

MEMORANDUM

TO: Ron Owens, Town Manager
CC: Mike Shaw, Public Works Director
FROM: Jim Wendel, PE, Town Engineer
DATE: May 8, 2008
RE: Pine Point Road Reconstruction-East Grand Avenue to King Street

As requested, attached is a sketch with the discussion below, of why and how I propose to match the re-constructed road to the short dead-end portion of Pine Point Road, past King Street, that fronts The Lighthouse Motel.

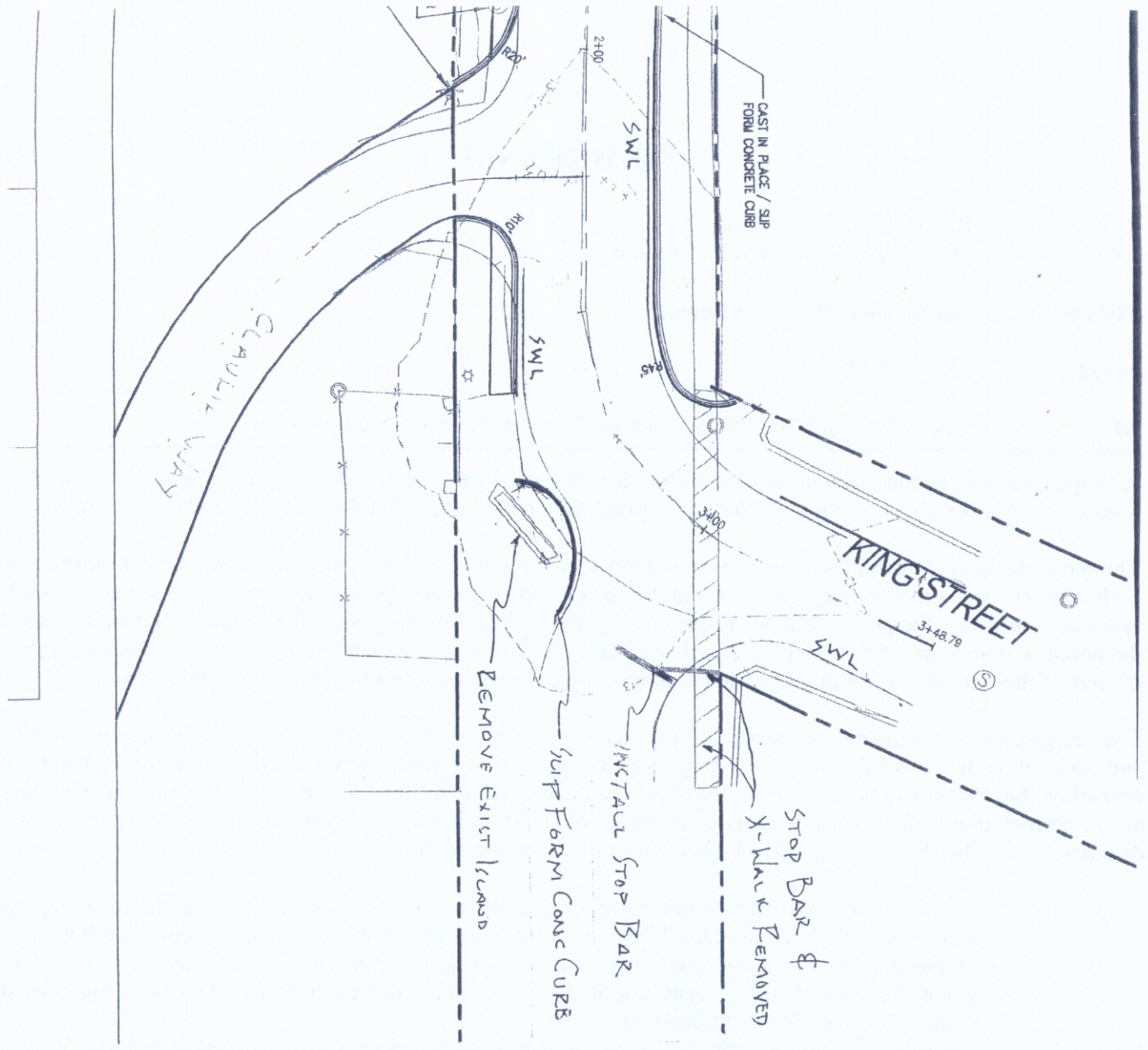
The scope of the re-construction project is to reduce the road width to 26 feet, add slip-form concrete curbing on both sides and to correct drainage problems in this area created by a very poor road vertical alignment and road cross-section within the project limits. These improvements will correct a poorly functioning segment of road for the public and abutters. Also, the project will allow the construction of a Planning Board required sidewalk, by the owners of the Beachwalk at Pine Point development along their project frontage with Pine Point Road.

The design process for the re-construction project led to the solution shown in the sketch for the area in question, and is based on the physical site and, existing and anticipated future infrastructure needs of this area. This design will allow the project to physically fit to the short dead-end portion of Pine Point Road, provide pedestrian function, and to correct, in my professional judgment, existing vehicular movement safety issues. The following detailed discussion describes the operational and safety goals of the design in this area.

1. Due to the required change in the vertical profile to correct the drainage issues and to appropriately match existing driveways for this project, it became necessary for the placement of curb in the area in question; the new gutter line in this area will be approximately 4-inches lower than the existing grade. The use of curb is an appropriate and commonly recognized method of matching to existing grade when you have a curbed road section.
2. Since there was a necessity to use curb in this area, the opportunity easily presented itself to address the safety concern for all the vehicular movements in this area by correcting the currently nearly indistinguishable and substandard road geometrics, and excessively available pavement. This will be achieved by using curb and pavement markings to define a formal intersection configuration to service the short dead-end portion of Pine Point Road. This type of infrastructure solution is publicly understood and common; it removes excess pavement from the travel path, provides a longer visual queue to clearly define the travel path for the driver making the thru-movement to King Street on a tight curve, and it clearly defines the travel path for access to The Lighthouse Motel. Finally, existing signage will remain and may be supplemented.
3. The existing raised island is removed because of the required placement of the future sidewalk on that side of the street by the owners of the Beachwalk at Pine Point development. This area will be constructed to provide the pedestrian infrastructure link to allow that movement through this area to the beach, to King Street and vice versa. Also, with the use of curb, this island becomes obsolete as a vehicular traffic movement barrier and is an obstruction to the pedestrian traffic.

