

**St. George Planning Board
St. George Town Office
January 8, 2019 - 7 p.m.**

The Planning Board meeting was called to order at 7:00 p.m. Members present were: Anne Cox, Chair; Jane Brown, Brendan Chase, Ray Emerson, Mary K. Hewlett, Michael Jordan and Alan Letourneau. Also present: CEO Terry Brackett, Richard Bates, Bruce Hodsdon, Bill Mroz, Carl Danielson, Dan Morris, Greg Johnston, Noel Musson, Dave Schmanska, and Randy Elwell.

Quorum: A quorum was present.

Conflict of Interest: None.

Adjustments to Agenda: Building Permits/Presentation by Musson Group and the Harbor Committee was moved out of order and taken up first on the agenda, prior to review of the minutes.

Building Permits:

a. Town of St. George (pre-application) – 10 Cold Storage Road / Map 102, Lot 084

This is a pre-application to develop the property for recreational and commercial use. Shoreland Zone District is Commercial Fisheries/Maritime Activities. Floodplain Designation: AE11. Present and Proposed Use is year-round. Lot size: .65 acre.

Noel Musson represented the St. George Harbor Committee. He noted that this is a pre-application. Musson said they hope to get a more finalized application to the Planning Board for the first meeting in February. He said they are finishing up the MDEP application and said the NRPA permit is a little farther along in the process.

Musson reviewed the Site Plan/ Grading Plan and said the Harbor Committee is working to:

- make improvements to both the existing town landing and to 10 Cold Storage Road
- increase the functionality of both properties
- increase the ability of the working waterfront to have more useable space
- increase the ability of the recreational side to have more flexibility, hopefully servicing island communities
- make an all-around better foundation for the working waterfront in Port Clyde
- create (as a side benefit) more space for boat launchings, for deliveries, etc.

Musson said they are proposing to connect the whole property by filling in between two wharf areas of the existing structure. He pointed out on the site plan, the area where there is an existing fill supported pier and the town's existing fill supported parking area next to the boat ramp on Cold Storage Road. He pointed out the area where they are proposing to fill and support it with a consistent bulkhead of sheet pile.

Mr. Musson said the existing fill supported pier is failing. As part of the project, they are going to repair and shore up that area. He said there is soil leaking out which is essentially going underneath the existing sheet piling and seeping out which is causing this area to sink. Musson said Greg Johnston is the consulting civil engineer on this project.

Musson said they are also proposing to add nine new floats - eight (8) 16' x 20' wooden, marine grade, pressured treated floats to be placed in front of the new sheet piling. The ninth float is proposed to be placed next to the pile supported wharf. He said they will try to improve the boat launching area (indicated on the site plan) which is very steep and does not extend far enough out into the water. The plan is to lengthen it some and make for better usability.

Musson said they have added a 10' wide paved area to the site next to the sheet pile which will help separate vehicles and pedestrians. He said they have discussed lighting for the proposed project. On the next set of plans, he hopes to be able to show the locations of the lighted areas.

Musson said there will be added space for parking but not sure if it will be striped. This will be discussed with the Harbor Committee.

Musson explained conduit would be place in the ground for future underground electric to service various areas of the property. He said they are adding the infrastructure but whether or not they end up doing that right away is another question. Musson said water and electric already served the site; they will be re-routing it. They are still working on the landscaping plan. The Harbor Committee is only concerned with the waterfront at this point in time. The development of the higher portion of the property will come in another phase.

Musson said he has reviewed the town's Shoreland Zoning Ordinance and the Site Plan Review Ordinance. He said as part of the application process, he will write a response to each one of the Performance Standards for the Planning Board to review. He said he likes to approach the process in this manner because it helps him think about, "are we hitting all these standards?"

Chair Cox asked if the grade between the existing site and the new site would be seamless. Musson said yes; the idea is to make this a consistent site all the way across.

Hewlett said there were five issues brought up at a previously held public meeting and asked if any of the issues have been addressed. The issues are:

1. Will there be electric car plug-in stations? Musson said he will put that on his list of things to talk about with the committee but said they have not yet discussed it.
2. Some of the island residents want to know if there will be dedicated parking spots for them to park in? Musson explained his job is to provide site that could provide a lot of flexibility. He said when he first started working on this project approximately three years ago and talking with John Falla, the idea was to create the foundation for the town to be able to do a lot of different things in the future. So, what they are trying to do is the physical element of making that site a more functionable area to what is already there but not necessarily deal with the policy.

David Schmanska said this would be a better question for the Harbor Committee once they get the plan stabilized. He said he has heard some of the same questions. Hewlett said as a Planning Board, they have to get answers to these questions, at some point.

3. Will a fee be charged for electric and water? Hewlett said you might not have an answer yet, but these need to be answered as we proceed.

4. Another person wanted a traffic analysis done due to the tragic accident that took place in Port Clyde a few years ago. Hewlett said the committee indicated that there would be a place for 18-wheel trucks to come in and turn around in this area. Musson said yes. Part of what they are trying to do is provide a better site for circulation. That may not be drive in and get all the way around and back out but it could be simply pulling in and backing into an area that they cannot currently back into. There are different things to think about there. The overall goal is to try to not just improve that site but there is some added benefit to what they are doing to the whole village.

5. Will bathrooms be available? If so, will they be year-round or porta potties? Musson said they will probably be porta potties rather than year-round bathrooms, at this point. He said part of what they are going to do on the site plan is identify the area where the porta potties might go and then go from there.

