



Jeff Levine, AICP, Director  
Planning & Urban Development Department

Ann Machado  
Zoning Administrator

**CITY OF PORTLAND ZONING BOARD OF APPEALS**  
*Miscellaneous Appeal Application*

**Applicant Information:**

502 Deering Center LLC

NAME

502 Deering Center LLC

BUSINESS NAME

55 Hamblet Ave, Portland ME 04103

BUSINESS ADDRESS

207-831-8585 denis@lachmanarchitects.com

BUSINESS TELEPHONE & E-MAIL

Owner

APPLICANT'S RIGHT/TITLE/INTEREST

B1-b Neighborhood Business

CURRENT ZONING DESIGNATION

**Subject Property Information:**

502 Stevens Ave, Portland 04103

PROPERTY ADDRESS

135-E-9

CHART/BLOCK/LOT (CBL)

PROPERTY OWNER (If Different)

ADDRESS (If Different)

PHONE # AND E-MAIL

APPEAL PERTAINS TO SECTION 14- 343

**EXISTING USE OF THE PROPERTY:**

New mixed-use development with commercial 1st floor and 6 residential units total at 2nd & 3rd floors.

**PAST USE OF PROPERTY:**

Previously single family

**BASIS FOR APPEAL AND RELIEF REQUESTED**

Joint parking for 502 Deering Center per 14-343 for 7 out of 12 existing off-street residential parking spaces to serve commercial uses during peak commercial demand hours, which maintains the recommended residential reserve plus 1 surplus stall.

**NOTE:** If site plan approval is required, attach preliminary or final site plan.

*The undersigned hereby makes application for a conditional use permit as described above, and certifies that the information herein is true and correct to the best of his OR her knowledge and belief.*

*Denis Lachman*

10/29/17

SIGNATURE OF APPLICANT

DATE

October 29, 2017

To: Chair and Members of the Zoning Board of Appeals  
c/o Ann Machado, Zoning Administrator  
City of Portland

**RE: Cover Letter & Memo – Request to Zoning Board of Appeals for Joint Parking Use Approval (14-343)**

From: Denis Lachman and Kiya Smith, Owners/Applicants

502 Deering Center is a new mixed-use project that was approved by the Planning Board as a Level III Subdivision & Site Plan Review in March 2017 (#2016-290). The approval included the 100% requirement of 12 off-street residential parking stalls for 6 dwelling units (2 stall/unit). Ten of the 12 stalls are onsite in the parking lot at the rear of the site, and 2 are remote within 1500' per 14-334. At the time of the approval marketing for commercial tenants had not yet begun, so commercial tenant uses and their associated parking requirements were not yet known. Construction is now underway and completion is scheduled for January 2018. There are now 3 commercial tenants on the ground floor, and an associated commercial parking requirement has been generated. To meet the commercial parking requirement, this memo requests approval from the Zoning Board of Appeals for:

*joint parking for 502 Deering Center per 14-343 for 7 out of 12 existing off-street residential parking spaces to serve commercial uses during peak commercial demand hours, which maintains the recommended residential reserve plus 1 surplus stall.*

502 Deering Center is ideal candidate for joint parking because it is a new mixed use project on a tight infill site at the heart of a compact busy neighborhood commercial node - where land is very limited and precious. This memo addresses the following relevant topics and approval criteria:

1. **Graphic Introduction to the Project**
2. **Purpose of the B1-B Base Zone is Mixed Use**
3. **Off Street Parking Requirements - Analysis & Conclusions**
4. **Joint Parking – an Ideal Candidate**
5. **Village Scale Mixed Transportation Use to Reduce Car Use & Parking**

Please do not hesitate to contact us if you have any questions at all.

Sincerely,  
Denis Lachman and Kiya Smith

CC: Matthew Grooms, Planning Division  
Barbara Barhydt, Development Review Services Manager, Planning Division  
Pat Carroll & Matt Phillips Carroll & Associates

# New Commercial & Residential Development

on Stevens Avenue  
in the heart of Deering Center Village



## Commercial

New ground floor commercial space, 300 to 2,200 +/- sf with flexible configurations for single or multiple tenants. Zoned B1-b for Neighborhood Business. Maybe your business on this "main street".

## Residential

New rental units, (2) 3BR/2B + (4) 1BR/1B, in the heart of walkable Deering Center surrounded by schools, recreation, UNE, services & shops. Enjoy village life in the city!

## Learn More

Construction starts Summer 2017. Tenant fit-out Fall 2017. Residential move-in early 2018. Visit [lachmanarchitects.com](http://lachmanarchitects.com) or email [502DeeringCenter@gmail.com](mailto:502DeeringCenter@gmail.com).

## Stevens Avenue Front Facade



Roy's Shoe Shop      Village Pocket Park & Walkway      Sheltered Bus Stop      **New 502 Deering Center**      Walk/Driveway to Residential Entry & Rear Parking

