St. George Planning Board
Informational Public Hearing
Andy & Amy Barstow (Monhegan Boat Line)
St. George Town Office
November 29, 2018 – 7 p.m.

Planning Board Chair Anne Cox opened the Informational Public Hearing at 7 p.m. Present were: Will Gartley, Amy and Andrew Barstow, Dan Morris, David Schmanska, Anne Cox, Michael Jordan, Kate Hewlett, Brendan Chase, Ray Emerson, Alan Letourneau, Richard Bates, Marguerite Wilson and Tim Polky.

Andy & Amy Barstow (Monhegan Boat Line) - 880 Port Clyde Road, Map 102 / Lot 088, represented by Will Gartley of Gartley & Dorsky Engineering and Surveying, Inc, Camden, Maine.

The Public Hearing opened at 7 p.m. Chair Anne Cox explained that Andy & Amy Barstow (Monhegan Boat Line) had applied for a permit to do repairs on the boat line wharf and for new bulk head construction. For this type of permit, Cox said the Maine Department of Environmental Protection (DEP) required that an informational public hearing be held. Chair Cox then turned the meeting over to Will Gartley.

Mr. Gartley represents Andy & Amy Barstow and A & B Rentals, LLC. He noted that A & B Rentals is the actual owner of the property. Mr. Gartley said they are submitting a NRPA application to Maine DEP. He said the application includes fill below the high-water line which is underneath a portion of the existing building and dock; and because of this, a public informational meeting is required.

Mr. Gartley appreciated there were people in attendance. He thought they would be submitting the application next week and there would be copies of the entire application available at the town office. Mr. Gartley said there was a 20-day period the DEP held open for public comments and people were welcome to make comments. It would then take two to three months to review the application and act on it, one way or the other.

Mr. Gartley brought maps of the MBL geographical area as well as an aerial photo and other photographs. He noted that as part of this permit application, they were not currently proposing to do anything with the wooden portion of the pier. He explained that the "funny shaped" gray area on the map was a concrete slab over a mix of wood and steel and stone supports. He noted the location of the building, the land area, the parking area, and the location of the Port Clyde General Store.

Mr. Gartley said this application includes trying to rectify a really odd framing situation and bulk head wall situation and noted that area on the map. He explained how the wall line jogs and angles several times underneath the building, then the line goes straight back, and over. He said the framing of this building is definitely a little odd and difficult to manage.

Mr. Gartley said the other matter is the building sits about two feet (2') below existing ground so flooding is an issue. Storm water management is an issue. Rotting of the wood material and the supports have been an issue. Part of this project is to take care of that area and the area under the building, then take the building down, bring it back up, build it basically the way it is, square it off and lift the floor so the first floor is up at grade elevation, maybe slightly above. He said this will allow them to make it handicapped accessible, build it to the current building codes, have a very clear front entrance and try to direct all of the boat traffic (pedestrian people) through the building rather than around the side of the building for ticketing.

Mr. Gartley noted the area which allows water to come in underneath the building at high tide. He said that is a mix of old rubble fill, some stone and wooden supports. Gartley said they are proposing to build a new concrete bulk head.

Mr. Gartley said he, Amy and Andy met with Brian Austin of 2A architects (today) in Rockport to review some of the code issues. Gartley said they are in a flood plain, close to the water and there are a lot of different rules that need to be navigated for the state and local government in order to do this project correctly. He said they will be going back to the Planning Board shortly with more details on exactly how they plan to meet the Shoreland Zoning and make the improvements to that building.

Mr. Chase asked about the part they proposed to tear out (which was cobbled together with rubble, pilings, cribbing, etc.). Was it not possible to drive pilings back in and deck over that?

Mr. Gartley said it is definitely possible. The problem is the funny angles and the fact that the building is partially on land and partially on two or three different support systems underneath and that it moves differently. He said it is not supported very well so to continue to support that portion of the building is very difficult plus we are really close to this other side. Gartley said they tried to come up with a couple different schemes of how to do that because obviously the permitting is easier, but just could not get to a point where they felt confident telling Amy and Andy that, that was a good way to go.

Questions and Discussion: (non-verbatim and edited)
Mr. Schmanska to Mr. Barstow: If you did it with piles, 20 to 40 years down the road, you would have to do it again. If you do them with concrete, you would not ever have to deal with it again, pretty much.

