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Nor' by East, Fall 1986

Casco Bay Island Development Association

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Great Diamond Island development rejected
NEW FERRY TERMINAL PROBLEMS

Plans for the new Ferry Terminal at State Pier were approved by the Planning Board although members expressed concern for the traffic flow of delivery trucks, passenger cars and pedestrians in what is of necessity a cul-de-sac. The chief concern of island residents is the use of the 400 spaces in the new parking garage which is part of the facility. United Mass Transit Authority will only pay for enough spaces for island residents and are convinced that 190 will cover the need. The remaining spaces must be paid for by the city and are currently being considered for "daily parking." The following letter by the Long Island Civic Association president sums up the problem as island people see it.

August 18, 1986

Jane Durgin, City Clerk
Portland City Hall
589 Congress St.
Portland, ME 04101

Dear Ms. Durgin:

In regard to the ferry terminal parking garage on Maine State Pier, the Long Island Civic Association would like to submit the following comments for consideration.

From the standpoint of island residents a parking crisis exists on the waterfront. More and more parking lots are preferring to take daily or hourly parkers rather than monthly. When the only parking available is at some distance from the ferry, residents must drive to the ferry to drop off their carry-on gear and then drive to their parking place, increasing the Commercial Street traffic problem.

We estimate there are 1500 households on the islands requiring parking space on the waterfront. This problem will grow sharply worse with the completion of condominiums on Great and Little Diamond islands. The installation of parking meters on Commercial Street is going to make the situation more desperate for islanders.

We therefore request that the City Council consider the following suggestions:
1) Make more space available for island parkers than the 190 slots suggested. 2) That each island be assigned a proportion of the available spaces based on the ratio of applications. 3) Establish some criteria of need (age, handicap, etc.) in the assignment of these spaces. 4) A sizeable parking area be secured from which a shuttle bus can carry islanders to the ferry terminal.

Thank you for your help in this critical matter.

Sincerely yours,

Billie D. Sieg, President
CC: Joseph Cascale, Councilor
District 1

LET US KNOW

In spite of a rather short agenda, the Annual Meeting business used up the time available to spend on Peaks. There was no time to take a walk and experience the island. Would it be better to hold the annual business meeting in Portland—at the Public Safety Building, on a Saturday with lunch following at a restaurant—or at a restaurant, as has been done at Boone's. Would it be possible to order from the menu to accommodate diet and/or budget differences. Such a system would involve another day as an Island Day. With all the time devoted to exploring and a picnic lunch or whatever arrangements might be made at the particular island visited.

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Of prime concern is that the election of officers and the business part of Annual Meeting be available to all at a reasonable cost and at a place that is easily accessible. Members with a particular concern, of course, are welcome at any meeting of Steering Committee. Summer residents could take in either the July or August meeting—or both.

A committee will be set up early in the Association year to consider alternatives and proposals. We welcome your input. Please address Nor-By-East, Jean Dyer, Box 791, Chebeague Island, Maine 04017. Or contact your own island representative.
Sunny skies -- amazingly enough in this year's raw and rainy summer--and wind--wind that threatened to blow off even the sunglasses that slip behind regular ones--welcomed CBIDA members, gathering at the Fifth Maine Volunteer Regiment Community Building on Peaks Island for the 1986 Annual Meeting. The wide porches of the building provided a protected eating place for sandwich munching and socializing.

A roll call of the islands indicated 3 from Cliff Island, 4 from Chebeague, 5 from Long Island 6 from Great Diamond, 1 from Little Diamond, 1 from Studevant, and 15 from Peaks with 2 members - at large present from the mainland.

President Jean Dyer called the business meeting to order at 1:30. The secretary read the report of the 1985 Annual Meeting, indicating that, as usual, the activities and accomplishments had worked out to be quite different from what had been anticipated the previous year.

The treasurer's report was presented as it appears elsewhere in this issue. Following her report, Treasurer Betty Pelton asked for serious contributions to the Legal Fund to offset the continual erosion of our capital funds.

The president summarized the year's accomplishments.

DICTAR: We continue to stand up to Dictar, joining with the Great Diamond Association, the Audubon Society, and the Island Institute to the extent of a trip to Augusta, followed later by three days of hearings in Portland before the Board of Environmental Protection.

Considered a serious issue is sewage disposal in developments. Beyond the question of the superiority of filter bed sewage disposal over discharge into Casco Bay is that to whether an association of condominium owners can be expected to continue to maintain a common sewage disposal system.

HEALTH SERVICES: Efforts to get together a committee from Chebeague, Cliff, Long and Peaks to find support for Dr. Radis ran into difficulty. Many thanks are owed to Becky Lacey who took the time and effort to sleuth out the complicated details involved to secure foundation money and of grants, to say nothing of the conditions attached to such funds. Dr. Radis presently has office hours at the clinic on Chebeague and at the clinic on Peaks.

