

{Please file in "No Appeal File" under Zoning Ord. }

October 4, 1960

24-26 and 28-30 Ashmont St.
and
Proposed St. off Ashmont St (Assrs. 12516 and 126K4, also 12519 and 126K5)

Portland Auto Tops (Mr. Kaplan), having moved into the building at 18 Ashmont St. got the right to use these two groups of lots for parking cars in connection with their business; then, because there was a need to provide parking for others in the neighborhood, began to rent out spaces--unaware that all of the lots are in an R3 Residence Zone.

A complaint brought the matter to a head, and letters were sent to all concerned notifying of the violation and calling for the use to be discontinued. Mr. Kaplan phoned today and was told that the Board of Appeals had no powers to grant an appeal should one be filed. The same information was given in the letters to the two owners.

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These two groups of two lots each represent unusual situations. The lots on the Proposed Street (formerly owned by Deering Heirs or Edward D. Noyes, now by Joseph and Anna Hamilton) were formerly cleared of violation by way of storage of dilapidated cars and trucks by owners of garage on Forest Ave. after long negotiations.

The two lots on Ashmont St. were also in violation prior to 1957 by way of storage of much heavy and broken down equipment. The lots, then and now, were and are owned by Mrs. Wilma W. Shortz of Crawfordsville, Ind. whose attorney is Fred O. Scribner, Jr. Violations by way of parking again came up prior to the present Zoning Ord. (apparently without knowledge of or profit by the owner) These involved parking on the Ashmont St. sidewalk which still continues.

Finally Mrs. Shortz filed an appeal seeking the right to use the lots for parking. In 1956 the Appeal Board granted the appeal conditionally at the behest of the neighborhood, requiring certain fencing, bumpers, surfacing etc. These improvements were never made, so the certificate of occupancy, required before the lots could be lawfully used for parking, could not be issued.

A significant feature of the appeal was the attitude of the neighborhood in that they did not oppose the appeal, realized the need of use of the land, but wanted protection from the abuses, recommending conditions which were largely stipulated by the Board.

wncd

PH: I could not find this "No Appeal" File, and have an idea AJS or Mr. Dickson has it. Pls. put this original in an envelope and send up, to Mr. Dickson, and keep the file copy till the file turns up.

wncd 10/4/60

80 - 11/2/60 LJS

Splt. 60/76 - Proposed Street off Ashmont St. (Assessoral Lot Nos 125-1-9 & 125-2-9)
Splt. 60/77 - 25-32 Ashmont Street

November 14, 1960

cc to: Corporation Council
cc to: Joseph C. & Anna G. Hamilton
67 Hillis Street
cc to: Fred C. Sombier Jr.
145 Congress Street
Mr. Lewis Bernstein, Treas. cc to: Mr. Irwin R. Kaplan, Pres. & Treas.
Auto Sales & Finance Co. Portland Auto Tops
518 Forest Avenue 18 Ashmont Street

Dear Mr. Bernstein:

An inspector from this department reports that your company is the owner of the thirty or more used and unlicensed passenger cars and trucks which are presently stored on the vacant lots at the location indicated above. All of the lots involved in this use are located in an R-5 Residence Zone where such an open land use of premises is not allowable under Section 6-A of the Zoning Ordinance. While an off-street parking lot is also not allowable in this zone, the present use of the property does not even qualify as a parking lot since Section 14-2-3 of the Ordinance provides that off-street parking shall not include loading, sales, dead storage, repair, or servicing of any kind, except when customarily incidental or accessory to a conforming principal building or use when located in an I-2, I-2b, I-3 and I-5b Industrial Zone.

Under these circumstances it is necessary that you proceed without delay to correct this violation of the Zoning Ordinance by removal of these vehicles from the premises to a location where, if within City limits, their storage will be allowable under the Ordinance. We shall expect to hear from you on or before November 21, 1960 as to your plans in this regard and as to how soon it can be accomplished.

Very truly yours,

AJS/jc

Albert J. Seare
Inspector of Buildings

28-32 Ashmont Street

(2)

November 14, 1960

Appeals the power to authorize off-street parking lots for passenger cars only, where business and industrial zones are immediately adjacent to residential zones, under provisions for paving, fencing, screening by shrubbery, etc. recommended by the Planning Board and the Public Works Department. If such an amendment should be recommended by the Planning Board in its presently proposed form and adopted by the City Council, it would then be possible to get to the Board of Appeals in the case of Mrs. Shartz's property. However, the type of parking which is at present being conducted on this property would not be covered by the proposed amendment and could not be authorized by the Appeal Board.

If an amendment which would allow action by the Board of Appeals is not adopted, the only way in which an off-street parking lot can be lawfully established at this location is by a change of zone of the area involved to one in which such a use would be permissible. To get such proceedings started it would be necessary for the owners of all of the land involved to petition the Planning Board for a change of zone. If you wish to wait until the outcome of action on the proposed amendment before filing a petition for a change of zone, I will keep you informed as to what is done about the amendment.

As regards the present use of the property, it is important that the situation be cleared up as soon as possible since it is not conceivable that any amendment to the Zoning Ordinance will give the Appeal Board the power to authorize the storage of used motor vehicles in a residential zone. I have established that the Auto Sales and Finance Company of 518 Forest Avenue operated by Leola Bernstein is responsible for the storage on the premises at present and am writing that company as to the violation of the Zoning Ordinance and ordering its correction. This action will not of course, relieve the owner of the property of her responsibility as regards the Zoning violation. I do not believe that you would consider the existing conditions desirable were you to see them and therefore would appreciate any action which you can take toward their alleviation.

Very truly yours,

AJS/jg

Albert J. Scarr
Inspector of Buildings

Opit. 60/77 - 23-32 Ashmont Street

November 14, 1960

Fred G. Scribner Jr., Esq.
465 Congress Street

cc to: Mrs. Wilma W. Shortz
R.F.D. #3
Crawfordsville, Ind.
cc to: Corporation Counsel
cc to: William Dickson, Planning Director

Dear Mr. Scribner:

In answer to your letter of October 12th, I will try to explain more fully the conditions involved in the unlawful use of the property owned by Mrs. Wilma W. Shortz at the above named location and the application of the Zoning Ordinance thereto. The land involved consists of an area about 100 feet by 100 feet on which is located a small two-car garage and borders on Ashmont Street immediately behind the two lots on which are located the house and garage at the corner of Linden Street, also owned by Mrs. Shortz.

As you are aware, this area was included in that covered by a zoning appeal which was sustained conditionally in August 1956. However, the lot was never surfaced with asphalt penetrated gravel, was never enclosed with fences along property lines, and bumpers at least five feet inside property and street lines were never provided, all as specified in the conditions under which the appeal was sustained. For this reason we have never been able to issue the certificate of occupancy required before use of the property for off-street parking can be established lawfully. While it is probably true that the property has been used to some extent for parking of motor vehicles since that time, this fact in no way establishes a legal standing for such a use. Since the advent of a new tenant in the metal frame repair garage nearby, conditions have become progressively worse. At the time of a recent inspection there were thirteen used passenger cars and seven trucks, all unlicensed and shabby in appearance, stored in the area in question.

