

**Planning Board On-site Inspection
Town of St. George
10 Cold Storage Road On-site
January 26, 2019**

The on-site inspection began at 9 a.m. Planning Board members present were: Anne Cox, Chair; Jane Brown, Ray Emerson, Mary K. Hewlett, Michael Jordan, and Alan Letourneau. Also present: Terry Brackett, Dave Schmanska, Tammy Willey, Noel Musson, Dan Morris, Carl Danielson, Bruce Hodsdon, Andy and Amy Barstow, Sandra and Joss Coggeshall, Peter Henderson, Bill Mroz, Sandra Roak, David Percival and Ben Norton.

Noel Musson represented the St. George Harbor Committee. The application is to develop the property for recreational and commercial use located at 10 Cold Storage Road. Chair Cox explained the on-site visit is to look at the property and for the Planning Board to gather information. She said a Public Hearing will be scheduled in the near future.

Musson handed out copies of the Utility and Grading Plan developed by G.F Johnston & Associates, Consulting Civil Engineers. Musson explained the purpose of the project is to create a unified working waterfront on the property which will allow greater flexibility for the commercial side, improved access for recreational boating, uses for offshore communities, islands, and residents.

The project is to connect the two wharf areas into one contiguous property by filling in between the two wharfs. The soil conditions and the subsurface ledge profile in the area make driving piles extremely difficult if not impossible therefore filling is the best option. Musson stated two or three different ledge profiles and soil analyses have been done throughout the property area.

Musson said the ledge profile would not support a pile supported system as well as fill would support the project. To drive a pile down in that soil and to be able to secure it to the ledge would be a challenge, on top of the fact that the soil in the area is not as supportive for that vertical/horizontal support to keep up the type of structure they are planning. Musson said it is a better alternative to use sheet piles all the way down to ledge. It is over 40' to ledge at the south corner near the existing town ramp. The traditional wooden pile is only 40' long and they would have to go deeper than that to try and get the structural support to keep the vertical fill from pushing the piles over.

Musson pointed out areas where the pile supported dock is located and where the access point for the new float system will be located. The floats will be pressure treated wood with mooring chains on the harbor side. There will be a transition area from the present town boat ramp parking area to the proposed new parking area. The south corner of the proposed project next to the present town boat ramp parking is a 20 foot plus by 30 foot plus brick paved area with a flag pole will be good for the landing area and for points of visual access with benches. The ramps will be 4-foot-wide, 2-sided ramps; one side being used for moving large objects to and from the floats; and the other side designed to walk to and from the floats.

The water side of the property will be a raised with a 10' wide paved area at the water's edge. This transitional area will be 6 to 8 inches above the remaining area of the property and will have a rolled type curb to blend the two areas. The water side of the paved work area will have a concrete cap over the sheet pile and will be flush with the paved working surface. There will be a 12" x 12" whales back bolted to the wood pilings slightly above the concrete cap. The pilings will be 4' above the concrete cap.

The plan calls for four (4) lights mounted on 12' poles to be down shielded to provide the safety needed at the edge of the pier and on the floats.

Musson said the design should improve the circulation in the area by allowing the cars to drive in, loop around and park. The other benefit is designed to be flexible in terms of being able to have larger trucks or tractor trailers drive in and turnaround. He believes the improved circulation plan will provide some relief to this area during the summer months.

Musson explained there will be a new ramp and float on the existing pile supported pier structure on the boat ramp side of the pier. The plan is to realign the boat ramp and lower it on the inland side and extend it about 20' on the water side to provide a more functional ramp during most tides. The realignment will straighten out the approach to access the ramp.

Next to the pile supported wharf, on the filled area is where the porta-potties and dumpster may be located. They may be placed on a concrete pad with a fence around the area.

Musson said every project along the coast is a different. When looking at coastal planning and permitting, he said they want to minimize the impact as much as possible for the purpose of the project. He said they know what the purpose is and they have designed the project to meet that purpose. The best way to do that here, is different than the best way at other places. He said they looked at all options, and for this site, this is the best option.

Morris, chair of Harbor Committee said that throughout the whole process when they had hearings and informational meetings, a lot of people in town expressed to the committee they thought it was a good idea to preserve working waterfront. So, what is really driving this is working waterfront. But we have a unique opportunity here, where we can tie in the recreational town landing and the working waterfront at the same time. This is a once in a lifetime opportunity to get this piece of property adjoining our outdated town landing and at the same time preserve working waterfront. Morris said the plan has been set up so as to maximize the versatility of the property, the east side can be recreational and they understand recreational aspect is extremely busy three or four months out of the year. He said the other times of the year when it is not so busy, spill over from any working waterfront activity that we have can take place over here, as well.

Morris explained that filling the area to make one piece of property would add over 9,000 square feet to the property. He said the completed project will have a life span of several generations. He said the fishing aspect goes up and down all the time and is a cyclic beast and a lot of it is down now, but the pier will be there when it comes back.

Hewlett asked how many hoists will remain. Morris said the two hoists on the end of the commercial dock will stay there and when the project is finished, there will be an additional hoist on the recreation side.

Chair Cox asked to see the S3 boat launch ramp. Musson explained this was a good time to observe the weaknesses of the ramp design, as the tide is low. He said they will lengthen the ramp about 20' towards the water and lengthen it back about 10' on the upper side and lower the grade so they are coming at it at a different angle. That allows the water to come up higher. Musson said they are reorienting it slightly so they can get around the ledge outcrop and make it a better approach but in the effort in building a new ramp, the fill will have to be increased so it provides a more stable surface. At the end, there is a small extension which will be a little bit flatter so when you drop your tires off the end of the concrete part of the ramp, you are not just falling into the ocean.

Barstow asked if the ramp was intended for commercial fishermen or intended for Marine transportation. Morris said primarily commercial but given the limitations of the recreational ramp over there, Morris said he could not see the town turning away recreational people that want to use it. He said they have not worked out all the uses but if the commercial user wants to come in here and use the ramp, we, the Harbor Committee, would like them to have preference to use it. Barstow asked what they are defining as commercial. Commercial fisheries or maritime activities? Chair Cox asked if they could look at the physical and then get into the specifics later on.

Barstow asked if the property is zoned commercial fishing/marine activities. Musson said yes. Barstow asked Musson if he considered the whole piece of property – the parking, floats, a dock-water dependent uses. Musson said yes. They are not putting any structures on the property that would not be water dependent.

Barstow asked if the whole project, all of it, is one permit or is it broken up into four permits. Musson said there are different permit agencies but it is one permit. They will do a permit through the Planning Board, one through DEP, one for the Army Corps, a permit through the Bureau of Submerged Lands and maybe one other.

There was no further discussion or questions. The on-site inspection ended at 9:27 a.m.

Respectfully submitted,

Marguerite R. Wilson
Planning Board Recording Secretary