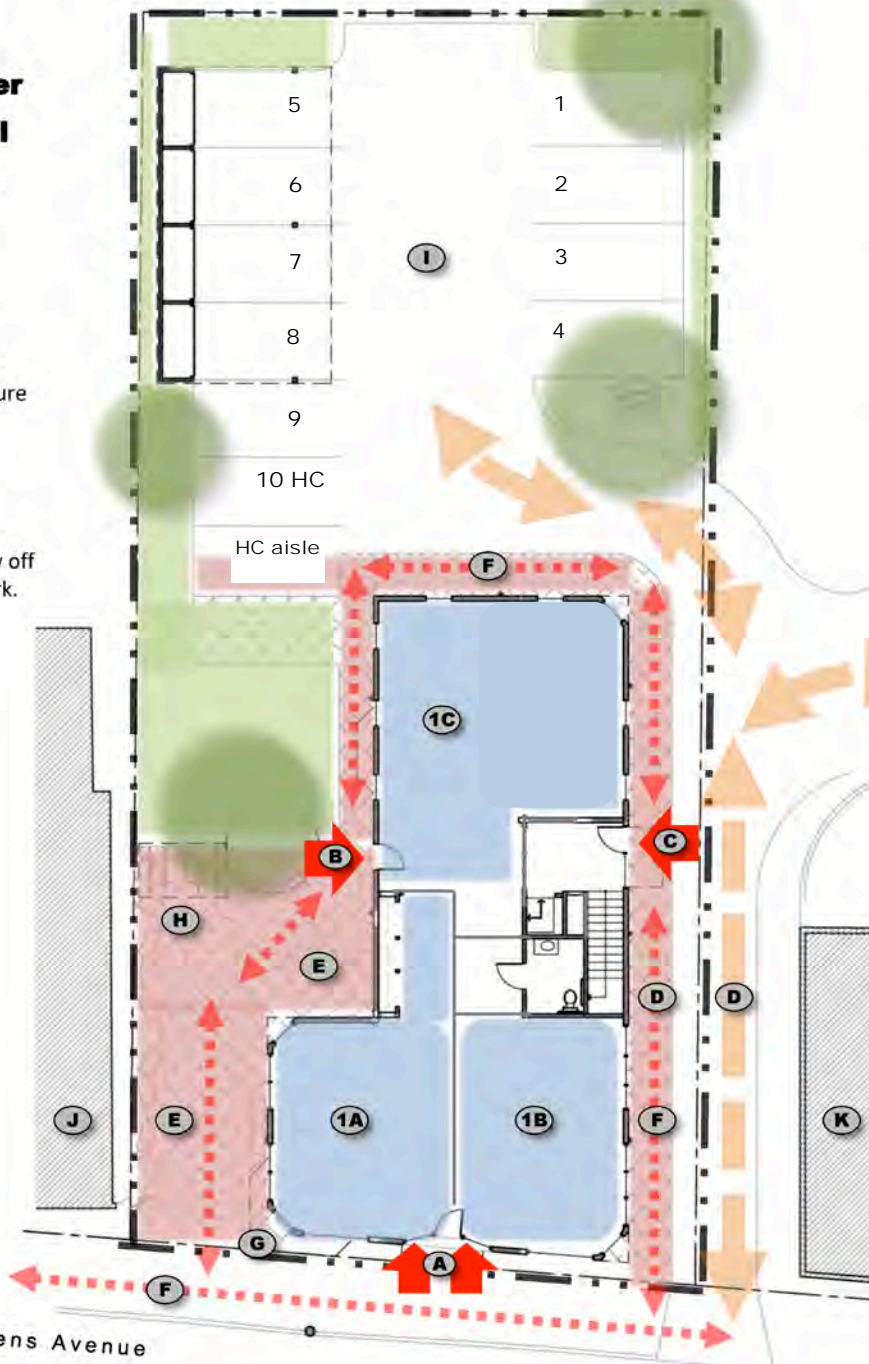
## Stevens Avenue Streetscape



Formerly Mixed-Use Portland Lyric Theatre & Shops, now Siano's dashed      Pat's Market & Treehouse      Residences      Parking Lot      Honey Exchange      Roy's Shoe Shop      New 502 Deering Center Mixed Use      Residence with future new mixed use dashed with Lincoln School beyond

## 502 Deering Center Prime Commercial Spaces for Lease

- 1A** Retail
- 1B** Ideal for Retail, Professional or Studio with high corner exposure to Stevens Ave.
- 1C** Ideal for Office, Professional or Studio with quiet private entry off south-facing Pocket Park.



## 502 Deering Center Site Features

- A Front Commercial Entry** fronts Stevens Ave with high exposure.
- B Side Commercial Entry** fronts quiet south-facing Pocket Park.
- C Residential Entry** to 6 apartments total on 2<sup>nd</sup> & 3<sup>rd</sup> floors.
- D Pedestrian Walkway & Shared Driveway** efficiently allows precious resources and land otherwise devoted to cars to instead be reallocated to the new Village Pocket Park.
- E New Village Pocket Park** features seating, landscaping and paving to provide neighborhood use for pause-n-meet, sidewalk fairs etc.
- F Pedestrian Circulation System** shown dashed is safe and ADA compliant.
- G Existing Bus Stop** is sheltered under projecting bay above. Provides public seating, ideally positioned to visually track buses.
- H Bike Parking** provides convenient and secure spaces as incentive to bike-park-n-bus.
- I Parking** at rear of site includes a handicap space. **Mixed Transportation** encourages a variety of modes – walking, busing, and biking – in addition to cars.
- J Roy's Shoe Shop**
- K Abutting Property**, future new mixed-use .

## 2. The Purpose of the B1-B Base Zone is Mixed Use

502 Deering Center’s goal is to catalyze village and community vitality with Traditional Mixed Uses.

**Commercial** on the ground floor with **Residential Units** on 2 upper floors will generate a beehive of activity, enlivening the village’s already-healthy mix of traditional uses. The mixed use building type is a perfect match with its base zone, Neighborhood Business Zone (B-1b), and its purpose:

*The purpose of the B-1b neighborhood business zone is to provide appropriate opportunities for the establishment of smallscale ground floor commercial uses to serve a local market, while preserving residential uses and character above the ground floor of structures. Suitable locations for this zone may include street intersections, arterial streets, and sites with existing or traditional neighborhood retail and service uses.*

*This zone shall encourage mixed use buildings such as commercial first floor with residential uses above or combined retail/office uses in a multistory structure.*

*Permitted uses in the B-1b zone include:*

### **1. Residential Uses Permitted on the Ground Floor Level**

- a. Any residential use permitted in the abutting residential zone.
- b. Commercial use on the first floor with multifamily dwellings above.
- c. Combined living/working spaces.

### **2. Business Uses Permitted on the Ground Floor Level**

- a. Professional, business, and general offices.
- b. Business services.
- c. Personal services.
- e. Retail establishments.
- g. Studios for artists, photographers and craftspeople.
- h. Restaurants provided their hours of operation is between 6:00 a.m. and 11:00 p.m. each day. Maximum total floor area for use of the **public** shall be two thousand (2,000) square feet. Food service and consumption are the primary function of the restaurant.

### **5. Uses Permitted Above the Ground Floor Level**

- a. Any residential use. Including 1.c. Combined living/working spaces.

Neighborhood Business zones occur in compact commercial nodes such as Deering Center Village where land is very limited. Consequently, joint parking is an ideal strategy for both the City and for applicants to meet parking requirements for mixed-use projects on tight infill sites. In this village center at heart of a large residential neighborhood, joint parking would strategically use some required residential spaces during the day for commercial use, that would otherwise remain empty and waste precious space that could be better devoted to people and economic activity, as encouraged in the B1-b zone.