Under Section 1E-4 of the Zoning Ordinance in effect in 1956 under which the appeal was taken, the rights granted thereby expired because the work involved in improving the lot to comply with conditions established by the Appeal Board was not completed within one year of the date on which the appeal was sustained. While under that former ordinance the Board of Appeals had the power to grant off-street parking lot use in residential zones, under the present ordinance which was adopted on June 6, 1957, the Appeal Board is forbidden to authorize a business use such as an off-street parking lot in any residential zone except an R-6 Zone. Therefore it is impossible at this time for that body to grant an appeal for such a use at the location involved should one be filed.

The problem of off-street parking is a troublesome one, particularly where business and industrial zones abut residential areas. While the need for parking to serve business in such instances is realized, I think that you will agree that property in residential zones abutting the business use is entitled to protection from harmful effects of the proximity of the business use and from its extension into the residential areas. With this thought in mind the Planning Board has before it for consideration an amendment to the Zoning Ordinance which would give the Board of

original sent to Mr. Kaplan

**PURINTON'S
SHOE SHOP**

JUST AROUND THE CORNER
FIFTEEN FOREST AVENUE

PORTLAND 3, MAINE

October 15, 1960

Mr. Irwin R. Kaplan
18 Ashmont St.

Re: Letter from Inspection of Buildings, dated 9-29-60

Dear Irwin:
According to the city Inspection of Buildings, it
is illegal to park cars on the yard from 10-17-60.

Please do not park any more cars on
the yard in order to comply with the law

Very truly yours
Joseph C. Hamilton

FU - RMT - 10/17/60

Caplt., Proposed street off Ashmont St., (Assrs. Lot 125-I-6, 126-K-4,
also 125-I-9 & 126-K-5). Used for parking contrary to Zoning Ordinance.

September 29, 1960

Mr. & Mrs. Joseph G. Hamilton
47 Hillis Street
Mr. Irwin R. Kaplan, Pres. & Treas.
Portland Auto Tops
13 Ashmont Street

cc to: Corporation Council

Dear Mr. & Mrs. Hamilton & Mr. Kaplan:

An inspector from this office finds that a part of at least one of these lots, perhaps part of both lots is being used for parking motor vehicles contrary to the Zoning Ordinance as it applies to the R-3 Residence Zone where the lots are located. The lots are reported to be owned by Joseph G. & Anna G. Hamilton, and we are assuming that Portland Auto Tops is involved in the use of the lots because there is a sign nearby notifying persons who desire parking to inquire at Portland Auto Tops.

Before the Hamilton's acquired these lots early in 1956, it was found that parts of the lots were being used for the storage of used trucks and other motor vehicles by some other business establishments along Forest Avenue. This, too, was in violation of the Zoning Ordinance, and by cooperation all around the violation was corrected.

On June 7th, 1957 a new Zoning Ordinance was adopted which placed these lots in an R-3 Residence Zone where use for a parking lot is not only disallowed but also the Board of Appeals is denied the right to grant an appeal seeking such a use in a Residential Zone.

The administrative portion of the Zoning Ordinance makes the owner and user liable in such a case of violation of the Ordinance. Will you be good enough to have the lots cleared of all vehicles before October 17, 1960 and keep them there to place both the lots and yourselves in compliance with the law?

Very truly yours,

WJG/13

Albert J. Sears
Inspector of Buildings



A-I

R5 RESIDENCE ZONE
CITY OF PORTLAND, MAINE
DEPARTMENT OF BUILDING INSPECTION
COMPLAINT

Location

INSPECTION COPY

COMPLAINT NO. 60/76

Date Received Sept. 19, 1960

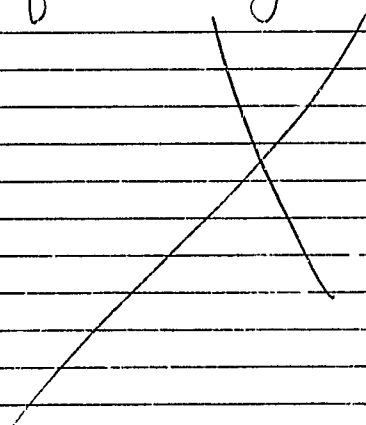
Proposed St. off Ashmont Street
Location Ashmont, Lot # (125-I-8 & 126-K-4) and Use of Building _____
125-I-9 & 126-K-5)
Owner's name and address Joseph G. & Anna G. Hamilton, 47 Willis St. Telephone _____
Tenant's name and address Probably Portland Auto Tops - 18 Ashmont Telephone _____
Cmpt. made to AJS in connection with cmpt.
Complainant's name and address at 24-32 Ashmont adjoining the above lots Telephone _____

Description: Lots being used for parking motor vehicles contrary to Zoning Ordinance.

NOTES: 9/22/60 Inspection and photos by RMT and WMcD.

9/29/60 - See letter and see also
cmpt. 60/77 at 24-26 & 28-30 Ashmont St
WMcD

11/14/60 - See letter to Lewis Bernstein about violation of
4/4/61 - The used card involved in letter of Nov. 14,
1960 have been removed. I decided to press
possible violation in other parts of this general
area no further - AJS





C-1

R5 RESIDENCE ZONE
CITY OF PORTLAND, MAINE
DEPARTMENT OF BUILDING INSPECTION

Location:
21-26 Ashmont Street

COMPLAINT

INSPECTION COPY

COMPLAINT NO. 60/77 Date Received Sept. 19, 1960

(file in GL 24-26 Ashmont St.)

Location 24-26 & 28-30 Ashmont St. Use of Building _____

Owner's name and address Mrs. Wilma W. Shortz, R.F.D. #3 Telephone _____
Crawfordsville, Indiana

Tenant's name and address Portland Auto Tops, Inc. Telephone 4-9253
Max Kaplan, Pres. & Treas.
18 Ashmont, Portland, Maine

Complainant's name and address Verbally to AIS Telephone _____

Description: The land is being used as a parking lot contrary to the Zoning Ordinance in the R-5 Zone. (The owner had an appeal for a parking lot granted conditionally on 8/17/56. The conditions were never complied with and no certificate of occupancy issued--so rights of the appeal have lapsed.)

NOTES:

9/22/60 Inspection and photos by RMT & W McD. A considerable number of cars were being parked on these lots (also on lots in the rear owned by Joseph & Anna G. Hamilton, see cmplt. on proposed street off Ashmont Street). There was a sign on the minor garage on the lot telling people desiring parking to inquire at Portland Auto Tops at 18 Ashmont Street. A phone call was made to reach either of the parties, but the party that answered said that they were leasing these lots from Mrs. Shortz. - W McD.

