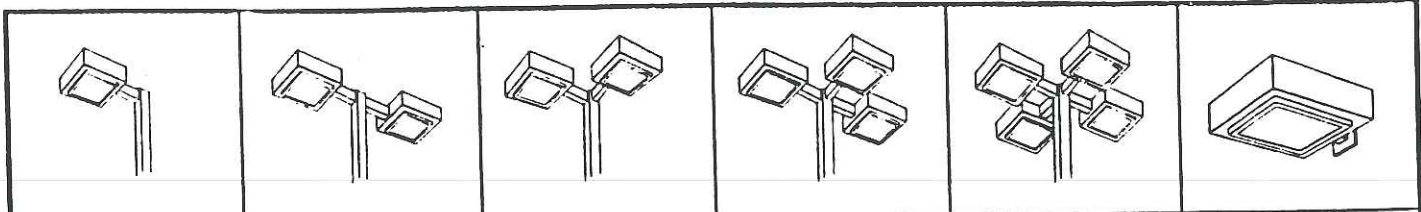
E. POLE FITTERS 10" (25.4 cm) HIGH (TENON POLES)

Round (Diameter-O.D.)			Square		
4" (10.2 cm)	5" (12.7 cm)	6 ⁵ / ₁₆ " (16.8 cm)	4" (10.2 cm)	5" (12.7 cm)	6 ⁵ / ₁₆ " (17.2 cm)

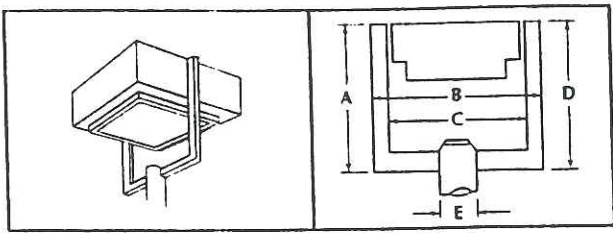
FOR DIRECT ARM MOUNT (DRILLED) POLE SEE REVERSE SIDE.

EFFECTIVE PROJECTED AREA (EPA) DATA in ft.² (m²) - including arm(s)

	Small Housing	Large Housing
Single	1.6 (.15)	2.3 (.21)
Twin	2.9 (.27)	4.1 (.38)
Triple	3.0 (.28)	4.2 (.39)
Quad	3.0 (.28)	4.2 (.39)
Yoke	2.1 (.20)	2.9 (.27)



Single on Pole Double at 180° Double at 90° Triple at 90° Quad at 90° Wall Mount



Yoke Mount

Yoke Dimensions					
	A	B	C	D	E
18" Housing	24" (60.9 cm)	22" (55.9 cm)	18" (45.7 cm)	22" (55.9 cm)	4" (10.2 cm)
23" Housing	29 3/4" (75.6 cm)	27" (68.6 cm)	23" (58.4 cm)	27 3/4" (70.5 cm)	4" (10.2 cm)

Ordering Information

Basic Housing Catalog Numbers To select a Modules III Luminaire, choose the appropriate **BASIC HOUSING CATALOG NUMBER** from the charts listed below.

LIGHT SOURCE	Type II Reflector	Type III Reflector	Type IV Reflector	Type V Reflector
Small Housing 18"				
70W HPS	MT1270	MT1370	Not Available	MT1570
100W HPS	MT1210	MT1310	Not Available	MT1510
150W HPS	MT1215	MT1315	Not Available	MT1515
250W HPS	MT1225	MT1325	Not Available	MT1525
175W MH	MT1217	MT1317	Not Available	MT1517
250W MH	MT1226	MT1326	Not Available	MT1526
Large Housing 23"				
250W HPS	MT2225	MT2325	MT2425	MT2525
400W HPS	MT2240	MT2340	MT2440	MT2540
750W HPS	MT2276	MT2376	Not Available	MT2576
250W MH	MT2226	MT2326	MT2426	MF2526
400W MH	MT2241	MT2341	MT2441	MT2541

DIRECT ARM MOUNT (DRILLED) POLE SUFFIX		
MOUNTING DETAILS	SMALL 18" HOUSING	LARGE 23" HOUSING
1	A1	B1
2	A2	B2
3	A3	B3
4	A4	B4
2(90°)	A5	B5

Proceed by adding the appropriate code numbers for the required (A) Voltage, (B) Mounting Configuration, (C) Arm Length, (D) Fitter, (E) Finish, and (F) Options Listed Below.