### 3. Commercial Off-street Parking Requirements - Analysis & Conclusions

The Planning Board Level III Review approved 12 off-street residential parking stalls (6 dwelling units x 2ea, 100% requirement). At the time of the approval marketing for commercial tenants had not yet begun, so commercial tenant uses and their associated parking requirements were not yet known. There are 3 commercial tenants with differing uses, and each has a separate parking requirement, as described below:

#### **Tenant 1A Front South** (700 sf)

**Use Description** - This tenant is a Retail Establishment (see Definitions below). The tenant will offer coffee, sweet and savory baked goods that are made in an existing bakery offsite and only sold at this new storefront. The public area (including ordering, point of sale and limited seating) is very small (only 200sf) because this tenant's focus is the retail sale of goods. There is some limited seating (no more than 9 seats) at small café tables so customers can enjoy the baked goods. Food preparation is limited to warm up rather than cooking, so this is not a restaurant. This is an ideal village use (generates people activity) in an ideal location (prime corner storefront with high exposure from the street, the sidewalk and the pocket park).

**Zoning Use Definition** (14-47. Definitions) - *Retail Establishment: Means (1) any food service establishment ..... with indoor seating capacity for nine (9) or fewer patrons; or (2) any shop or store offering goods or merchandise to the general public for direct consumption and not for resale, .....*

Tenant 1A perfectly matches this definition because it has less capacity for 9 patrons and offers goods to the general public for direct consumption. Note: The use is not a Restaurant (*Any food service establishment, ..... with indoor seating capacity for ten (10) or more patrons*).

#### **Tenant 1A Off Street Parking Requirement for “Retail Establishment”**

*(14-332 h) Retail stores: 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....*

**Tenant 1A Off Street Parking Conclusion** – Tenant 1A is a Retail Establishment (by Definitions rather than a Retail Store) and the floor area is 700 sf (less than 2,000 sf) - therefore no offsite parking is required.

#### **Tenant 1B Front North** (580 sf)

**Use Description** - This tenant is a Personal Service (see Definitions below). The tenant will offer beauty and personal care for customers.

**Zoning Use Definition** (14-47. Definitions) – *Personal Service: establishments engaged in providing services involving the care of the person or his apparel, such as ... beauty and barber shops....*

**Tenant 1B Off Street Parking Requirement for Tenant 1B “Personal Services”**

*(14-332 j) Offices: One (1) parking space for each two hundred (400) square feet, or major fraction thereof, of floor area of first floor area not used for bulk storage...*

**Tenant 1B Off Street Parking Conclusion** – Tenant 1B is Personal Service, however there is no off street parking category for Personal Service, and the closest category is Offices; professional. The floor area of 1C is 580 sf (greater than 400 sf but less than 600 sf, “*major fraction thereof*”) therefore 1 parking space is required.

**Tenant 1C Rear (980 sf)**

**Use Description** - Tenant 1C is a Neighborhood Center (see Definition below). Tenant 1C will offer yoga, movement and wellness classes for adults and children. The space remains open without partitions for maximum movement area. This studio is also an ideal village use (generates people activity that is quieter and more intimate than high exposure street front) in an ideal location (surrounded by schools and families).

**Zoning Use Definition (14-47. Definitions) - Neighborhood Center:** *A ..... portion of a building used for recreational, artistic, social, educational, health, culture, or similar activities and services, ..... A neighborhood center is 10,000 square feet or less.*

Tenant 1C perfectly matches this definition because the use is *recreational, artistic, social, educational, health, culture* and less than 10,000 sf.

**Tenant 1C Off Street Parking for Tenant 1C “Neighborhood Centers”**

*(14-332 v) Neighborhood Centers: One (1) parking space for each 150 square feet, or major fraction thereof, of floor area, except for neighborhood centers which serve primarily clientele from the surrounding neighborhood, the parking requirement shall be one (1) parking space per 1,000 square feet, or major fraction thereof, of floor area.*

**Tenant 1C Off Street Parking Conclusion** - Tenant 1C is a Neighborhood Center (by Definitions). This entire mixed-use project in general and Tenant 1C in particular is purposefully devoted to *servicing primarily clientele from the* (highly walkable) *surrounding neighborhood*. The floor area of 1C is 980 sf (less than 1,000 sf, but greater than 500 sf, “*major fraction thereof*”) therefore 1 parking space is required.

**Summary Analysis & Conclusions**

1A – Retail Establishment	0 stalls required
1B – Personal Service/Office	1 stall required
1C – Neighborhood Center	1 stall required
Total Commercial	2 stalls required

**4. Joint Parking at 502 Deering Center – an Ideal Candidate**

Land in Neighborhood Business zones in general and in compact commercial nodes such as Deering Center Village in particular is very limited. Consequently, joint parking is an ideal complement for mixed-use projects on tight infill sites. In this village center at heart of a large residential neighborhood, joint parking would strategically use some required residential spaces during the day for commercial use, that would otherwise remain empty and waste precious space that could be better devoted to people and economic activity.

Recognizing the opportunity to meet **both** the peak demand for residential use and the peak demand for commercial use (offset peak parking demand), the city’s code permits joint use parking under 14-343, stating:

*(a) ..... the Board of Appeals may approve the joint use of a parking facility by two (2) or more principal buildings or uses where it is clearly demonstrated that the parking facility will substantially meet the intent of the requirements by reason of variation in the probable time of maximum use by patrons or employees among such establishments. This section shall apply to residential uses in ..... B-1b, ..... which propose joint use of a parking facility with another principal use in ..... B-1b, ....*

**Joint Parking Approval Criteria are Met**

<b>Approval Criteria</b>	<b>Findings</b>
<i>“...two (2) or more principal buildings or uses...”</i>	The proposal is for “two (2) or more principal buildings or uses”, therefore this criterion is met.
<i>“... meet(s) the intent of the requirements by reason of variation in the probable time of maximum use by patrons or employees...”</i>	The proposal demonstrates through offset peak demand hours and use or “by reason of variation in the probable time of maximum use by patrons or employees”, therefore this criterion is met. See below.
<i>“...apply to residential uses in ..... B-1b...”</i>	The proposal is for “residential uses in ..... B-1b...”, therefore this criterion is met.
<i>“...joint use...with another principal use in ..... B-1b...”</i>	The proposal is for joint use...with another principal use in ..... B-1b...”, therefore this criterion is met.