9/29/60 - See letter and also cmplt. 60/76 at proposed st. off Ashmont (Russ. 125 J. 6 + 126 K 4, also 1257 of Ashmont 126 K 5) - W McD

10/14/60 - See letter to Fred Scribner and also one to Lewis Bernstein - AGS

10/15/60 - Mr. Bernstein called and said he had talked with Mr. Kaplan, who said Mr. Scribner had told him that parking of trucks was only violation. Mr. Bernstein requested more time to act until Mr. Scribner is back in town for consultation. I told him that as far as I am concerned there is a violation of the Ordinance which must be corrected and that I was unable to authorize any length of time that violation may continue. He said he would talk again with Mr. Kaplan and have Mr. Kaplan call me. Evidently land acquisition is being leased from owners by Mr. Kaplan and subleased by him to Mr. Bernstein - AGS

11/29/60 - Mr. Bernstein called and promised to have all of cars removed by Dec. 15, 1960 - AGS

4/4/60 Used cars in area next to Linden St lots have been removed - AGS

YU - 11/2/60 AJS

Split. 60/76 - Proposed Street off Ashmont St. (Assessorial Lot Nos 125-1-2 & 125-1-3)
Split. 60/77 - 25-32 Ashmont Street

November 14, 1960

cc to: Corporation Council
cc to: Joseph C. & Anna G. Hamilton
47 Hillis Street
cc to: Fred G. Scribner Jr.
165 Congress Street
cc to: Mr. Irwin R. Kaplan, Pres. & Treas.
Portland Auto Tops
18 Ashmont Street

Mr. Louis Bernstein, Treas.
Alpha Sales & Finance Co.
518 Forest Avenue

Dear Mr. Bernstein:

An inspector from this department reports that your company is the owner of the lots or more used and unlicensed passenger cars and trucks which are presently stored on the vacant lots at the location indicated above. All of the lots involved in this use are located in an R-3 Residence Zone where such an open/land use or premises is not allowable under Section 6-4 of the zoning ordinance. While an off-street parking lot is also not allowable in this zone, the present use of the property does not even qualify as a parking lot since Section 11-2-3 of the Ordinance provides that off-street parking shall not include loading, sales, dead storage, repair, or servicing of any kind, except when customarily incidental or accessory to a conforming principal building or use when located in an I-2, I-2b, I-3 and I-3b Industrial Zone.

Under these circumstances it is necessary that you proceed without delay to correct this violation of the zoning Ordinance by removal of these vehicles from the premises to a location where, if within city limits, their storage will be allowable under the Ordinance. We shall expect to hear from you on or before November 21, 1960 as to your plans in this regard and as to how soon it can be accomplished.

Very truly yours,

Albert J. Scara
Inspector of Buildings

AJS/JS

Cmplt. 60/77 - 24-26 & 28-32 Ashmont St., Parking contrary to
Zoning Ordinance.

October 20, 1960

AJS:

Referring to Mr. Scribner's letter of October 12 on the above subject, the unhappy situation of the city is again quite evident largely because there is no recourse to appeal. Thus the only relief available is to seek a change in zone.

This situation is more extreme than three other locations with which the Planning Staff is now wrestling--19-21 Lincoln Street where the Residential Zone abuts a Business Zone and a change is sought to a B-2 Zone to allow parking; a lot between Elmwood and Waverly Streets having frontage on Forest Avenue and Elmwood Street where Mr. Paul Merrill has been denied a change of zone to allow parking in connection with his business across Forest Avenue; the lot of Mrs. Hendrickson at the corner of Belmont and Forest Avenue and the lot in the rear fronting on Belmont Street (parking desired on the latter lot) where a zone change is desired or some arrangement so a business building may be erected on a corner lot and the rear lot in the Residential Zone be used for parking.

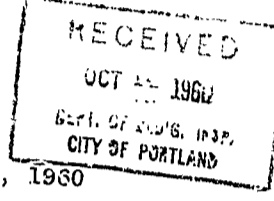
It is recommended that Mr. Dickson be consulted to see if he could include the Ashmont Street problem in this study without a petition from Mr. Scribner. If he feels that he can include the Ashmont Street situation without a formal petition from the two owners involved, a letter to Mr. Scribner, as Mrs. Shortz attorney, is recommended with another to Mr. Hamilton, the other owner, indicating that no further proceedings will be taken by this department pending a study of the situation, at the same time explaining that the situation is a very difficult one which the planning Board is now seeking to solve in a number of other locations--the problem as to how land in Residential Zones adjacent to Business Zones may be lawfully allowed for much needed parking.

If Mr. Dickson feels that he needs a petition from these two owners either for change of zone or some other type of relief, it is recommended that a letter be sent to both owners explaining the situation and suggesting that they address the Planning Board for the kind of relief they desire.

I should hardly think the Legal Department needs to be consulted. If these letters seem the best way to you, I will be glad to prepare them for your signature.

WMCD.

Fred Clark Scribner Jr.
~~Portland, Maine~~
Washington, D.C.



October 12, 1960

Re: Cmplt. 24-26 Ashmont St. (Assrs. Lot No. 126K3
& 28-32 Ashmont St. - Lot No. 12517) Use for
motor vehicle parking contrary to Zoning
Ordinance.

Dear Mr. Sears:

I have had forwarded to me in Washington your letter of September 29 concerning the use of vacant land at 24-26 Ashmont Street for purposes of parking. In your letter you refer to a conditional approval of appeal given to Mrs. Shortz by the Zoning Appeal Board on August 17, 1956 allowing use of the land in question for parking purposes providing certain conditions were met.

While this appeal was taken in Mrs. Shortz's name and she, of course, has a legal responsibility for the lot, the appeal was in fact filed and processed by a then tenant of the property. The fact that the appeal was granted on a conditional basis may have been called to my attention, and undoubtedly was, although I don't recall it at the present time. I am sure, however, that a copy of the finding must have gone to me or Mrs. Shortz.

In any event, the tenant who took the appeal action continued in possession of the property and apparently did nothing to satisfy the various conditions contained in the finding. So far as I know, no action was taken by the City in connection with these conditions and the tenant in possession of the property in 1956 continued to hold the property for many months thereafter and finally moved away from the property and terminated the lease.

Of the four conditions set forth in the finding of the Appeal Board, it is my understanding that a portion of the lot was graded and surfaced with asphalt-penetrated gravel and that that hardtop is still on the property. It is also my understanding that parking on the lot has been for some time limited to passenger motor vehicles. In any event, this condition can be met.

Now, as to the other two conditions. The second condition was that a chain link or other type fence be erected on property lines that abut residential property. I do not understand that the portion of the lot used for parking purposes abuts residential property. On one side the lot is bounded by commercial property

fronting on Forest Avenue. In the south it is abuted by other vacant property used extensively for parking purposes, and that portion of the lot which is not used for parking purposes has bushes and trees thereon. To the west the lot abuts other property owned by Mrs. Shortz and there is a vacant lot of land owned by Mrs. Shortz between her residential property on Ashmont Street and the lot used for parking.

The fourth condition is that suitable bumpers should be erected at a distance of five feet along and from residential property lines. Here again, I do not believe there are any residential property lines which abut this property and, as you know from an inspection of the property, the entire street line is used for entering or leaving the property.

In other words, I do not believe that you are correct in your letter of the 29th when you state that the improvements required were not made. I did not understand about the necessity of a certificate of occupancy being issued prior to August 17, 1957 and believe I am correct that this is the first time the absence of this certificate has been called to the attention of anyone.

Because of the very peculiar nature of this property, it would be very helpful to me if you would set out exactly where this property abuts residential property and where you believe a fence should be erected.

Turning now from the question of the former appeal of the use to be made of the property in question, obviously this property cannot be used for residential purposes. During the several months when it was not rented it was used extensively for automobile parking. This use was partly by the owners of business concerns in the area but to a much greater extent by people transacting business in the area or visiting the liquor store. At various times when I have been in Maine I have asked people to move from the property and requested the owners of businesses in the area to help keep the property free from parking. Despite all of the efforts which were brought to bear there was, I believe, as much parking on this lot before the present tenant took over as there is at the present time. If Mrs. Shortz is now not able to rent this property for parking purposes it will not, in my opinion, in any way change the use of the property. Cars will continue to be parked there and the only difference will be that Mrs. Shortz, who must pay taxes to the City of Portland, will be denied any income from the property without benefit to herself or to anyone else. I see little point in this kind of law enforcement.

