

Meeting was called to order at 6:00pm.

Members present Chairman/Josh Miller, Ben Norton, Mike Cushman, William Mroz, Richard Vermeulen, Glenn Hall, Dan Morris. Also present were Selectboard liaison member/Randy Elwell, recording secretary Patty St. Clair, and Noel Musson and Gregg of the Musson Group. Audience present Chris Chadwick, Justin Thompson, Josiah Wilson, Town Manager/Tim Polky, Vernon Thompson, Randy Cushman, Sandra Roak, Selectboard members Tammy Willey and Richard Bates.

A motion was made by Glenn Hall, seconded by Dan Morris, to accept the minutes to the meeting of February 8, 2017 as written; so carried.

Noel Musson and Gregg of the Musson Group were at the meeting to discuss the most recent updates to the 10 Cold Storage Road site plan.

Noel Musson stated he would like this meeting to be more of a conversation on the subject than a presentation by them. He presented a new design plan with the ideas and changes he had received.

Gregg talked about the parking lot design and flow. There is flexibility along with a larger esplanod. The parking area shows jersey barriers to create a commercial side and show a residential side which will make it user friendly and ample turn around room.

All were in agreement with the float design and placement on the new design plan. The size and length were good; which enables reconfiguration if need be.

The existing ramp definitely needs to be expanded lengthwise and wider; right now it is short and steep.

Mike Cushman inquired about the grade level being different between the old dock and new one. Noel Musson stated there is a 18 inch difference.

Ben Norton commented there were 44 parking spaces including the existing ones which is pretty significant.

Someone mentioned there probably would be zoning rules we would have to abide by. Army Corp and DEP are two of the applications to be filled out along with an application for the town planning board.

Ben Norton inquired whether it would be cost effective to be able to drive a vehicle on the wooden area of the wharf or just have it so the vehicle could back up to it; is there a cost savings one way or the other.

Dan Morris mentioned on the commercial side a flatter surface is better if a fork truck is to be used.

The idea is make this whole area flexible between the commercial and recreational sides. Is it possible to have the existing areas meet the new areas with a slight grade or do we create a step along the dock. In doing so does this require a cap for safety purposes. In general, the site plan is working but we could refine some of the principles.

Noel Musson mentioned he had a good conversation with the Aqua Ventus people. Dan Morris stated he had talked with the engineer on Tuesday at their presentation. We have to remember our site plan design is for the Town not for their project but it can be flexible if the Aqua Ventus project does go through.

There are grants available and an economic way to go; most agreed there are strings attached. Selectboard liaison/Randy Elwell mentioned the Town could do a bond for the overall cost.

Glenn Hall mentioned Randy Cushman did a great site plan design for us and is here if there are any questions for him.

The concrete floats will be a great breaker barrier and someone mentioned that Allen Island has installed concrete ones.

Someone inquired if there may be navigation issues once the floating system is present. Randy Cushman mentioned there are 3 or 5 moorings which may have to be repositioned. Harbor master Schmanska will need to check on this.

Randy Cushman feels the floats will need to extend out on the northern end since there is no access at low water. The way the floats are drawn on the site plan would give that access. The float placement can be any configuration we feel works during the year. Since there is hardly any recreational activity this time of year, the floats can be yanked out. They would provide as a breaker for the commercial on a southwest wind. The launch ramp, this ends at low water, would need to be extended and the pitch determined so it works for all tides.

Dan Morris stated he drew the floats to work with the winds and tides; wasn't sure how far out with the floats the Town is allowed to go; 80 feet is how they were drawn on the site plan. This should be enough to break water; the farther out the "L" shape is the better. The worst spot is along the wall. The configuration of the floats can be adjusted in any pattern which best fits the wave action there.

Someone asked if there was a designated channel in Port Clyde; the answer is no.

Noel Musson stated he can create an overlay for the site plan design and send that to Harbor master Dave Schmanska. Since the floats look good, the overall site plan design for commercial and residential is set, and the maximum possibilities have been discussed Noel will contact the permitting team from Army Corp and DEP in Bangor for a pre application meeting. This will be followed by a meeting in Augusta since this is their area.

Noel Musson handed out a draft of the planning/design budget estimates. FY2017 bracket are options not recommendations; kind of sets the stage. The final design will probably end of in the next fiscal year with construction happening in 2019. The FY2018 bracket description he feels good about; it's a big project but doable. The cost for this could pretty easily be 1.2 million.

Some footnotes Noel Musson has jotted down; filling in, some landscaping, retaining wall, extend and widen the ramp. He stated we are in charge of our own destiny and with some combined resources

you can plan what you want to do. Permitting process can start and once approved they are good for 5(five) years.

Discussion followed with being able to phase old area to new area, bulkhead construction, piling supports, framing, soil testing, maybe a couple of drive through parking spots, a little landscaping, and pedestrian walkway. Gregg of Musson Group stated 80% would have piling support.

Noel Musson handed out a funding strategy; list of potential groups to contact for grant money if needed. Not all the grants are for the full amount of money that is being asked for. Plus the Town may not want to go this route either. He stated big key is to meet with Army Corp and DEP first; usually a 180 days for them to review. If 2018 is the goal, we would start the application in the Summer and submit permit in the Fall. The Harbor Committee will need to finalize their recommendations and send them to the Selectboard to move forward on this project.

At this point in the meeting the Musson Group left the meeting.

Chairman/Joshua Miller stated at the last meeting Harbor master/Schmanska asked the fishermen (Chris Chadwick, Justin Thompson, Josiah Wilson) to come up with a list to include what they would love to have, would live with, and the very least they could live with then come to the next meeting to discuss. He asked Chris Chadwick at this time if he had that list and it was handed out.

The handout consisted of three options and the fishermen would love to have option 1 but could at the very least live with option 3; just access. Chris Chadwick said he would love to see the area with floats and ramp access to work with but knows it could only be access for this season.

Mike Cushman asked if the fisherman were able to access the property this season would option 2 be the right choice to have it ready without having Planning Board approval? Would the Town insurance dictate whether the fishermen could use it or not? Once there is approval for construction to begin, would you guys be willing to lose access while that is going on?

It was mentioned at the next Harbor Committee meeting to finalize all the recommendations, review information from the Ad Hoc Committee meetings then present our recommendations to the Selectboard to move this project forward.

The next Harbor Committee meeting is scheduled for March 14, 2017 at 6pm.

A motion was made by Mike Cushman, seconded by Glenn Hall, to adjourn the meeting; so carried. Meeting adjourned at 7:50pm.

Respectfully submitted,

Patricia A St Clair
Recording secretary