

shots
a.k.
7/1/90 and

Cardland Water Dist
84-R-1 thru 6
4-20

Grake Island
Conditional Use.
June 7, 1990

84-R-1 thru 6
4-20

Act 11 Jensen

1. Sanborn ✓
2. Res ✓
3. Test Abuts ✓
4. Test Abuts ✓
5. Ins Abuts ✓
6. Sub 1 owner ✓

way

Aug 2, 1990

1493405
1493405
1493405

KENYON OIL CO.
XTRA MART
865 BRIGHTON AVE.
PORTLAND, ME.
OCTOBER 10, 1990

ZONING BOARD OF APPEALS
ZONING OFFICE
ROOM 315 PORTLAND CITY HALL
PORTLAND, ME 04101

Re: RESPONSE TO DALE MILES, REQUEST FOR VARIANCE

DEAR MEMBERS OF THE BOARD,

XTRA-MART STRONGLY OPPOSES A ZONING USE
VARIANCE, AS REQUESTED BY DALE MILES OF
873 BRIGHTON AVE.

IN SECTION 14-162 OF THE CITY'S B-1
ZONE REGULATIONS, GASOLINE SALES ARE EXCLUDED,
AND IN SECTION 14-163, CONDITIONAL USES,
GASOLINE SALES ARE NOT LISTED.

XTRA MART INSTALLED GASOLINE PUMPS
WHEN THIS WAS A PERMITTED USE, AND KNOWING
THAT ONE GASOLINE LOCATION WOULD NOT CREATE
ANY CONGESTION OR HAZZARD TO THE MOTORING
PUBLIC.

HOWEVER WITH TWO GASOLINE OPERATIONS
THIS CLOSE TOGETHER, WE FEEL TRAFFIC WOULD
BE ADVERSELY AFFECTED, CAUSING DANGER TO
THE MOTORING PUBLIC, NOT ONLY ON BRIGHTON
AVE, BUT TO THE TRAFFIC ON THE SIDE
STREET WHICH ABUTTES BOTH LOCATIONS.

SINCERELY YOURS

JOSEPH F. BROWNE
REAL ESTATE MANAGER



Oct. 9, 1990 (Tues)

Mr. Maxwell Seltzer
Zoning Board of Appeals
City Hall
389 Congress St
Portland
Maine

Dear Mr. Seltzer

As a Peaks Island resident I feel very certain, and favor the plan to construct a Sewerage Treatment Plant on the South side of Welsh St. At Forest City Landing, Peaks Island.

I feel it is very important that Peaks Island achieve the capability of treating its own sewage at the earliest possible date, for the benefit of not only the Island's community but also the Harbor's ecological system and marine health.

We're living in a Society that comes close to demanding instant gratification; I cannot visualize, presently, the luxury of having a Mainland treatment plant accepting Peaks Island's sewage; maybe sometime in the distant future, with careful, unhurried planning.

I understand the East-end Plant does become over-saturated during severe weather conditions.

There are other fields that must be evaluated, that I think are part of the formula, such as the National Economy,

11

Federal and State money sources; local
economic factors and taxations formul-
as. I do know taxes never or rarely
decline. Peaks Island will have a heavy
burden to bear; How much?

Peaks Island must achieve the capab-
-ility to treat its own sewerage before
looking for an alternate capability on
the Mainland.

Sincerely

Bob McVane
45 Chestnut St.
Peaks Island
Maine 04108

CITY OF PORTLAND, MAINE
MEMORANDUM

TO: Gerry Pelletier, Data Processing
FROM: Warren Turner, Administrative Assistant
SUBJECT: Labels for Portland Water District - 84-R-1 thru 6 and 20-Append AGAIN!!!

DATE:
June 21, 1990

May we please have the following labels:

84-I 84-J 84-K 84-L 84-M 84-P
84-Q 84-R 84-AA

THANKS

THANKS

THANKS

/el

CITY OF PORTLAND, MAINE
MEMORANDUM

TO: Gerry Pelletier, Data Processing
FROM: Warren Turner, Administrative Assistant *Warren J. Turner* DATE: May 17, 1990
SUBJECT: Labels for Portland Water District - 84-R-1 thru 6 and 20-Appeal

May we please have the following labels:

84-I ✓ 84-J ✓ 84-K ✓ 84-L ✓ 84-M ✓ 84-P ✓
84-Q ✓ 84-R ✓ 84-AA ✓

53 notices

THANKS

THANKS

THANKS

/el

ret'd
H. Rice
Don. Wright
Phil Barbrick
Rob. Stinson

San Jo. Contine

CASS WILLIAM LEO
P IN P
389 CONGRESS STREET
PORTLAND MAINE
084 - P-003

04101

CITY OF PORTLAND, MAINE
MEMORANDUM

TO: Gerry Pelletier, Data Processing
FROM: Warren Turner, Administrative Assistant
SUBJECT: Labels for Portland Water District - 84-R-1 thru 6 and 20-Arpeal

DATE: June 8, 1990

May we please have the following labels:

84-I

84-J

84-K

84-L

84-M

84-P

84-Q

84-R

84-AA

52

THANKS

THANKS

THANKS

/e1

BROWN JAMES WW II YET
E AMELIA M JTS
P O BOX 46
PEAKS ISLAND ME
084 - AA-073

04108

CAIGHAN DENNIS H &
GEORGETTE B GINGRAS
JTS BRACKETT AVENUE
PEAKS ISLAND MAINE
084 - K-011

04108

CARTER G WILLIAM III
E FARBARA ANN JTS
158 HIGHLAND AVE
WINCHESTER MA
084 - M-001

01890

IVERS, RICHARD D &
PATRICIA J JTS
VARNEY HILL RD
WINDHAM, ME
084 - P-004

04062

COTTON GEORGE B &
GLORIA L
22 SURRY LANE
LEWISTON ME
084 - R-009

04240

ESKOWITZ LEONARD
IRVING ET AL
40 HILTON ST
ARLINGTON MASS
084 - R-012

02174

FEENEY JOHN E SR ETAL
JTS - FEENEY'S MARKET
SPRUCE AVE
PEAKS ISLAND, MAINE
084 - Q-001

04108

GALLAGHER JENNIFER B
114 WARREN AVE
MYSTIC CT

084 - K-009

06355

HARMON JAMES E &
KENDY L JTS
59 CURTIS RD
PORTLAND, MAINE
084 - I-001

04103

HELLER BETTY D &
HOWARD U JTS
SEASHORE AVE
PEAKS ISLAND MAINE
084 - O-004

04108

HORTON ELLEN L &
JOHN JTS
OAKLAND AVE
PEAKS ISLAND ME
084 - K-002

04108

ANDERSON JOHN A III
ISLAND AVE
PEAKS ISLAND ME

084 - M-009

04108

BAIRD DONALD G
GREEN COD ST
PEAKS ISLAND MAINE

084 - R-028

04108

BLANEY LOCKHART H
25 ADAMS ST
PEAKS ISLAND MAINE

084 - M-006

04108

BONN WILLIAM A &
JOHN C ZAHONSKY JTS
203 W NEWTON ST
BOSTON MA
084 - K-010

02116

BOYD RICHARD F
EPPS ST
PEAKS ISLAND MAINE

084 - J-006

04108

BROOKMAN GARY M &
TATYANNA SEREGIN JTS
ISLAND AVE
PEAKS ISLAND ME
084 - J-004

04108

DAVID S
ND AVE
AKS ISLAND MAINE

084 - M-010 04108

NUTTING MAXWELL E
WV 11 VET
ADAMS ST
PEAKS ISLAND ME
084 - M-005 04108

O'SULLIVAN ALICE C &
LOUISE G JTS APT 46
ESCO KENNEDY BLVD EAST
NORTH BERGEN NJ
084 - M-007 07047

FAINE DEBORAH JO
ISLAND AVE
PEAKS ISLAND
MAINE
084 - R-008 04108

PAPPO ALICE MACVANE &
JOSEPH R PAPPO ET AL
JTS 54 COTTAGE FARMS
CAPE ELIZABETH MAINE
084 - P-002 04107

PARKER CAROLYN T
ISLAND AVE
PEAKS ISLAND MAINE
084 - R-030 04108

PARKER EDWARD &
FERN E
BRACKETT AVE
PEAKS ISLAND, MAINE
084 - J-001 04108

ROCKWELL DENNIS W &
PATRICIA A JTS
WELCH ST
PEAKS ISLAND MAINE
084 - K-016 04108

PETERSON JOHN B &
SYLVIA A OR SURV
ADAMS ST
PEAKS ISLAND ME
084 - M-007 04108

PLANTE CATHERINE E
ETAL
ISLAND AVE
PEAKS ISLAND ME
084 - P-001 04108

REPETA THOMAS J AND
JOANN C JTS
69 MUNJOY ST
PORTLAND ME
084 - K-001 04101

JACKSONS SERVICE
CENTER INC RR 2 BOX (2)
117 STAPLES PT RD
FREEPORT ME
084 - L-007 04032

KELLER ARTHUR H &
E ELIZABETH JTS TRUST
P O BOX 8
PEAKS ISLAND MAINE
084 - R-032 04108

KENNEDY HARRIS W &
DONALD G
27 BROADWAY
PORTLAND ME
084 - R-018 04103

LAGOULIS JAMES &
GEORGE & CLARK JR TRS
72 STATE ST
NEWBURYPORT, MA
084 - Q-002 01950

LAGOULIS JAMES &
GEORGE & CLARK JR TRS
JONLS LNDG WELCH ST
PEAKS ISLAND MAINE
084 - Q 003 04108

LYONS DAVID A
BOX 340
LONDONDERRY NH
084 - L-001 03053

MACDERMOTT JOHN T. &
JANE C JTS
ISLAND AVE
PEAKS ISLAND MAINE
084 - Q-010 04108

MALONEY JOHN F &
NANCY A JTS
94 GRANDVIEW ST
SPRINGFIELD MA
084 - R-010 01118

MOUNTFORT CARROLL W
WV1 VET
BRACKETT ST
PEAKS ISLAND ME
084 - K-012 04108

MCCARTHY KATHLEEN
28 ADAMS ST
PEAKS ISLAND MAINE
084 - M-004 04108

PEAKS ISLAND LIONS
CLUB
GARDEN PLACE
PEAKS IS ME
084 - AA-001 04108

PORTLAND CITY OF

084 - R-001 04101

RANDALL EARL MACNEILL
POST #142 AMERICAN
LEGION INC
PEAKS ISLAND ME
084 - K-004 04108

RANDALL & MCVANE POST
#142 AMERICAN LEGION
INC PEAKS ISLAND ME
084 - K-014 04101

SPEAR ROBERT R
& LORRAINE W JTS
HADLOCKS COVE
PEAKS ISLAND ME
084 - P-006 04108

STANTON LESLIE S WWII
VET & MILDRED F JTS
OAK AVE
PEAKS ISLAND ME
084 - R-011 04108

STEVENS ROBERT L
BRACKETT AVE
PEAKS ISLAND ME
084 - J-002 04108

STIMSON ROBERT G &
MARY T JTS
P O BOX 4711 OTS
PORTLAND ME
084 - I-008 04112

SULLIVAN JANICE P
WID WWII AVET ETAL
OAK AVE
PEAKS ISLAND ME
084 - R-013 04108

3 WALSH ROSEANN &
EDWARD F
EPPS ST
PEAKS ISLAND MAINE
081 - I-011 04108

WEINTRAUB PHYLLIS S &
CARROLL C. SPAFFORD
11 RIVERSIDE DR #12LW
NEW YORK NY
084 - L-012 10023

4 WILDER AURORA B &
DONALD A JTS
EPPS ST
PEAKS ISLAND ME
084 - I-004 04108

5 WILLARD EUGENE
EPPS ST
PEAKS ISLAND ME
084 - I-005 04108

WRIGHT DONALD &
MARY C JTS
14 MASSASCOT DR
LEICESTER MA
084 - K-006 01524

MAINE PORT AUTHORITY
C/O RUSSELL SPINNEY
TRANS. BLDG. STATION 16
AUGUSTA, ME
084 - R-023 04333

Carland Water Sect.
84-R-1 thru 6
20

- (13) In Addition to Labels D. P.
-24 Clement L. & Faytha Voyer
Greenwood St. C. I. 04108
- (6) -12 Mary O. Harrison
Adams St. C. I. 04108
- (7) -13 Charles F. & Christine Kahill
31 Old Neck Rd. Scarsboro 04074
- (6) -15 Thomas W. & Dorothy Wilson
116 Lyman Rd. Milton Mass 02186
- (9) -16 Philip J. Barbrick John Napolitano
18 ~~Adams St~~ 04101 196 Emory St 04102
- (10) -17 Susan & William Hollenbach
780 Dawson Ave. Hanover, PA 17033
- (11) -20 Elizabeth B Van Wyck
Adams St P. I. 04108
- (12) -21 Barry T. & Cheryl M. Shaw
Welch St P. I. 04108
- 19 Dup. Van Wyck
- A-9 David Wiedemann ret'd
Cor Welch & Adams St D. I. 04105
- max