- 3 -

It does seem to me that if you feel you are required by the law to deny Mrs. Shortz the right to lease this land for parking purposes then the City has an obligation through the Police Department to prevent the parking on this lot by all unauthorized persons.

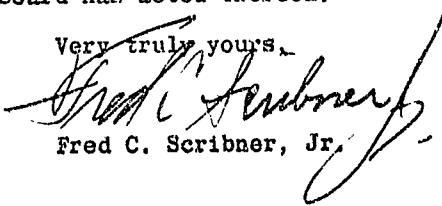
I, of course, have no knowledge at the present time as to what facts were taken into consideration when a determination was made that this particular property, which has been used for commercial purposes for more than ten years to my knowledge, has any value at the present time for residential purposes. I cannot understand either why it should be the purpose of the City, when a lot is available for private parking to people in that area, to force the land not to be used and therefore require greater parking of automobiles on the streets in an area which is already overcrowded and bothered with traffic problems.

Finally, I am confused by the last paragraph of your letter. You state that since this property was placed in a Residence Zone three years ago the Board of Appeals cannot now allow parking there because "the Board of Appeals shall not grant any appeal for such a use in any Residence Zone." Thereafter, you state there might be recourse to a favorable appeal.

I, of course, should like to file an appeal and will proceed to do so if the Board has authority to grant it.

In the meantime, will you also please check the property and let me know the answers to the questions set forth above? Also, I trust it will be possible for us to continue our tenant in possession until such time as we have filed an appeal, which will be done promptly, and the Board has acted thereon.

Very truly yours,



Fred C. Scribner, Jr.

Mr. Albert J. Sears
Inspector of Buildings
Department of Building Inspection
City Hall
Portland, Maine

Caplt. 24-26 Ashmont St. (Assess. lot No. 12683 & 28-32 Ashmont St. - lot No. 12517)
Use for water vehicle parking contrary to Zoning Ordinance

A.M.T. - 10/17/60

Mrs. Milna M. Shorts
RFD 3, Crawfordsville, Indiana
Mr. Irwin R. Kaplan, Pres. & Treas.
Portland Auto Togs, 16 Ashmont Street

Sept. 29, 1960
cc to: Fred C. Scribner Jr., Esq.
465 Congress Street
cc to: Corporation Counsel

Dear Mrs. Shorts & Mr. Kaplan:

A Field Inspector from this office finds that the above lots, which Mrs. Shorts is reported to own or control, are being used for the parking of many automobiles, contrary to the Zoning Ordinance applying in the R-5 Residence Zone where the property is located. A sign on the unused garage on the property address those desiring parking there to inquire at Portland Auto Togs at 16 Ashmont Street. Unable to reach Mr. Kaplan at the time, we were advised by someone at that company that the land is being leased from Mrs. Shorts.

If that information is correct, no doubt Mrs. Shorts has leased the land under a misapprehension arrived at because of appeal proceedings in 1956.

On August 17, 1956, the Zoning Appeal Board granted conditionally Mrs. Shorts's appeal for the right to park motor vehicles on the lot, including the use of the two car garage existing there; the conditions being that: (1) parking on said parcel shall be limited to passenger motor vehicles only and shall not include commercial vehicles, (2) a chain link, picket, or capping fence shall be erected along all property lines of said parcel which abut residential property, (3) such portion of said parcel as is used for parking purposes shall be graded and surfaced with asphalt-penetrated gravel, and (4) that suitable bumpers shall be erected and maintained at a distance of 5 feet from and along said residential property lines and from and along the line of Ashmont Street, except for such portion of said street line as shall be used as a driveway so that said parking shall not encroach upon said residential property or upon said Ashmont Street.

Because these improvements to meet the conditions were not made, this department has never been able to issue the certificate of occupancy, required by the Zoning Ordinance before the lots could lawfully be used for parking. Under the Zoning Ordinance, then in effect, her rights under the appeal lapsed because the certificate of occupancy could not be issued before August 17, 1957. Therefore, the present use is unlawful.

To add to the difficulty a new ordinance became effective on June 7, 1957, which not only placed the property in an R-5 Residence Zone where such parking is not allowable, but also provides that the Board of Appeals shall not grant any appeal for such a use in any Residence Zone. Thus, the door is closed upon legal use of the property for this purpose, without recourse to favorable appeal action as formerly. Both owner and user have responsibility in this departure from compliance with the law. Will you, therefore, cooperate to get the property cleared of this use before Oct. 17, 1960?

Very truly yours,

Albert J. Sears
Inspector of Buildings

WJG:DB

WARREN McDONALD
INSPECTOR OF BUILDINGS

On file, C-47-163-I
to file (18-32 Ashmont Street) CITY OF PORTLAND, MAINE
Department of Building Inspection

FU

Edward T. Gignoux
Assistant Corporation Counsel
Warren McDonald, Insptr. of Bldgs.

October 21, 1948

Complaint as to violation of Zoning Ordinance at 18-32 Ashmont Street

First written complaint by Ann S. Wilson of 52 Ashmont Street and five others was received here October 24, 1947, complaining that Stanley & Cadigan were repairing large construction machinery and creating nuisances by extensive noise, odor, jarring of building and blocking of sidewalk area. The long delay in handling this matter has been caused by inability to find time to perform the research necessary to present the matter in suitable form to you.

A sketch, made October 20, 1948, illustrating the situation and five photographs are attached. The area cross-hatched by green lines is roughly that now occupied by Stanley & Cadigan Company by a great variety of heavy equipment, much of it motorized but some not, and miscellaneous sections and parts thereof, as will be seen from the photographs. Besides a portion of the proposed street (the street is not well marked on the ground) lots of three different ownerships are involved in this area:--Lot 126-B-18 by Harry M. Shwartz, et al; Lot 126-B-3 (all metal garage being on this lot) by James G. Stanley (acquired about 1944); and Lots 126-K-3 and 125-I-7 by Wilma W. Shortz of Chicago, Illinois, having been acquired by her about 1941.

Though not mentioned in the written complaint, the all metal garage on Lot 126-B-3 is clearly a Repair Garage for heavy construction equipment, is the real center of operations, and is the building where there is the proposal to change out the heating plant.

From the sketch you will note that a strip of land 100' deep from Forest Avenue is in a General Business Zone (marked by brown-dash line number 1); that the area between brown-dash line number 1 and number 2, (the latter being an irregular line, partly 200' from Forest Avenue and parallel thereto and jogging around through center line of Ashmont Street and center line of proposed street) is a Limited Business Zone. The area on the shaded side of line 2 is all Residence D Zone.

This case is in two parts--the use of the metal-frame garage, which occupies practically all of the lot on which it is located; and the use of the open land. Whether in the Limited Business Zone or the Residence D Zone it is apparent that the storage of more than one commercial automobile and the repair of motor vehicles or dismantling of them are non-conforming uses, but only a small portion of the open land in question as to lawful use, is in the Limited Business Zone--less than half of Lot 126-B-18 owned by H. M. Shwartz, et al. The greater portion of the open land being used by Stanley & Cadigan is in the Residence D Zone where all of the operations are unlawful under the Zoning Ordinance, for, as the photos will show, the land is being used for storage, perhaps sale and rental and perhaps repair of heavy construction equipment including self-propelled equipment, several motor trucks and several automobiles.