**Variation in Peak Demand with Daytime Commercial Stalls**

<b>Nighttime Residential Peak Parking</b> - Parking demand for residential units peaks between 10pm and 5am (Institute of Transportation Engineers (ITE), Parking Generation). During this overnight period, residential apartments will require 12 spaces while commercial use will generate no demand at all.	12 stalls provided
<b>Daytime Commercial Parking</b> - Conversely, peak parking demand for commercial use (Personal Services and Neighborhood Center) occurs between 10am and 7pm.	2 stalls required
<b>Daytime Off-Peak Residential Reserve Parking</b> - During daytime commercial peak parking demand, residential parking demand is greatly reduced. ITE residential data suggests residential demand during this off-peak period can be reduced to a 33% residential reserve factor to ensure parking for some residents that may come and go or work at home during the day	4 stalls reserve

**Daytime Surplus Parking Stalls**      6 surplus



**Request for Additional Joint Parking for Long-Term Tenant Flexibility**

At this moment in time, these particular tenants generate a commercial parking demand of 2 spaces. However their uses will likely evolve and tenants will change over time which may in turn generate additional daytime parking demand. Because current use generates a surplus of daytime parking, we request joint parking approval for 7 of the 12 off-street commercial spaces – which still provides a surplus of 1 stalls! This run-with-the-land approval of additional joint parking now would expand the tenant type and provide leasing flexibility in the future - without having to return to the ZBA for a future request. Please see examples below.

Nighttime Residential Peak Parking.	12 stalls provided
Daytime Commercial Parking.	7 stalls requested
Daytime Off-Peak Residential Reserve Parking	4 stalls reserve
Daytime Surplus Parking Stalls	<b>1 stall surplus</b>

Examples of expanded tenant type and leasing flexibility include:

Future Example for Space 1A – As an Retail Establishment, this tenant is limited to 9 seats. However, approval of joint parking for additional commercial spaces would allow this tenant to grow into a Restaurant with more than 9 seats, which in turn creates additional beneficial economic activity and property value. The restaurant parking requirement would be 5 stalls (700/1 stall per 150sf).

Future Example for Space 1C – Instead of the current Neighborhood Center, this space might become an Office use in the future, and would therefore require 2 parking spaces (at  $1/400 > 800 < 1000 = 2$ ), which additional joint parking would allow.

Please Note: This request for 7 of the 12 maintains has no reduction the ITE suggested residential reserve of 4 stalls (33%) – and still provide a surplus of 1 stall!

**Joint Parking Summary Findings & Conclusions**

Joint parking for 502 Deering Center per 14-343 for 7 out of 12 existing off-street residential parking spaces to serve commercial uses during peak commercial demand hours meets all approval criteria.

During nighttime residential peak demand (10pm – 5am), all parking demands are met with no deficit and no surplus.

During daytime commercial peak demand (10am - 7pm), all commercial parking demands are met and residential reserve is met - plus 2 surplus off-street are provided.

A mixed use transportation plan has been designed into the project from its origin in order to encourage people to choose mixed forms of transportation, and thereby reduce car use and parking demand. Please see next page.

## 5. Village Scale Mixed Transportation Use to Reduce Car Use & Parking

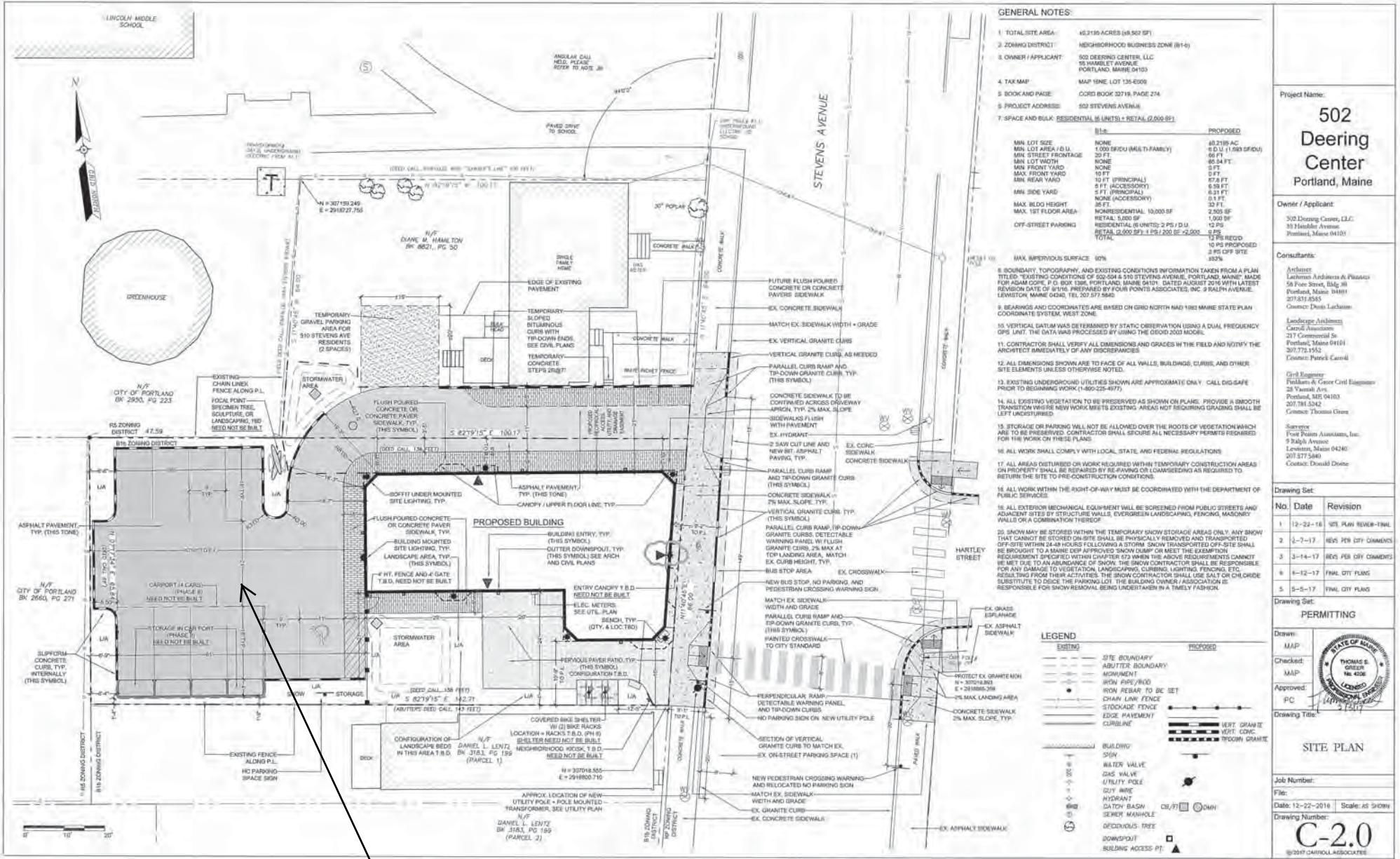
Mixed Transportation is an approach that encourages a variety of transportation modes – walking, busing and biking - in addition to cars. 502 Deering Center seeks to demonstrate how making it easy and convenient encourages people to choose mixed forms of transportation.