- CODE, DESCRIPTION**
- A. Voltage 12 120V 20 208V 24 240V 27 277V 34 347V 48 480V
- B. Mounting Configuration
- 1 Single
 - 2 Double at 180°
 - 3 Triple at 90°
 - 4 Quad at 90°
 - 5 Yoke Mount
 - 6 Double at 90°
 - 7 Wall Mount (Short Arm Also Required)
- C. Arm Length
- 0 Only if ordering Yoke Mount
 - 1 Long, Square Ended
 - 2 Long, Round Ended
 - 3 Short, Square-Ended*
 - 4 Short, Round-Ended*
- D. Fitter
- 0 No Fitter (No Fitter if ordering Direct Side Mount to Pole, Yoke Mount or Wall Bracket)
 - 1 4" Round Fitter
 - 2 5" Round Fitter
 - 3 6 1/2" Round Fitter
 - 4 4" Square Fitter
 - 5 5" Square Fitter
 - 6 6 1/2" Square Fitter
- E. Finish
- BZP Bronze
 - BLP Black
 - DZP Desert Bronze
 - BBL Black Bronze
 - SLV Silver Leaf Gray
 - WHT White
 - BZD Bronze Duranodic
 - SAT Satin Anodize
- F. Options
- PCR Photocell Receptacle
 - 1FU Single "In-line" Fusing (120V, 277V, 347V)
 - 2FU Double "In-line" Fusing (208V, 240V, 480V)
 - HCO Housing Side Cutoff
- * For single or double at 180° configurations only.

For ordering and tech data covering Square and Round Poles with TENON, refer to Product Data Sheets for Series A1000 Square and A3000 Round. Non-tapered, Aluminum Poles. For DIRECT SIDE MOUNT (DRILLED) POLES, refer to series A1000 and A3000 Pole Product Sheets, select the pole cat. no., then add the Direct Side Mount suffix.

Example of Modules III Catalog Number

Basic Housing Catalog No.	Mount. Volt.	Config.	Arm	Fitter	Finish	Options	
MT2325	24	2	1	5	BZP	HCO	
		A	B	C	D	E	F

The example above MT2325-24-2-1-5-BZP-HCO specifies the Large-23" Modules III housing with Type III distribution, for 250W HPS, 240V, with Twin Lights at 180°, using two long square ended arms with a 5" square fitter, with house side cutoff option.



1251 Doolittle Drive, San Leandro, CA 94577
Telephone: (510) 562-3500

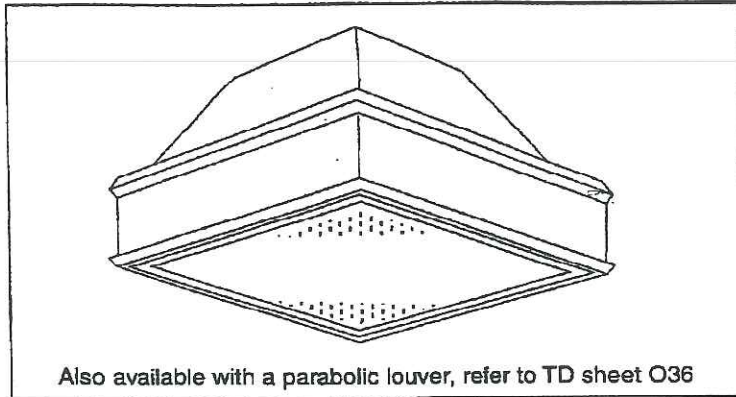
#2 CANOPY

12b

2'x2' HID Horizontal Lamp

HH22 Lensed

2'x 2', Metal Halide Horizontal Lamp



Type: _____

Job Description: _____

Features

- Available for either a glass or an acrylic lens with a glass overlay.
- Ideal for manufacturing areas, retail stores, or gymnasiums.
- Shallow depth allows for installation in a myriad of shallow plenum applications.
- Available for a metal halide lamp.
- Removable power door allows for access to the ballast from below fixture.

Construction

Housing constructed of code gauge steel. Power door is constructed of 18 gauge steel and is secured with (2) 1/4 turn fasteners. The power door contains all of the electrical components and can easily be removed from the fixture for maintenance. The ballast housing is constructed of aluminum for maximum heat dissipation. The housing is riveted together for maximum rigidity. Standard door frame is constructed of cold rolled steel and is retained in fixture with two sturdy cam latches and T-hinges. The door can be installed from either side. Consult your Columbia representative for availability of aluminum doors.