C
O
P
Y

Edward T. Gignoux, Assistant Corporation Counsel—2

October 21, 1948

The metal-frame garage appears to be in use for repair, re-building or dismantling of heavy construction equipment, and I should say that the present use classifies it as a Repair Garage which is not allowable in the Limited Business Zone where it is located unless first approved by the Board of Appeals after the usual appeal procedure. The building has quite a history. It was built in 1931 as a multiple car garage for storage of used cars by Cook-Ripley, Inc., which was the predecessor of Champion Motors, but only after a special permit from the City Council after the written consent to the proposition of certain nearby property owners were on file. When the building permit was issued attention was called to the fact that the special permission from the City Council did not include the right to conduct a business of repairing automobiles in the building nor the right to store more than one commercial vehicle—all of this being under the Zoning Ordinance of 1926.

The City Directory of 1939 indicates the use of the building as used car department for Ripley Motors. This is significant because the 1939 directory would have been compiled in the fall of 1938 about the time the present Zoning Ordinance was becoming effective, and establishes fairly well the non-conforming use at that time, which was allowed to continue. In 1941 Ripley & Fletcher Company, then owner of the property and having as a tenant Champion Motors, Inc., were successful in gaining the right by appeal for Champion Motors to rehabilitate motors of used automobiles in the building, after considerable opposition developed at the public hearing. The appeal was granted upon the condition however that the owners of the property and the lessee both agree in writing for themselves, their successors and assigns that no part of the building would ever be used for the repair or servicing of motor vehicles or any part of motor vehicles other than the motors of such vehicles; that such motors were to be worked upon within the building and were to be always removed from and replaced in the vehicles which they served at some other location than in the building, than on the open land around the building, and than on the public street. In connection with this appeal we have a photograph of the building and quite an area of the land along Ashmont Street on the far side from Forest Avenue which shows none of the clutter that Stanley & Cadigan now have there. The written statement by the owner and lessee was never received, and it is not known whether or not the building was ever used for the purpose contemplated in the appeal. If so it was used unlawfully so and the use has long since been discontinued.

Thus it becomes evident that both the building and the open land are being used in violation of the Zoning Ordinance at the present and have been so used for about a year at least.

The directory record indicates that Stanley & Cadigan first occupied their main building at number 544 Forest Avenue, corner of Ashmont Street about 1940, but did not even occupy all of that building until perhaps the latter part of 1943. It appears that Stanley & Cadigan must have expanded to occupy all of the main building in 1943, and according to the Assessors record Mr. Stanley acquired the metal-frame garage and the land on which it stands in 1944.

In the middle of 1943 a permit for work in the main building at 544 Forest Avenue was not issuable, and in connection with it I wrote to Mr. Stanley (James G.) in part as follows:

"Mr. Sears of this office.....understood you to say that no motor vehicles will be stored in the building (the building at 544 Forest Avenue) or repaired there but that all work on such vehicles would be done in the metal building in the rear which you have recently purchased,....."

"There is a particular question about the use of the all-metal building in the rear. There has never been the right to repair motor vehicles there, the building being located in an Apartment House Zone under the Zoning Law where such a use is not allowable. The original building was built under appeal or petition to the Municipal Officers for strictly a Storage Garage without any repairs. Two or three years ago the tenant of the

October 21, 1948

Edward T. Gignoux, Assistant Corporation Counsel---3

front building having already set up apparatus for re-conditioning motors in the all-metal building illegally, filed an appeal seeking the right to legalize that use. The appeal was sustained conditional upon the tenant and owner of the building agreeing to certain limitations. Both were notified of the conditions and the agreements were not forthcoming from any of them. It seems clear that no one has the right to repair motor vehicles in the all-metal building.

"Now that a new tenancy is starting we must get the use and status of both buildings thoroughly cleared up so that all will understand. There is also some question of that part of the open land between the all-metal building and Ashmont Street as to its legal use, it too being in an Apartment House Zone....."

A note in connection with these papers, dated July 6, 1943 shows that I talked with Mr. Stanley over the telephone on that date and that he was to have prepared a plan to show all-metal building and also leased open land he is using and decide about appeal. Nothing further transpired. All of this seems to add up to the conclusion that Mr. Stanley knew about the Zoning Law and about its application to the use of the all-metal building and of the open land as long ago as the middle of 1943, and that it was then that he made the bigger transition and expansion which is now spread to cover three lots beside his own and a part of the proposed street.

It will be of interest to note that when my letter in 1943 was written to Mr. Stanley all of the land and the metal-frame building involved in this case was in an Apartment House Zone, the boundary of that zone running parallel with Linden Street and 100' from it toward Forest Avenue, and the area on the other side of the boundary toward Linden Street and beyond was Residence C Zone. The present Limited Business Zone and Residence D Zone were introduced in the 1946 revision.

Inspector of Buildings

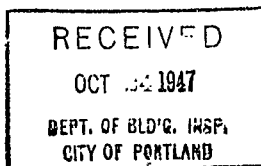
W McD/G

Enclosures: Sketch entitled PLAN OF ZONING CASE INVOLVING STANLEY & CALIGAN COMPANY at 18-32 Ashmont Street
Five photographs taken on October 14, 1948 by R. M. Thurlow

P. S. We have other photographs taken in April of this year if you would like them.

October 23, 1947.

Inspector of Buildings,
City of Portland, Maine.



Dear Sir:

We, the undersigned, wish to make a protest against
the use of vacant lot #2426 Ashmont Street by Stanley & Cadigan
for the repairing of large construction machinery because of the
following nuisances:

noise (going on for hours)

smells

Blocking of sidewalk area

jarring of buildings

Respectfully submitted,

Leam S. Wilson 52 Ashmont
3-3765 --- *Agatha R Bedrick 17 Linden*
2-0481 --- *Gudson D. Nichols, 16 Linden*
Cathet B. Nichols - 16 Linden
4-3514 --- *Jannie M Luffin --24 Linden Street*
4-6408 --- *Gladys Crockett 19 Linden*



(RD) RESIDENCE ZONE - D
 CITY OF PORTLAND, MAINE
 DEPARTMENT OF BUILDING INSPECTION

Complaint No. 47/163

COMPLAINT

INSPECTION COPY

Date Received October 24, 1947

Location 24-26 Ashmont Street Use of Building Vacant lot

Owner's name and address Wilma W. Shertz, 1419 E 67th Place, Chicago, Illinois Telephone _____

Tenant's name and address Stanley & Cadigan (James G. Stanley) Telephone 3-4736

Complainant's name and address Ann S. Wilson, 52 Ashmont Street Telephone _____
 (See attached letter for additional complainants)

Description: Repairing of large construction machinery objectionable to neighborhood.

