

**ST. GEORGE SELECT BOARD & ASSESSORS**  
**St. George Town Office**  
**MEETING MINUTES**  
**September 11, 2023**

The Select Board meeting was called to order at 7:00 p.m. Present were Steve Cartwright, Rick Erb, Wendy Carr, Jane Conrad, Randy Elwell, Irene Ames, Van Thompson, and Joss Coggeshall.

Via Zoom: Present was Loreen Meyer, Judy Smith, Sandra Roak, Tia Anderson - Habitat for Humanity, Rob Kelley, Carol Arness, Betsy Welch, Ken Oelberger

**Quorum**

A quorum was present.

**Public Comments**

Joss Coggeshall asked to speak during the public comment period of the meeting and was told that if his remarks were pertinent to traffic calming, he would be able to provide comment then. Coggeshall then made the following comment.

**Joss Coggeshall**

I'm pleased to announce there have been only two accidents since Friday in the area. That is good news. One was a complete roll over and one was tipped over on its side.

**Adjustments to the Agenda**

Status of a Proposed Residential Project at Kinney Woods Road was moved to the beginning of the meeting.

## **Status of a Proposed Residential Project at Kinney Woods Road**

### **Rob Kelley**

Thank you for your time today. Coming out of the last Select Board meeting, I took the concerns that were voiced from the Select Board and brought that back to the Community Development Committee Board as well as our Housing Committee leadership. We recognized that in order to make this process both more streamlined and more straightforward, we acknowledged that looking at the request for a smaller part of that parcel, a portion that included the survey portion of the property was probably a more reasonable request. I hoped to have material regarding this tonight, but I don't, and I'll explain why in a moment. We have asked our engineer Mike Sabatini to do a conceptual design of a cluster housing project, but what that requires, for those of you who are in the weeds on how our cluster housing ordinance is done, is that you can put the houses closer together than in a traditional subdivision as long as you allow for, if I'm recalling the word right, net residential density. Essentially, what you give up in land between the houses, you capture elsewhere in the plot. However, that should not include what is in part of our survey, which are federally significant wetlands, because that would not be buildable property. There's a little bit more high-level survey work before we're able to come back with a proposal for a plot size that would allow us to do cluster housing at the density we think we can obtain. The density for that survey portion is probably about ten homes. As you all know, there are other attributes.

There are some complexities in the Land Use Regulations that essentially make it so that what we'll be looking to do is to define a plot size that would allow us to maximize the buildable land and that surveyed zone. A question for Rick, I know you've had some preliminary conversations with the Town Attorney, is what this looks like on the ballot question. I'm assuming it would be something to the effect of the voters approving the grant of up to "x" acres to the Community Development Corporation for the explicit purpose of developing affordable housing. The exact acreage we could work out post ballot, the surveying and the lot definition, etc. with the Select Board, the Planning Board, and the CEO, but then the voters would have given the Select Board the ability to complete that work. Then we could essentially put down the specifics of exactly what that subplot would look like and break it out in a separate deed.

### **Erb**

You're talking about transferring the property first, and then applying to the Planning Board for a five-lot subdivision?

### **Rob Kelley**

We would almost have to do it that way because we would have to be the applicant.

### **Erb**

I agree, and you need to own it.

**Rob Kelley**

Right. What I'm envisioning is there would be a transfer of property. For absolute clarity, that transfer will likely be to a wholly owned subsidiary LLC of the Community Development Corporation just for liability purposes, but it would essentially be a single member LLC, whose member was the CDC and therefore it would qualify itself as a nonprofit. That entity would then own the land and would then be essentially the developer of that land and would ideally apply for a cluster housing subdivision plan. There would need to be wetlands delineation as part of it. There would need to be a septic design, which is to be determined. We don't know what the perc rates, etc. of that site or the other accompanying things we'd have to do to get through a subdivision plan. Only then could any true development of the property start. What that tells us, of course, is there's no way to make November, which I think we were clear on last time we met, which I think could be a good thing. It gives us more time to be able to have really good, detailed materials to help community members understand what it is we're proposing.

**Thompson**

I think that's key. To move forward, the details really have to be there in terms of the plan.

**Rob Kelley**

Right. What that would look like under our current thinking, and I love feedback and questions, is that we would have a proposed lot, and I'm calling it a lot because it's actually a subset of the entire parcel. That lot would have sufficient non-wetlands land to allow it to qualify for the offsets that are included in cluster housing, and it would have a preliminary subdivision layout, with proposed housing lots, proposed locations that met setbacks, etc. with the understanding that it couldn't be a permanent plan. It wouldn't necessarily be the exact plan that would be sent to the Planning Board because we would have to do the work of getting the septic design to make sure that we could build enough septic to support "X" number of homes. This would likely be a set of engineered shared septic design but some of that's going to be the devil in the details in terms of the cost versus the density of the septic.

**Thompson**

Have you considered a preliminary meeting with the Planning Board as part of this process?