Given the Town's need to reconstruct this portion of Pine Point Road and the obvious and significant limitation for vehicular use by the public of the existing 300 foot long dead-end portion of Pine Point Road, it is my professional opinion this approach in the area in question is an appropriate, prudent and modest engineering solution to meet the safe, changing and increasing vehicular and pedestrian use in this area.

Thank you,





Legend

Centerline	Outline	White EdgeLine	Edge of Sloewalk	Grass	Sidewalk	Crosswalk
(Yellow dashed line)	(Black solid line)	(White solid line)	(Green solid line)	(Green textured area)	(Grey textured area)	(White rectangle)

Disclaimer: The data contained within the Scarborough GIS is intended for a public resource of accuracy, however no warranties or accuracies of any of the data, and shall assume no liability for the data. The data is provided for informational purposes only and is not intended for any other purpose. The data is provided for informational purposes only and is not intended for any other purpose. The data is provided for informational purposes only and is not intended for any other purpose. The data is provided for informational purposes only and is not intended for any other purpose.



Printed By: Ames Dubois
 Print Date/Time: 1/11/2010

Pine Point Rd at King St - Beachwalk
 1 inch equals 30 feet



Town Of
Scarborough
 Maine
<http://www.scarborough.me.us/tpw/>





Pine Point Residents Group

To Town Council Chairman Jeffrey Messer

**Request for Council Agenda Item for
June 18, 2008**

June 3, 2008

From the Pine Point Residents Group



Pine Point Residents Group

June 2, 2008

Jeff Messer, Chairman
Scarborough Town Council
Scarborough, Maine

Dear Chairman Messer:

We are writing to ask you to please place an item on your June 18th agenda concerning reinstatement of the Pine Point Study Committee which the Council created in 2006.

Three years ago you were instrumental in helping interested residents of Pine Point who wanted to develop a plan for the Depot Street area. As you recall, at that time the Lighthouse Motel had applied for variances to convert their business to five condominiums. Our Residents Group formed to participate in the public approval process ultimately endorsed their plan for five units on the 1/3 acre parcel. Our group then approached the Council in August of 2005, when you were chairman, and advocated strongly in support of your idea to create a study committee which would involve the motel owners, Residents Group, abutters, and Town officials. The goal, in your words, was to develop a plan that would be a win-win for everyone.

The committee met under the leadership of the Town Manager for eight months and did some excellent work. The Town traffic engineer firm created several plans for our review, and we deliberated many features of a plan which Mr. Owens coined as the "Ocean Gateway."

The motel owners withdrew their plan in April of 2006 at a point when the Town had just crafted a draft written agreement spelling out details of the plan. As a result of their decision to not proceed, the Town Manager suspended the committee work, although our group urged him to let the process continue.

Soon thereafter the issue of the barricade across the Pine Point Rd. at Depot Street became controversial. One of the residents' strong feelings was that the time had come for an alternative to barricading the public street since it served primarily to privatize a public road. The Study Committee had included the removal of that barrier in its work. A month after the committee was suspended, the Town Manager designed a new barricade which became a paved berm and was not only permanent (year-round where the previous orange barrels were seasonal) but the new berm was longer and, we believed, was more restrictive than the seasonal one. We objected to the design but it was under construction and almost completed when it appeared on your agenda that spring for your approval. When asked why, the Town Manager indicated that it was a Council decision in 1989 and he felt that any modification to it should receive Council approval. Despite our involvement for several weeks, we were not informed that it was on the Council agenda, so we were not present to make our concerns known. The Council deliberated for about five minutes and voted to approve the design.

That fall, we asked the Council to reconsider the design and you voted in October to order it reduced in size substantially, a compromise you personally brokered and one which our Group was supportive of.

Also that fall of 2006 we asked to meet with the Council to propose that the study of this area be continued and we provided the Council with a detailed proposal outlining why a study was needed and providing information from the previous study. It is important to note that no minutes of that first committee were taken nor was a report of the committee's 8 months of work every reported to the Council in public session. Our 27 page document sought to at least document what had occurred during those months. Also, a new subdivision on Depot St. had been proposed and was going through the approval process at this time, so there were new players to be involved in a study. Finally, we learned at that time that the motel owners had approached the Town about converting their business to 22 condos rather than five (which they later did despite the Town's position that it would create a "change of use" requiring Zoning Board approval.

The Council, in its wisdom, decided to wait until the spring of 2007 to study the matter. Councilor Sylvia Most indicated that the Comprehensive Plan Implementation Committee could consider this in the context of the revised Comprehensive Plan during the next year.

It is now one year later than that goal. When we learned last month that the Town Engineer had designed and proposed a reconstruction of the end of the Pine Point Rd. (which included yet another change to the barricade on Depot St.) we became alarmed primarily due to the timing. As you know, the agreement made by the developer of the new Beachwalk Subdivision was to do no infrastructure during the summer. When he defaulted on his performance bond (the Town had held his business check for several months and it was returned for insufficient funds when it was ultimately deposited), the investors of those expensive but unbuildable lots formed their homeowners association and modified the covenants so they could do the road construction both in the public streets and on the private road last summer. That was the only way they could obtain growth and building permits so they could try to sell their investments.

Since the Planning Dept. erroneously neglected to make the prohibition of summer construction part of the conditions of approval, and since staff took the position that they could not enforce the developer's representations (which appear in the minutes of the Planning Board), the investors, led by John Wiggin, one of the homeowners, were granted permission to open the roads in June, July and August. We learned from the Town Manager that the Town did violate its own ordinance by accepting and holding the developer's check for the performance guaranty (which, as stated above, bounced) and Mr. Owens stated that he was trying to work with the investors who were affected by the developer's default.