*owner's apt is
 for building July, 1943 relating to this
 property, see G. L. case 544 August
 case
 10/20/47*

August 27, 1956

CO 24-32 Ashmont St.—Use of open lot and 2-car garage for parking motor vehicles and conditions relating thereto by zoning board of appeals

Mrs. Milva W. Shortz
R. F. 3
Crawfordsville, Indiana

Copies to Mrs. Shortz
Fred C. Scribner, Jr., Esq.
140 Sixteenth St. N.W.
Washington, D. C.
Jotham D. Pierce, Esq.
465 Congress St. Room 903
Samuel Conner, Traffic Engineer

Dear Mrs. Shortz,

No doubt you have been notified by the Board of Appeals of favorable action with regard to your zoning appeal at 24-32 Ashmont St. subject to the following conditions:

- (1) That parking on said parcel shall be limited to passenger motor vehicles only and shall not include commercial vehicles;
- (2) That a chain link, picket, or sapling fence shall be erected along all property lines of said parcel which abut residential property;
- (3) That such portion of said parcel as is used for parking purposes shall be graded and surfaced with well-penetrated gravel; and
- (4) That suitable bumpers shall be erected and maintained at a distance of five feet from and along said residential property lines and from and along the line of Ashmont Street, except for such portion of said street line as shall be used as a driveway so that said parking shall not encroach upon said residential property or upon said Ashmont St.

In order that this department may issue the certificate of occupancy and thus establish the right to use the lot and building accordingly, a plan should now be prepared to locate showing especially any approaches proposed over the public sidewalk from Ashmont St. and at the same time it would be well to show the proposed fence along two sides of the lots, the bumpers mentioned in the conditions, and the character of paving to be provided. A blueprint or carton copy duplicate or photostat of this plan should be taken to Samuel Conner, Traffic Engineer in Department of Public Works and his approval secured upon the location and width of the entrance and exit from and to Ashmont St. The approved plan should then be filed here with your original letter of application, and the work of preparing the lot can then be safely commenced. When the work is completed, a notice should be given to this department, and, if all is found in order, the certificate of occupancy will be issued.

Realizing that by this time you may be far away from the Portland area,

Mrs. Milza S. Shorts _____ 2

August 27, 1936

a copy of this letter is enclosed for you to deal with whoever your agent will be in carrying forward the work.

Very truly yours,

Warren McDonald
Inspector of Buildings

WMCD B

2A

City of Portland, Maine
Board of Appeals
—ZONING—

August 1, 1956, 19

*Sustained
Conditionally
8/17/56*

56/70

To the Board of Appeals:

Your appellant, Wilma W. Shortz, who is the owner of property at 24-32 Ashmont Street, respectfully petitions the Board of Appeals of the City of Portland to permit an exception to the regulations of the Zoning Ordinance relating to this property, as provided by Section 18, Paragraph E of said Zoning Ordinance.

Certificate of occupancy intended to authorize the use of the lots at 24-32 Ashmont St. (Assessor's Lot Nox. 126-K-3 and 125-I-7) for parking motor vehicles, including the use of the existing two-car garage there for parking only, is not issuable under the Zoning Ordinance because the property is in a Residence D Zone where such a use of land and buildings is not allowable unless first authorized by the Board of Appeals after the usual appeal procedure, this according to Section 9 of the Ordinance.

The facts and conditions which make this exception legally permissible are as follows:

An exception is necessary in this case to grant reasonable use of property and can be granted without substantially departing from the intent and purpose of the Zoning Ordinance.

- Provided (1) That parking on said parcel shall be limited to passenger motor vehicles only and shall not include commercial vehicles;
- (2) That a chain link, picket, or sapling fence shall be erected along all property lines of said parcel which abut residential property;
- (3) That such portion of said parcel as is used for parking purposes shall be graded and surfaced with asphalt-penetrated gravel; and
- (4) That suitable bumpers shall be erected and maintained at a distance of five feet from and along said residential property lines and from and along the line of Ashmont Street, except for such portion of said street line as shall be used as a driveway so that said parking shall not encroach upon said residential property or upon said Ashmont Street.

William F. O'Brien
John W. Lake
Thomas J. Bennett
BOARD OF APPEALS

DATE: August 17, 1956

HEARING ON APPEAL UNDER THE Zoning Ordinance OF Wilma W. Shertz

AT 24-32 Ashmont Street

Public hearing on the above appeal was held before the Board of Appeals

BOARD OF APPEALS

VOTE

MUNICIPAL OFFICERS

Ben B. Wilson
John W. Lake
William H. O'Brien
Sumner T. Bernstein
Euth D. Walsh

Yes	No
(X)	()
(X)	()
(X)	()
(X)	()
(X)	()
(X)	()

PROVIDED (1) THAT PARKING ON SAID PARCEL SHALL BE LIMITED TO PASSENGER MOTOR VEHICLES ONLY AND SHALL NOT INCLUDE COMMERCIAL VEHICLES: (2) THAT A CHAIN LINK, PICKET, OR SAPLING FENCE SHALL BE ERECTED ALONG ALL PROPERTY LINES OF SAID PARCEL WHICH ABUT RESIDENTIAL PROPERTY: (3) THAT SUCH PORTION OF SAID PARCEL AS IS USED FOR PARKING PURPOSES SHALL BE GRADED AND SURFACED WITH ASPHALT* PENETRATED GRAVEL: AND (4) THAT SUITABLE BUMPERS SHALL BE ERECTED AND MAINTAINED AT A DISTANCE OF FIVE FEET FROM AND ALONG SAID RESIDENTIAL PROPERTY LINES AND FROM AND ALONG THE LINE OF ASHMONT STREET, EXCEPT FOR SUCH PORTION OF SAID STREET LINE AS SHALL BE USED AS A DRIVEWAY SO THAT SAID PARKING SHALL NOT ENCROACH UPON SAID RESIDENTIAL PROPERTY OR UPON SAID ASHMONT STREET.

Record of Hearing:

PETITION IN FILE

PARKING LOT PETITION

We, the undersigned, realizing that certain hardships will be realized by the proposed parking lot on numbers 24 to 32 Ashmont Street, feel that certain restrictions be placed on the use of the land and certain requirements be met if it is to be used for such a purpose.

We feel the following are reasonable:

1. Provide fencing around proposed parking lot of sufficient height to prevent children from wandering into said lot and being injured while playing in the neighborhood.
2. Some type of hard topping to prevent undue dust to homes in the area from cars driving in and out of the now very dusty dirt yard.
3. Parking lot should be used for passenger cars only; use of the lot for commercial vehicles shall be prohibited.
4. Due to the overflow of cars from said lot, we feel cars will be parked as they were in the past on what should have been a sidewalk; we now feel that to prevent this previous hazard of pedestrians having to walk in the middle of the street, curbing and some type of walk should also be provided along numbers 24 to 32 Ashmont Street.
5. No entrance or exit from lot or fence provided, except on Ashmont Street through a normal width entry way.
6. We feel a distance of 15 feet should be left between the proposed parking lot and the rear of the lots bordering Linden Street.

These provisions being met, we feel that the parking lot petition should be approved.