Mr. Barstow: That is the whole idea. It is the best way to go and it makes for a much solid area than for the wood part to connect to.

Mr. Gartley: We are shallow in some places to bedrock, so for the piles to be done right, would have to be drilled and socketed and that gets really expensive, really fast.

Chair Cox: Would you be doing this if the building was not there? In other words, is the building's falling apart driving this project?

Mr. Gartley: It is definitely a portion of it. The building being on multiple different support systems and moving independently is a tough thing to deal with. Squaring the bulk head off, making it an easy connection for the wood part and getting rid of all the funny angles because everything under there is at strange angles. Like Andy said, once you put that concrete wall in there and you put the fill in there, put a concrete slab over the top of it, now we have something that he is not going to have to mess with for the rest of his life.

Mr. Barstow: It is just like when they do an overpass. You have a concrete abutment on both sides and then it is square and solid and then it is built. This is I-beam setting on a granite rock stacked up and it's failing. This is really the best solution.

Ms. Hewlett: Is this project also going to increase safety in that area? Because right now, to walk there, you really have to watch your step because you go up and down. Is this going to be much more level and safer?

Mr. Gartley: Definitely much more level and the building, especially. We will be able to make the elevation match grade and you will be able to come in handicap accessible, go through the building and come back out onto the deck. This entire thing now will be leveled out so that we have one constant grade.

Ms. Hewlett: But you are going to be able to match it without a gap so people don't have to (unintelligible) the gap or anything.

Mr. Gartley: In this bulk head, we will create a seat for this section of wooden deck to come and sit on and that will give us a good connection there and allow to eliminate the movement and the big gap there.

Ms. Hewlett: So, cars and forklifts will still be able to drive there without any issue?

Mr. Schmanska: Currently your ticket buyers don't go through the building? They go in and then come out and around?

Mr. Barstow: Right and that is part of the problem. Right now, we park people up here and we park people on the dock, too. But we park people in the parking lot and they have to come down and go beside the building or beside the seawall and then cross traffic and then enter. The idea is if we can get the building to grade and get enough room in the building, we thought that people could go directly through the building and that would separate the people from the traffic. Mr. Barstow pointed where the safety barrier area would be.

Mr. Schmanska: If it would keep people inside the building as opposed to outside of the building, there's a guarantee to be safer.

Mr. Barstow: Right. And so many people come down and they are not sure where it is. With the building up to grade and a good sign door "Enter Here," I think will really improve flow.

Ms. Hewlett: It would probably help people too if you could get some kind of signage for tickets so that they know where they are going because a lot of people have no idea what they are doing.

Mr. Gartley: We talked about that with the architect this morning.

Mr. Morris: I know with the 10 Cold Storage Road (CSR) project the town is working on now, we certainly have found out what it means when salt water intrudes in behind bulk heads and into support systems, what can happen. We are dealing with that right now at 10 CSR and the town's decision on that project was to try to fix that in as most permanent way possible to extend the life span of the whole facility.

He said what Andy wants to do is certainly in line with that thinking. It is the right thing to do for something like this. All you have to do is look at the building to understand that there is more than one place holding it up and it is moving. It is a good thing.

Mr. Morris added, one other thing. From the town's perspective and as Chairman of the Harbor Committee, I couldn't support this more. I think it is a great idea that he is doing this and it can only enhance that area which is what we are all trying to do. In a very confined area where there is a lot of people in the summertime, a lot going on in that area, I think that can only help this.

The other hat I wear is that I am a long-time cottage owner on Monhegan and anything that is going to help Andy provide service to Monhegan is a good thing, in my opinion. His family has been providing those services for many, many years down there and sometimes you have to wonder how he makes it all work as well as he does, given the regulatory nature in which that business operates. It is unbelievable what he is able to do. Any support that we can lend to a project like this, I think is a good thing and I am all for it. I hope it works out well.
Mr. Barstow thanked Dan.

Mr. Schmanska: I would like to piggyback on that. I am Dave Schmanska, the Harbor Master here in town. I have been the Harbor Master for 18 years watching Andy and his dad struggle with certain parts of the thing. As the Harbor Master and certainly as a citizen, I would support this 100%. They employ a lot of people directly and indirectly. They have for a long time. The folks that they attract in town, spend money. They stay at the inns. They stay at the B&B's. They go to the stores. They spend a lot of money. That is a big, big part of this town and I would like to see them be able to continue it and continue it with as few hang ups as possible. Mr. Barstow thanked Dave.