With no regular place to meet people, as well as the complications time-wise of getting to and from Long and Cliff Islands, Dr. Radis' services on those islands are limited to whatever house calls can be worked out. The police boat is available for transportation in season.

The doctor also has an office in Portland. It was reported as the consensus of Steering Committee that the matter of health services is better left to each island with CBIDA standing by to help if and when needed.

TRANSIT DISTRICT: When Plante Associates applied for the right to carry freight that the Casco Bay Lines does not have the facilities to handle, CBIDA sent the Public Utilities Commission word of our interest in the protection of the Transit District franchise. More than a quorum of Steering Committee members were present to hear the compromise arrangement worked out between the Plantes and the District discussed and accepted.

The Board then voted to ask CBIDA to withdraw its objections to the Plantes' application. After a telephone canvass of Steering Committee members, President Jean Dyer sent the requested letter to PUC.

The Transit District franchise is also threatened by an effort on the part of a tour boat to secure PUC approval to land and pick up passengers on an unscheduled basis on islands served by the scheduled CBITD runs. In addition to the possible erosion of CBITD business, CBIDA is concerned over the welfare and safety of tour boat customers, landed on islands lacking specific arrangements and facilities to entertain unexpected visitors.

CONCERNS: The various involvements of the Steering Committee during the past few years have been a valuable learning experience for (please turn to page 6)
Once again Casco Bay was well represented at the Fourth Annual Meeting of Island Institute, held Sept. 13-14, on Hurricane Island in Penobscot Bay. Margery Foster and Helen Davis of Great Diamond Island were already there to greet the rest of us. Cliff Island boasted the largest number from one island: Roger and Maura Berle, Martha Freeman, Gary MacVane, Molly Potter Schaeu, Kathy Shaw, and Dr. Hans F. Waechter.

The further reaches and borders of Casco Bay were represented by Richard Miller and Carol Shaw of Orrs Island, Charles and Louise Huntington of South Harpswell, Robert Bensing of Cundy's Harbor, George Evans and Barbara Trentecoste of Cumberland, Sharon Lawrence of Yarmouth, Robert Gerber and Jane Arbuckle of Freeport, William E. Owens, Jr., M.D. of Cape Elizabeth, Spike Haible, David Etter, Paul Carter and Bob Cummings of Portland.

They were there for answers to the question of the day: Will Peaks Island secede from the City of Portland? Irene Fitzgerald, Moderator of Peaks Island Town Meeting, indicated that there was still a long road to travel before the question could be answered conclusively. The target date for introducing a bill into legislature, if Peaks Island decides that is the course to take, will be in time for the 1988, or even, considering the biennium, the 1989 legislature.

So far a comparison with communities of comparable size, both on islands and on the mainland, have indicated that if they can, we can, and at a much lower tax rate than what is imposed by the City of Portland. That Cliff Island has made a similar study raises the question as to whether Peaks Island should try to take the step by itself, or whether a concerted movement on the part of all the islands the City owns would work out more to the advantage of all of us.

The following is only the most recent of incidents in which Peaks Island has been considered from the point of view of an opportunity to make a profit from land the City owns on the island.

The scene is the waterfront area south of the state-owned Forest City landing; and the skeletal of the wharf beyond, built by the Federal Government during WW II. After the war, when that part of the federal reservation reverted to the island by default, fishermen who had no docks of their own used the abandoned wharf as they needed, informally keeping it in repair as best they could by their own efforts. In spite of what they could do, time, weather, and near misses by Casco Bay Lines boats have taken their toll, so that now the wreck is past safe usefulness, though needed as much as ever, if the ancient fishing industry is to continue on Peaks.

The bank above the shore between the landing and the wreck of a wharf is the winter haul-out area for the boats whose owners do not want to subject them to the risk of winter ice at their moorings.

When the City Assessors went over the list of property on which no taxes were paid because the City owned them, all they could see was the financial value of a patch of waterfront property, along with the contiguous property used as a parking lot since the Gem Theatre burned there in 1936.

When the City of Portland sells property, no public hearing is required. Bids were in by the time Peaks Island tax payers learned what was going on.

It didn't take long for the City fathers to be made aware that that particular shore property is a working part of Portland's shore front, adjoining property desperately needed for parking in connection with Forest City Landing. The plan now is for the City to remove the remains of the old wharf and supply materials for the fishermen to build themselves a new wharf.

That something like this happens at a time when a major thrust of the City is consideration of its waterfront indicates the need for real effort at better communication between the departments of city government,
as well as an effective mechanism devised whereby every resident of the City of Portland has a voice in any action on the part of the City of Portland that concerns him.

