

To the Board of Directors of the Great Chebeague Golf Course

Re: Parking changes to Wharf Road

PROPOSAL

The plan is to remove the majority of parking on the Wharf Road, while adding more new parking places than are removed.

PROJECT BACKGROUND

First we need to cover a brief history of recent activity concerning this plan. David Wilson met in August with some members of the Golf Club Board to discuss his action plan for clearing the cars on the Stone Wharf Road that hamper play on the first, second, fourth and fifth fairways. This discussion included Linda Grant, John Rent, Wink Houghton, Carl Tubbesing, Malcolm Rice, Doug Clark and others. David committed personal funds to investigate the feasibility of this plan.

David hired Sarah Witte of the firm Terrence J. DeWan and Associates in Yarmouth. Sarah started the process with some planning, and also contacted the Department of Environmental Protection (DEP). Bob Green from the DEP reviewed a preliminary sketch plan for parking on golf course land on the north side of the Wharf Road, on the westerly side of the Holmbom house. Based on that review Green said he believes the Golf Course would only need a Section 2 Permit by Rule, "Activity Adjacent to a Protected Natural Resource", which is the most basic permit. This permit would be granted two weeks after - and be good for one year after - filing, which can be done once there is a selected development plan.

In September 2012, David presented preliminary ideas and work done to the GCGC Board of Directors. He received positive input and the Board committed funds to continue the work.

On November 19, 2012, a meeting was held in Yarmouth at Sarah Witte's office. The meeting was attended by Sarah, Beth Howe, Chebeague Island's Town Planner, Robert Anderson, a landscape contractor, Wink Houghton, Will Lund from the Holmbom family, and David. The presentation to Will Lund included a proposal for a formal access easement to the Holmbom property which has no frontage, a view easement, and

possible lot line adjustment to increase the family's shorefront. It was a lengthy meeting and seemed productive. Will Lund was the first to leave followed by Beth Howe. The remaining four felt optimistic in gaining the family's support. Wink and David said they would propose these suggestions to the Board of Directors.

At the end of November, Sarah Witte and David received an e-mail from Will Lund. This e-mail stated that the family was extremely unhappy with the scope of the project.

On May 9, 2013, David met with Sarah Witte at her office and a new three-phase plan was formulated. On May 28th, Peggie Jones was hired by David to be his administrative assistant. May 30th, David and Peggie met with Sarah Witte at her office and finalized the three phases of this action plan, described below.

On June 1st, a meeting was held at the clubhouse with David, Peggie, John Rent and Wink Houghton. Linda Grant and Carl Tubbesing were unavailable. At that meeting the three-phase plan was laid out accompanied by colored diagrams for the three scenarios. David later met with Susan Stranahan, president of the CTC Board of Directors, and explained the proposed action plan. David felt that Susan had a very enthusiastic reaction.

On June 5th, David and Peggie met with Eric Dyer at the Town Office and discussed the entirety of this action plan. Eric indicated this was a good resolution to the parking problem and would take it up with the Selectmen. When questioned on enforcement of the parking ban, Eric said that the Selectmen could draw up an ordinance to enforce the no parking areas. We asked for ticketing, fining, collection of fines and any other method of enforcing the ordinance. Eric also said he thought that barriers, such as granite blocks or boulders would be effective. When discussing costs, Eric felt the costs could be kept down by having Public Works do most of the work. Thinking ahead to Phases II and III (see below), Eric felt we should go with a gravel parking area, not paved, as it would be cheaper and more environmentally friendly.

David reminded Eric that he had already committed for the Town building an egress/ingress for golf carts from the sixth green to the 7th. Eric said it would be done by mid-June.

DESCRIPTION OF PROPOSED PHASED PARKING PLAN

Phase I. The first Phase will be to remove 12 parking spaces while adding 15 new head-in parking spaces. This new parking area will be on the north side of the Wharf Road adjacent to the existing head in parking on golf course land. The 12 spaces to be removed are 6 spaces in front of the 5th fairway and 6 in front of the 1st fairway. The plan is to also designate a grass parking area adjacent to the 6th green. This area will give 15 spaces for people going to the boat using golf carts or smart cars – mini compacts. This phase also includes a permanent easement from the Town to the 7th tee. The goal is to implement all of Phase I in the current year, 2013.

Phase II. In Phase II, 11 more spaces will be removed for a total of 23 spaces that have been removed. There will then be 25 additional spaces on the north side of Wharf Road, both head-in parking and some in a new off road lot. This lot will be on golf course property. The 11 removed spaces will be 4 spaces in front of the 4th tee and 7 spaces from in front of fairway #2 up to South Road.

Phase III. In Phase III, there will be 42 additional new spaces in the new lot for a total of 55 spaces. The work to be done on this new lot would be done by the Town of Chebeague with possible grant funding. As mentioned above, a sketch of this parking lot was reviewed by the DEP and they have said that such a plan could be approved through Permit-by-Rule. Furthermore, most of the vegetation in that area is comprised of non-native invasive species, which should be removed as a component of responsible land stewardship. Also in Phase III, the existing ‘shed’ should be either replaced or restored as it is a nonconforming grandfathered structure.

David also suggested that since the parking is now on golf club property, the responsibility for damage to vehicles be shifted from the golfer to vehicle owners. He also suggested that there be “Park at your own risk” signs put up.

The costs for this long range project will include pre-construction, land planning, engineering, survey, permit, construction, landscaping, shed repair or replacement, fencing, demolition, as well as legal fees for lease agreements and legal easement. There is also the possibility of legal challenge from the Holmbom family. There should be not only a statement that if CTC leaves the Stone Pier that the land reverts to the GCGC, but also

that GCGC have a legal "out" if the Town of Chebeague does not abide by its responsibilities.

Other Recommendations

Additional thinking is to possibly change the clubhouse two driveways into one two-way driveway. The other "driveway" could accommodate parking spaces for golf club members and other golfers.

I hope this letter answers more of your questions and will meet with your approval.

Peggie Jones
Assistant to David Wilson
June 19, 2013