Finish

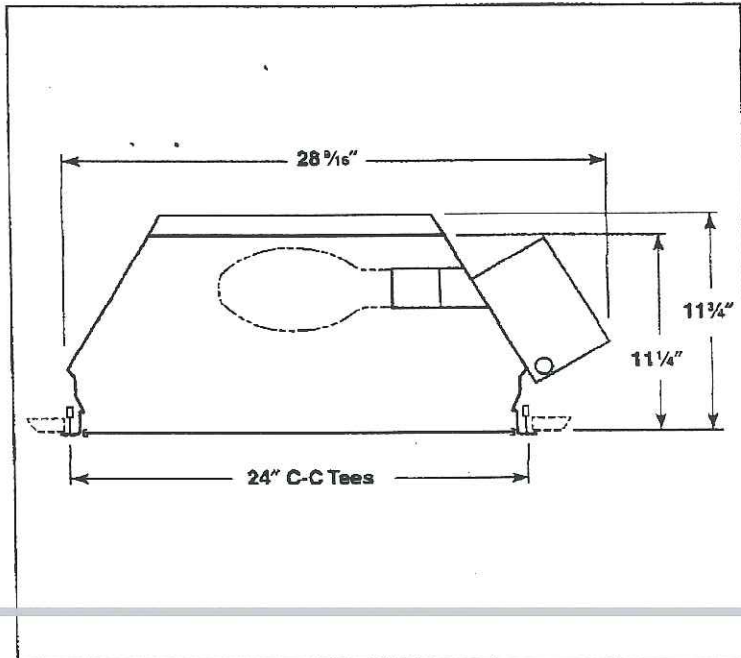
Housing and all other parts are painted after fabrication with a white polyester finish for maximum reflectance longevity.

Air Handling

All units are static and cannot be used for supply or air return.

Installation

A 7/8" knockout is provided in the capacitor housing. All leads are pulled through the knockout for installation.



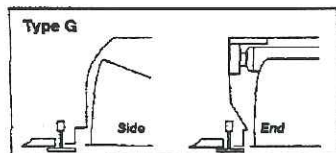
Labels & Electrical

Luminaires are listed with U.L. and bear applicable U.L. labels. Approved by C.S.A. Luminaires are wired with open core and coil ballasts and are C.W.A.

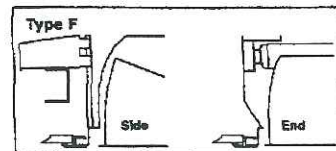
Ceiling Compatibility

Luminaire is available to fit most standard ceiling types as shown at left. For information on compatibility with specific ceilings, contact your Columbia representative. All luminaires are provided as standard with integral T-bar clips.

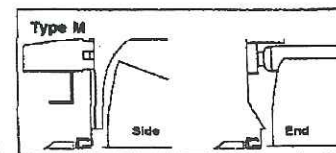
Ceiling Compatibility



For lay-in installation in exposed grid ceilings. Maximum tee widths of 1" and maximum tee heights of 2" allowed.



For tile, plaster or plasterboard type ceilings. Overlapping extruded aluminum trim conceals edges of ceiling opening. Wing hanger suspension system included. For row mounting, row information is required.



For metal pan ceilings "Fit-In" style extruded trim aligns with modular tile joints. Fixture is supported from concealed suspension and includes all adjustable wing hangers.

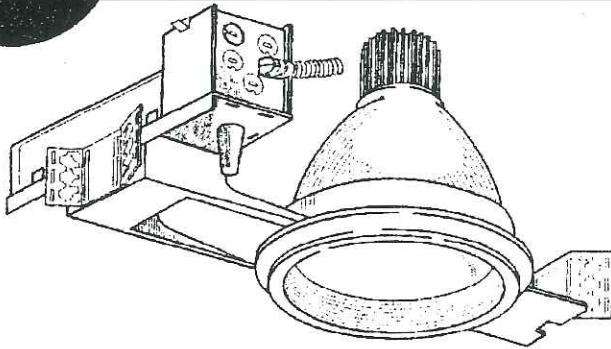
#2

Complete ordering information on back. Dimensions and specifications subject to change without notice.



Lensed Round Vertical

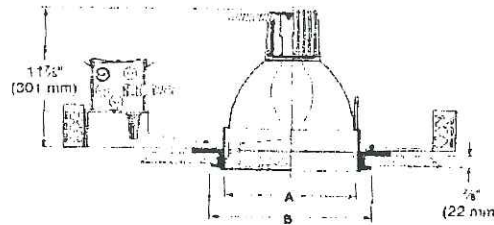
3 SOFFIT 12C



Choice of 10" or 12" apertures in wattages from 50W to 250W. High quality diecast, regressed trims with four lens options. Alzak® reflector for maximum performance.

- Increased efficiency and improved brightness control is achieved with a vertical lamp and a full Alzak® reflector.
- Controlled light transmission with fresnel lens or tempered prismatic lens.
- Well diffused illumination with drop opal glass.
- Black regressed trim reduces spill light and glare.

Ceiling Cutout: **90M** - 9¹⁵/₁₆" (252 mm)
93057M - 12⁵/₈" (321 mm)
 Maximum Ceiling Thickness: 1¹/₄" (32 mm)



Refer to page 86 for dimensions.