Whatever the outcome, Phil Conkling agreed with Irene, that to pursue the course Peaks Island is embarked on is a way to get an accounting from the City of Portland for the best interests of Peaks Island.

We heard from Russell Rehm, who designed a sewage treatment plant for twelve cottages on Macmahon's Island, where no drainage field is possible. It uses hydrogen peroxide, and results in clear water discharge overboard.

We heard all about Andre the Seal from Sue Goodridge Cran.

Among the dozen or so other topics discussed in the program, the one of most immediate interest to Casco Bay was the discussion following the slide presentation on the projected availability by next summer of some of the islands owned by the State of Maine. They will be carefully selected as islands where reasonable camping is not likely to result in ecological degradation; they will be carefully monitored as to the care the public gives them. The five in Casco Bay are Little Snow, Strawberry Creek, Crow, Little Mark and Basin Islands.

We asked about Little Chebeague and Jewell Islands, to learn that the State Department of Parks and Recreation rather than the Department of Public Lands administers them. We were advised to write to Herb Hartmann, Head of the Department of Parks and Recreation, in Augusta, of our concern about the unsupervised over-use of these state-owned islands in Casco Bay.

In his keynote speech, Dr. Steven Young, Director of the Center for Northern Studies, spoke of the Maine islands as Cold Water islands. The Labrador Current hugs the Maine coast all the way, and then circles around in the Gulf of Maine to result in a tongue of arctic climate dipping south further than in other locations along the 45th meridian. It is a mistake for our tourist agencies to try to advertise our Maine shores as beaches comparable even to those on Cape Cod, when the Maine coast has a much more rugged experience to offer those who appreciate our more northern shores.

**DEVELOPMENT APPROVED**

CBIDA joined Long Island Civic Association in going before the Portland Planning Board to support the development plans of the Northland Company for their property on Long Island.

Northland has given the Fowler's Beach property, together with a strip of woodland behind it to the Long Island Civic Association, offered odd lots to the abutters of each one at a reasonable price, and plans to divide its remaining fifty or so acres into seven lots.

**WATERFRONT CHANGES PROPOSED**

The Portland waterfront is under heavy development pressure as developers try to persuade the City Council and Planning Board to allow residential uses all along the waterfront. CBIDA has gone on record as favoring the mixed use working waterfront presently in existence and supporting the needs of fishermen to have their traditional docking space.

Condominiums are already going up on Central Wharf and are planned for Portland Pier where the former Sargent Lord building has been demolished. Currently under scrutiny of the Planning Board is the proposal of Liberty Group for office, retail and residential space on Long Wharf with a highrise garage directly across Commercial Street. Opponents see approval of this project as projecting the canyons of Manhattan onto the Portland waterfront.

Munjoy Hill residents are objecting strenuously to a high-priced residential, retail development in the present industrial area at the corner of India and Fore Streets. A major concern is that low-income people will be rushed out of their traditional neighborhood.

Facing the same sort of tax increase as property values are pushed up out of reach, island residents can sympathize with the Munjoy problems and are also concerned with the impact on the waterfront parking situation already at the crisis point.
ANNUAL MEETING

those involved; however, members were warned that the Association needs to be careful as to the extent of its involvement with issues concerning a single island. It is within CBIDA's purpose to offer concern and support to member islands, but it would not seem appropriate to take sides if an island is divided unless the issue involved would prove a detriment to the entire bay.

WATERFRONT: We have established our interest in the Portland waterfront as a working waterfront, particularly as the appearance of condos on the docks signals increased traffic and parking in the area.

FUTURE: In looking toward the future, Nor-By-East has immediate top priority. CBIDA is also concerned with the wording of the zoning ordinance for Island Business. The present wording provides a wide loophole for residential condominium development in the IB zone without the safeguards, such as they are, of Island Residential Zone 3. In consideration of the fishing interests on the islands, attention needs to be given to the current pressures on the industry both by condominium development and leasing of fishing areas to private groups.

Carl Hall brought the report of the nominating committee and in response to the president's request for further nominations of volunteers, Irving and Virginia Fisher, Great Diamond Island, were added to the slate. Stuart Laughlin's motion that the secretary cast one ballot was seconded by several members and Secretary Gretchen Hall complied.

CLIFFWOOD — HOLLYCLIFF — WHATEVER

Cliff Island is abuzz with the arrival of such big name stars as Bette Davis, Ann Sothern, Lillian Gish and Vincent Price who arrived for the filming on Cliff Island of the movie "The Whales of August."