Chair Cox: It makes total sense but from the environmental point of view, what would be the impact of filling in part of the harbor there, as 10 CSR wants to do as well? What would be a problem or something we should pay attention to?

Mr. Gartley: Lucky for us in this case, there is not a lot of habitat under there. If you look at those pictures, there isn't even rockweed growing under there. Part of the permit application is doing that assessment, going under there, looking for everything from barnacles to periwinkles to rockweed. We are supposed to list everything that is under there and do a functional assessment. What they want to know is, what is going to be lost by us doing this. The list isn't long; it didn't

take too long to look at this. We have met with DEP already, had a pre-application meeting and showed them almost the entire submission, the photographs, and our plans. I have most of the application complete and they have gone through that already. As long as we keep going through, checking the boxes and doing what we need to do, we are probably going to be in pretty good shape. There is compensation that is required because we are filling below high-tide line. So, that is going to be a cost to Amy and Andy as part of the project, but that is just the way the rules are written. Gartley added that the Army Corps of Engineers would also be involved and reviewing the application.

Mr. Morris: It sounds like for the most part, you are using a concrete barrier to encapsulate what is already there.

Mr. Barstow: Exactly. It is already in use and it is already covered. So, the only change is there is a cement wall around it.

Mr. Gartley: That does help with the process. They call it indirect impact now because it is built over and what we are doing, they consider to be direct impact. So, it is easier to go from indirect to direct rather than straight from nothing there at all to a whole new fill within the water body.

Mr. Schmanska: In terms of shellfish, it is closed. It has been closed for centuries and it will be closed for centuries. There is not much down there and I am surprised there are any barnacles.

Mr. Chase: I can't tell from the map, but where the building currently sits (to the west), the line that abuts the General Store, how will it impact or will it impact the General Store? Have there been conversations with them?

Mr. Barstow: I haven't talked with them yet. I thought we would wait and see how far we get before I talk to them. There are two granite walls that kind of intersect. So, depending on what we do, basically we are going to be right along that line and then probably have to tie them (the General Store) into it.

Mr. Letourneau: Which would actually add strength.

Mr. Gartley: A good portion of this is pile supported on the deck.

Mr. Barstow: All of theirs is pile supported.

Mr. Gartley: The granite wall you are talking about is back up in here.

Mr. Barstow: Yes, it is. (He pointed out the section on the map.) This is all on our side.

Mr. Gartley: All of this here is pile supported, so we will be just that side of their line of piles.

Mr. Barstow: The whole Dip Net is on pilings. He pointed out about where the granite is.

Ms. Hewlett: And, they were notified of this meeting?

Mr. Gartley and Barstow: Yes.

Ms. Hewlett: And had the opportunity to come or at least contact you to find out more information?

Mr. Gartley: They will get an additional notification from us directly on the submission, too.

Chair Cox asked if there were any further questions and hearing none, she thanked Will Gartley for the presentation. Gartley also thanked the town for allowing them to have the public information meeting at the town.

Mr. Schmanska: Andy, going down the road, what do you foresee for other meetings like this? Public information meetings or public hearings?

Mr. Barstow: I think definitely once we get to the building part, we have to have an onsite public hearing.

Chair Cox: The Planning Board will have to have a public hearing once we have the complete application. We might have to have an onsite visit but it depends on what we decide. We will certainly have to have the public hearing here (at the Town Office). So, there will be another opportunity to talk about it after everyone has had a chance to see the plan.

Mr. Gartley: The reason we jumped ahead a little bit with this part was because DEP takes longer and it takes them a good three months to review their portion. The part they are the most interested in is the bulk head and the fill. We wanted to get that in while we continue to work out the plans on the building. That is why we have split it up the way we have.

Mr. Schmanska: Best case scenario, Andy, when would you be able to do it?

Mr. Barstow: My plan is to start at the end of the season, next year (2019). I had been thinking about waiting until after Columbus Day, but I would like to try and move it ahead if I can. So, we are thinking about that and will see what we can do. We have tides that we have to work around, too, which slows things down. Then the contractors want to work regular hours.

There being no further questions, the Informational Public Hearing ended at 7:22 p.m.

Respectfully submitted,

Marguerite R. Wilson
Planning Board Recording Secretary