The summer construction was a nightmare for residents and visitors, as many will attest. The contractor broke a water main on a Saturday in July which left the entire peninsula without water for much of the day. The larger issue was, however, how changes could be made to the developer's representations made through the Planning Board process. This matter placed the integrity of the Planning Board process in jeopardy. As it states in our ordinance and in this subdivision's approval notes:

S-6 THE PROPERTY SHOWN ON THIS PLAN MAY BE DEVELOPED AND USED ONLY AS DEPICTED ON THIS APPROVED PLAN. ALL ELEMENTS AND FEATURES OF THE PLAN AND ALL REPRESENTATIONS MADE BY THE APPLICANT CONCERNING THE DEVELOPMENT AND USE OF THE PROPERTY WHICH APPEAR IN THE RECORD OF THE PLANNING BOARD PROCEEDINGS ARE CONDITIONS OF APPROVAL. NO CHANGE FROM THE CONDITIONS OF APPROVAL IS PERMITTED UNLESS AN AMENDED SUBDIVISION PLAN IS FIRST SUBMITTED TO AND APPROVED BY THE PLANNING BOARD. (Emphasis added)

Nevertheless, when we learned of Mr. Wendell's design, and learned from residents Mr. Shaw spoke to that construction was scheduled for June, we asked for a meeting to learn more details of the plan so we could communicate with the residents. The meeting was very productive and at no time did the four representatives indicate that we objected to the details of the plan; we told them that we would take the information back to the Residents Group and then let our position be known. We saw Mr. Owens after the meeting and thanked him for Mr. Wendell and Mr. Shaw's time. He did not mention that the plan was on the agenda for that very night's Council meeting.

That evening, the Town Manager stated to you: "as you might expect we've not been able to reach any kind of consensus or buy in on any of the improvements..." suggesting that the four representatives were not in favor of it. We clarified with a follow up email to you to explain the matter because we did not want the Council or our neighbors to think we would attempt to stop what may be a wonderful improvement. We simply needed to gather information, particularly as to the timing.

Our request for an agenda item was denied by the Town Manager, but we appeal to you because he misunderstood the reason for the request.

What we would like to do is what we did twice before; discuss the merits of reconvening a committee to finish the work begun three years ago, consistent with the Council's desire to study it in the context of the Comprehensive Plan last year. We did not expect the Council to deliberate the details of Mr. Wendell's plan; we simply saw that as yet another important piece of the larger pie.

And we felt that the Wendell plan provided an excellent invitation to resume the study. We also felt the timing was critical; Mr. Shaw indicated that about \$45,000 was earmarked for the Wendell plan, it would take only two weeks to complete, and we did not want to see that funding allocated to another project when it could remain earmarked for improvements at this corner. We feel that the nature of those improvements ought to be considered in relationship with the Depot Street plans, the barricade issue, and the Beachwalk Subdivision's obligations (they are required to provide a public sidewalk based on their approvals and do landscaping. Most importantly, the Town acquired a 3200 SF parcel from the Beachwalk subdivision and the developer was required to work with the Town to create a plan for that piece relative to access and landscaping. That has still not been done. Furthermore, Mr. Wendell's plan, which included the sidewalk along the end of the Pine Point Rd., did not extend into that public property which we did not understand. The Residents advocated strongly for that parcel to ameliorate the impact of the subdivision somewhat and to preserve a public view corridor and provide green space. Eventually our hope was that a land exchange would occur with the motel when they were ready to negotiate and this precious little parcel would then abut Depot St. creating a wonderful public space.

The administration has taken the position that there is nothing that can be done on Depot St. or with the 3200 SF parcel until the motel owners make a decision. We don't agree. At the very least we have argued that handicap parking could be provided there, and a method of turning around. We also feel that leaving the 3200 SF parcel unused will create the impression that it is part of the Beachwalk subdivision and will, like Depot St. become essentially "privatized." The investors of those lots should understand from the beginning that this is public property given to the Town so the developer could take advantage of Section 7 of the Ordinance and is not simply open space. The best way to ensure that is for a plan to be developed for its use, passive or active, and the committee we propose can do just that.

In closing, we know you are leaving the Council because of term limits, but you have the opportunity to act now to move this process ahead. The Truman's have made their decisions and there will apparently be 22 owners of that facility who can only occupy their rooms for six months each year. It is not reasonable to think we should wait longer to develop the vision you put forth when you conceived of the idea of a study so long ago. Mr. Owens himself had a vision he called the "Ocean Gateway" there, and Councilor Most's practical view of studying this last year in the context of the Comprehensive Plan made sense. Let's begin now.

We could postpone it longer and argue that we should because we will have a new Council and a new Town Manager, but part of the study should include collecting data on vehicle and pedestrian traffic there during the peak season – this July and August. It will be important to have that information when we consider options for the public road to present to the Council. The new Councilors and Town Manager will certainly be brought up to speed and become integral to the process, but the worker bees of the committee could do much this summer and through the fall to collect data, look at old and new designs, and record its work this time around. The Town Planner has history here, is very well-respected, and would make an ideal facilitator for the study. Furthermore, the demographics of Pine Point continue to change and many very interested residents are seasonal.

They deserve to have input as well. As do citizens from all parts of Town because this very visible and beautiful corner of Pine Point is treasured by us all, not just abutters or neighbors.

Thank you for reading this and please consider leaving as one of your many legacies a process that will have great hope for the development of a wonderful community resource. We would be grateful to attend your next meeting on June 18th and briefly present these views in support of the agenda item.

Yours Truly,

Representatives of the Residents Group

Harold Hutchinson, Judy Shirk, Jack Callahan, Judy Mushial, Sue Perrino, John Thurlow, Elaine Richer

Enc: additional information

This article appeared in the Forecaster in September of 2006. It is an accurate summary of the issues and is useful to read.

FORECASTER

September 7, 2006

Council Postpones Pine Point Study

By Peggy Roberts

SCARBOROUGH - After much discussion Wednesday night, town councilors postponed organization of a new road study for Depot Street, also known as Pine Point Road.

Four representatives of the Pine Point Residents Group presented their 27-page proposal to the council at Wednesday's meeting. Speaking on behalf of the nearly 100 members of the group, Jack Callahan, Judy Shirk, Harold Hutchinson and John Thurlow called for a study that would take another look at the traffic barriers at Pine Point, study ways to improve public access to the beach from Depot Street and plan ways to best use the 3,400-square-foot piece of land that developer Paul Hollis intends to donate to the town from part of his proposed Beach Walk subdivision.