OFFICERS and STEERING COMMITTEE

President: Jean Dyer
846-4188
Vice-President:
Barbara Paul
846-4758
Secretary: Gretchen Hall
766-3381
Treasurer: Betty Felton
766-3337
Chebeague: Jean Dyer
Marjorie Rice
Cliff: Don Hanson
Johanna von Tiling
Cousins-littlejohns:
Pamela Adams
David Kennedy
Cushing: Sidney Thaxter II
Great Diamond: Irving and
Ginny Fisher
Stuart Laughlin
Merrery Foster
Little Diamond:
Harold Mackett
Sister Nola Wells
Long Island: Betty Felton
Jim and Elizabeth McAleny
Peaks Island: Carl and
Gretchen Hall
Howard Heller
John and Helen
Johnson
Rebecca Lacy
Douglas MacVane
Ted Warren
Star Foundation:
John Crowley
Sturdivant:
Barbara Paul
At Large: Alan Bernstein
Esther Clenott

Billie Sieg, President of the Long Island Civic Association read a letter to the Portland City Clerk, addressing the need of the islanders for a great deal more parking than the 190 spaces planned in the new facility on State Pier. Further discussion indicated the desperate interest of the membership that the Steering Committee continue to press for adequate parking at the Portland waterfront, both for island property owners and their visitors.

City Councilor Esther Clenott was introduced to those who had not met her. She has been a very effective member of Steering Committee and is now a voice for the islands on City Council. Returning to Steering Committee to represent STAR Foundation is John Crowley who will be living in Portland as of October.

The meeting adjourned in time for those heading down the bay to catch the 4:15 boat for Portland to be sure of the 5:30 boat for home.
CBIDA's fiscal year is from September to September. Dues for the current 1986-87 year are now payable. Many members consider the Annual Meeting notice as their yearly bill for dues and send them in either with or without lunch reservations. Some pay at annual meeting.

Mailing costs include paper, copying, handling, and postage and are increasing constantly. Money spent for setting up and mailing out extra bills cannot be used for other projects.

If you have not yet paid your dues, please clip and forward the enclosed together with your check. Your cooperation will conserve our treasury.

Casco Bay Island Development Association 1986-87 Dues

Betty Felton, Box 83, Long Island, Maine 04050

Enclosed please find my check for--

$5 ____________________________ single

$7 ____________________________ couple

membership in CBIDA

NAME _______________________

ADDRESS _______________________

Married 50 years

Portland, Maine, Evening Express,

CBIDA members were among those joining the Revs. Carl and Gretchen Hall in celebrating their 50th wedding anniversary in June. Their children, David Hall and Elizabeth Harmon hosted as Open House at Fifth Maine on Peaks.

Portland Symphony harpist Dorothy Hanson provided a musical accompaniment for daughter Elizabeth who sang. Among her selections was "Over the Rainbow" which was the first song her mother taught her.

State Representative Edie Beaulieu presented the couple with legislative congratulations. In recognition of the faithful service Carl and Gretchen have given to CBIDA, President Jean Dyer, on behalf of the organization, presented them with a $50 gift certificate to the Art Gallery.
By BOB CUMMINGS
Staff Writer

AUGUSTA — The proposed development of Great Diamond Island has been rejected by the Board of the Department of Environmental Protection — at least in the form proposed by Dictar Associates.

The board voted unanimously Wednesday to reject the recommendations of its professional staff that the project be approved.

But members delayed a final decision to give the developer a chance to amend its application.

A majority of the board said they probably would favor a smaller project, involving only the buildings of abandoned Fort McKinley.

John Bateman, a partner in the $18 million project, reacted angrily to the board's rejection.

"No comment," he snapped, when asked after the vote if a smaller project would be financially feasible.

Later in a conversation with the department staff, Bateman referred to the board suggestions as "a cockamamie idea."

His attorney, William Plouffe, later said the company would file an amended application "within two weeks should we decide to avail ourselves of the opportunity."

A majority of the board said the developer had failed to "sustain his burden of proof" that the project would not damage the natural environment and would not further complicate downtown Portland and island traffic and parking.

"Parking remains a real problem," said board member Kim Matthews of Freeport.

Matthews also worried about the plans to discharge 60,000 gallons a day of treated sewage into the waters off the island.

Board member Edward Laverty suggested that a smaller project involving only the buildings of the abandoned fort might have a better chance of being approved.

That portion of the project had previously been approved by the Portland Planning Board.

The developers had sought an expanded project approval from the state board.

In addition to the 137 condominium units planned for the fort buildings, Dictar wanted to sell 74 lots for single family homes, as well as making space available for a large restaurant and other commercial businesses.

An expanded project is also being considered by the Portland Planning Board, but no decisions have been made as yet.

Casco Bay Island Development Association Inc.
P.O. Box 62
Peaks Island, Maine

Address Correction Requested