CITY OF PORTLAND, MAINE
MEMORANDUM

TO: Ger. Pelletier, Data Processing
FROM: Warren Turner, Administrative Assistant
SUBJECT: Labels for Portland Water District - 84-R-1 thru 6 and 20-Apr, 11

DATE:

~~Sept 21, 1990~~

Sept 4, 1990

AGAIN!!!

May we please have the following labels:

84-I 84-J 84-K 84-L 84-M 84-P
84-Q 84-R 84-AA

THANKS

THANKS

THANKS

rel

CITY OF PORTLAND, MAINE
MEMORANDUM

TO: Gerry Pelletier, Data Processing
FROM: Warren Turner, Administrative Assistant *Warren Turner* DATE: Sept. 24, 1990
SUBJECT: Labels for Portland Water District 84-R-1 thru 6 and 20 Peaks Island Appeal

May we please have the following labels AS SOON AS POSSIBLE

84-I ✓

84-J ✓

84-K ✓

84-L ✓

84-M ✓

84-P ✓

84-Q ✓

84-R ✓

84-AA

58 notices

THANK YOU

THANK YOU

THANK YOU

CITY OF PORTLAND, MAINE
ZONING BOARD OF APPEALS



MERRILL S. SELTZER
Chairman

JOHN C. KNOX
Secretary

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THOMAS F. JEWELL
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DEWEY MARTIN

PUBLIC NOTICE

The afternoon session of the Board of Appeals scheduled for 3:30 P.M. in Room 209, City Hall, Portland, Maine, on Thursday afternoon, August 2, 1990 has been cancelled, in accordance with a request by Mr. W. Daniel Jellis, Director of Engineering for the Portland Water District. The evening session will be held at 7 P.M.

At the request of the Director of Engineering for the Portland Water District, the conditional use appeal for a sewage treatment facility at Island and Welch Streets on Peaks Island in the ROS Recreation and Open Space Zone will be postponed to the August 16th meeting of the Board of Appeals.

Merrill S. Seltzer
Chairman

Peaks sewage standards may change

• A City Hall hearing Tuesday will air proposals for dealing with island waste.

By CLARKE CANFIELD
Staff Writer

With stricter standards on the books, officials say they can lessen the chance that substandard disposal systems will pollute groundwater, shoreland and Casco Bay.

Peaks Island homeowners would have to modernize their waste disposal systems when they sell or enlarge their homes, under a proposal sparked by growing concern about faulty waste disposal systems on the island.

Nearly four out of five homes on the island now use septic systems, cesspools or direct discharge pipes to get rid of their waste.

With stricter standards on the books, officials say they can lessen the chance that substandard disposal systems will pollute groundwater, shoreland and Casco Bay.

"A lot of the houses are older houses, so a lot of the systems have not been upgraded over the years," said Richard Knowland, a senior planner with the Portland Planning Department who has been working on the proposals. "A lot of the houses were seasonal and now they're being converted to year-round, and I'm sure the systems have not been upgraded to address the change in the use of the property."

A public hearing on the proposals, which are targeted at Peaks Island but may end up affecting all of Portland's islands, will be held at 3 p.m. Tuesday in Room 203 at City

Hall.

Peaks Island resident Gene Taylor last year chaired a committee of islanders that compiled a report for the city about future zoning issues on the island. He feels most islanders favor the rules.

It is important, he said, to make sure sewage is disposed of properly as the number of homes being built, expanded or converted to year-round use increases.

"It's for the good of all of us," he said.

About 180 homes on the island are connected to the "city sewer system," which

collects and sends untreated sewage into the bay from two pipes. The other 680 or so homes have septic systems, cesspools or their own discharge pipes.

Island sewage running straight into Casco Bay has become a bigger issue on the island in recent weeks after testing revealed that bacteria levels at three beaches exceeded state standards for safe swimming. The Portland Water District also has plans to build a new sewage treatment plant on the island for the 180 homes on city sewer, although many residents want the sewage pumped to the district's mainland treatment plant.

The proposals under consideration, which are amendments to the city's plumbing code and zoning ordinances, would require that:

- Homes with septic systems that lack state septic permits must have their soils tested

Please see SEWER, Page 2C

SEWER

Continued from Page 1C

and a new disposal system designed in case the existing system malfunctions. This rule would take effect when the home is sold or expanded. Knowland said a typical septic tank system would cost \$8,000-\$12,000.

- Cesspools or discharge pipes must be replaced with modern waste disposal systems when the home is sold or expanded.

- New wells must be at least 100 feet from existing septic systems.

Much of Peaks Island is rocky and not suitable for septic tanks, but state regulations allow alternative waste systems if septic is not workable.

"I guess the last resort if you have no capability of a septic system is a holding tank and have that pumped out periodically," said Alex Jaegerman, chief planner of the planning department.

INCORPORATED INTO COMPREHENSIVE PLAN BY CITY COUNCIL: 10/16/89

PORTLAND SHOREWAY ACCESS PLAN

SUBMITTED TO:

PORTLAND CITY COUNCIL
RONALD J. DORLER, MAYOR
LINDA E. ABRONSON
EDWARD J. BEUNSTEIN
JOSEPH D. CASALE
ESTHER B. CLENOTT
ROBERT D. LEE
CHERYL A. LEEHAN
J. DONALD MAC WILLIAMS
PAMELA P. PLUMB

PORTLAND PLANNING BOARD
JACK D. HUMENIUK, CHAIRMAN
BARBARA A. VESTAL, VICE CHAIRMAN
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JOSEPH R. DE COURCEY
MICHAEL J. FENTON
JADINE O'BRIEN

CITY MANAGER
ROBERT B. GANLEY

FINANCIAL ASSISTANCE FOR PREPARATION OF THIS DOCUMENT WAS PROVIDED BY A GRANT FROM MAINE'S COASTAL PROGRAM, THROUGH FUNDING PROVIDED BY U.S. DEPARTMENT OF COMMERCE, OFFICE OF OCEAN AND COASTAL RESOURCE MANAGEMENT, UNDER THE COASTAL ZONE MANAGEMENT ACT OF 1972, AS AMENDED.

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NOVEMBER 1987

PREPARED BY:

MITCHELL • DEWAN ASSOCIATES
70 CENTER STREET
PORTLAND, MAINE

MARKET DECISIONS, INC.
22 COTTAGE ROAD
SOUTH PORTLAND, MAINE

IN CONJUNCTION WITH THE CITY OF PORTLAND:

DEPARTMENT OF PLANNING AND URBAN DEVELOPMENT
JOSEPH E. GRAY, DIRECTOR
ALEXANDER JAEGERMAN, CHIEF PLANNER
RICHARD KNOWLAND, SENIOR PLANNER

DEPARTMENT OF PARKS AND PUBLIC WORKS
GEORGE FLAHERTY, DIRECTOR
BENJAMIN O'REILLY, SUPERINTENDENT OF PARKS AND ISLAND SERVICES

DEPARTMENT OF HEALTH AND HUMAN SERVICES
LARRY MEAD, RECREATION SUPERINTENDENT

POLICE DEPARTMENT
LT. DOUGLAS COLE

CORPORATION COUNSEL
NATALIE BURNS, ASSOCIATE CORPORATION COUNSEL

3.2 CASCO BAY ISLANDS

INTRODUCTION

The Casco Bay Islands are a unique natural resource. Their potential as an open space and recreation resource provides a unique backdrop to the more urban character of the Mainland. While the islands are physically separated by water, they have not been isolated from development pressures of the Mainland. The "Portland Island Land Use and Zoning Study" prepared in 1985 by the Greater Portland Council of Governments and the City of Portland, Department of Planning and Urban Development recognized the development pressures on the islands and established land use plan goals and policies accordingly. The Shoreway Access Plan begins to specifically address the concerns expressed in two of the five adopted policies which are:

The City should adopt a policy of considering the islands as unique and valuable natural areas whose primary use is as seasonal residential and recreation areas. Appropriate year round development should be encouraged provided that the issue of municipal services delivery can be addressed.

The City should improve open space and recreational opportunities on the islands to address the needs of residents and visitors. The City should encourage the retention and expansion of pedestrian access to the shoreline including acquisition of shoreline easements.

This study focused on the evaluation of shoreway access opportunities on Peaks, Long, Little and Great Diamond Islands. These islands were studied because of their current accessibility by public ferry and their larger resident and visitor population. Recommendations for the islands, for the most part, were based upon field investigation and relied heavily on conversations with representatives of island organizations. This section of the study conveys both the general recommendations for the islands and elaborates on the island specific recommendations as depicted on the Shoreway Access Master Plan.

GENERAL RECOMMENDATIONS

PUBLIC SHELTER. A suitable public shelter should be developed at each ferry landing to serve the needs of residents and visitors alike. The shelter should be a simple seasonal structure to include restrooms, interpretive material, water fountains, and an island directional sign. Public restrooms and water fountains are not generally available on the islands which is inconvenient not only for the recreationist, but also for the few merchants and restaurants who have facilities available. The directory sign should highlight the route of the Shoreway Access Trail, significant historical and cultural features, and a listing of island businesses. The signs could also list where a copy of the trail map could be purchased on the island. The sign could serve as a community bulletin board to post upcoming events. Signs on the island should be kept to a minimum. Signs at the landing and smaller versions at the need for signs along the existing roads.

would be minimized. Trail marking in wooded areas could be accomplished with a non obtrusive, low cost, low maintenance materials.

ISLAND CONSERVATION COMMITTEES. The City should support the efforts of organizations such as the Casco Bay Island Development Association (CBIDA), the Long Island Civic Association and the Oceanside Conservation Trust of Casco Bay in acquiring easements and land for recreation and open space purposes. An important role of these organizations could be to help organize volunteer efforts for the construction, maintenance and management of the trail system and open space resources.

ABANDONED CAR REMOVAL. Many of the undeveloped areas that could provide future open space and recreational opportunities have become graveyards for abandoned cars. The City should allocate money to remove cars from areas affected by the Shoreway Access Trail, and install vehicular blockades to minimize recurrence.

PARTICIPATION IN THE SHOREWAY ACCESS TRAIL SYSTEM. The Shoreway Access Trail System follows primarily existing roads or paths that provide visual and physical water access. There are many undeveloped private parcels that are shown on city plans having streets to the waters edge, but are not depicted on the master plan. Proposals for development along shoreway areas should conserve public access opportunities to the water. Although a given right of way may not be designated as part of the trail system such rights of way represent a significant resource. As the population grows and recreation needs change, these rights of way could provide for further linkages to the shore.