The donated land abuts a portion of the Lighthouse Motor Inn's parking strip. Although Thurlow said he would like to determine a use for the property in Phase I of the study, Town Manager Ron Owens reminded him that the town does not yet own the land.

The group also brought up last year's proposed land exchange between the town and owners of the Lighthouse Motor Inn, Nick and Peter Truman. As part of the Trumans' 2005 plan, their motel would have been converted to five condominium units and the existing parking strip would have been traded to the town for a piece of land that would have given them better access to the new units.

Although the deal is off the table for now after the Truman's decision to withdraw their conversion plan, Thurlow encouraged the town to be "proactive" in seeking a proportional land exchange, suggesting a 2-1 ratio in the town's favor.

But Owens said the discussion was premature at this point, since the Trumans had changed their minds. In addition, he said any committee that might be formed in the future would need to include the Trumans although, at this time, they are unwilling to be involved.

"I don't think there's any disagreement on what we'd like to do with the end of Depot Street; it's how we get there," Owens said. "We need to have all parties represented and participating."

Though the Lighthouse Inn's possible conversion is not a component of the group's proposed study, apprehension over the future of the Trumans' property continues to hover over any discussion of changes at

Pine Point.

Most recently, the residents' group has rallied against the Trumans' current idea of converting the motel into 22 "condotel" units, a plan that the town's attorney has determined would be a "change of use," requiring approval by the Zoning Board of Appeals. Though, for now, the Pine Point group has chosen not to comment on this newest possibility, Thurlow said he's "confident the group will be taking a position on it" if it should go to the board.

After a period of debate at Wednesday's meeting, Councilor Sylvia Most suggested tabling the discussion of a study group until next year at this time, when the Comprehensive Plan Implementation Committee will take up Pine Point.

"That would give a cooling off period to the Truman's but won't give so much time that we'll lose sight of the discussion," she said.

The council commended the residents' group for the time and effort they put into their proposal and presentation but, ultimately, decided to delay a new study and to consider many of the issues brought forward as part of the Comprehensive Plan process.

"(Depot Road) is one area for the committee to study and to make recommendations on changes to policy that would affect the area," Owens said Thursday.

As for the Hollis land conveyance, Owens said determinations on its use do not need to be made until spring as it's unlikely the developer would be starting work on the project before that time.

Peggy Roberts can be reached at 781-3661 ext 125 or proberts@theforecaster.net.

Pine Point Rd. – Depot St. Study Committee

Mission: to gather data and examine options for creating a Master Plan, consistent with the Town's Comprehensive Plan, for the Depot Street – Pine Point Rd. area from Jones Creek Drive to the Beach.

Membership: similar to the previous study: abutters, residents, town officials, citizens, possibly facilitated jointly by a citizen and the Town Planner.

Records: minutes of the meetings should be recorded and distributed and agenda published in advance. The previous study was hindered by the absence of these important tools.

Areas of Study:

- Depot Street from the end of the Pine Point Rd. to the Beach
- The barricade on Depot Street
- The use of Depot Street and issues of safety of guests, drivers, bikers and pedestrians
- The need for handicap accessibility to beach parking
- The end of the Pine Point Rd. from Jones Creek to Depot St. and thereabouts (including the Wendell Plan for regarding, reconstruction, drainage, sidewalks, etc.)
- The Beachwalk Subdivision as it relates to public way and the status of its approvals
- The 3200 SF Town Parcel surrounded by Claudia Way in the Beachwalk Subdivision and accessed by a five foot easement.
- A portion of King Street from the Pine Point Rd. to Tasker Avenue where drainage concerns and safety have been of concern for years

Reasons for Initiating the Study this Summer

- Doing a study beginning this summer will permit seasonal residents to participate. Pine Point has changed as more and more property owners are seasonal but want to participate in the process. This is the beginning of the 4th year of issues related to the motel, barricade, Beachwalk, public beach access and use of Depot St.
- There is apparently approximately \$45,000 earmarked for the "Wendell Plan" according to Mike Shaw, Public Works Director. The fiscal year changes July 1, so the question of funding should be addressed. How can those funds be preserved for projects which the committee may propose for FY 2008-09 if approved?

- The Beachwalk Association has some financial obligations regarding the sidewalk and landscaping of the Town parcel which are spelled out in the minutes and approvals by the Planning Board. These should be accomplished in a timely manner so the integrity of the approval process is not called into question.
- Our group has asked for a "Traffic and Use Study" of Depot Street several times over the past four years but to date none has been done. The only evidence of how the road is used by the public is anecdotal or photos taken over the years. If the committee began its work this summer then it could consider some type of more formal data collection of traffic patterns, safety of pedestrians, private vs. public uses of the road, etc. The absence of sound data during the peak season hampered the work of the previous committee, many believe. The time to gather data is this summer.

Time Line of Relevant Events

12-01-04	Town Council Adopts the Practical Difficulty Variance
12/01 – 05	Town Council meets to discuss road swap with Trumans (can't find in minutes)
02-22-05	Planning Board Meeting: Favorable opinion of road swap, we're told
03-09-05	Hotel Conversion project heard at Zoning Board of Appeals
04-20-05.1	Second meeting of conversion at Zoning Board – tabled
Summer 05	Neighborhood meetings with Hotel architects on conversion
8-10-05	Residents Group representatives present to Town Council in workshop. Present Position Statement #1 on Conversion details and road issues Council agrees to Residents Group's request to create a committee.
9-10-05	Special Committee Meeting #1
9-21-05	Residents Group presents Position Statement #2 on details of the Road Design "Plan A" presented by Ron Owens on 9-10-05
10-04-05	Special Committee Meeting #2
10-14-05	Letter from Hotel Owners' Architect to Ron Owens regarding road design Concern stated about costs and timing
10-18-05	Special Committee Meeting #3
10-31-05	Town Council deadline for Committee Report
11-07-05	Letter from Hotel Owners to Ron Owens: Putting project "on hold"
11-08-05	Special Committee Meeting #4 (rescheduled from 11/1)
11-16/29-05	Residents Group response to Hotel Owners' letter of Nov. 7th Position Statement #3 to continue the study; presented alternative plans
11-29-05	Letter Hotel Owners to Ron Owens: Financial information response



Pine Point Residents Group

July 10, 2008

Jeffrey Messer, Chairman
Scarborough Town Council

Dear Chairman Messer and Council Members,

Thank you for favorable action last month on the proposed study committee for the Pine Point area. The Residents Group members are very appreciative of your support.