**Rob Kelley**

We certainly could. I wouldn't be in a position to do so today. I would want that conceptual first design and I would want Mike Sabatini in that meeting with us as the person who frankly does this all the time and would know the parameters under which he did his design. He and I actually spoke at some length today. He would be able to determine the level of septic that would support the number of units because it's obviously septic to number of bedrooms, the way the rules are written, understanding the kind of septic that would fit and what kind of septic we could extensively build. We would have in that time a conceptual plan that would memorialize setbacks and lot size consistent with the way the current cluster housing rules inside the subdivision ordinances are written and we could certainly have preliminary conversations with the Planning Board to make sure that we're going down the right path.

**Thompson**

That's the idea.

**Rob Kelley**

Absolutely. Why be surprised later? Let's make sure we're on the same page early.

**Erb**

Rob, are you thinking you would need more than five acres?

**Rob Kelley**

Yes, we would, because the way Mike understands the regulations, the federally significant wetlands cannot be part of the offset land.

**Erb**

Right. And the chances of you coming up with exactly the right acreage...

**Rob Kelley**

It's why I think the way we want to do this, and again, the attorneys will tell us what's right, that the ballot will reflect up to "X" acres.

**Erb**

That's what we've talked about.

**Rob Kelley**

He did do some estimates. It's not a small number of acres, actually, because of how wet that property is. It's not the full eighty, but it's going to be larger. I can't give you a guess of the number but it's definitely more than five acres.

**Thompson**

Well, at least we have an idea now of how you might proceed. I think it's all possible. It's a matter of getting the ducks in a line at this point, so we have more to look at.

**Rob Kelley**

Right. I think there's really no action on your part, except Rick, for conversations that go on with the attorney about the general nature of the ballot construction. I think I need to come back to all of you with that conceptual design, and what we think is the ask for the number of acres plus a margin of error so that we wouldn't accidentally ask for a piece of property that wouldn't fit into the five total acres of qualified land.

**Erb**

Right. This would open it up potentially to a special town meeting.

**Thompson**

That is what we're talking about, and what would be preliminary to any public meeting. We'd have to have a special meeting.

**Rob Kelley**

I think we would want to have unofficial informational meetings, also in advance of that, to allow multiple opportunities for the public to engage in this process and ask questions.

**Thompson**

Yes. Makes sense.

**Rob Kelley**

In addition, as I mentioned last time, we have created a designated sub site on the CDC website, [stgeorgecommunity.org/housing](http://stgeorgecommunity.org/housing) that will include our frequently asked questions and will be updated in real time as the projects continue forward, so that will always be a point of reference for the best information we have on the CDC side during this process.

**Erb**

Rob, I would think that you would appear as an agenda item for at least one additional Select Board meeting, which would probably then lead to maybe a public meeting and a public hearing.

**Rob Kelley**

I look forward to it. Assuming I do not have a work conflict, I'm happy to do so.

**Thompson**

Thank you. I appreciate that information.

**Rob Kelley**

Great. Do you have anything else for me tonight?

**Thompson**

Not unless there's questions yet from the Board.

**Erb**

I think we're okay. Thank you.

**Rob Kelley**

Thank you very much. Thank you for moving me up the agenda. Have a good evening.

## **Traffic Calming and Considering Establishing an ad hoc Committee**

### **Thompson**

Bob Thall is here, and maybe has some comments. I would just preliminarily say that I've gone ahead and looked for a reference on what kind of costs are associated with traffic humps, not bumps. Bumps are \$1000 but the other ones where you have to dig and follow specifications are in the neighborhood of \$4,000 - 5000 apiece.

### **Erb**

I think one of the things that would be helpful would be to look at all the options.

### **Thompson**

I just brought that one up for reference. I like what you did sending out the signs that we might consider. I loved the one that said, "Slow down, only you can prevent this." Whether that would work at all, I don't know. It was rather interesting.

### **Joss Coggeshall**

The highway engineer doesn't like the bumps and says it's hard on roads.

### **Thompson**

The bumps are different than the humps for that reason.

### **Joss Coggeshall**

They think the rumble strips are better, but I don't think you'll be able to do either. Many of us have been working on this since 2014 and we've had a lot of conversations in the region with our engineer, Dave Allen, his supervisor, and the commission. Today I sent you a form from the Department of Transportation (DOT) that Nina Fisher and William Pulver put out. It's the Strategic Traffic Calming Initiative, put out by the MDOT. Perhaps you'd all like to see this. It's about seventy pages, but very interesting. I don't know if you noticed that email Rick.

### **Erb**

It came in but I was in a meeting.

### **Thompson**

I looked at that online. It's interesting.