SPECIFIC RECOMMENDATIONS

Specific information is provided for Peaks, Long, Great Diamond and Little Diamond Islands to assist the City in evaluating the shoreway access open space opportunities on each of these islands. A similar format of outlining critical points used for the mainland planning unit was also applied to the description of the islands (See Section 3.0 for an explanation of the "critical points"). These descriptions along with the master plan (see back pocket of this report) and site plans accompanying this section document existing conditions, recommended recreational use and related improvements specific to each island.

PEAKS ISLAND

LOCATION Proposed trails include a meter route and a central trail from the ferry landing to the opposite side of the island, as well as secondary interior trails which primarily follow existing roads and paths.

CURRENT LAND USE Undeveloped City parks, undeveloped State preserve, single family residences, small businesses, undeveloped Maine Audubon land.

OWNERSHIP Private residential lots City of Portland, State of Maine, Maine Audubon Society, Star Foundation

CULTURAL FEATURES

- Architecturally significant cottage style residences
- military installations and barracks

NATURAL FEATURES Shoreline character is predominantly mixed sand and gravel on the western shore and gravel beaches on the eastern shore with occurrences of rocky/boulder ramps on the eastern and southern coastline. Vegetation on the island is dominated by coniferous forest and boggy cypress swamps and ponds on the eastern side of the island. Bedrock near the surface contributes to the poor drainage in these areas. Some of the more distinctive natural features of Peaks include the following: Torrington Point (a rocky headland listed on the State's Natural Areas Inventory as a scenic coastal vista point), Preserve, the wetlands of the Star Foundation property, Notable but not as outstanding are the gravel beaches at the City Landing and Evergreen Landing.

VISUAL QUALITIES High to low. On the whole, the island has high visual qualities due to its intrinsic natural and cultural features. The endemic homes along the network of roads leading to the public landing, village store and restaurant contribute to the public land village image. Along the proposed shoreway access route beyond the island's visual interest. The settings of Ice Pond, Brackett Fish Pond, the woodland of the Daevis Sanctuary, the changing coastline geology, and the wetlands of the Star Foundation are prime examples of the scenic beauty the island has to offer. The island is also an exceptional vantage point for views of Portland's skyline and outward across the Atlantic Ocean. Areas along the proposed route suffering from a lack of management or supervision, resulting in low visual quality includes the City land fill, an abandoned borrow pit, vandalism of Star Foundation property, and a collection of abandoned cars on City property.

CURRENT ZONING

- ROS Recreation open space
- I - R2 Island Residential
- I - R1 Island Residential
- I - B Island Business

CURRENT LEVEL OF ACCESS Public pier on the south westerly side of the island is serviceable, BUTD and is connected with island roadways. Reconstruction of a pier at the site of the old army pier will provide additional public access.

DEVELOPMENT PRESSURE The greatest potential is for infill development on recorded residential lots and conversion of seasonal homes to year round residences.

DEVELOPMENT on recorded residential lots and conversion of seasonal homes to year round residences.

ANTICIPATED USE Residents and visitors exploring the island. Residents have noted the increase of visits from area grade schools as well as guided walks by Maine Audubon Society, and the Maine Section of the Appalachian Club.

INTERCONNECTION Existing paved and gravel roads and established shoreway paths are interconnected with one another. In a few selected locations new trails are recommended in order to make the connection more direct or the trail more pleasurable for walking.

MASTER PLAN DESCRIPTIONS AND RECOMMENDATIONS

MUNICIPAL LANDING The ferry landing, the new public pier under construction and the City owned land now being used as a parking area should be redesigned to serve as a gateway to the island. A more efficient parking layout may accommodate the same amount or more cars in less area. Reclaimed space could be regraded and vegetated providing a setting for the proposed public shelter (see General Recommendations) and a walkway and seating area leading to the new public pier.

ISLAND BIKE ROUTE The bike route proposed follows existing paved roads that include Island Avenue, Seashore Avenue, and Whitehead Street. Any future improvements to these main roads should include either an extended paved shoulder with marked pedestrian lane marked or an unpaved traversable surface off the road to accommodate pedestrians and bikes.

CITY LANDING AND BEACH A gravel beach, approximately 500' in length accessible from Welch Street.

EVERGREEN LANDING BEACH A sand and gravel beach, approximately 300' in length accessible from the dead end of Island Avenue.

WHALEBACK WALK Proposed inland primitive trail across undeveloped private property connecting Evergreen Landing Beach and the Daevis Sanctuary. The proposed route would be via Brook Lane across the side lot line of six undeveloped lots to Reed Avenue. Daevis Sanctuary Shoreway Foot Trail begins in the northernmost area of the property.

DAEVIS SANCTUARY A Maine Audubon Society, seven acre parcel on the Northeastern shore of Peaks Island is approximately 1,000 feet of frontage on the Atlantic. No M.A.S. property has been developed on the sanctuary though the existing area is maintained by an unknown party. It is currently being used by M.A.S. for day hiking and nature observation.

SEASHORE AVENUE ESPLANADE Any future improvements to this road should include either an extended paved shoulder with marked lanes for bicycles and pedestrians or an unpaved off road shoulder to accommodate bikes and pedestrians. There are gravel pull-offs with trash barrels. These pull-offs could be improved upon by limiting some to parking and others to pedestrian use with rustic benches and re established native plant material.

ISLAND CONSORTIUM A secondary interior trail system based upon existing and proposed foot paths that traverses land owned by the City, State, Maine Audubon Society and the Star Foundation. See Section 4.3 for a discussion of this proposal.

BRACKETT AVENUE PARKWAY Any future improvement to this road should include either an extended paved shoulder with marked pedestrian and bicycle lanes or an unpaved traversable surface off road to accommodate pedestrians with state & city land holding adjacent to Brackett Avenue.

TORRINGTON POINT, TORRINGTON TRAIL, BRACKETT POINT A side loop of the Island Bike Route & Seashore Avenue Esplanade that features an existing bathing beach, scenic vistas of Portland and an historical cemetery.

RECEIVED

AUG 16 1990

PEAKS ISLAND NEIGHBORHOOD ASSOCIATION
P. O. BOX 92
PEAKS ISLAND, MAINE 04108

PORTLAND PLANNING OFFICE

August 3, 1990

Peter O'Donnell, Mayor
City of Portland
389 Congress Street
Portland, Maine 14101

Dear Mayor O'Donnell:

On behalf of the Peaks Island Neighborhood Association, I am writing to you and to City Council to ask for your assistance as we seek a solution to our wastewater treatment problem.

At the Neighborhood Association Meeting on Thursday, July 26, the membership (with over 50 present) voted (with one against) to support the idea of pumping the wastewater to the East End treatment plant in Portland instead of building a treatment plant on the Island. While we recognize the urgent need for treatment of the waste currently discharged overboard, the proposed location of a treatment plant at the doorway to our Island disturbs many people for obvious and often-stated reasons. Yet location elsewhere would be more costly (further to pump) and objectionable for different reasons, i.e. harmful to Island ecology.

Thus we reiterate the request of our Steering Committee (in letters sent April 26, 1990 to George Flaherty and Joseph Taylor) that serious consideration be given to the pumping alternative and that the comparative figures for construction and maintenance of the two options be re-examined. If the long-term projected costs should be close or equal, then it would seem to be to everyone's advantage to pump rather than treat on the Island.

Also at the 7/26/90 P.I.N.A. Meeting, the membership voted unanimously to request that the City address the seepage problems affecting the 80% of the Island not on City sewer. It is our hope that septic wastewater could somehow be separated from solids, and, for a fair user fee, be "bled" into a pumping system. It is true that many Peaks Island septic systems need upgrading, but it is also true that pump-out must be available at an affordable cost or it will not be done until the situation is desperate and groundwater is polluted.

We hope to work with you as we all seek a solution to this most serious problem. Thank you for your attention.

Sincerely,

cc. City Council
Planning Board
Zoning Board of Appeals

Baron Taylor, President
P.I. Neighborhood Ass'n.

August 8, 1990

Mr. Merrill Seltzer
Zoning Board of Appeals
City Hall
Portland, ME 04101

Dear Mr. Seltzer,

As a resident of the City of Portland, a summer resident of Great Diamond Island and owner of a boat in Casco Bay, I am interested in the sewage plant on Peaks Island and the effect it will have on the water of the bay.

The risk of pumping waste to the mainland through the anchorage would be a dangerous choice. To pump to a different area on the Island would be to upset another group and add to the expense. The present plan is the most practical and could only improve the appearance as one approaches the Island.

It is against the law to have raw sewage go into the ocean. I would like to see the City obey the law, since in this case it is our bay that will benefit.

Sincerely,

Edmund B. Gomes

Edmund B. Gomes
20 Crestview Dr.
Portland, ME 04103

Mr. Merrill Seltzer
Zoning Board of Appeals
City Hall
Portland, ME, 04101

Great Diamond Island
Portland, ME, 04109
October 11, 1980

Dear Sir:

This is to request that the Zoning Board of Appeals act to avoid delay in cleaning up the water in Casco Bay which surrounds Great Diamond Island. Clean water in the bay is long overdue. If, as I understand, the Peaks Island waste treatment plant is state of the art technology, is funded and ready to go, how can anyone seriously consider throwing away this opportunity for an unproven and unlikely possible alternative at some unknown future date?

What is the gain to the common good of continuing to dump raw sewage in the bay at Peaks a day longer than absolutely necessary - especially when a perfectly practical means to stop that dumping is available now?

Sincerely,

C. J. Stockman

Charles J. Stockman

HUMBOLDT NATIONAL GRAPHICS, INC.

RECEIVED

JUN 13 1990

PORTLAND PLANNING OFFICE

David S. Norton
Island Avenue
Peaks Island, ME 04103

June 15, 1990

Mr. W. Daniel Jellis
Director of Engineering
225 Douglas Street
Portland, ME 04101

Dear Dan,

As a follow-up to our conversation of the morning, I want to clear up any confusion regarding our desire to meet with you to further discuss the Peaks Island sewage treatment facility.

I attempted to contact you Friday, June 8, to arrange a meeting. You were out of the office and I left a message on your answering machine. On Monday, I spoke with Mayor Peter O'Donnell in hopes of having him arrange a meeting between Joe Taylor, yourself, George Flaherty, and representatives of Peaks Island. After many phone calls with Peter, I was led to believe that you were not available June 11-15 and that you would only be available the Thursday afternoon prior to the hearing.

I am obviously very frustrated that this matter has dragged out this long. We will make ourselves available to meet with you on Thursday, June 21, but do want to make it clear that delaying this meeting so that it happens only hours prior to the hearing is very unsettling.

I hope that this recap clears up any confusion as to my position.

Best regards,

David S. Norton

David S. Norton

DSN/lrm

cc: Mayor Peter O'Donnell

Merrill St. Seiden, Chairman, Zoning Board of Appeals

ATTACHMENT A

City of Portland, Maine
IN THE CITY COUNCIL

(18) 17-6/06/90

AMENDMENT TO PORTLAND CITY CODE
§14-231 (ZONING ORDINANCE)
RE: AUTO BODY REPAIR IN THE I-1 ZONE

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF PORTLAND, MAINE
IN CITY COUNCIL ASSEMBLED AS FOLLOWS:

Section 14-231 is hereby amended as follows:

Sec. 14-231. Use.