You indicated that you could revisit the specifics of the proposal at the July 16th meeting after thinking over some of the issues following your vote on June 18th. We would like to give you just a little bit more information to consider.

We also wanted to commend you all, the administration and staff, Judi Clancy, the sponsors and the 350th Committee for a truly incredible celebration of our Town's 350th last weekend. It was an unbelievably extraordinary series of events that will be remembered for a very long time.

Thank you for your consideration of the items here, and as always, thank you for your service to our Town.

Sincerely,

Harold Hutchinson, Jack Callahan, Judy Mushial, Elaine Richer, John Thurlow, Judy Shirk
Representatives of the Pine Point Residents Group



For Your Consideration

Suggested Items for Reconsideration

Data Collection

The Council did not want to begin the study until the fall because Planning Staff would be understandably very busy.

Please consider asking citizens, staff or the Town's traffic engineers to collect data during the next six weeks of summer regarding traffic and use patterns at the end of the Pine Point Rd., Claudia Way and Depot Street (vehicles, pedestrians, bicyclists). The committee will benefit from data during the study, even informally gathered data such as the photos enclosed.

Membership

<u>The Approved Membership</u>	<u>Proposed Change</u>
1 Resident	2 Residents (& alternates allowed)
3 Abutters	3 Abutters
4 Town Staff	4 Town Staff
1 Town Council	1 Town Council

The Council felt a smaller committee would work more productively. We agree. Our concern was with the **composition**. Abutters and staff, in all due respect, may have different perspectives and priorities than residents, so a more **balanced** composition is recommended. Some residents are seasonal, so we request alternates to be allowed (who will be in the audience for all meetings)

Please consider at least one more resident and allow alternates to take their place provided the alternates have attended meetings as observers.



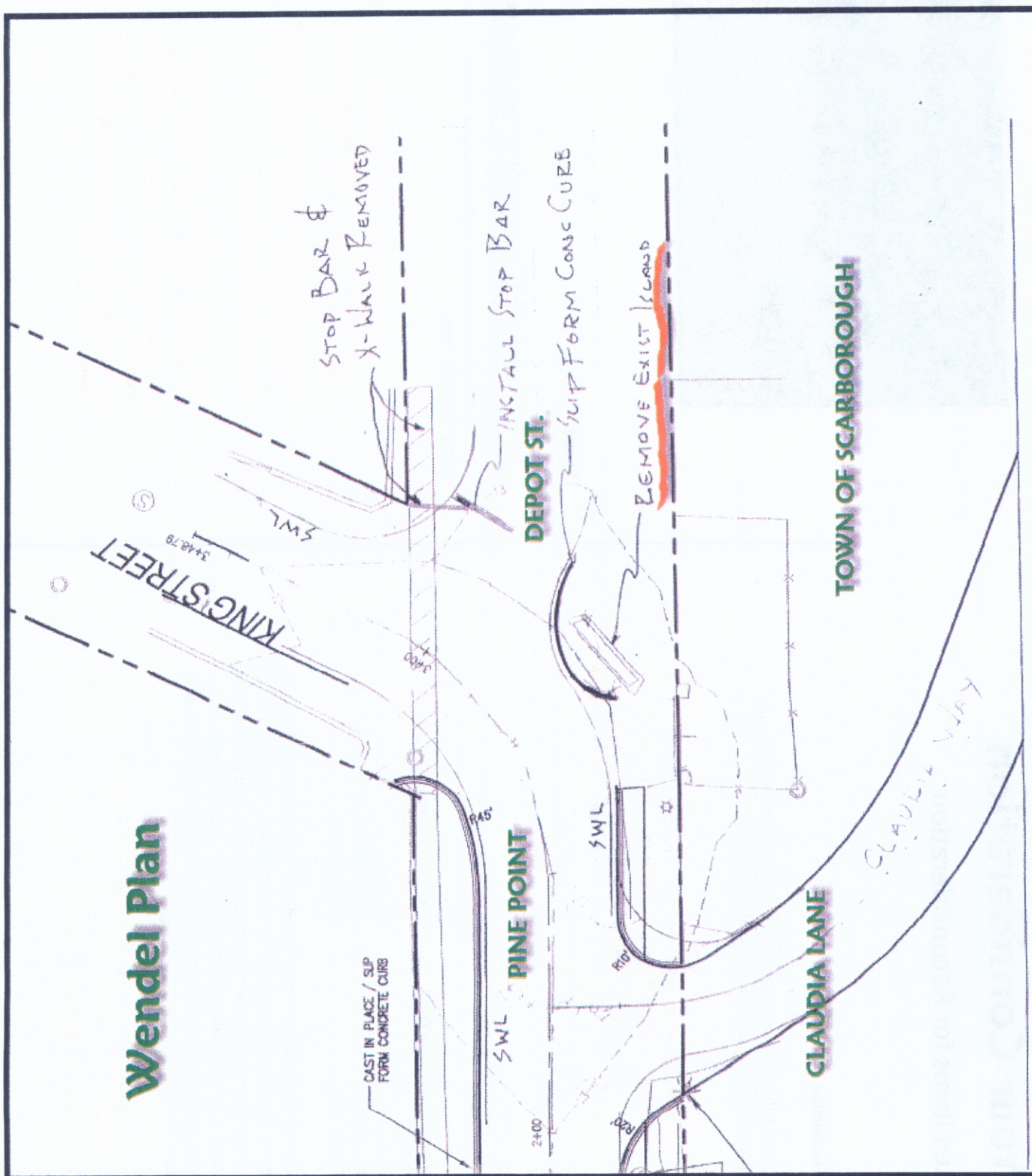
Scope

The Council chose to limit the scope of the Study. We agree that success is more likely if it is focused. Furthermore, the Council continues to work on implementation of the Comprehensive Plan.