**A Village Pocket Park is Purposefully to Attract People** - A key building block for a thriving community is a public space - a welcoming, sunny, pause-and-meet spot. The new Village Pocket Park is an extraordinary opportunity to carve out precious private land in the village, devote private resources to its design, construction and maintenance, and program it as a public amenity for public use. The Village Pocket Park is perfectly situated to be a pause-and-meet spot along the Deering Center Walking Trail (yet to be created), that could cross the existing Portland Tails recreational trail to create a complementary recreational/urban trail intersection.

**A Sheltered Bus Stop & Bench is Purposefully Designed Into the Building to Encourage Public Transit** – 502 Deering Center is perfectly situated for Mixed Transportation. There is an existing bus stop in front of the property, and this project purposefully enhances it for use by residents of 502 who live above, for residents of 510 who live next door, and neighborhood users. A granite bench (reused foundation block) provides permanent seating sheltered from the weather by the upper floor bay above. The SE facing bench captures morning sun, while the building protects from north wind. The overhang's down light provides safe illumination and safety. The corner bench is purposefully located for excellent sight lines to both inbound and outbound buses. From the protected bench, out-bound riders can see their bus approaching from several block away, then cross the street to catch it. With real-time bus route status, residents who live above can drop (downstairs)-n-ride.

**Features That Encourage Biking** – Ample, safe and covered bike parking encourages neighborhood residents who may not wish to bike all the way into downtown a convenient alternative - leave their car at home and instead bike to the village. Coordinated with real-time bus route status for efficiency, they can park their bikes and hop n ride the bus. Note: this is a 21<sup>st</sup> century update of Deering Center's historic 19<sup>th</sup> and early 20<sup>th</sup> century transportation pattern, when residents commuted to downtown by streetcar. Bike parking also encourages neighbors to bike into the village to patronize businesses.

# ZBA #3 - Final Site Plan, Approved by Planning



- GENERAL NOTES:**
- TOTAL SITE AREA: 45,319 ACRES (48,507 SF)
  - ZONING DISTRICT: NEIGHBORHOOD BUSINESS ZONE (NB-4)
  - OWNER / APPLICANT: 502 DEERING CENTER, LLC 15 HAMBLET AVENUE PORTLAND, MAINE 04103
  - TAX MAP: MAP TIME LOT 136-0008
  - BOOK AND PAGE: CDRS BOOK 32719, PAGE 274
  - PROJECT ADDRESS: 502 STEVENS AVENUE
  - SPACE AND BUILDING: RESIDENTIAL (6 UNITS) + RETAIL (2,000 SF)

	EXISTING	PROPOSED
MIN. LOT SIZE	NONE	48,219 AC
MIN. LOT AREA (F.U.)	NONE	1,000 SF (F.U.) (MULTI-FAMILY)
MIN. STREET FRONTAGE	NONE	30 FT
MIN. LOT WIDTH	NONE	45.54 FT
MIN. FRONT YARD	NONE	5 FT
MAX. FRONT YARD	NONE	10 FT (PRINCIPAL)
MIN. REAR YARD	NONE	5 FT (ACCESSORY)
MIN. SIDE YARD	NONE	0.59 FT
MAX. BLDG HEIGHT	NONE	12.5 FT
MAX. 1ST FLOOR AREA	NONE	10,000 SF
OFF-STREET PARKING	NONE	RETAIL: 2,000 SF RESIDENTIAL (6 UNITS): 2 PS / D.U. TOTAL: 2,000 SF + 12 PS

- BOUNDARY TOPOGRAPHY AND EXISTING CONDITIONS INFORMATION TAKEN FROM A PLAN TITLED "EXISTING CONDITIONS OF 502-504 & 510 STEVENS AVENUE, PORTLAND, MAINE" MADE FOR ASH & COPE, P.O. BOX 1398, PORTLAND, MAINE 04101, DATED AUGUST 2016 WITH LATEST REVISION DATE OF 07/16. PREPARED BY FOUR POINTS ASSOCIATES, INC. 2 RALPH AVENUE, LEVISTON, MAINE 04240, TEL. 207.577.5840.
- BEARINGS AND COORDINATES ARE BASED ON GRID NORTH MAG 1983 MARE STATE PLAN COORDINATE SYSTEM, WEST ZONE.
- VERTICAL DATUM WAS DETERMINED BY STATIC OBSERVATION USING A DUAL PLYM CONCRETE SYSTEM, WEST ZONE.
- CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND GRADES IN THE FIELD AND NOTIFY THE ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES.
- ALL DIMENSIONS SHOWN ARE TO FACE OF ALL WALLS, BUILDINGS, CURBS, AND OTHER SITE ELEMENTS UNLESS OTHERWISE NOTED.
- EXISTING UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE ONLY. CALL DIG-SAFE PRIOR TO BEGINNING WORK (1-800-225-4877).
- ALL EXISTING VEGETATION TO BE PRESERVED AS SHOWN ON PLANS. PROVIDE A SMOOTH TRANSITION WHERE NEW WORK MEETS EXISTING AREAS NOT REQUIRING GRADING SHALL BE LEFT UNDISTURBED.
- STORAGE OR PARKING WILL NOT BE ALLOWED OVER THE ROOFS OF VEGETATION WHICH ARE TO BE PRESERVED. CONTRACTOR SHALL SECURE ALL NECESSARY PERMITS REQUIRED FOR THE WORK ON THESE PLANS.
- ALL WORK SHALL COMPLY WITH LOCAL, STATE, AND FEDERAL REGULATIONS.
- ALL AREAS RETURNED OR WORK REQUIRED WITHIN TEMPORARY CONSTRUCTION AREAS ON PROPERTY SHALL BE REPAIRED BY RE-PAVING OR LANDSCAPING AS REQUIRED TO RETURN THE SITE TO PRE-CONSTRUCTION CONDITIONS.
- ALL WORK WITHIN THE RIGHT-OF-WAY MUST BE COORDINATED WITH THE DEPARTMENT OF PUBLIC SERVICES.
- ALL EXTERIOR MECHANICAL EQUIPMENT WILL BE SCREENED FROM PUBLIC STREETS AND ADJACENT SITES BY STRUCTURE WALLS, EVERGREEN LANDSCAPING, FENCING, MASONRY WALLS OR A COMBINATION THEREOF.
- SNOW MAY BE STORED WITHIN THE TEMPORARY SNOW STORAGE AREAS ONLY. ANY SNOW THAT CANNOT BE STORED ON-SITE SHALL BE PHYSICALLY REMOVED AND TRANSPORTED OFF-SITE WITHIN 24 HOURS FOLLOWING A STORM. SNOW TRANSPORTED OFF-SITE SHALL BE BROUGHT TO A DEDICATED DEP APPROVED SNOW DUMP OR MEET THE EXCEPTION REQUIREMENT SPECIFIED WITHIN CHAPTER 672 WHEN THE ABOVE REQUIREMENTS CANNOT BE MET DUE TO AN ABUNDANCE OF SNOW. THE SNOW CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO VEGETATION, LANDSCAPING, CURBING, LIGHTING, FENCING, ETC. RESULTING FROM THEIR ACTIVITIES. THE SNOW CONTRACTOR SHALL USE SALT OR CHLORIDE SUBSTITUTE TO DEICE THE PARKING LOT. THE BUILDING OWNER / ASSOCIATION IS RESPONSIBLE FOR SNOW REMOVAL BEING UNDERTAKEN IN A TIMELY FASHION.