No building or structure shall be erected, enlarged, rebuilt, relocated or used, and no premises shall be used, in an I-1 zone for any use injurious, noxious, or offensive to a neighborhood or the community by reason of the emission of odor, fumes, dust, smoke, vibration or noise or any other cause according to the criteria of section 14-232 or for any of the following uses:

(9) Off-street parking and all types of garages except:

i. where accessory to conforming principal uses on the same premises, or to residential uses existing on June 5, 1957; or

ii. parking structures consisting of two (2) or more levels; or

iii. auto body repair and paint shops, provided that all repairs are performed and all material storage is located in fully enclosed structures. Screening shall be provided for outside storage of vehicles.

0017

AMENDMENT TO PORTLAND CITY
CODE, SECTION 14-231, (ZONING
ORDINANCE) RE: AUTO BODY REPAIR
IN THE I-1 ZONE

(Planning Board, Barbara Vestal, Chair)
IN THE CITY COUNCIL

June 6, 20

19__

Given first reading.
June 18, 1990-Removed from the table. Given
second reading and enacted, 8 Years.

Attest:

Joan Ruggieri
City Clerk.

Gretchen Hall
20 Lower A Street
Peaks Island, Maine 04108

October 8, 1990

Dear Mr. Seltzer,

I agree most heartily with the editorial in the Sept. 18th Evening Express, suggesting that the reasons for denying the siting for the Peaks Island treatment plant were less than compelling. The Express printed my commendation in a following issue. A number of my Peaks Island friends have told me that they also agree with the editorial. Unfortunately, my friends happen to be among the older and less articulate residents of Peaks Island, who did get their courage up to speak to me.

Questions have arisen since among us as to the impact of the noise of an appropriate pumping station on the neighborhood, questions inspired by the current noise from laying the new sewer pipes. Which would be harder for us to take, a possible occasional odor or the constant beat of a pumping station?

A more serious question is as to the consequence of the loss of power on the island.

What about the possible course of a pipeline through or around the anchorage of Diamond Roads? I certainly wouldn't want to be aware of a pipeline being within range of the anchors of the John F. Kennedy!

There are people on Peaks Island that hope that the board will return to the position of a year ago, and let us on Peaks Island get on with our share of the responsibility for cleaning up Casco Bay.

Sincerely,

Gretchen H. Hall

October 12, 1990
Cliff Island, ME
04019

Dear Sir,

As a resident of Cliff Island and a
Citizen who is very interested in the
quality of the waters of Casco Bay, I would
like to express my support of the Treated
Plant on Peaks Island.

Sincerely,

Ruth H. Mestank
(Mrs. James)





RECEIVED

JUN 18 1990

PORTLAND PLANNING OFFICE

225 Douglass St. • P.O. Box 3553 • Portland, ME 04104-3553

(207) 774-5961

June 15, 1990

Zoning Board of Appeals
City of Portland
389 Congress Street
Portland, ME 04101

Re: Peaks Island Wastewater Treatment Facilities

Dear Sirs:

As requested at the June 7th meeting, the District and its consultant, Woodard & Curran, have prepared the following comments for your information regarding our application for a secondary wastewater treatment facility on Peaks Island.

Our comments specifically address the two engineering reports prepared by J. M. Smith & Assoc. (J.M.S.), questions concerning odor control at the proposed facility, and the relative height of the proposed structure.

The first report, "Preliminary Review of Proposed Wastewater Treatment Facility of Peaks Island, Maine," was commissioned by the Friends of Casco Bay and addressed six issues which are summarized below. Our remarks have been bracketed []:

1. Capacity - The design capacity of 200,000 gpd is conservative. A less conservative approach could possibly justify 150,000 gpd. Potential cost savings of a downsized facility would be less than 20%. [An actual cost evaluation performed for the primary treatment facility concluded a potential savings of less than 5%.] Further reductions in capacity can be gained by the rehabilitation of the existing sewer system and removal of infiltration and inflow (I/I). [Indeed, additional capacity in the facility as proposed can be used by removing this extraneous flow. It is prudent to leave the potential for some extra capacity in the facility for fill-in growth.]
2. Public Hearing - A public meeting was held as scheduled on May 19th to update the residents on the decision and intended facility modifications to provide secondary, rather than primary, treatment.
3. Septage handling - Septage is a very difficult material to treat and will likely cause problems with plant operations unless metered in over long periods of time. [This would greatly increase the risk of objectionable odors while a septic load was being emptied or held at the plant. There is little technical or economic benefit to handling septage at the proposed facility for the District or the septic tank owner. As previously reported, the cost for having a 1000 gallon septic tank pumped and the waste disposed

at the Portland plant should be less than \$350. If pumped every two or three years as recommended, the costs are less than sewer user fees.) The large FWD facility in Portland is much better equipped to handle septage.

4. Process - The sequencing batch reactor is an excellent choice. [In addition to treatment process advantages, it requires much less tankage than "conventional" secondary treatment plants and allows a design not significantly different in aesthetics and cost than the previously approved primary design.]
5. User fees - The projected users fees are a good value and very reasonable for the island residents [since the Portland Council voted to have the entire user base of the City of Portland support the project rather than just the Island users].
6. Aesthetic Considerations - The previously proposed primary facility has been approved by the Planning Board. The new proposal will appear very much the same. A very high level of odor control is provided and has been adequately addressed. [The building appearance has resulted from direct involvement by the City's planning staff to create a structure that will complement the area. The improvements planned for the entire site, including the parking area, landscaping and park amenities will provide a very positive visual statement to residents and visitors alike.]

In summary, we believe the first report by J. M. Smith & Associates is very supportive of the project as proposed. The proposed facilities provide reliable, effective treatment of the wastewater and odors and provide an aesthetically pleasing design, which will improve existing conditions and still be cost effective for the Portland sewer rate payer.

The second report, "Evaluation of Alternative Site for the Peaks Island Wastewater Treatment Plant," was commissioned by a group of Island residents concerned about the aesthetic impact on the neighborhood and the "gateway" to the Island and proposes an alternative site on the east side of the Island. The alternative site selected is technically feasible, but does not "eliminate all visual impacts or concerns about odors or noise." A wastewater pumping station located at the Welsh Street site is still needed. The pump station would require some level of odor control, a standby power generator, and although smaller in size, an aesthetically pleasing above grade enclosure.

The report lists five advantages for the alternative site:

1. The site is more remote and distant from the ferry terminal. While we agree this is a distinct advantage, the site is also far removed from the sewer service area to be served. The City conducted several studies and presented them to the public over the past 14 years, evaluating several alternative locations before selecting the proposed site. The other sites were rejected because of size (too small), or they were too distant from an environmentally acceptable outfall location or the existing sewered area. The attached history briefly outlines the site selection considerations in more detail.
2. We do not agree that the alternate site would result in lower costs for aesthetic consideration. A plant at the alternate site should still be

reasonably attractive and landscaped. It also seems unlikely that the parking and landscaping improvements at the Welsh Street site would be allowed to be lessened with a new pump station proposal.

3. We agree that odor and noise would be less of a concern to the public at an alternate site further away from residences. However, odor and noise would need to be addressed at any site. We also believe that preventing odors and noise from escaping from the proposed plant facilities is an achievable goal.
4. We agree that a larger area could be purchased at the alternative site, allowing for expansion of the plant capacity. The capacity of a plant on the alternate site would need to be reevaluated, since the required gravity sewer on Brackett Street would be adjacent to property which would become readily developable with sewers. This may not be seen as an advantage by all Islanders. There is some area available for expansion at the proposed site, since the facility is well within zoning setbacks.
5. The suggestion of providing room for sludge dewatering and composting could be evaluated, but it would probably be more expensive than trucking thickened sludge to the Portland facility where appropriate sludge dewatering facilities are already in place.

The cost projections in the report are not complete. The recent bid results from the Sewer Separation Project reflect a much higher cost per foot for pipeline construction than those used in the J.M.S. report. The total cost per foot for sewer construction, including ledge removal, pavement restoration, manholes and other appurtenances used by the two lowest bidders were \$98/foot and \$112/foot. This is substantially greater than the \$40-45 cost reported.

The cost presented for the pumping station also appears incomplete. The estimate should contain allowances for standby power and site improvements. Actual bid prices recently received for similar pump stations are in the order of \$250,000. This does not include higher costs for island construction.

The treatment plant estimate also does not appear to include the following costs: topographic and property survey, site acquisition, subsurface investigations, permit requirements for new site and new outfall location, the probable higher outfall construction cost for ocean construction rather than bay construction, additional technical design services and the forfeited costs for the current design effort.

In conclusion, although the alternative site has a number of advantages, it would be considerably more expensive than the current proposal which was developed from a lengthy public process. We agree that the "gateway" to the Island is not an ideal location for a treatment plant. However, we are also satisfied that the current proposal is the best available alternative, which meets our primary goals of:

1. Meeting environmental water quality standards,
2. Preventing odors from escaping from the building and tanks,
3. Providing a positive aesthetic impact, and

4. Providing the most cost effective solution.

The Board specifically asked us to address odor concerns further. Odors are naturally associated with the treatment of wastewater. Several provisions are being made in the proposed design to reduce the potential for odor generation, effectively contain any odors that may be generated, and to scrub the air prior to exhausting it on site. These steps are summarized here:

1. Anaerobic bacteria (those that live in the absence of oxygen) are the primary contributors to odors. Their metabolic activity produces hydrogen sulfide gas (rotten egg smell). The fact that all of the process tanks will be aerated will prevent this group of bacteria from being present. This is an improvement over the Primary Treatment tanks, which were not aerated.
2. Sludge processing will be done by a qualified treatment plant operator. Sludge will be thickened and removed from the aerated sludge holding tank immediately prior to being pumped into the hauling vehicle. This will reduce the opportunity for odors to develop in a non-aerated environment.
3. All tanks are covered and are placed under a slight negative pressure by the odor control system. The air from each tank is drafted through the odor control towers prior to being exhausted.
4. The odor control system is a two stage, liquid scrub system. The air flow and chemical dosages are adjustable, giving the operator substantial flexibility in addressing specific odor control requirements. As acknowledged by J.M.S. this is a "very high level of odor control."
5. The treatment system will be electronically monitored for process failures 24 hours a day and all alarm conditions radio transmitted to a dispatcher in Portland.

The plant includes a state of the art odor control system and with constant vigilance by plant operators, all odors should be able to be contained within the tanks and building of the plant to the satisfaction of the plant's nearest neighbors.

Regarding the height of the control building, it is unchanged from the proposed primary treatment plant previously approved by the Zoning Board and the Planning Board. The 40 foot long ridge line is at the same elevation as Island Avenue. Therefore, the view of the Bay from homes located on Island Avenue will be only impacted slightly, if at all. A cross section of Island Avenue, the upper parking area, and the building will be available at the June 21 meeting to show the relative position of the ridge line.

The conventional pitched roof style reflects numerous discussions with the City's planning staff and was designed to look as little like a municipal building as possible. Generally, remarks received from the public have been complimentary. If the Board feels height is a significant issue, then the roof could be flattened, although we do not recommend it.

Peaks Island WWTF
Page 5

We hope that the above comments address the issues as you requested on June 7. We are prepared to discuss them further, if you wish, at the June 21 meeting. In the meantime, if you or your staff have any questions, do not hesitate to call me or John Riordan at Woodard & Curran.

Very truly yours,

PORTLAND WATER DISTRICT

W. Daniel Jellis
W. Daniel Jellis
Director of Engineering

WDJ:p
Att.