	90M3/5/7	93057M9/10
A	9 ¹⁵ / ₁₆ " (237 mm)	11 ³ / ₄ " (298 mm)
B	10 ¹ / ₄ " (273 mm)	13 ¹ / ₄ " (337 mm)

Features

- Prewired recessed housing.
- Diecast aluminum plaster flange.
- Thermally protected.
- Alzak reflector with choice of drop opal, tempered prismatic, or fresnel lens.
- Universal adjustable mounting bracket will accommodate 1/2" EMT conduit, lathing channel (by others). B-24 bar hanger available for T-Bar ceilings (order separately).
- Encased and potted HPF metal halide ballasts. Dual tapped. 120V or 277V.
- UL listed for damp locations and through wiring.

Lamp Data

90M3/5/7	
ED-17, medium base, coated.	
Wattage: 50W, 70W, 100W.	
93057M9/10	
BT-28, mogul base, coated.	
Wattage: 175W, 250W.	

Ordering Information

Description	50W	70W	100W
10" Downlights			
Drop Opal	90M3-50MHFE-M3	90M7-70MHFE-M3	90M5-100MHFE-M3
Tempered Prismatic	90M3-50MHFE-M8	90M7-70MHFE-M8	90M5-100MHFE-M8
Fresnel Lens	90M3-50MHFE-M71	90M7-70MHFE-M71	90M5-100MHFE-M71

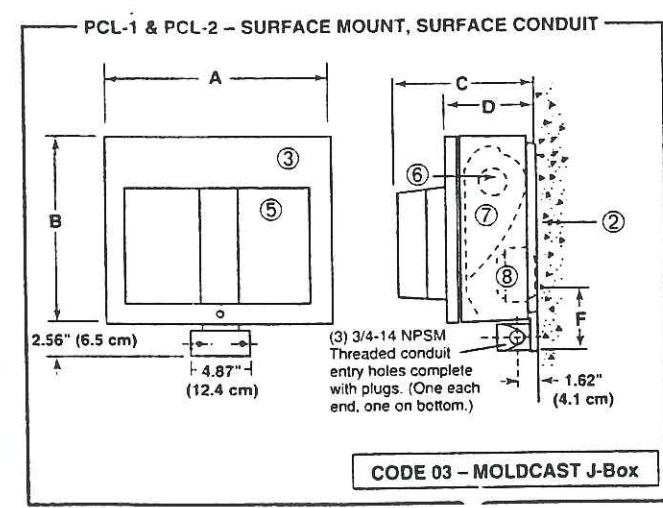
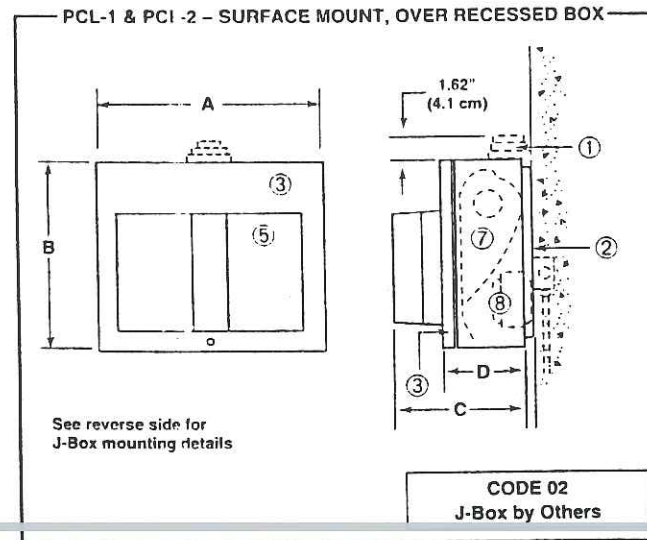
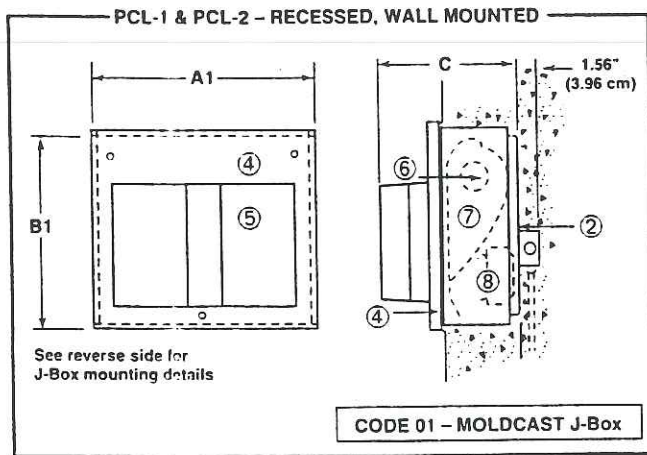
Description	175W	250W
12" Downlights		
Drop Opal	93057M9-175MHFE-M3	93057M10-250MHFE-M3
Tempered Prismatic	93057M9-175MHFE-M8	93057M10-250MHFE-M8
Polophane Lens	93057M9-175MHFE-M9	93057M10-250MHFE-M9
Fresnel Lens	93057M9-175MHFE-M71	93057M10-250MHFE-M71