**Project Name:**  
**502 Deering Center**  
Portland, Maine

**Owner / Applicant:**  
502 Deering Center, LLC  
15 Hamblet Avenue  
Portland, Maine 04103

**Consultants:**  
Architect:  
Lachner Architects & Planners  
50 Pine Street, Bldg #6  
Portland, Maine 04101  
207.531.8585  
Contractor: Denis Lachance  
Landscape Architect:  
Carroll Associates  
227 Commercial St  
Portland, Maine 04101  
207.773.1552  
Engineer: Patrick Carroll  
Civil Engineer:  
Pillars & Green Civil Engineers  
28 Vanal St  
Portland, ME 04103  
207.781.5242  
Contractor: Thomas Gray  
Surveyor:  
Four Points Associates, Inc.  
5 Ralph Avenue  
Leviston, Maine 04240  
207.577.5840  
Contractor: Donald Deane

**Drawing Set:**

No.	Date	Revision
1	12-22-16	SET PLAN REVIEW-FINAL
2	1-7-17	REV PER CITY COMMENTS
3	1-14-17	REV PER CITY COMMENTS
4	4-12-17	FINAL CITY PLANS
5	5-5-17	FINAL CITY PLANS

**Drawing Set:**

**PERMITTING**

**DRAWN:** MAP

**CHECKED:** MAP

**APPROVED:** PC

**Drawing Title:** SITE PLAN

**Job Number:**

**File:**

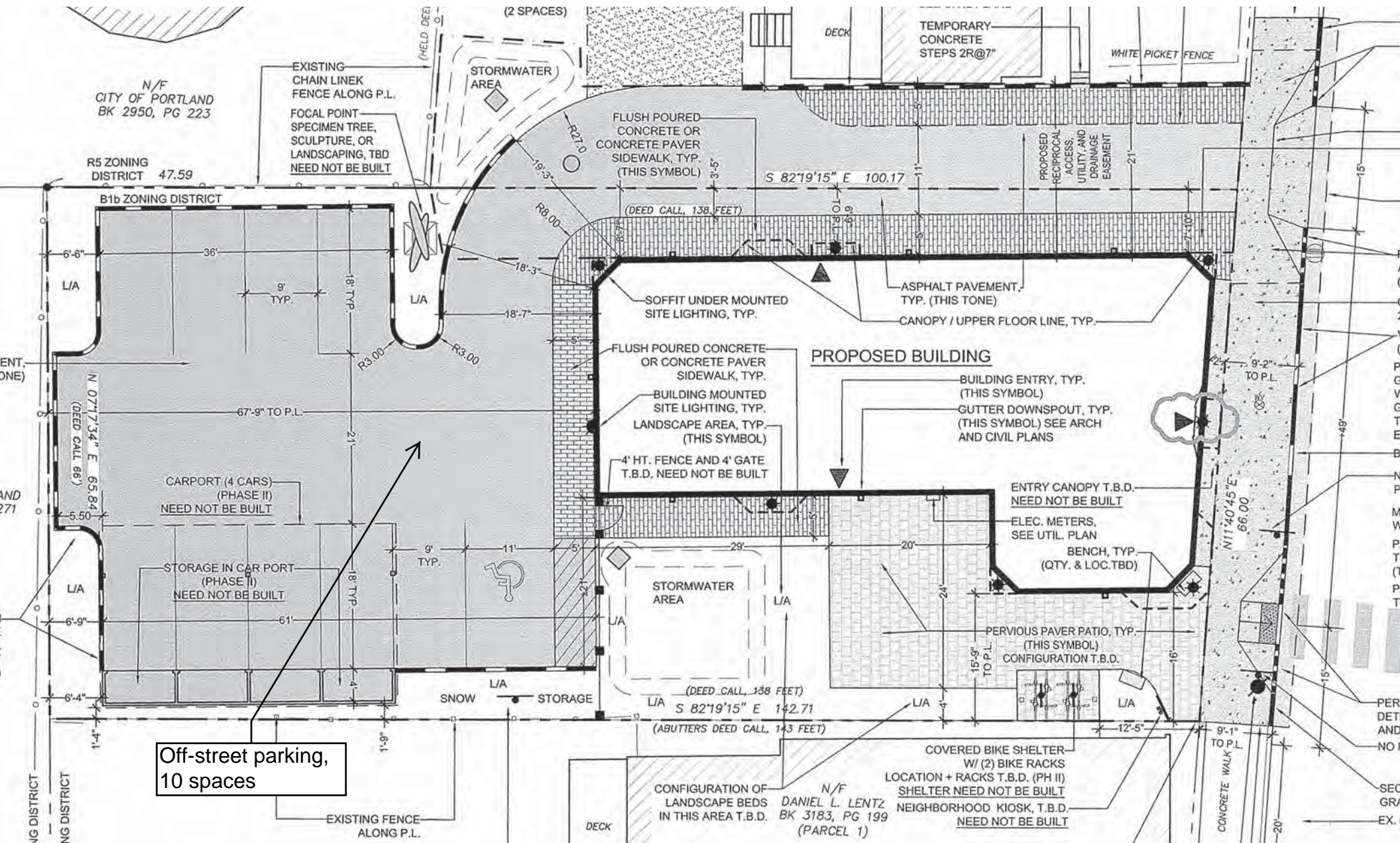
**Date:** 12-22-2016 **Scale:** AS SHOWN