Rowell A. Vincent	21 Linden St City
Harold E. Green	48 Ashmont St City
Irene L. Green	48 Ashmont St. City.
Robert E. Walker	52 Ashmont St City
Inger K. Walker	52 Ashmont St. City
Robert C. Clark	70 Ashmont St. City
Grace E. Clark	70 Ashmont St City
Enos C. Johnson	16 Cottage St. City
Olga M. Johnson	16 Cottage St City
Herbert L. Lewis	22 " " "
Alice E. Thornton	16 Cottage St
Frank C. Thornton, Jr.	11 Cottage St.
Robert W. Jones	22 Helwell St. City
Jack Lewis	

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4. Due to the overflow of cars from said lot, we feel cars will be parked as they were in the past on what should have been a sidewalk; we now feel that to prevent this previous hazard of pedestrians having to walk in the middle of the street, curbing and some type of walk should also be provided along numbers 24 to 32 Ashmont Street.
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These provisions being met, we feel that the parking lot petition should be approved.

Dr. Philip M. Rudolph 15 Longfellow St
Mr. J. J. O'Brien 46 Longfellow St
Mr. & Mrs. Chandler H. Barrow 21 Longfellow St.
Michael B. Salvette 7 Longfellow St.
Ralph P. Reed 11 Linden St

Mr. Warren McDonald
Inspector of Buildings
City of Portland
Portland, Maine

1200 16th Street, N.W.
Washington, D.C.

August 6, 1956

Dear Warren:

Mrs. Wilma W. Shortz of Crawfordsville, Indiana has given me a copy of your letter to her of August 1st, in which you point out that the lots at 24-32 Ashmont Street may not be used for parking of motor vehicles.

You will recall that for many years this vacant land was used for the parking of motor vehicles by various commercial garage owners in that area. Several months ago you issued a notice that such parking was in violation of the zoning ordinances and would have to be discontinued. Upon receipt of that notice no further leasing of the property for parking of vehicles has taken place.

However, a large number of cars of all types are parked on these lots every day without authority and without supervision. Obviously, it is not feasible to have a man stationed on the land to keep cars away and, practically, unless we have police enforcement there is nothing which can be done about it.

In view of the nature of the area, the type of land involved, and the congestion in that area, it seems to me that it would be greatly to the advantage of all concerned to allow parking on this land. However, if the City decides that it is not possible to allow parking on this property then I think there is a very real responsibility on the City to enforce its laws and to keep all cars which now park there without authority off of this property.

At the present time the whole situation is quite a reflection on the City. You will not allow the property to be used for parking purposes yet the City takes absolutely no action to prevent unauthorized and improper parking on this land.

Sincerely,

(Signed) Fred C. Scribner, Jr.
Fred C. Scribner, Jr.

cc: Mr. Bernard Shur

August 14, 1956

Fred C. Scribner, Jr., Esq.
1200 16th Street, N. W.
Washington, D. C.

Dear Fred:

I have the copy of your letter of August 6 to our Inspector of Buildings concerning the property at 24-32 Ashmont Street owned by Mrs. Wilma W. Shortz.

It is my understanding that an appeal in this case will be heard by the Board of Appeals on Friday of this week which, if granted, will permit the use of this property for the parking of motor vehicles.

However, if the appeal is not granted, I am sure you know that the responsibility for the proper use of this property rests upon the owner and not upon the City. We will, of course, make every effort to see to it that the property is used in accordance with the zoning law, but the primary responsibility is that of the owner.

If you need anybody to carry your bag from Washington to San Francisco, please let me know. With all of my airport troubles, I could use the restful influence of a quiet convention in San Francisco.

Sincerely yours,

Barnett I. Shur
Corporation Council

BIS:M

CITY OF PORTLAND, MAINE
BOARD OF APPEALS

August 14, 1956

Fred C. Scribner, Jr., Esq.
465 Congress Street
Portland, Maine

Re: Appeal of Wilma W. Shortz
24-31 Ashmont Street

Dear Mr. Scribner:

The Board of Appeals will hold a public hearing in the Council Chamber at City Hall, Portland, Maine, on Friday, August 17, 1956, at 10:30 a. m. to hear the appeal of Wilma Shortz under the Zoning Ordinance.

Please be present at this hearing in support of this appeal.

BOARD OF APPEALS

Ben B. Wilson

Chairman

R
cc: M. W. Shortz
H. D. S. #3
Crawfordsville, Indiana

Mrs. Mealley: Part of this seems to be properly for the Board of Appeals. What he says about violation of the Ord. as to parking is true, but Fred must know the difficulties of policing such a matter. However, if the Board denies the appeal Fred Clark Scribner Jr. "we will take a crack" at fastening violations on someone. wacd 8/10/56 Portland, Maine

Copy to [unclear]

1200 16th Street, N.W.
Washington, D.C.

August 6, 1956

Mr. Warren McDonald
Inspector of Buildings
City of Portland
Portland, Maine

RECEIVED
AUG 9 1956
DEPT. OF PUBLIC WORKS
CITY OF PORTLAND

Dear Warren:

Mrs. Wilma W. Shortz of Crawfordsville, Indiana has given me a copy of your letter to her of August 1st, in which you point out that the lots at 24-32 Ashmont Street may not be used for parking of motor vehicles.

You will recall that for many years this vacant land was used for the parking of motor vehicles by various commercial garage owners in that area. Several months ago you issued a notice that such parking was in violation of the zoning ordinances and would have to be discontinued. Upon receipt of that notice no further leasing of the property for parking of vehicles has taken place.

However, a large number of cars of all types are parked on these lots every day without authority and without supervision. Obviously, it is not feasible to have a man stationed on the land to keep cars away and, practically, unless we have police enforcement, there is nothing which can be done about it.

In view of the nature of the area, the type of land involved, and the congestion in that area, it seems to me that it would be greatly to the advantage of all concerned to allow parking on this land. However, if the City decides that it is not possible to allow parking on this property then I think there is a very real responsibility on the City to enforce its laws and to keep all cars which now park there without authority off of this property.

At the present time the whole situation is quite a reflection on the City. You will not allow the property to be used for parking purposes yet the City takes absolutely no action to prevent unauthorized and improper parking on this land.

Sincerely,
Fred C. Scribner, Jr.
Fred C. Scribner, Jr.

Fred Clark Scribner Jr.
Portland, Maine

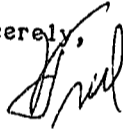
1200 16th Street, N.W.
Washington, D.C.

August 6, 1956

Dear Barney:

The enclosed is for your information. For a long time I have been disturbed by the City's insistence that we could not use this land for parking and the City's complete failure to prevent unauthorized parking on the property.

Sincerely,



Fred C. Scribner, Jr.

Mr. Bernard Shur
Corporation Counsel
City Hall
Portland, Maine

CITY OF PORTLAND, MAINE
BOARD OF APPEALS

August 7, 1956

TO WHOM IT MAY CONCERN:

The Board of Appeals will hold a public hearing in the Council Chamber at City Hall, Portland, Maine, on Friday, August 17, 1956, at 10:30 a. m. to hear the appeal of Wilma W. Shortz requesting an exception to the Zoning Ordinance to authorize the use of the lots at 24-32 Ashmont Street (Assessor's Lot Nos. 126-K-3 and 125-I-7) for parking motor vehicles, including the use of the existing two-car garage there for parking only.

This permit is presently not issuable under the Zoning Ordinance because the property is in a Residence D Zone where such a use of land and buildings is not allowable unless first authorized by the Board of Appeals after the usual appeal procedure, this according to Section 9 of the Ordinance.