Options (Suffix catalog number with desired option)

- 24 Set of two (2) 24" bar hangers for T-Bar ceilings.
- 2B Auxiliary socket. See page 89 for further details.
- DFFA Fuse kit installed at factory.
- DFI Fuse kit for field installation.
- A Merc minder. See page 89 for further details.

MOLDCAST

PRODUCT DATA SHEET



the PARACYL

Small Housing for 250 watts or less
Recessed & Surface Wall Mounted

- ① Optional - NEMA standard photocell receptacle. Factory installed and wired. (non-recessed applications only.)
 - ② Durable, one-piece housing of aluminum construction. On surface-mounted models, sponge EPDM gasket is bonded to rim of housing by high-temperature, waterproof adhesive to provide positive weather/bug-tight seal between housing and lens door.
 - On recessed wall-mounted models with overlap door frame, neoprene gasket is bonded to back of door frame, see 4 below.
 - ③ Heavy-duty cast aluminum door frame hinged and held open by means of two stainless steel torsion springs and latched by means of a single 8-32 machine screw. (Tamper-resistant spanner head screw option is available.)
 - ④ Heavy-duty cast aluminum overlap door frame with sponge neoprene gasket bonded to back to provide a weather/bug-tight seal between housing, door and wall. Designed for recessed wall-mounted applications. Door is held in place by three (3) screws and is hinged at bottom by means of nylon cord hinge.
 - ⑤ Vandal-resistant, injection molded, polycarbonate lens, UV stabilized, and complete with a special UV inhibiting coating (projecting lens model PCL-1). Flat lens model (PCL-2) has tempered glass lens gasketed and attached securely to door frame.
 - ⑥ Lamp (by others) is horizontal burning.
- Note 1:** All Metal Halide models include a position oriented socket to permit use of arched arc tube high output lamps.
- Note 2:** For proper photometric results, all lamps should be uncoated.
- ⑦ Adjustable, "sharp cutoff", reflector optical assembly (U.S. Patent No. 4337507 - Can. Patent No. 1140904) consisting of a hydroformed, specular Alzak main reflector with both parabolic and cylindrical reflecting surfaces, auxiliary reflecting elements, and a support frame. The assembly is arranged such that the optical elements may be rotated to permit adjustment of cutoff over a range from 70° through 86° above nadir. Direct reading scales calibrated in degrees are provided to indicate cutoff angle setting.
 - ⑧ Ballast, high power factor, designed for -20°F/-30°C (MH) or -40°F/C (HPS) starting. Ballast is mounted directly to housing for good heat dissipation. Quick-disconnect ballast tray is available as an option.

Unit is UL and CSA approved and carries appropriate label.

Finish: Luminaire is finished with a premium abrasion and fade resistant, electrostatically applied, oven cured, polyester powder coating.

DIMENSIONAL DATA								APPROXIMATE
A	A1	B	B1	C †	D	E	F	WEIGHT
16.5" (41.9 cm)	17.43" (44.3 cm)	14.43" (36.7 cm)	15.34" (38.96 cm)	10.62" (27 cm)	6.87" (17.5 cm)	7.25" (18.4 cm)	5.37" (13.6 cm)	24 lbs. (10.9 kg)

† Applies to Projecting Lens Model PCL-1 only.

12e

Ordering Information

To specify a complete luminaire, refer to the following completed ordering example and reference table codes.

Example: PCL-1-01-10-12-BLP-1FU

PARACYL Model No. PCL-1; Recessed Back-Mounted J-Box;
100W HPS; 120V; Single Fusing; Black Polyester

PCL-1	-	01	-	10	-	12	-	BLP	-	1FU
MODEL NUMBER CODE		MOUNTING CODE		LAMP CODE		VOLTAGE CODE		FINISH CODE		OPTION CODE
A		B		C		D		E		F

REFERENCE TABLES (CODES)

A. MODEL NUMBER		B. MOUNTING CODE		C. LAMP CODE		D. VOLTAGE CODE	
Code	Description	Code	Description	Code	Wattage	Code	Voltage
PCL-1	Projecting Lens PARACYL	01	Recessed with Back-Mounted J-Box by Moldcast	70	70W HPS	12	120V
PCL-2	Flat Lens PARACYL	02	Surface Mounted over Recessed J-Box by Others	10	100W HPS	20	208V
		03	Surface Mounted with Moldcast J-Box	15	150W HPS	24	240V
				17	175W M.H.	27	277V
				11	100W M.H.	34	347V
				25*	250W HPS	48	480V
				26*	250W M.H.		
				(Lens Shield Supplied)			

For other mounting arrangements, consult factory.