Copy: Mark Greene, Assistant Portland City Manager
George Flaherty, Director of Parks & Public Works
Joseph Taylor, General Manager, Portland Water District
Donald Perkins, Friends of Casco Bay
David Norton
William Bonn
Robert Bowker, J. M. Smith Company
John Riordan, Woodard & Curran



225 Douglass St. • P.O. Box 3553 • Portland, ME 04104-3553

(207) 774-5961

June 26, 1990

Zoning Board of Appeals
Portland City Hall
389 Congress Street
Portland, Maine 04101

RECEIVED

JUN 29 1990

PORTLAND PLANNING OFFICE

Re: Conditional Use Appeal
Peaks Island Wastewater Treatment Facility
Welch Street @ Island Avenue - Peaks Island

Dear Sirs:

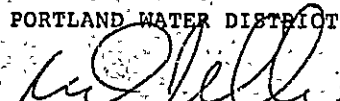
This letter is to acknowledge that the Portland Water District as applicant, concurs with the action taken by the Zoning Board of Appeals at their meeting June 21, 1990 to postpone action on our appeal for a period of time not to exceed 60 days.

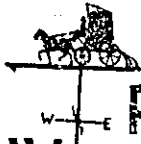
We intend to be back on the Agenda of the Zoning Board of Appeals on the August 2, 1990 or August 16, 1990 meeting to continue our conditional use appeal unless the District decides to go to an alternate plan.

If you have any questions, do not hesitate to call me.

Sincerely yours,

PORTLAND WATER DISTRICT


W. Daniel Jellis
Director of Engineering Services



Portland Water District

225 Douglass St. • P.O. Box 3553 • Portland, ME 04104-3553

July 20, 1990

(207) 774-5961

Zoning Board of Appeals
Portland City Hall
389 Congress Street
Portland, ME 04101

Re: Conditional Use Appeal
Peaks Island Wastewater Treatment Facility
Welch Street @ Island Avenue - Peaks Island

Dear Sirs:

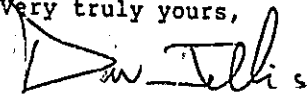
This is to request that the subject appeal be removed from the August 2nd Zoning Board of Appeals meeting agenda.

The District and City are meeting with Island residents tomorrow, July 21, to discuss the proposed facilities and alternatives.

We will keep you informed regarding the status of the appeal.

Thank you for your consideration.

Very truly yours,


W. Daniel Jellis
Director of Engineering

WDJ:p

Copy: Mayor Peter O'Donnell
George Flaherty, Director of Parks & Public Works



225 Douglass St. • P.O. Box 3553 • Portland, ME 04104-355

October 3, 1990

(207) 774-596

George Flaherty, Director
Dept. of Parks & Public Works
City of Portland
55 Portland Street
Portland, ME 04101

Dear George:

As requested on September 18, enclosed is an October 2 letter from Woodard & Curran summarizing the pros and cons of the Welch Street treatment plant option and the principal alternatives. Revised cost estimates are included.

These cost estimates suggest that the inland treatment plant option would be \$1 to \$2 million more and the pipeline option would be \$4 to \$6 million more than the Welch Street plant option (see attached letter for explanation of increase). The additional design and permitting required would probably add about a year to the inland plant and pipeline option construction start dates.

There are disadvantages to both options. The District believes that the additional costs, delays and technical disadvantages to the inland and pipeline options outweigh the neighbors' concerns about the Welch Street plant option. We have made the maximum effort to address their concerns for odors and aesthetics. The resulting Welch Street plant design, if it proceeds, will result in an attractive building and overall improvement of the site. With operator diligence (to which we are committed), it should not release odors off site. Therefore, we have asked the Zoning Board of Appeals to reconsider its vote to deny the Conditional Use Permit needed to proceed with this option.

In any event, if you have any questions on the attached material or would like further information, do not hesitate to call.

Very truly yours,

W. Daniel Jellis
Director of Engineering

WDJ:p
Encl.

Copy: Kurt Marston, Woodard & Curran
Chris Neagle, Verrill & Dana

WOODARD & CURRAN INC.
CONSULTING ENGINEERS

October 2, 1990

W. Daniel Jellis
Director of Engineering
Portland Water District
225 Douglass Street
P.O. Box 3553
Portland, ME 04104

RE: Peaks Island Wastewater Management

Dear Dan:

In response to your request, we submit this letter report discussing wastewater treatment and disposal options for Peaks Island.

INTRODUCTION

The existing wastewater collection system on Peaks Island has been discharging raw sewage from two outfalls into Casco Bay for several decades. Removal of the pollution sources has been a focus of the City and District since the 1970's. In 1988 the City of Portland (with assistance from Woodard & Curran) completed an update of the "Facilities Plan" for collection, treatment and disposal of wastewater from the sewer system on Peaks Island. Review of "on-island" and "off-island" options for wastewater treatment and disposal included a series of workshops, public meetings, public hearings, informational releases, and submittal of draft reports for review and comment. This effort resulted in a recommended plan that included separation of the existing combined sewer system and construction of a new "primary" treatment plant on City-owned property identified as the Welch Street Site. A "primary" plant rather than "secondary" (which was deemed less expensive to build and operate) was made possible through a waiver to secondary treatment requirements obtained from EPA by the City.

The City undertook the design and construction of the sewer separation project on Peaks Island securing a Federal Grant to help pay a portion of the costs. The responsibility for design, construction and operations of the small pump station at Centennial St., interceptor, and treatment plant was turned over to the Portland Water District. The District successfully secured State and Federal Grants to help pay a portion of these costs.

By October, 1989 the design of the primary treatment plant at the Welch Street Site was finalized. All local, state and federal permits necessary to begin construction had been obtained including Zoning Board of Appeals (ZBA), Planning Board, and City Council approval. This process included another series of public meetings and reports relative to the proposed plant.

RECEIVED

OCT 3 1990

PORTLAND WATER DISTRICT

WOODARD & CURRAN INC.
CONSULTING ENGINEERS

An increased public focus on Casco Bay water quality raised concerns with the District in that it appeared likely that an upgrade of the Peaks Island plant to secondary treatment would be required in the near future. Based upon a review of the options and costs, the District concluded that the most prudent and cost effective course of action would be to build a "secondary" treatment plant at the Welch Street Site. A secondary plant will provide a higher level of treatment at a higher capital and operating cost. However, this "on-island" option was still significantly more cost-effective than the "off-island" option evaluated in the Facilities Plan Update. The Maine DEP approved the District's proposal to construct a secondary plant but indicated that State and Federal grant funds available for the project would remain at the primary plant levels.

In February, 1990 the District began the design of a plant for Peaks Island to provide secondary level treatment. As part of that effort the District applied for amendments and/or renewals of local permits for the project. During the process of amending/renewing the local permits, representatives of several citizens groups came forward to express their concern over various aspects of the proposed treatment plant.

Over the past six months, there have been several meetings with the citizens groups, reports by other consultants prepared for those groups, and correspondence between the District, the City, Woodard & Curran and others. All of this activity has centered around public concerns about the Welch Street Site and consideration of other options. There is a lot of good information concerning the Welch Street Site and proposed alternatives to it that has come out of the work over the past six months. However, it is fragmented and does not review all options and pertinent information in one document.

The purpose of this report is evaluate, update and summarize the information offered by the District and others for the three options for wastewater treatment on Peaks Island that have been discussed over the past six months. Costs, advantages, disadvantages and pertinent aspects of three options are presented. The are:

1. A secondary treatment plant as currently proposed by the District at the so-called Welch Street Site.
2. A secondary treatment plant (using the same treatment technology) located away from the waterfront and sewer area.
3. A pump station located at the Welch Street Site with underwater forcemain's connected to the mainland sewer system in Portland.

In the interest of brevity, we have not attempted to restate or discuss all aspects of each option. We present only those aspects necessary to clarify or enhance the costs, advantages and disadvantages presented. Reports and correspondence that are the source of the costs and information used for the discussion and summaries herein are referenced. Since "Present Worth" analyses were used in the original Facilities Plan Reports and is the generally accepted method for comparing options under the

WOODARD & CURRAN INC.
CONSULTING ENGINEERS

Federal grants program, it is used to compare the costs of options evaluated in this report.

ASPECTS COMMON TO ALL OPTIONS

There is no question that the overboard discharge of raw wastewater from Peaks Island must be eliminated and all three options will accomplish this. There are several other aspects that are the same for all three. They include:

1. the amounts of state and federal grant funds available,
2. construction of a structure at the Welch Street Site,
3. removal of grit and screenings from the wastewater at a Welch Street Site facility (either a treatment plant or pump station),
4. transport of grit and screenings to the mainland for disposal,
5. requirement of odor control equipment at the Welch Street Site,
6. separation of storm and sanitary sewers on Peaks Island,
7. access and parking area improvements at the Welch Street site will be the same (for both a treatment plant or a pump station),
8. entrance to the parking area, landscaping, and park amenities at the Welch Street Site will be improved,
9. septage handling and disposal is equally impractical compared to hauling it to the mainland treatment plant,
10. significant cost has already been expended in the planning, design and permitting of the proposed facilities.

WELCH STREET PLANT

Upgrading of the primary plant to secondary was discussed in correspondence to DEP dated January 15, 1990. Comparison of the secondary plant with the option of pumping to the mainland option was presented in correspondence to the City dated February 16, 1990. The secondary plant costs presented were based upon construction of a conventional extended aeration, activated-sludge facility. Subsequently, a sequencing batch reactor (SBR) plant as described in the Preliminary Design Report submitted by Woodard & Curran dated April, 1990, was selected for design. An updated estimate of total project costs for the proposed (SBR) plant is presented in Table 1. Updated O&M costs provided by the District are presented in Table 2.

Although it is of essentially the same size and appearance as the primary plant that was approved by the ZBA and Planning Board, there has been public opposition to construction of the proposed secondary plant on the same site. The basis for opposition at this time appears to be concern for odors and visual impact. In a report by J.M. Smith & Assoc. dated May, 1990, the SBR process is noted as an excellent choice and the odor control system proposed is acknowledged as state of the art. Further response to public concerns are outlined in correspondence to the ZBA dated June 15, 1990. Both the primary and secondary plants proposed for this site have undergone rigorous environmental review on Federal, State, and Local bases. A fully enclosed

WOODARD & CURRAN INC.
CONSULTING ENGINEERS

facility that minimizes visual and other impacts is in final design. All permits except City Board approvals are in hand at this time.

The following is a summary of the advantages and disadvantages of the proposed secondary plant at the Welch Street Site.

ADVANTAGES

- Outfall at area of lowest Environmental Impact
- Permits obtained from all agencies except City planning and zoning boards
- Design final this Fall
- Timely implementation (construction was scheduled to begin in Spring 1991)
- Located at Service area low point
- Central location to service areas of potential future need
- Direct and immediate access for Operation and Maintenance
- Lowest Capital Cost
- Lowest total project and "life-cycle" costs
- One pump station required for system
- Sewer System improvements under construction anticipate WWTF at this location

DISADVANTAGES

- Neighborhood opposition
- Public perception of potential for odors
- Sludge will require transport to mainland for treatment and disposal
- Higher Operation and Maintenance costs than pumping to the main land

PLANT AT AN ALTERNATIVE SITE

A report by J.M. Smith & Assoc. dated June, 1990, described the possible advantages and resulting cost differences for constructing a treatment plant at an alternate site on the East side of Peaks Island. Discussions of the advantages and cost increases/decreases proposed can be found in a memorandum to the District dated June 14, 1990 and a letter to the ZBA dated June 15, 1990. A revised cost estimate (taking into consideration the discussions referenced above) for a secondary plant located on a City-owned site somewhere along Brackett Ave. is presented in Table 1. Estimated O&M costs provided by the District are presented in Table 2.

The "ballfield" on Peaks Island has also been suggested as a possible site. A treatment plant at that site would require a longer forcemain and outfall than a site on Brackett Ave. Therefore, it would be higher cost.