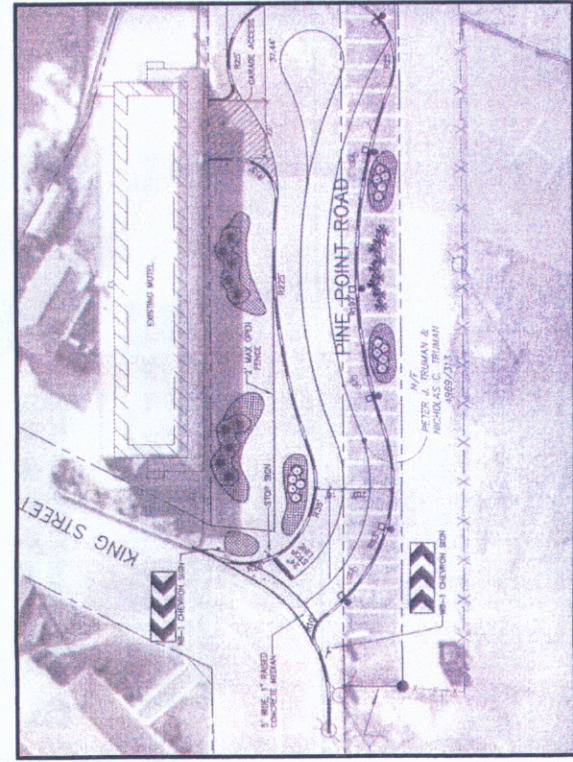
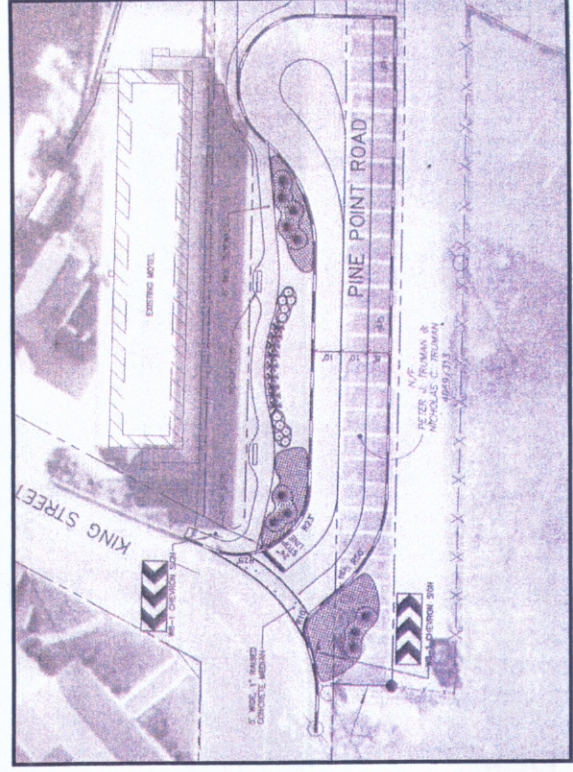
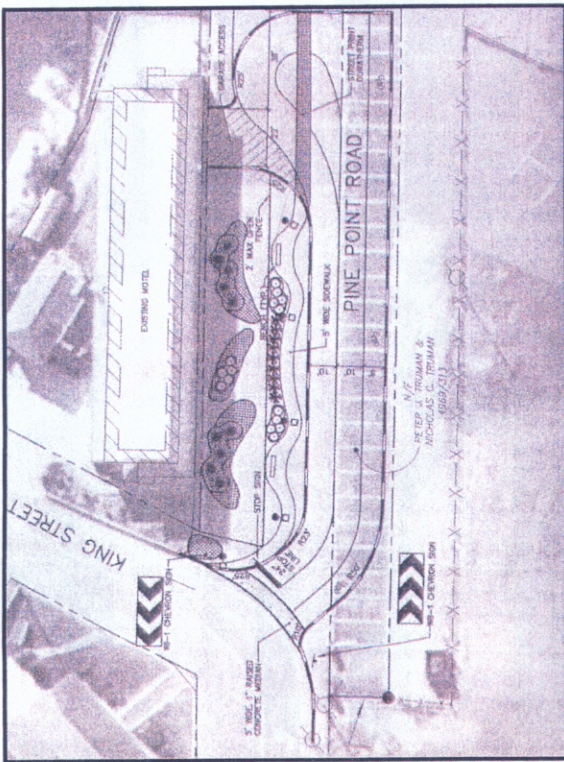
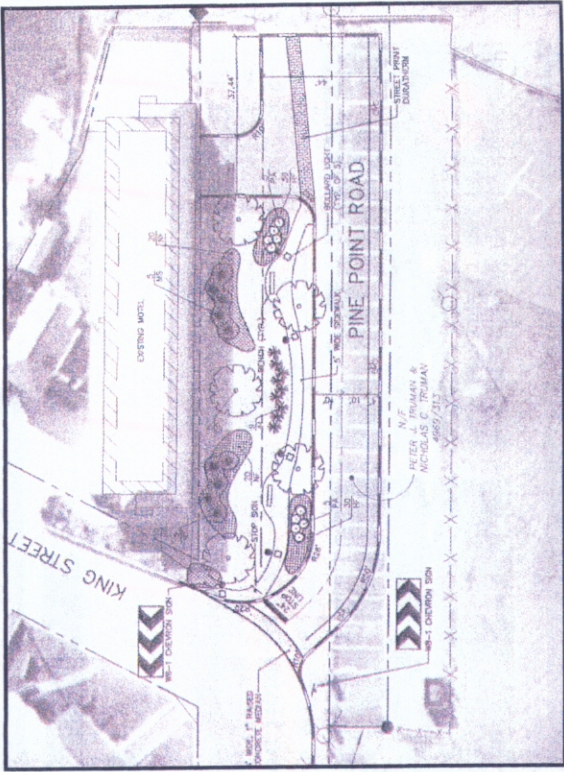
Eliminating King Street from the scope is understandable Please consider **restoring** Depot Street to the scope. It is very likely that recommendations concerning the barricade and re-grading of the end of the Pine Point Rd. will directly impact Depot Street.

The previous Town Council Study Committee received several concept plans for this area which were created by the traffic engineering firm the Town hired and by the Residents Group. These should be reviewed along with the Wendell Plan and others. Copies of these are enclosed.