* Not available for recessed units, Code 01. Use larger housing for higher wattages, surface and recessed applications. Refer to separate data sheet.

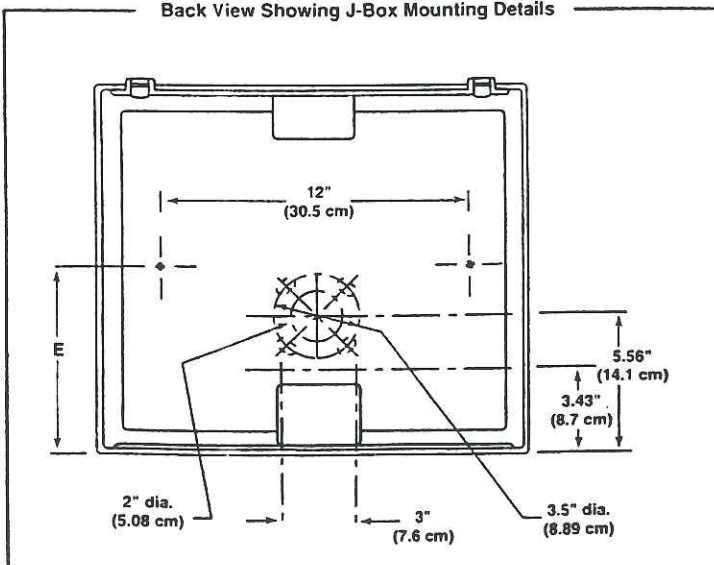
E. FINISH CODE

Code	Description
BZP	Bronze Polyester
BLP	Black Polyester
WHT	White Polyester
SLV	Silver Leaf Gray Polyester
BEP	Desert Bronze Polyester
BBL	Bronze Black Polyester
CSP	Colorado Silver Polyester

F. OPTION CODE

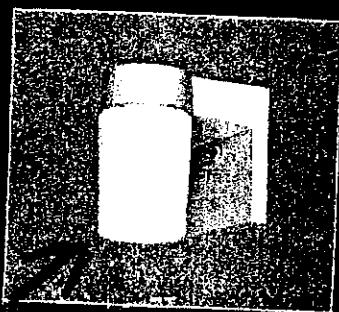
Code	Description
BLT	Removable Ballast Tray, Quick-disconnect
PCR	Photocontrol Receptacle, NEMA Standard
1FU	Single Fusing (120, 277, 347V)
2FU	Double Fusing (208, 240, 480V)
TPH	Tamperproof Hardware (Spanner Head Door Latching Screw)
QES	Quartz Emergency Light (socket only) — for Minican Screw Shell — T4 Quartz Lamp (150W)
QER	Quartz Emergency Light Socket/Relay for T4 Quartz Lamp (150W)

Back View Showing J-Box Mounting Details

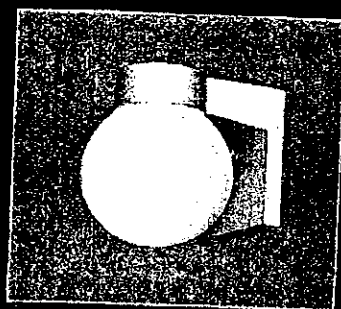


MOLDCAST

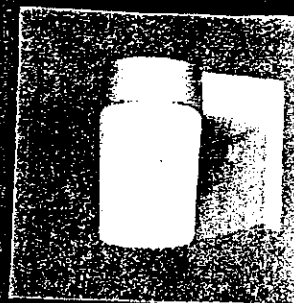
1251 Doolittle Dr., San Leandro, CA 94577
Telephone: (510) 562-3500 MAC PC-1 6/93