Location of the plant remote from the sewered area will require a pump station sized to pump all flow collected at the Welch Street Site. A building to house odor control equipment and a standby generator will be required at the pump station. To provide pump station access, site improvements similar to those proposed for the treatment

WOODARD & CURRAN INC.
CONSULTING ENGINEERS

plant at Welch Street will be required. With a plant on the east side of the Island, it is assumed that a new outfall location on that shoreline will be required (new permits).

Locating the plant remote from the Welch Street Site may satisfy the neighbors to that site, it is unknown if new opposition will organize and speak out about any other site on the Island. A remote location may also be seen as being easier for development of unsewered areas of the Island.

The following is a summary of the advantages and disadvantages to locating a secondary plant at an alternative site on Peaks Island.

ADVANTAGES

- More site options allow larger buffer from presently developed areas
- Smaller horsepower requirement at Welch St. pump station than pumping to mainland
- Perception of Welch Street neighborhood acceptance of pump station at site
- Smaller building at Welch Street Site
- Extensive pretreatment as required for the pumping to mainland alternative not required
- Lower capital and "life-cycle" cost than pumping to the mainland

DISADVANTAGES

- Permits required from: ACOE, Harbor Commissioners, Coast Guard EPA, DEP, Planning Board, Zoning Board of Appeals.
- Facilities plan supplement necessary
- FNSI must be rewritten, advertised to, comment and approval
- Three phase power extension required
- Possible deed restrictions on available land
- New outfall location must be evaluated and approved
- Delays in elimination of raw waste discharges
- Higher capital cost than Welch Street treatment plant
- Higher O&M costs than Welch Street treatment plant
- Higher total project and "life-cycle" costs than Welch Street treatment plant
- Remote from service area and adjacent potential future service areas
- Requires a second pump station
- Perception of concern with potential for extension of sewer service area; future development
- Inland construction will require transport of materials and equipment through Island neighborhoods
- Sludge will require transport to mainland for treatment and disposal

PUMPING TO THE MAINLAND

In correspondence to the City dated February 16, 1990, the District presented a reevaluation of the costs for pumping wastewater from Peaks Island to the mainland. The District's cost estimate for the pumping option and the subsequent comparisons

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are discussed in correspondence to the District dated August 1, 1990 and a memo dated September 12, 1990.

Pipeline cost estimates presented by the District assume parallel force mains in a common trench across the Harbor. Cost estimates presented in the Facilities Plan Update were based upon two forcemains in separate trenches with adequate separation distance to ensure that if one pipe were damaged (for example by having an anchor dragged on it), the other would remain functional. Pipeline costs presented in Table 1 use the District's estimates modified to reflect pipes in separate trenches.

Permitting of a forcemain in Portland Harbor would include meeting requirements of the "Natural Resources Protection Act - Wetland Protection Rules" which became effective June 30, 1990. The primary consideration of the act is avoidance of impact. Recent conversations with the DEP Land Bureau indicate that they will favor options that present less impact and/or less cost over construction in wetlands. Should the underwater forcemain be the favored option, substantial sampling and analyses of bottom materials along the proposed route will be required to determine if special handling or disposal of excavated material is required. Furthermore, construction will be required to be started within one year of dredge sample analyses. This in itself could be a problem in view of the length of time it takes to secure all necessary permits for this type of project. The cost for special handling of dredge spoil has not been included in any cost comparisons prepared to date.

Current draft DEP rules require that Cities with sewer systems that have CSO's remove infiltration and inflow (I/I) equivalent of up to five (5) times the anticipated average daily flow, in conjunction with any new additions to the system. Although the amount of I/I removal and associated costs is unknown at this time, for the Portland sewer system, the cost could be substantial. The cost for I/I has not been included in any cost comparison involving pumping to the mainland prepared to date.

The costs presented in Table 1 for this option are based upon the construction of the main pump station at the Welch Street Site with force main to City Point then underwater between the Diamond Islands and to the mainland via a route currently designated for cable and pipelines to the north of the dredged anchorage area. Costs for I/I removal or dredging spoils handling are unknown at this time and are not included. In addition to standby power and odor control equipment, the pump station will require pretreatment facilities including chlorine feed equipment to minimize gas formation (due to the long detention time) in the forcemain. This is to prevent gas bubbles forming in the lines and to minimize odors in the sewer system on the mainland. The chlorine demand of the raw wastewater will be substantially higher than that of treated effluent (for a treatment plant on the Island). The pumps will also have to provide higher than normal pressures due to the length of the forcemains and inability to locate air relief valves and clean outs along the underwater sections.

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The following is a summary of the advantages and disadvantages of this option:

ADVANTAGES

- Sludge is not removed from the wastewater eliminating the need for separate handling and transport
- Perception of Welch St. neighborhood acceptance of pump station at site
- Smaller building at Welch St. site than for treatment plant
- Provides opportunity to expand wastewater service to the Diamond Islands
- Lowest O&M cost

DISADVANTAGES

- May need to remove five times average flow equivalent of I/I from Portland System - unknown level of cost
- No secondary treatment during CSO events on the mainland
- Gas development in transport line creates problems and odors
- Permits required from: ACOE, Coast Guard, Harbor Commissioners, EPA, DEP, DMR, Planning Board, Zoning Board of Appeals
- Bureau of Public Lands lease required for submerged pipeline
- Pretreatment with chemical oxidants required for odor reduction at discharge point
- Facilities plan supplement necessary
- FNSI must be rewritten, advertised for comment and approval
- Highest capital cost
- Highest total project and "life cycle" costs
- All new design required
- Timeliness of implementation
- Delays in elimination of raw waste discharges

CONCLUSIONS

Reevaluation of the costs for options to eliminate the discharge of raw wastewater into Casco Bay from Peaks Island confirms the findings of the Facilities Plan Update of 1988. A treatment plant at the Welch site has the lowest estimated capital cost and lowest estimated "life-cycle" cost (on a Present Worth basis).

Implementation of an option other than constructing a treatment plant at the Welch Street site may serve to eliminate some of the current public opposition to the project. However, it will not eliminate the need for construction of a facility at that site. The option with the second lowest capital and life-cycle costs is construction of a treatment plant on the east side of Peaks Island. It is very possible that, were that option to be pursued, new public opposition would develop to whatever new site was selected.

The option of pumping wastewater from Peaks Island to the mainland does appear to have the lowest estimated O&M cost. However, this option has the highest capital and life-cycle costs. These costs could be substantially higher, depending upon DEP

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rulings concerning I/I removal from the mainland system. This option also appears to be the most potentially problematical for permitting. If contaminated dredge materials are encountered during sampling or construction, serious environmental problems could develop.

We trust that this summary and discussion of the options considered for wastewater management on Peaks Island will prove helpful in your deliberations. Should you have any questions or require additional information, please do not hesitate to call.

Sincerely,

WOODARD & CURRAN INC.



Kurt R. Marston, P.E.
Vice President

KRM/amc
88179.06

WOODARD & CURRAN INC.
CONSULTING ENGINEERS

TABLE I

**WASTEWATER FACILITIES OPTIONS FOR PEAKS ISLAND
COMPARISON OF PROJECT COSTS & PRESENT WORTH**

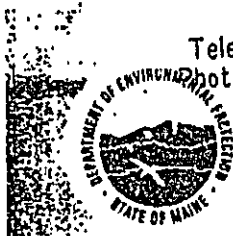
	Treatment Plant at Welch Street	Treatment Plant Inland Location	Pumping to Mainland WWTF
COMMON CAPITAL COSTS:			
Administration	\$ 20,000	\$ 20,000	\$ 20,000
Land and Easements	22,000	22,000	22,000
Engineering and Permitting (Primary WWTF)	292,000	292,000	292,000
Engineering and Permitting (Secondary WWTF)	200,000	200,000	200,000
Environmental Site Investigations	66,000	66,000	66,000
Centennial St. P.S. and FM Constr. Cost	346,000	346,000	346,000
Constr. Cost Contingency (20%)	69,000	69,000	69,000
Subtotal - Common Capital Costs	\$1,015,000	\$1,015,000	\$1,015,000
NEW CAPITAL COSTS:			
Land and Easements	\$ 0	\$ 22,000	\$ 0
Permitting	10,000	40,000	50,000
Design Engineering	50,000	250,000	300,000
Construction Engineering	314,000	314,000	314,000
Construction			
Pumping Station	0	300,000	770,000
Force Main, and/or Gravity Sewer	0	600,000	5,420,000
WWTF	1,850,000	1,850,000	0
Outfall	150,000	450,000	0
Constr. Cost Contingency (20%)	400,000	640,000	1,238,000
Subtotal - New Capital Costs	\$2,774,000	\$4,466,000	\$8,092,000
TOTAL PROJECT CAPITAL COSTS:	\$3,789,000	\$5,481,000	\$9,107,000
FUNDING LEVELS:			
EPA	\$1,612,537	\$1,612,537	\$1,612,537
DEP	744,133	744,133	744,133
REQUIRED LOCAL DEBT:	\$1,432,330	\$3,124,330	\$6,750,330
TOTAL PRESENT WORTH COST COMPARISON:			
Present Worth - 20 Yrs. Oper. & Main.			
Peaks Island Facilities	\$1,114,000	\$1,179,000	\$ 589,000
Portland Facilities	0	0	11,000
Total Project Capital Costs	3,789,000	5,481,000	9,107,000
TOTAL PRESENT WORTH	\$4,903,000	\$6,660,000	\$9,707,000
LOWEST PRESENT WORTH	100	136	198

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TABLE 2
PEAKS ISLAND O&M COST ALTERNATIVES

	TREATMENT PLANT-1	TREATMENT PLANT-2	PUMP STATION
OPER. LABOR - REGULAR	\$ 54,000	\$ 54,00	\$ 31,000
- CALL-IN	\$ 4,000	\$ 6,000	\$ 4,000
MAINT. LABOR - REGULAR	\$ 7,000	\$ 7,000	\$ 2,000
- CALL-IN	\$ 4,000	\$ 5,000	\$ 2,000
POWER	\$ 16,000	\$ 19,000	\$ 9,000
CHEMICALS	\$ 3,000	\$ 3,000	\$ 10,000
SOLIDS HANDLING	\$ 23,000	\$ 23,000	\$ 4,000
OTHER: Supplies, Fuel, etc.	\$ 10,000	\$ 11,000	\$ 2,000
TOTAL ANNUAL O&M COSTS	\$ 121,000	\$ 128,000	\$ 64,000
PRESENT WORTH	\$1,110,000	\$1,180,000	\$590,000

FROM PORTLAND WATER DIST



Telecopy paper fades.
Photocopy before filing.

STATE OF

Department of E

MAIN OFFICE: RAY BURDIN
MAIL ADDRESS: State House Station 17, AUGUSTA 04333
207-289-7868

JOHN R. McKEENHAM, JR.
GOVERNOR

September 20, 1990

Mr. W. Daniel Jellis
Director of Engineering
Portland Water District
225 Douglass Street
P.O. Box 3553
Portland, Maine 04104-3553

Subject: C230296 01 Peaks Island Wastewater Treatment Plant

Dear Dan:


It is my understanding from talking with Mr. Mark Jordan of your office that the City of Portland Zoning Board of Appeals rejected the Portland Water District's application to use the proposed Peaks Island treatment plant site for a secondary wastewater treatment plant.

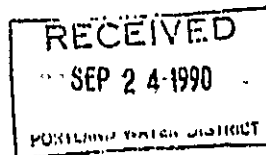
Although the treatment plant location is a decision which must be resolved at the local level, the DEP urges that prompt action be taken to resolve this issue. We are aware that some reasonable time frame is needed to resolve this dilemma in a well-planned manner. However, please be aware that any unjustifiable or excessive delays could jeopardize Federal and State grant funding for this project. Delays will also jeopardize the timely cleanup of this portion of Casco Bay, officially designated a National Significant Estuary.