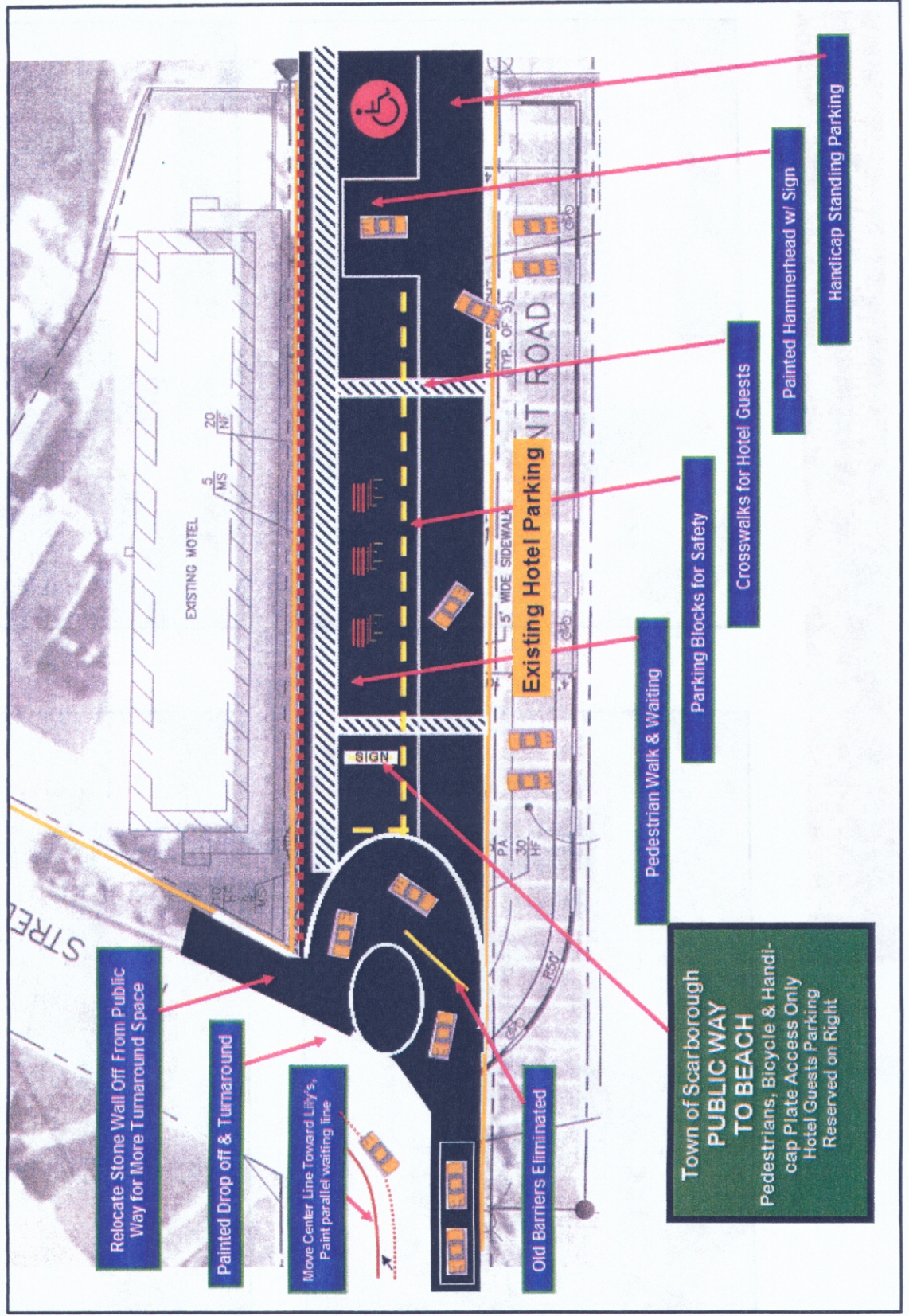
Wendel Plan



Various Concepts by Traffic Engineers
 Provided to the Town Council's Special Committee - Fall 2005



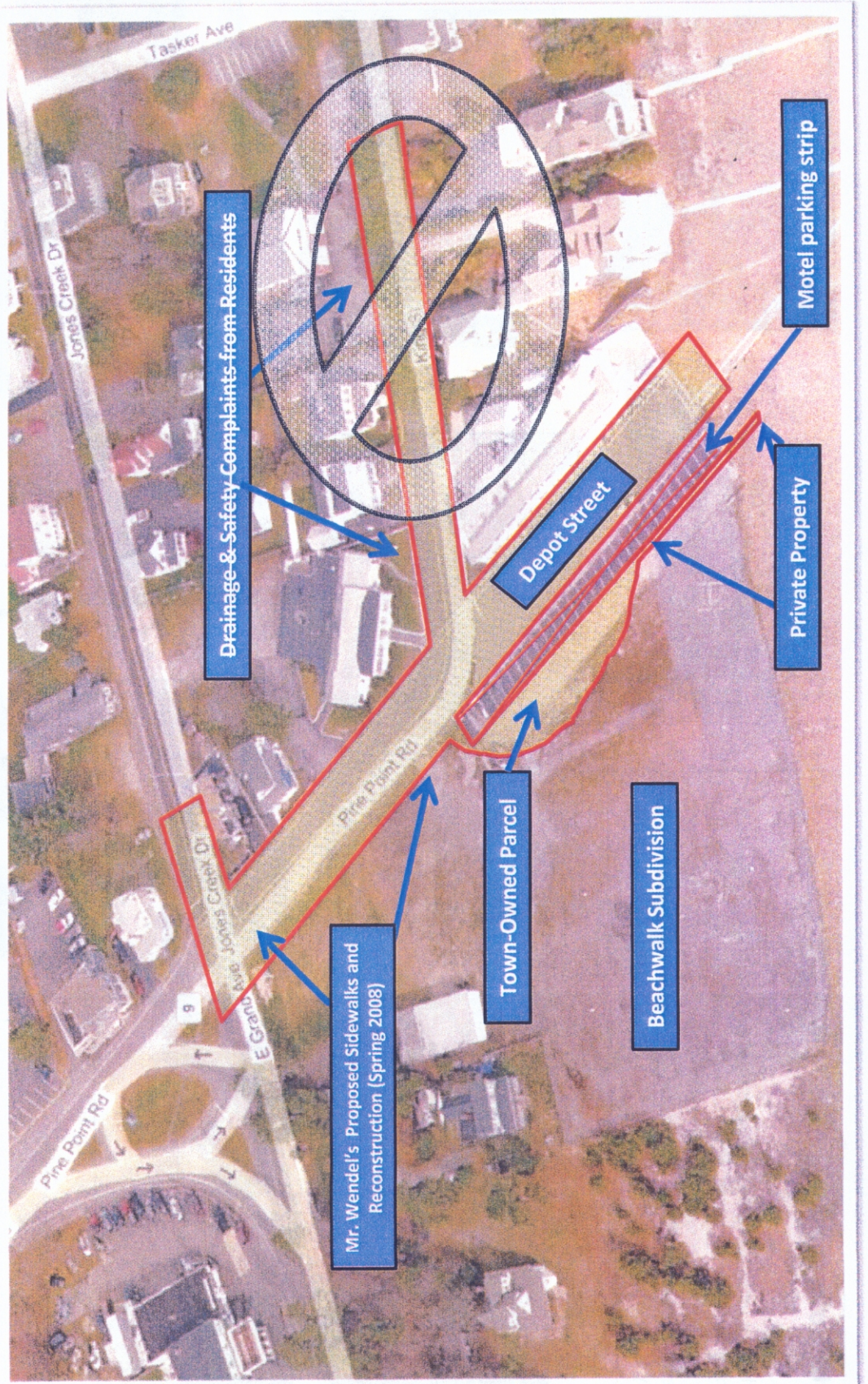
**Concept Drawn For the Residents Group for the Previous
Town Council Study Committee to Consider**