**Drawing Number:** C-2.0

©2017 CARROLL ASSOCIATES

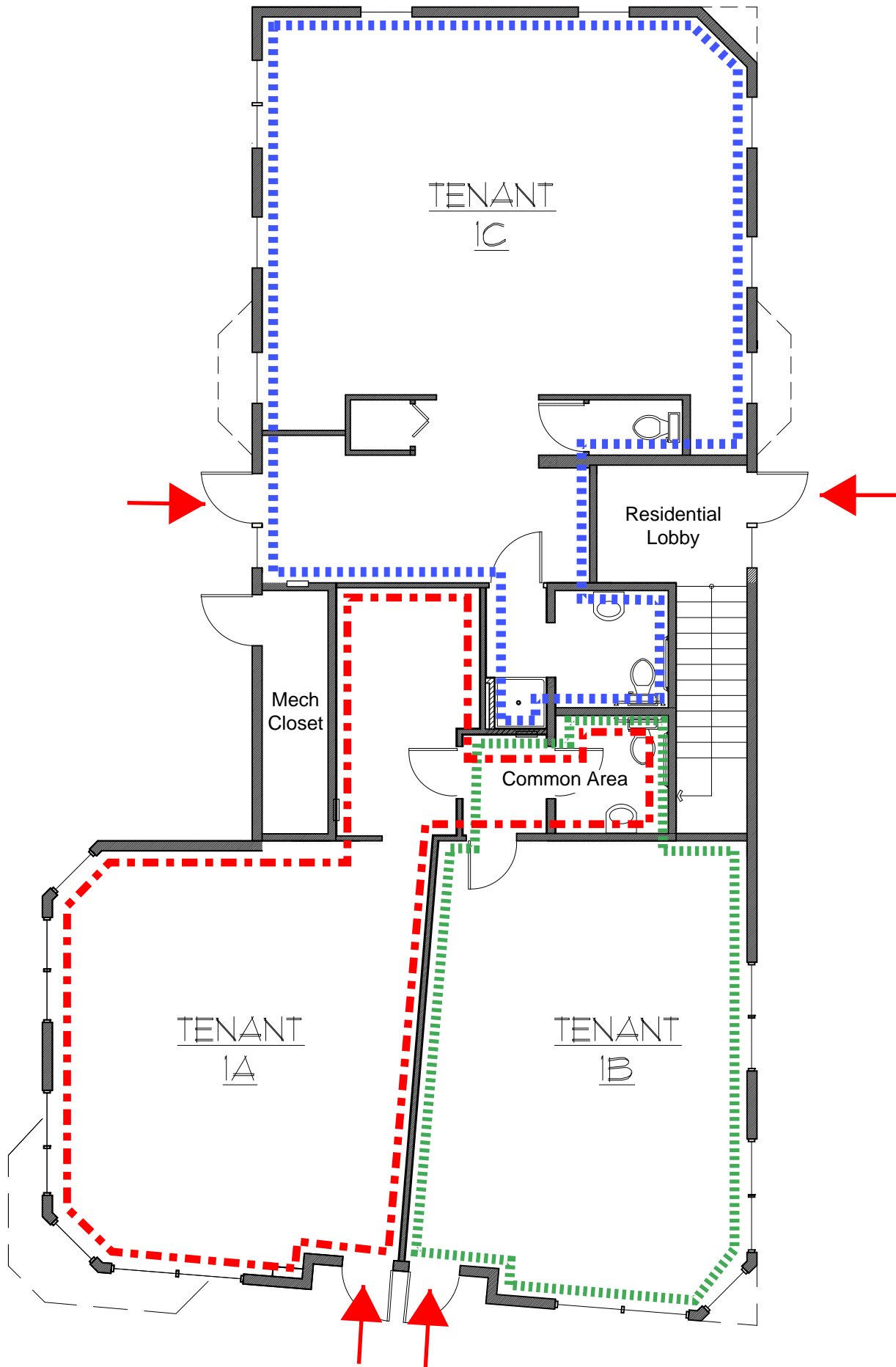
Off-street parking, 10 spaces

# ZBA #3a - Final Site Plan, Enlarged

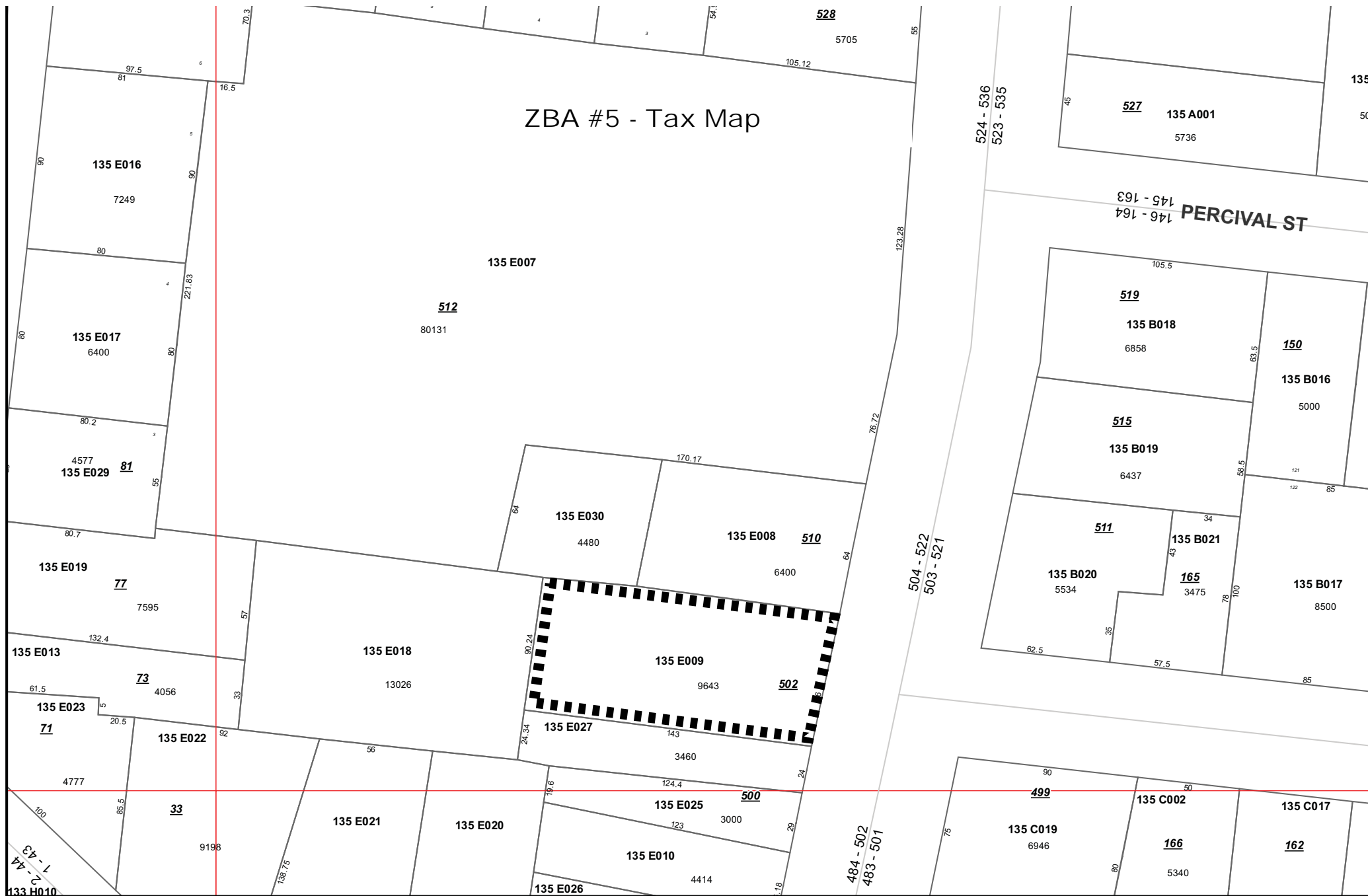


# ZBZ Application #4 Floor Plan

502 Deering Center 10/22/17



# ZBA #5 - Tax Map



16SW

April 1 2012 fy 2013

Tax Map Index; <http://www.portlandassessors.com/taxmaps.htm>

ZBA #6 - Photos of the Property



# ZBA #7 Title

Assessor's Office | 389 Congress Street | Portland, Maine 04101 | Room 115 | (207) 874-8486

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## Current Owner Information:

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[Tax Relief](#)

[Tax Roll](#)

[Q & A](#)

[browse city services a-z](#)

[browse facts and links a-z](#)



Best viewed at 800x600, with Internet Explorer

CBL	135 E009001
Land Use Type	SINGLE FAMILY
<b>Verify legal use with Inspections Division</b>	
Property Location	502 STEVENS AVE
Owner Information	LACHMAN DENIS J & KAREN J SMITH JTS 55 HAMBLET AVE PORTLAND ME 04103
Book and Page	32719/274
Legal Description	135-E-9 STEVENS AVE 502-504
	9643 SF
Current Rental Registration	Yes
Acres	0.2214

## Current Assessed Valuation:

TAX ACCT NO.	20012	OWNER OF RECORD AS OF APRIL 2016
LAND VALUE	\$92,000.00	LACHMAN DENIS J & KAREN J SMITH JTS
BUILDING VALUE	\$118,600.00	55 HAMBLET AVE
NET TAXABLE - REAL ESTATE	\$210,600.00	PORTLAND ME 04103
TAX AMOUNT	\$4,445.78	

Any information concerning tax payments should be directed to the Treasury office at 874-8490 or [e-mailed](#).

## Building Information:

Building 1	
Year Built	1860
Style/ Structure Type	OLD STYLE
# Stories	1
# Units	1
Bedrooms	3
Full Baths	2
Half Baths	0
Total Rooms	7
Attic	FULL FINSH
Basement	FULL
Square Feet	1789

[View Sketch](#) [View Map](#) [View Picture](#)

## Outbuildings/Yard Improvements:

Building 1	
Year Built	1994
Structure	SHED-FRAME
Size	12X12
Units	1
Grade	C
Condition	A

## Sales Information:

Sale Date	Type	Price	Book/ Page
11/6/2015	LAND + BUILDING	\$205,000.00	32719/274
3/30/2001	LAND + BUILDING	\$148,700.00	15150/57
4/25/1996	LAND + BUILDING	\$96,630.00	12468/57

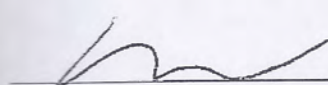