We request that a new project schedule be submitted to the DEP by October 15, 1990. This schedule must list the critical events and a timetable that will result in submission to the DEP of an approvable set of plans and specifications for wastewater treatment on Peaks Island. A date acceptable to EPA and DEP for the submission of approvable plans and specifications is a requirement of Special Grant Condition #8 of the EPA Grant Agreement.

If you have any questions, please contact me.

Sincerely,


David P. Achorn, P.E.
Division of Engineering and
Technical Assistance
Bureau of Water Quality Control



cc. George Flaherty-Director, Portland Public Works Dept.
John Riordan-Project Manager, Woodard & Curran, Inc.

REGIONAL OFFICES
• Bangor •

• Portland •

• Presque Isle •

Charles S. Stewart, Jr., P.E.
14 Hillside Avenue
Suffern, New York 10901
September 13, 1990

Mr. Charles McDowell
Portland Water District
225 Douglass Street
Portland, Maine 04101

Re: Peaks Island
Sewerage Proposal

Dear Mr. McDowell:

Portland Water District and the City of Portland have very commendably proceeded with planning and building a separate sewage collection system with treatment facilities on Peaks Island to further the control of pollution in Casco Bay.

Inevitably, controversy has developed concerning the siting of the treatment facilities. As owners of the property at 30 Whitehead Street, Peaks Island, we are members of the Peaks Island Neighborhood Association. Comments relative to the siting have been made at meetings of the Association and the Portland Planning Board which have attended. The gist of many of the comments has become very familiar to me in my former 22 year employment by Rockland County Sewer District No. 1 here in New York State (14 years as Executive Director).

There are, as a result of those meetings and other discussions, thoughts I should like to share with you in the hope that they might aid in the resolution of some of the problems.

The existence of the pollution is undeniable as shown by recent and continuing testing of the waters at 3 locations on the Island. Expansion of the number of test locations will doubtless confirm a wider pollution problem due to the direct discharge of untreated sewage from the present public sewer system and so-called overboard discharges from many properties on or near the shore of the Island. A further aspect of this problem is quite possibly the incipient failure of cesspools and on-site septic systems on properties near the shore. In any case, a considerable potential exists from the latter for unpleasant effects on neighboring properties and thus the health of the community as a whole.

My observation is that there are numerous instances, particularly on the southerly slope of the Island, where individual property areas are too small to accommodate proper replacement of failing cesspools in particular. Topographic considerations and depth of soil cover

to rock are additional constraints on the replacement or repair of on-site systems on properties of larger area all over the Island. These considerations and the need to remove overboard discharge combine to require that sewer system planning should consider ultimate additions to the treatment facilities and collection system beyond the modest percentage of present flow which is being proposed.

This future expansion of the sewerage system as need develops would require an area for a treatment plant beyond that now available on the proposed restricted site. That site very probably now does not meet the minimum regulatory requirement for a treatment facility, which I understand to be 2 acres, and this should be reason enough for rejection by City agencies at this time.

This expansion of needs and present site limitation support the Neighborhood Association's recommendation to construct a pumping station on the proposed site and a force main across the bay to connect to the City of Portland's mainland system and treatment plant.

Other advantages accrue in spite of the undoubtedly higher capital cost of a station and force main. First is the fact that pumping stations everywhere are frequently located in the most desirable areas of communities with very little visual, noise, odor or other impacts on the neighborhood. The high visibility of this particular site makes this an important consideration.

In addition, reduced operating costs and ease of operation are both attractive. For example, wide variations in seasonal flows would not upset a pumping station as they quite likely might upset a treatment facility. Those flow changes and the increase in flow with need, as discussed above, can be more readily incorporated in the original design of a pumping station and its equipment than in a treatment facility. In this particular instance also, stand by and redundant equipment can greatly reduce the expectation of an emergency beyond that which might be anticipated for a treatment plant. This is certainly desirable in view of the island setting and the limits on accessibility.

Provision for septage disposal can be incorporated in station design if permitted by regulatory agencies and the need for storage and transport of treatment plant sludge with its attendant problems is eliminated.

Flexibility in the design and construction of ultimate expansions to the collection system are readily adapted to the expansion increments included in the station design. Incidentally, provision for a low pressure system could be a portion(s) of collection system expansion when necessary.

There are undoubtedly many other pros and cons to the various program proposals but I do want to thank you very much for the opportunity to express the thoughts which have come to me this past

slamer. If you wish to discuss any of the above material, I can be
reached here at (914) 357-3017. We also plan to return to Peaks for
the next month and a half and the number there is 766-
would also be greatly appreciated if notice of meetings
to this project could be forwarded in as timely a manner
to the above address.

Very truly yours,

Charles S. Stewart, Jr.

cc: Portland City Council
Portland Planning Board
Portland Appeals Board ✓
Mr. Bruce Ringrose, P.E., City Engineer
Mrs. Karen Taylor, President, P.I.N.A.
Mr. Arthur Keller

WILLIAM A. BONN

203 WEST NEWTON STREET
BOSTON, MASSACHUSETTS 02116

August 10, 1990

Councilwoman Barbara A. Wood
137 Spring Street
Portland, ME 04101

Re: Proposed Sewage Treatment Facility on Peaks Island

Dear Councilwoman Wood:

I am writing you as a concerned citizen and resident of Peaks Island and as the owner of property which abuts the site for the proposed Peaks Island Sewage Treatment Facility. I have restored two historic structures on the Island and am most concerned about the impact that the Facility would have upon the general health and welfare of Island residents and upon the value of my property.

Background

Mayor O'Donnell, Councilman Rand, George Flaherty of the Public Works Department and several representatives of the Portland Water District (and Woodard & Curran) came out to Peaks Island on Saturday, July 21, 1990 to meet with the Island residents to discuss the Facility. I believe I would be describing the meeting accurately if I said that the overwhelming opinion of Island residents was that the Facility should not be placed in the parking lot, and that an alternate means of handling sewage generated at Peaks Island should be implemented (preferably a pipeline to the East End Beach Facility in Portland). The meeting took place as the result of requests from a number of Island residents, because the Portland Water District is seeking approval from the Zoning Board of Appeals to issue a Conditional Use Permit for the construction of the Facility. Although the City has been forthcoming in discussions on the project, the Portland Water District has been less than cooperative. I will describe their lack of cooperation in greater detail below.

I will now briefly describe some of the drawbacks to the Facility, the failure of the Portland Water District to properly assess the costs of installing the Facility as opposed to piping sewage to the mainland, and a proposal as to how best to solve the sewage problem on the Island.

Drawbacks to the Facility

Although I think that everyone would agree that raw sewage should not continue to be pumped into Casco Bay from Peaks Island, the installation of the Facility will not solve all of the sewage problems on the Island. First of all, the Facility is not being designed to treat septage due to the odors that would undoubtedly be generated by such a treatment. However, a pipeline to the mainland could be designed such that septage could be transferred to the mainland without trucks having to be placed upon the Ferry Boats run by Casco Bay Lines.

Second, a number of homes on Torrington Point are on small lots that have cesspools, or pipe their sewage directly into the Bay (with permits from the DEP). The proposed Zoning Ordinance would not allow many of these people to put in septic tanks, which would be required upon a transfer of their properties or significant improvements to their homes. In addition, the DEP has indicated that they do not plan to renew the private permits for homeowners that are pumping their sewage into the Strait between Peaks Island and Cushing Island. None of those homes is currently on the City's sewage lines, and the Facility (which is designed to accommodate the 183 homes to be served by it) is not large enough to handle them. At best, the Facility would be a "bandaid" on the problem on treating sewage and septage on Peaks Island; it would be a short term solution.

Third, the most devastating drawback to the Facility is that it would be located at the "gateway" to Peaks Island - namely the ferry dock. Such location is in extremely close proximity to all of the eating establishments on Peaks Island, the stores, a Bed & Breakfast, numerous private residences and a number of historic structures (including one of the last standing Hotel structures on the Island which I renovated - the Innes House). The prevailing winds are from the Southwest which will blow any odors from the Facility over all the aforementioned businesses and structures.

Fourth, Peaks Island is finally struggling back from the nadir it reached during the Great Depression. The Facility will undoubtedly have an adverse effect upon tourism which, in turn, will adversely affect employment on Peaks Island, and could place Casco Bay Lines in the "red" (roughly 25% of their annual revenues are from "day trippers" to Peaks Island).

Fifth, not only will the general health and welfare of residents of Peaks Island be adversely affected, but significant water views will be obstructed by the Facility (and the trees which are to be planted around it), and property values (and property tax revenues) will decline.

Capital and Operating Costs

The Water District initially promised to deliver to us the assumptions made in their letter addressed to George Flaherty in February of this year, in which the District recommended that the City proceed with the Facility rather than a pipeline. We asked for the assumptions for their calculations, because we wished to confirm the inaccuracy of their calculations. Although Dan Jellis, of the Water District, promised to get us those assumptions, he has failed to do so. I spoke to him about this yesterday.

The most glaring error in the District's calculations is readily apparent from even the most cursory review of Mr. Jellis' February letter. The District failed to use any kind of "cost of living" factor in assessing the increased operating costs of running the Facility as opposed to piping sewage to the mainland. Therefore, even accepting the District's calculations on their face, there would be a "cross-over" (whereby the pipeline would have been the less expensive alternative) somewhere around the 20th year of operation of the Facility. In other words, the City will be burdened with the ever-escalating costs of operation of the Facility in the future; that is a pathetic legacy to leave our children.

We must not lose sight of the fact that even if one accepts the District's figures as being totally correct, the total difference in cost would be approximately \$100,000 per year of bonded indebtedness which, when spread over the entire user base, would be de minimus. This is especially so when one considers the adverse impacts that the Facility will have upon the Island and the revenue base for Casco Bay Lines and the City.

Proposal

I would urge that the Zoning Board of Appeals not approve the Conditional Use Permit which has been scheduled for a hearing on Thursday, August 16, 1990, and hereby implore the City Council to (i) immediately request George Flaherty to instruct the Portland Water District to halt the preparation of drawings for the Facility (the Federal Government will only provide monies once for design costs) and (ii) obtain an accurate assessment of the costs to pipe the sewage to the mainland.

It is my hope that the City and the Water District will see their way to help us solve the sewage and septage problems on Peaks Island without destroying the local economy and tourism industry for Peaks Island. Nonetheless, as I have indicated on several occasions prior to this, I (along with a number of other residents on the Island) have retained the law firm of Thompson, McNaboe, Ashley & Bull to file an action to prevent the construction of the Facility, if that is the only course left open to us. It saddens me deeply to think that we, as private citizens, need to sue our own government to protect the public from the actions of the Water District. Nonetheless, we will do everything within our power to preserve the beauty of Peaks Island and to protect the general health and welfare of its residents.

If you have any questions, please feel free to contact me during weekday evenings [(617) 247-2836], or on the weekends at my home on Peaks Island [766-5807]. Thank you for your consideration.

Very truly yours,


William A. Bonn

cc: Thompson, McNaboe, Ashley & Bull
Attn: Lawrence Clough, Esq.
George and Robin Clark
David and Kim Norton
Donald Perkins
Robert and Joanne Downing
Dennis and Pat Rockwell
Dennis and Georgette Carignan
Howard and Betty Heller
Art Keller
Arnold Meisner and Ellen Gerlitz
Kay Taylor


FRIENDS OF
CASCO BAY

Box 7758 Portland

Maine 04112

August 30, 1990

Mr. Merrill Seltzer
Chairman
Zoning Board of Appeals
City of Portland
389 Congress St.
Portland, Maine 04101

Re: Peaks Island Sewage Treatment Plant

Dear Mr. Seltzer,

I am writing to express our concern that the Portland Water District's (PWD) proposal to construct the Peaks Island Sewage Treatment Plant adjacent to the parking lot does not meet the standards for conditional uses as defined in Sec. 14-156 and Sec. 14-174. Thus we urge the Zoning Board of Appeals to deny the conditional use permit requested by the PWD.