Chair Cox said the question of increased traffic might come up during the site plan review. She said there is a wider area; but the bottle neck where people come in - what is that going to do to that section? Mr. Musson said they can put more thought into the narrative around that issue.

Greg Johnston had photos which showed the condition of the bulkhead and the infill areas.

Hewlett asked Johnston why will sheathing be used instead of concrete? Johnson said it comes down to the bottom of the sea floor; the softness of the mud versus the weight of concrete and how deep we need to go to secure it. He said at the bottom there is very loose till, almost no support. The problem with the existing bulkhead is it never really sealed. He thought the tide comes in and sucks the fill out, so the existing building that was there, sank. The existing parking lot is sinking. Johnson believes the only real way to support that is to drive sheeting all the way down and seal that off to the ledge. He said due to the height, the more economical way to retain that height is to use steel. It is a combination of similar products and a matter of how we are sealing to the edge.

Chair Cox said her concern and question is, "What happens where they interface?" Does it create more erosion and wear and tear, interfacing with what's been there and the new materials?

Chair Cox asked what the high area was currently used for. Musson said it was a small parking area and had been used for storage. Schmanska said a lot of the materials that are coming and going from the islands via the Reliance get stored there. Chair Cox asked if that is where the Reliance has been going out from. Schmanska said yes and at present there are three different entities paying for the use of the property, and for any kind of overnight storage. He said there has been a lot of cutting on the island, so the rigs stay up there for a day or two. Schmanska said, there is an agreement with the family who sold the property to the town that they have a two-car parking area, in perpetuity. The agreement is the town can designate the parking area; but for the time being, the parking is at the high point to "get them out of the way."

Hewlett asked if the committee is getting feedback from DEP. Musson said they have had numerous, preliminary discussions with DEP and the Army Corp of Engineers and have gotten good feedback.

Chase asked if they have a time line on the whole front bulkhead. Musson said they are trying to finish up the permitting process as soon as possible and will be doing that the rest of this winter. We are refining the construction schedule, but the original timeline is for late spring of 2019.

Chair Cox asked if they will have a completed application to the Planning Board for first meeting in February. Musson said it would be helpful in order to expedite the review if they could do a site visit before the February meeting, but that was up to the Planning Board.

Chair Cox said they typically get the application first and then schedule the site visit but there is nothing in the ordinance that says it has to be done in that order. In order to expedite this a bit, Brackett suggested having the site visit before the application was received as it would be at least 3 to 4 months to get the DEP permit and the Town would like to start construction by late summer. Chair Cox thought the Planning Board and Harbor Committee could hold a joint public hearing for this project to save duplication of hearings.

Hewlett asked if they had discussed making the town parcel part of this land. Would that help in securing grants if there is more waterfront? Musson said yes and if you look at the current tax map, it still has two tax map numbers listed but the parcel line separating the two is now merged. For grant opportunities, he would look at this as one whole property but this property also has certain restrictions on it. Musson explained you can either merge them in words or legally merge them. "I would think of it as one property if I was thinking about how to get money." There are always strings attached to grant funds and "we have to think about what those are and how you limit certain aspects of it." We have to look at programs such as "Lands for Maine's Future."

Schmanska said when the original boat ramp and landing was put together by the town, state grants were used and the facility was to be used for recreational purposes only. Now years later, the working waterfront is in the forefront. Musson pointed out that we need to think about these two parcels in circles – the recreational side and the commercial side and part of the flexibility is to try to keep them separate in as much as they need to be separate.

Chair Cox thought traffic was a big issue. Chase was concerned about the start date of construction given there could be two large projects taking place on the tip of the Port Clyde peninsula this fall (10 CSR and Monhegan Boat Line/MBL). Brackett thought MBL project was a year out and Jordan agreed. Musson thought a lot of the town project and onsite construction would be isolated from other projects in the area.

Chair Cox asked if construction will impact the use of the current town landing. Musson said he thinks portions of the construction will, so they will have to think about the timing of how that is all going to work. It may be that they phase different parts of work so they are minimizing any interruptions with the use of the area.

Chair Cox asked if the floats will be pulled out in the winter. Musson said he believes they will be but they may permit them as year-round floats through the DEP. He stated that will provide a little more flexibility for the town should they decide they need to have them in for a longer period of time. Brackett asked if the new floats were commercial or both commercial and recreational. Musson said this is the commercial side of the project, but they can be used as both commercial and recreational.

Musson mentioned, at this time, no buildings are being proposed.

Musson pointed out another benefit of doing the fill as opposed to a pile supported pier is the foundational element of allowing the town to have a larger area to help take advantage of opportunities three years down the road. That the stability of this area is going to be a lot more favorable to being able to do other things in the future and not just driving on it.

Schmanska said currently there is two-thirds (2/3) of an acre but if they are allowed to complete the project, they will have just about one (1) acre.

The Planning Board scheduled an on-site inspection for Saturday, January 26, 2019 at 9 a.m.

Review of the Minutes:

Alan Letourneau was elevated to voting status for review of the December 11, 2018 minutes, as Jane Brown was absent for last meeting.

Planning Board Meeting — A motion was made by Chase, seconded by Letourneau, to approve the minutes of December 11, 2018, as written. The vote was 5-0. The motion carried.

Jane Brown assumed her voting status.

Public Comments: None.

There was no further business to come before the Board. At 7:45 p.m. , a motion was made by Hewlett, seconded by Brown to adjourn the meeting, 5-0. Directly after adjournment, the Board went into the sign ordinance workshop, followed by a discussion on "Water Dependent Use."

Respectfully submitted,

Marguerite R. Wilson
Planning Board Recording Secretary