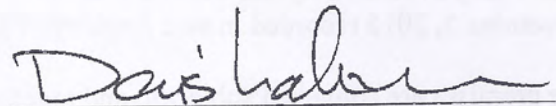
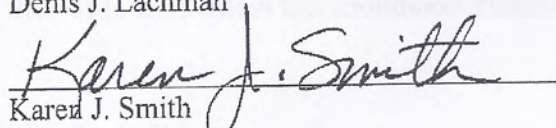
DLN #1001740015879

**WARRANTY DEED**  
Maine Statutory Short Form

KNOW ALL MEN BY THESE PRESENTS, That **DENIS J. LACHMAN** and **KAREN J. SMITH** of the City of Portland in the County of Cumberland, and State of Maine, for consideration paid, grant to **502 DEERING CENTER LLC**, a Maine limited liability company with an address of 55 Hamblet Avenue, Portland, Maine 04103, with **WARRANTY COVENANTS**, the real property situated in **Portland**, County of **Cumberland**, and State of **Maine**, more particularly described in Exhibit A attached hereto and incorporated herein by reference.

IN WITNESS WHEREOF, we have hereunto set our hands and seals this 14 day of August, 2017.

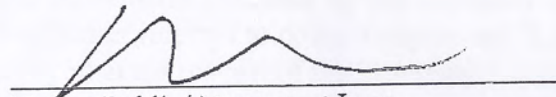
  
\_\_\_\_\_  
Witness


  
\_\_\_\_\_  
Denis J. Lachman  
  
\_\_\_\_\_  
Karen J. Smith

State of Maine  
County of Cumberland, ss.

August 14, 2017

Personally appeared before me the above named Denis J. Lachman and Karen J. Smith and acknowledged the foregoing instrument to be their free act and deed.

  
\_\_\_\_\_  
Notary Public/Attorney at Law  
Name / Commission:

**STEPHEN Y. HODSDON**  
 Maine Notary Public  
Commission Expires  
January 29, 2020

**EXHIBIT A**

A certain lot or parcel of land, with any buildings thereon, situated on the westerly side of Stevens Avenue, in the City of Portland, Cumberland County and State of Maine, bounded and described as follows:

Northerly by land formerly of Thomas Kimball; easterly by Stevens Avenue and southerly and westerly by land formerly of Calvin S. Goddard, said land being sixty-six (66) feet on Stevens Avenue and one hundred thirty-eight (138) feet deep. Said premises are numbered 502-504 Stevens Avenue.

Meaning and intending to convey and hereby conveying the same premises described in a deed from Philip F. Kaminsky and Sherrie Kaminsky to Denis J. Lachman and Karen J. Smith dated November 5, 2015 recorded in said Registry of Deeds in Book 32719, Page 274.

The premises are conveyed subject to and together with, as the case may be, all easements, covenants, conditions and restrictions of record.