Sec. 14-156 requires that a conditional "use be in conformity with or satisfy a deficiency identified in a federal, state, regional or city recreation and open space plans." Use of the proposed site for a sewage treatment plant directly contradicts the city open space plan as articulated in the Portland Shoreway Access Plan and will contribute to the creation of a deficiency. That plan stipulates that:

- * "The ferry landing, the new public pier under construction and the City owned land now being used as a parking area should be redesigned to serve as a gateway to the island..." (Section 3.2, Peaks Island, Par. 12)
- * "The City should encourage the retention and expansion of pedestrian access to the shoreline..." (Section 3.2, Casco Bay Islands, Par. 3)
- * "Proposals for development along shoreway areas should conserve public access opportunities to the water... As the population grows and

recreation needs change, these rights of way could provide further linkages to the shore..." (Section 3.2, Casco Bay Islands, Par. 8)

Placement of a sewage treatment plant in the area adjacent to and including a portion of the land currently used for parking contradicts the concept of redesigning the area as a gateway for the island. Use of the City's limited shoreline open space for a sewage treatment plant is in opposition to the Plan's concept of preserving such open space for current access to the shoreline and preserving shoreline open space for flexibility in responding to future growth and recreation demands. As a result, the PWD proposal does not meet the standards in Sec. 156-156.

Sec. 14-174 (c)(2) stipulates that a conditional use permit should be denied if:

- a. There are unique or distinctive characteristics or effects associated with the proposed conditional use;
- b. There will be an adverse impact upon the health, safety, or welfare of the public or the surrounding areas; and
- c. Such impact differs substantially from the impact which would normally occur from such a use in that zone.

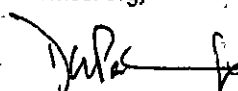
The proposed use of the site for a sewage treatment plant is distinctive in its location directly in the gateway to the island, its location directly upwind of the village center and majority of island residences, and its obstruction of the view from the street over the gateway of the island.

The inevitable occasional odor problem, complicated by the logistical difficulty of responding to such problems at an island site, will directly affect the welfare of the majority of the island's population downwind by subjecting them to highly unpleasant odors. Island resident welfare, as well as city taxpayer welfare, will be diminished by the potential reduction in real estate values and tax revenues. (This possibility was made real this summer when numerous summer rentals were cancelled in response to press attention to the posting of island beaches for swimming.)

Finally, the location of the treatment plant upwind of the village center has the potential for much more adverse impact than locating the plant in an area of the zone on the leeward side of the island or treating sewage by piping it to Portland (and hence reducing the handling of sludge and risk of odor problems).

As a result of those considerations and the PWD proposal's failure to meet the standards of Sec. 14-156 and Sec. 14-174, we urge the Zoning Board of Appeals to deny the conditional use permit as currently requested.

Sincerely,

A handwritten signature in dark ink, appearing to read 'D. Perkins', with a stylized flourish at the end.

Donald W. Perkins, Jr.
President

THOMPSON, McNABOE, ASHLEY & BULL

BENJAMIN THOMPSON
THOMAS R. McNABOE
EDWARD J. ASHLEY
NICHOLAS BULL
BRUCE M. TOMPKINS
LAWRENCE A. CLOUGH
DAVID M. HIRSHON
MARK G. PUREY
LEONARD W. LANGER
JOHN R. BASS, II
EDWARD S. MACCOLL
JANET C. MCCAA
MARSHALL J. TINKLE
IVONNE V. MILLER
F. JAY MEYER
PAULA RAMSBOOTHAM
CYNTHIA A. DILL

COUNSELORS AT LAW
85 EXCHANGE STREET
P.O. BOX 447
PORTLAND, MAINE 04112-0447

BENJAMIN THOMPSON
(1857-1918)
NATHAN W. THOMPSON
(1895-1963)

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CABLE THOMPSON
TELEX 944410

*ALSO ADMITTED IN VA AND DC
**ALSO ADMITTED IN DC
***ALSO ADMITTED IN MA AND NY

October 9, 1990

HAND DELIVERED

Merrill S. Seltzer, Chairman
Portland Zoning Board of Appeals
389 Congress Street
Portland, Maine 04101

Re: Conditional Use Appeal for Construction of Sewage
Treatment Facility at Welch Street and Island Avenue,
Peaks Island

Dear Mr. Seltzer:

This letter is submitted on behalf of William Bonn, George Clark and David Norton, landowners on Peaks Island, in response to the Portland Water District's request for reconsideration of the Zoning Board of Appeals' September 13, 1990 denial of the Portland Water District's proposed sewage treatment facility at Welch Street and Island Avenue on Peaks Island. A hearing on the request for reconsideration has been scheduled for Thursday, October 11, at 3:00 p.m.

It is our understanding that the purpose of the hearing is solely to conform the Zoning Board of Appeals' decision to the requirements of 1 M.R.S.A. sec. 407(1), and sec. 14-551(b) of the Portland Land Use Ordinance; the Portland Water District contends that those sections require the Board's decision to be set forth in writing. If it were to be determined that issuance of a written decision is necessary in this instance, our clients would not object to issuance of such a written decision to the extent that it is consistent with the Board's findings as set forth in the record of the September 13, 1990 hearing. However, the written decision should be limited to the findings as set forth during that September 13, 1990 hearing.

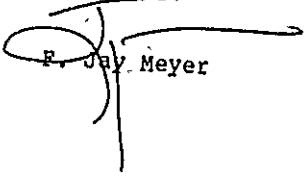
It is also our understanding that no additional evidence will be submitted by or accepted from any party; the sole purpose of the October 11, 1990 hearing will be to consider the issuance of a written decision. Any attempt by the Portland Water District to introduce evidence at the October 11, 1990 hearing is hereby opposed. This application has been the subject of numerous public hearings, at which all concerned parties have had ample opportunity to present relevant evidence; at this point, the Portland Water District has had a

full and fair opportunity to present any evidence in its favor, and submission of additional evidence after denial of the application would be superfluous.

Furthermore, we understand that the October 11, 1990 hearing will be a request for reconsideration only insofar as the Board will be reconsidering the matter for purposes of issuing a written decision; the Board will not be reconsidering the denial of the Portland Water District's application. Should the Portland Water District request that its application be reconsidered for approval, such reconsideration and approval are hereby opposed. Once again, this application has been the subject of numerous hearings where it has been considered at length; at the conclusion of each public hearing, the Board has refused to approve the application. Any suggestion that the Board has failed to consider relevant evidence, or that the Board has inappropriately denied the application, is refuted by the extensive consideration that the Board has given to this application. Therefore, the Board should refuse to entertain any suggestion that the application be considered for approval.

We look forward to attending the October 11, 1990 hearing and anxiously await any written decision that the Zoning Board of Appeals should decide to issue.

Sincerely,


F. Jay Meyer

cc: William Bonn
George Clark
David Norton
Christopher Neagle, Esq.

0628S



Peaks Island
LIONS CLUB

PEAKS ISLAND, MAINE 04108

June 18, 1990

Merrill S. Seltzer
Zoning Board of Appeals
26 Parsons Rd.
Portland, Maine 04103

Dear Mr. Seltzer:

As Secretary of the Peaks Island Lions Club I have been requested by it's membership to write the City of Portland regarding the location of the proposed Peaks Island sewerage treatment plant.

At our regular bi-monthly meeting on June 11, 1990, our membership unanimously voted to oppose the currently proposed location for the following reason: Our fundraising consists of lobster bakes and charitable functions at Greenwood Gardens located within 100 yards of the proposed sewerage plant location. We serve as many as 5,000 people food in a given year as well as variety shows with as many as 200 people in attendance. This is our 40th year involving the above-listed activities. All profits go back to the community and to worthy causes. We have donated to City concerns such as the Fire Department, Peaks Island School and the library, to name a few.

With no guarantees of an odorless sewerage treatment plant next door, our major fundraiser (food service and charitable uses of Greenwood Gardens) will be jeopardised. We will lose our abilities to attract new and repeat clientele.

We feel some other non-threatening location would be best for our business and other businesses on the Island. The proposed site will adversely affect the economic welfare of our community.

The Peaks Island Lions Club thanks you and other City officials for their consideration of this potentially serious problem.

Sincerely,

Paul Lagary
R. Paul Lagary
Secretary
Peaks Island Lions Club

RPL/kg

cc. Peter E. O'Donnell, III

P.S. Our Lions donated the sewerage treatment land to the City for one dollar. We hope this was not a mistake.

note 6/21/90

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We, the undersigned residents of Peaks Island, are vehemently opposed to the proposed placement of a Wastewater Treatment Facility in the public parking lot at the foot of Welch Street Peaks Island. The entrance to the Island is an inappropriate location for such a facility and we feel another location must be found.

NAME	ADDRESS
McClall	1 Welch St. Peaks Island
Robin A. Clarke	2 Welch St. Peaks Island
Barrie Johnson	51 Ocean St. Peaks Island
James J. Jorgis	1 Welch St. Peaks Island
Robin Wellington	62 Island Ave. Peaks Island
Nelson Brock	Luther St. Peaks Island
Julia Woodman	Luther St. Peaks Island
Maria Bennett	Island Ave. Peaks Island
Michael Carey	Brookett Ave. Peaks Island
Deirdre Dwyer	41 Island Ave. Peaks Island
Patricia E. Kilmartin	Central Ave. Peaks Island, Me.
Joan L. Bryand	Spruce Ave. Peaks Island, ME
Carol Noonan	Pink Ave. Peaks Island
Robert T. H. Jorgis	Everett St. Peaks Island
Mark W.	Upper A St. Peaks Island
Diane Brown	Island Ave. Peaks Island
David J. W.	Edgemoor Ave. Peaks Island
Denise Parker	Island Ave. Peaks Island
Therese Parker	Island Ave. Peaks Island
Richard B. Erico	Island Ave. Peaks Island
Maryanne K. Erico	Island Ave. Peaks Island
Dorothy Hennessey	Island Ave. Peaks Island
Brenda Burdette	Island Ave. Peaks Island

Kathleen Beecher 181 Island Ave Peaks Is.
 Robert Briggs 203 Island Ave Peaks Island
 Jack A Briggs 303 Island Ave Peaks Island
 Ray E. Garman 88 The Jetten Peaks 766 5057
 Robert Miller 150 Island Ave Peaks Island 766 2460
 Pauline Miller 150 Island Ave Peaks Island 766 2460
 Correll Deunard 2 Wolsy St Peaks Island
 James F. Lindsay Torrington Pt Peaks Is.
 Richard Reed Seashore Ave Peaks Island
 Guyver Kelsen Pleasant Ave Peaks Island
 Phil Alford III 10 New Island Ave Peaks Island
 Robert T. Wright 87 Brackett Ave P.I.
 Heidi Wright 87 Brackett Ave P.I.
 Pat Barber 366 Seashore P.I.
 Sandra Kelle 6 E New Island P.I.
 R. Ashmore New Isle Ave P.I.
 M. Mann Torrington Pt P.I.
 Sharon M. Mann Adams St P.I.
 Larry Hayden 108 Brackett Ave P.I.
 Patricia Gardner Seashore Ave P.I.
 Norma Brennan Upper A St P.I.
 Judy Parker Day Brackett Ave P.I.
 Richard F. Day Epp St P.I.