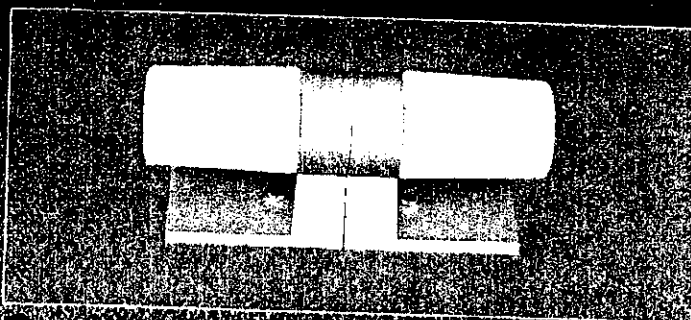
1
2



3



7



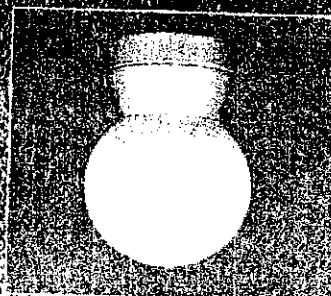
4



8



5



6

➔ 1 9300 100W A-19. Painted aluminum or black. Suitable for wet locations. 4 3/4" dia., 4 3/4" x 6" back, extends 5 3/4".

3 9304 150W A-19. Painted aluminum. 6" dia., 4 3/4" x 6" back, extends 7".

6 9317 150W A-21. Painted aluminum. 6" dia. x 8" deep.

7 WB-13-2 13W Quad Tube. Opal glass diffuser. Painted aluminum finish. Diecast aluminum construction. Suitable for wet locations. 120V only. 6 1/16" x 6 1/4" deep.

BY BACK DOOR

2 9301 Same as 9300 except with grounded convenience outlet. Suitable for damp locations.

4 9312 (2) 100W A-19. Painted aluminum. Horizontal mount only. 13 1/4" long, 4 3/4" x 12" back, 5 3/4" deep. Suitable for damp locations.

8 WB-28 150-200W A-19. Brushed aluminum, wall bracket. Diecast aluminum construction. Suitable for wet locations. 120V only. 5 1/8" dia. x 9" x 7 1/2" deep.

5 9316 100W A-19. Painted aluminum or black. Suitable for wet locations. 4 7/8" dia. x 8" deep.

AH. 13

From: Larry Ash
To: Kandi Talbot
Date: Wed, Oct 27, 1999 2:37 PM
Subject: C.M. Brown

Kandi:

After reviewing the proposed change from a gas station to a small convenience store and gas station along with the proposed circulation I do not have any safety issues with the entrances/exits on Washington Ave.

Should you have any questions please call.

13a

From: Larry Ash
To: Kandi Talbot
Date: Thu, Nov 4, 1999 11:38 AM
Subject: CN Brown--Auburn St

Kandi:

As a follow-up to my previous memo I would like to add these remarks: I do not believe a traffic signal is warranted at this location. There are rigorous standards for traffic signal installation based on vehicular volumes, accidents, delay etc. and the intersection at the school does not generate sufficient traffic to warrant a signal.

Further, there are 2 school crossing guides who do a good job of assisting kids cross the street and also to stop traffic when buses and other vehicles need to exit the school property.

If you have any questions please call. thanks.

CC: Alex Jaegerman



Squaw Bay Corp Att. 14

Consulting Engineers &
Land Surveyors

Principals:

W. Scott Decker, P.E.
Peter B. Tubbs, P.E., P.L.S.
David W. Young, P.E., P.L.S.

November 2, 1999

Mr. Larry Ash
Traffic Engineer
City of Portland
Public Works Department
Portland, ME 04101

**RE: C.N. Brown Company
Proposed Renovations
194 Auburn Street**

Dear Mr. Ash:

Thank you for meeting with Jeanne Cohn-Connor and me on Tuesday, October 19, 1999 to discuss whether there are any safety concerns arising from C.N. Brown Company's proposed renovations to its automobile service facility at 194 Auburn Street. As you know, C.N. Brown is proposing to update its facility by renovating the building and canopy and by opening a Big Apple convenience store. The number of fuel pumps will remain the same.

When we met with you, we had pointed out a number of site improvements that C.N. Brown had made to address safety issues raised by the Planning Board and abutters. These include:

- A 3' landscaped island with a timber guard rail that will be constructed along the front of the site to provide a barrier between site circulation areas and the Auburn Street sidewalk.
- A dumpster enclosure that will be constructed in the westerly corner of the site.
- Parking spaces that will be striped.
- Additional landscaping that will be installed along the perimeter of the site.

After our meeting with you, it was our understanding that you felt there were no particular safety issues as a result of C.N. Brown's proposal and you were then going to prepare a letter discussing this. You also had requested a copy of the brief traffic impact analysis prepared by Jack Murphy which we have enclosed with this letter. As you will note, Jack concludes there will be no impact on the traffic patterns or volumes on Auburn Street. He estimates an increase of 10-13 vehicles per peak hour at the C.N. Brown facility driveways.