This appeal is taken under Section 18E of the Zoning Ordinance which provides that the Board of Appeals, by unanimous vote of its members, may permit exceptions in specific cases so as to grant reasonable use of property and without substantially departing from the intent and purpose of the Zoning Ordinance, subject always to the rule that said Board shall give due consideration to promoting public health, safety, convenience and welfare, encouraging the most appropriate use of land and conserving property values, that it shall permit no building or use injurious, noxious, offensive or detrimental to a neighborhood, and that it shall prescribe appropriate conditions and safeguards in each case.

All persons interested either for or against this appeal will be heard at the above time and place, this notice of required public hearing having been sent to the owners of property within 500 feet of the premises in question as required by law.

BOARD OF APPEALS

Ben B. Wilson

Chairman

K

Ashmont Street 25

1-7. Haines, Harmon-Hiers - 381 Deering Avenue
9-15 dup.
17-23 dup.
25-31 Allen, Ralph L. + Helen D. - 646 Congress Street

33-35 dup.
37-47 dup.
49 dup.
51-55 dup.
57-63 Hooper, Diantha H. - 57 Ashmont Street
65-73 Gardiff, Beatrice L. - 459 Deering Avenue
2-8 Brodin, J. B. + Sons - 57 C. K. Hanson Street
10-16 Shwarts, Harry M. + Jesse M. Rosenberg - 102 Exchange St
18 Cumberland + York Distributors Inc. - 18 Ashmont Street

21-26 Shortz, Helma N. RR #3 Croisfordville, Mass.
28-32 dup.
34-40 dup.
46-48 Green, Harold E. + Irene L. - 48 Ashmont Street
50-52 Walker, Robert E. + Inger N. - 57 Ashmont Street
54-62 Finkelman, Marion - 19 Spruce Street
68-72 Clark, Collins C. + Grace S. - 90 Ashmont Street
74 Jay, Mary M. + Catherine A. - 451 Deering Avenue

Deering Avenue
423-427 Mc Wally, Sadie L. Hiers - 425 Deering Avenue
429-431 Parody, Louise B. + Marion C. - 429 Deering Avenue
433-435 Rice, Harry + Rebecca - 435 Deering Avenue
437-441 Madeline M. Welch + Elsie S. Smart - 411 Deering Ave
443-447 Hutchinson, Muriel A. - 447 Deering Avenue
449-453 dup.
459-465 dup.
467-475 Foster, Esther Curley - 160 Coyle Street

Coyle Street

78-86 Scribner, Barbara M. - 465 Congress Street
96-100 Sun Oil Company, 1608 Walnut St. Philadel. Pa.
102-104 Hutchings, Ruth C. - 1259-19 - 104 Coyle Street
106-112 dup.
114-118 Pappas, Minnie - 118 Coyle Street
120-128 La Bay, Carl + Laura - 126 Coyle Street
130-134 Bunker, Gladys E. - 134 Coyle Street

136. Wood, Jennie 142 Coyle Street 27
 71-89 Sackhoff, Ethel & Meyer 71 83 Coyle Street
 97-105 City of Portland
 107-113 Trinity Church of Portland & Becton, Hardison & Westymen
 115-119 dup. 119 Coyle Street
 121-123 Omo-nelson, Millard E. Josephine - 123 Coyle Street
 125-127 Little, Nellis S. Heira 127 Coyle Street

Belmont Street

52-56 Espingier, Ernst & Ole Leo - 52 Belmont Street
 58-60 Peoples Investment Assoc. 40 D.W. Court 531 Forest Ave
 62-68 dup.
 51. Wophert, Wendell H. - 45 Belmont Street
 53-57 Spear, Arthur G. 55 Belmont Street
 59-67. Hendrickson, Josephine - 533 Forest Avenue

Freeman Street

14-20 Beaulieu Cross, L. & Loranda E. - 24 Woyes Street
 13-19 McCurtain, Anna O. 110 Warrick Avenue

Woyes Street

8-12 Harner, Alton B. 22 Colonial Road
 14. Dup.
 20-24 dup.
 26-28 Meserve, Edgar Archer 197 Franklin Street
 30-32 Mack, Philip H. & Irene C. 30 Woyes Street
 34-36 North, Mary Dick Pennell B. B. B.
 38-40 Young, Manuel H. & Ethel G. 38 Woyes Street
 42-44 Portland Copper & Lumber Co. 236 Fore Street
 46-48 Turkey, Marion Stevens E. 46 Woyes Street
 50-52 Stern, Fred & Sarah 50 Woyes Street
 58-60 Irene R. & Hyman Krigman 58 Woyes Street
 62 Silver, Bessie 64 Woyes Street
 1-11 Realty Management Co. 40 Corral Berrington 119 Exchange St
 13-19 Fr. Edward E. & Charles E. - 24 Merrill Street
 21-27 Dodge, Elizabeth M. & Sarah P. Stuart - 23 Woyes St.
 39-51 City of Portland
 57-59 Morse, Walter W. 124 Oakdale Street
 61-63 Barber, Ellsworth E. & Marjorie H. - 61 Woyes Street

65 Carvel, Richard J. & Frances - 62 Noyes Street
Noyes Street
Oakdale Street

124-128 dup.
110-116 dup.
130-136 MacClure, A. Taylor 134 Oakdale Street
123-131 City of Portland
Holwell Street

17-19 Noyes, Edward D. NR. 465 Congress Street
21-27 Johnson, Carl S. 46 Longfellow Street
311 Irvine, Jack & Sara M. 20 Holwell Street

London Street
1-11 Potter, Gladys C. 37 Longfellow Street
13-17 Burrell, Ralph P. & Alma M. 17 London Street
19-21 Vincent, Adrian H. & Bertha B. 112 Fairfield Street

23-25 dup.
27-29 dup.
2-8 Anderson, Philip W. & Dorothy C. 45 Longfellow Street
10-14 Nichols, Ethel B. 16 London Street
16-20 dup.
22-26 Luffkins, Jennie M. 24 London Street
28-30 dup.

Longfellow
1-3 dup.
5-7 Hayes, Ethel M. 7 Longfellow Street
5-11 rear dup.
9-11 Siteman, Mildred D. & Lillian F. 9 Longfellow St.
13-17 Church, Charles S. & Howard S. Pearce 15 Longfellow Street

21-23 Barron, Clara A. 321 Longfellow St.
25-31 Moulton, Jean S. 29 Longfellow Street
33-39 dup.
43-49 dup.
51-55 Barnes, Alton Helen 53 Longfellow Street
57-59 Dougherty, Helene J. 59 Longfellow St.
65 Sabachnick, Ruth B. 65 Longfellow St.

Longfellow Street

- 10-28 City of Portland
- 34-40 Coburn, John - 37 Longfellow Street
- 42-44 Coburn, John W. dup.
- 46-52 dup.
- 54-64 Hayes, Edward - 19 1/2 dup.

(6)

Cottage Street

- 1-7 dup.
- 9-11 Christensen, Marion L. - 11 Cottage Street
- 13-15 Horton, Frank C. Alice C. - 15 Cottage Street
- 17-23 Tankersley, Myrtle - 19 Spruce Street dup.
- 25-27 dup.
- 29-31 dup.
- 33-35 Chubb, Ivan M. - 12 Cottage Street
- 37-39 Johnson, Erna C. - 17 Cottage Street
- 41-43 Leaps, George C. - 25 Cottage Street
- 45-51 dup.