Proposed Area and Scope of Study

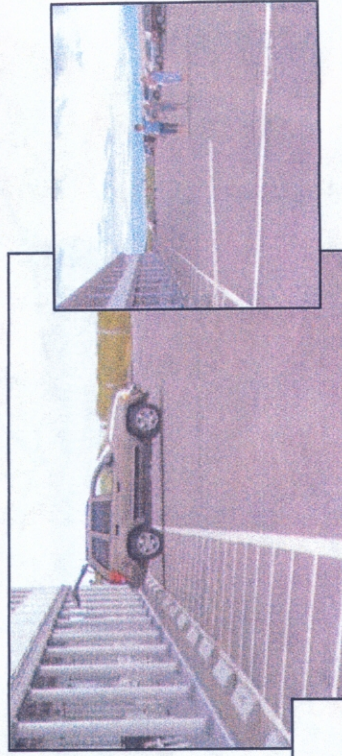
The Council voted to exclude King St. and Depot St. It makes sense to look at King Street drainage problems at another time along with the avenues' drainage problems which affect many residents.

Please reconsider Depot St. The barricade is located there and is on the Wendel Plan, and because improvements to the end of Pine Point Rd. and Claudia Lane will likely impact Depot St. (which is about 300 feet long).



Data Collection

The images here were randomly captured by Residents Group members and presented to the previous Study Committee. Informal data such as these as well as more scientific data on traffic and use patterns would benefit the Committee as it deliberates issues of public safety and access.



To: Peggy Roberts
From: The Milliken's

Date June 25, 2008

Subject: Pine Point area road work

My wife and I own the house at 368 Pine Point Road. Besides Nick Truman, the Lighthouse Inn, the Sand Dollar Inn and investors in Beachwalk we are the only true abutters to the road work being discussed in your article published June 19, 2008. We purchased the house in August of 2004 hoping to fulfill a life long dream of having a home near a beautiful beach in Southern Maine. Almost from the very beginning the neighborhood issues at Pine Point and the Town of Scarborough have pretty much robbed us of any of the peace and tranquility the area potentially has to offer. For the past two years we have had to listen to construction vehicles tearing up the street in front of our home creating a constant mess and disruption of our peace. We currently have to listen to fishing boats drive by and bang as they hit the bumps in the road in front of the house at four and five in the morning. When things do quite down we sit on our porch and watch people walk by the front of our house putting themselves in danger because there is no sidewalk for them to walk safely on as cars speed around the corner of King Street onto Pine Point Road. The opposite side of the road is so uneven and unsafe that we watch elderly people almost fall on a regular basis due to the dip in the road created by the poor workmanship of the contractor who dug up the road last summer.

Either my wife or I have attended a number of the neighborhood meetings and town meetings to get an understanding of either the issues concerning the Lighthouse Inn or the Beachwalk development and always leave with the feeling that this is about personal jealousies and personal vendettas. The mere thought that hiring a facilitator would be of value is a ridiculous waste of taxpayer's money. This will go right done to an argument as to where the last blade of grass is planted and who should pay for that blade of grass. This has never been about what is best for Pine Point or the Town of Scarborough or the safety of its citizens or our tourist.

The original plans for both the Lighthouse and Beachwalk were excellent and offered the Pine Point Community a visually attractive entry to one of the nicest beach communities in southern Maine. Having five or six well built attractive condos at the Lighthouse would have been much more desirable than 20+ motel units owned by individuals. The original Beachwalk development was beautiful and has the potential of increasing property values and tax revenues for the town. The value of both has been diminished and there is no one to blame but the town for their inability to act.

I believe that elected officials have a duty to listen to its citizens and taxpayers but at some point the listening needs to stop and the elected officials need to act on what they think is reasonable and in the best interest of all taxpayers. We are well beyond that point now. This fiasco has been going on for close to four years. Your article further points out how this is truly an issue between the Lighthouse and the Pine Point Residents Group.

Depot Street is not used by the guest of the Lighthouse anymore than by the rest of the people of Scarborough or our tourist. In four years I have rarely seen any children playing on that street. The van parked in the parking space is not a maintenance van at all. It is a personal vehicle and has until this year been parked in the driveway right next door to our home the majority of the time and in fact is parked there all winter. I do not write to defend the Lighthouse because there are issues on their side as well.

This is about the town and its inability to do its job. How much more taxpayer time and money are our elected officials going to waste on such a simple project? My wife and I rarely find peace at Pine Point and have had our house up for sale a couple of times over the past two years. We will probably put it on the market again because it does not make much sense in paying \$4000 + a year in taxes for this aggravation.

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