NOV 8 1999

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P.O. Box 86A, 160 Longwoods Road, Cumberland, ME 04021
Tel: (207) 829-6994 • Fax: (207) 829-2231 • Email: INFO@SQUAWBAY.COM

14a

We have also enclosed the following drawings to assist you in your review:

<u>Drawing #</u>	<u>Rev.</u>	<u>Title</u>
C-100	B	Existing Conditions
C-101	B	Site Plan
E-100	B	Photometric Plan
C-301	B	Miscellaneous Details
A-2	A	Elevations

With respect to the letter you will be preparing, please forward it to Kandi Talbot at your earliest convenience. This matter is on the hearing agenda for Tuesday, November 9, 1999.

If we can be of further assistance, or you require additional information, please do not hesitate to contact me.

Sincerely,

SQUAW BAY CORP



T.W. Saucier, P.E.
Senior Civil Engineer

TWS/cms

cc: Charles Sheehan, C.N. Brown Co.
Jeanne Cohn-Connor

F:\brown\ash ltr 110299.doc

JOHN L. MURPHY, P.E.

Civil Engineer
Traffic Engineer

RR1, BOX 6300
WEST BALDWIN, MAINE 04091-9745
207-625-8222

14b

Traffic Impact
Big Apple Store
194 Auburn Street, Portland, Maine

General

C.N. Brown proposes to convert the existing service station to a gasoline station/convenience store. This report will arrive at an estimate of additional traffic using the site.

Data Collection

In November of 1994, John L. Murphy, P.E. collected extensive data at three existing C.N. Brown gasoline station/convenience stores. The stores were located on Route 16 in downtown North Conway, New Hampshire, on Route 302/113 in Fryeburg, Maine and on Route 25 at the corner of Bartlett Street in Gorham, Maine. I have attached three tables showing the results of this data collection effort as follows:

1. The stores averaged 39 vehicles/hour (78 trips/hour) during the peak hour.
2. The customers purchased gasoline only (24%), convenience goods only (53%), or both gasoline and convenience goods (21%).
3. Thus, as an average, 45% of vehicles used the pump island and 55% used parking spaces.
4. Average turnover was 3.5 minutes/vehicle for convenience goods only (parking space) and 5.33 minutes/vehicle at the pump island.

In late March and early April of 1995, Squaw Bay Corp. collected extensive data on two existing convenience stores and a Texaco service station at Gray Corner in Gray, Maine. Tables are attached showing the results of this data collection effort as follows:

1. The convenience stores (Mobil/Puffin Shop, Cumberland Farms) averaged 42 vehicles/hour (84 trips/hour) during the weekday AM and PM peak hours.

14c

2. During the Saturday peak hours, the stores averaged 36 vehicles (72 trips)/hour. (These locations are on the main route to Sunday River and Mount Abrams ski areas.)

3. The usage breakdown of the sites were 60% convenience goods only purchased (55% Saturday), 23% gasoline only (28% Saturday) and 17% both gasoline and convenience goods (17% Saturday).

4. The Texaco gasoline only station averaged only 25 vehicles/hour during a weekday peak hour and 17 vehicles/hour on a Saturday.

Estimated Impact of This Project

Therefore, based upon the data collected, this new project will result in an estimated 40 to 42 vehicles (80 to 84 trips) per hour during a weekday peak period peak hour. Of these vehicles, 55%, or 23 vehicles, will use parking spaces and turn over in an average of 3.5 minutes per parked vehicle; 19 vehicles will use the pump island, with an average turnover of 5.4 minutes each. Thus on the average, each pump hose could serve 11 vehicles/hour and each parking space could serve 17 vehicles/hour.

Based on averages, two pumps and two active parking spaces would serve the expected peak hour traffic from the change in usage. The availability of convenience goods at this site will cause an increase in traffic at the driveways. The Gray, Maine comparison of a gasoline only facility to a gasoline/convenience store resulted in a weekday AM peak hour difference of 10 vehicles/hour (20 trips/hour) and a PM peak hour difference of 13 vehicles (26 trips)/hour.

The traffic increase will all come from existing traffic on Auburn Street in front of the site. Some of this traffic is probably stopping at existing convenience stores nearer Allens Corner or may even be stopping for convenience goods and coffee in the Shaw's Plaza.

Conclusions

1. The site conversion is expected to result in a 10 to 13 vehicle (20 to 26 trip) per peak hour increase in traffic at the project driveways.

2. All traffic is expected to be drawn from existing Auburn Street traffic, thus this development will not result in any impact on traffic patterns or volumes on Auburn Street.

14d

3. Average use of the pump island is estimated to be 5.4 minutes/vehicle, while average use of parking spaces is estimated to be 3.5 minutes/vehicle.

4. Total site traffic is expected to be 80 to 84 trips/peak hour, or 40 to 42 vehicles/peak hour with the convenience store.