### **Joss Coggeshall**

Maybe the rest of you would like to see it. I'm glad to hear that the town of St. George is working on a traffic calming initiative. They mentioned the dynamic feedback signs and they do work pretty well. Thank you very much for having one in Port Clyde. That does seem to help although I heard today that

two chickens were hit. There have been reports of traffic going through town at forty miles an hour and that's really not safe. On my road, which is a dead-end road, a local resident had a duck that was in the cage at night and during the day that duck and about nine ducklings would walk across the road down to the pond and stop everybody. We don't have a crosswalk. We used to have one and now we don't. There is a parking lot with a hundred cars from Monhegan Boat Line, cruises, people coming out of Collins Park, a recreation center, and people coming from Horse Point Road and the coop. It is too bad we don't have those anymore. That did seem to help.

**Conrad**

Does anybody know why we don't have them anymore?

**Erb**

That was the DOT decision, and they are very particular. I know Josh is aware of landing spots and it did not meet their criteria. You clearly need to have sidewalks and landing spots, a refuge in between.

**Joss Coggeshall**

That was a big project here. I talked to Steve the other day and he said there's something unusual in that the state DOT makes the speed limits on our town roads and our town roads are narrow. They don't have much for shoulders. There's no line in the middle. The line does give you some safety. People are not going to cross into it. It is odd that that's the case. Have any of you spoken to Dave Allen or his supervisor?

**Conrad**

I sent him an email, but he never responded once.

**Joss Coggeshall**

Well, he believes that if you delete the top 10% and bottom 10% of the speed of people driving that the 80% know exactly the right speed, and that's correct. All the rural roads in Maine should be 45mph otherwise you clearly don't want to do that. Regarding bad accidents, he said if they don't happen more than once in three years, they don't matter. He's quite sure of what he does and what he says. As Jim Skoglund said, DOT is the enemy of the small towns. What they want is not what the small towns want. I'll cut it short, but I do have a request that you folks drive Glenmere Rd. from Turkey Pond and do the 45 mile an hour stretch through those "S" turns in that corner you can't see around. And beware, there are thirty houses in Howard Head, and they are pulling out onto that road from both sides. Thank you very much for your time,

**Thompson**

Is there any further discussion along these lines relative to an ad hoc committee?

**Erb**

I raised the issue as well because there is some communication with Maine DOT, not so much the division that deals with this area, but the state offices. There is an emphasis particularly on village environments and they do employ planners and assign each town to a planner, so there are people that we would be able to work with if we had a group, whether it is a subset of the Select Board or a citizens group; there are different options that we could look at. I think most of you are familiar with them, where the roads are narrowed, and where there are bumps put in. There are a lot of different tools. I'm not really up on all of them myself, but I've seen most of them at one time or another.

**Cartwright**

Thomaston put in those neck gowns where the crosswalk is narrower, and the sidewalk comes out. It doesn't seem to be making traffic any worse than it already is.

**Thompson**

But does it reduce the speeds?

**Cartwright**

Well, it makes it safer to cross. That's one of the tools anyway.

**Erb**

As I said at a previous meeting, I probably get more resident concerns about traffic speed than any other issue. If people are up for it, I'd be happy to look at options and see what's available to us.

**Thompson**

Well, the option would be to direct you to do that at this point to have a little bit more information. I like the thought you mentioned that we might put together a committee of people that could meet with us.

A motion was made by Conrad, seconded by Cartwright, to establish an ad hoc committee to study options for traffic calming, work with Rick to review the Maine DOT report, and make recommendations to the Board, and by a unanimous vote, the motion carried.

**Erb**

The only other thing I would say is that I was somewhat inspired by my previous employer, Kennebunk, who has made this a real cause and I've seen some of the stories on the news and in the papers. They have a police chief who has really taken the lead on this issue, so of course they have some tools that we don't have in law enforcement. It is still a major effort on their part, so there could be something to be learned from them as well.

**Cartwright**

Just briefly, what kind of things have they done?



**Erb**

I don't know yet.

**Carr**

They have a special department and police force for traffic and speeding.

**Cartwright**

I have one question on this motion. In the short term, is there any wisdom in ordering a few signs for Clark Island Rd. and perhaps going into Port Clyde just to show citizens that we're actually doing something because it may be a while before we figure out any major traffic calming solutions. I think it would be a good response to the people who came in and were concerned. It may not help but if it slows down a few people, it is better than nothing.

**Thompson**

Can we make that happen?

**Erb**

We can do that. It is just a matter of selecting what works. I do find that the traditional signs that you see everywhere tend to disappear, and nobody even knows they're there because they see so many of them.

**Conrad**

I think the one coming into Port Clyde is better because it's big and it is different. It's not yellow. We can have one made that looks like whatever we want, that would be municipal but unique.

**Erb**

You want it to be memorable. Some of them are almost too cute. There is a middle ground there that I think gets people's attention. I will try to shoot for that.

**Thompson**

Driving down Clark Island Road last night, there's one 25mph speed limit sign way out there. It's half covered with weeds and other things. You can hardly see it. They need another.

**Joss Coggeshall**

The way Dave Allen does it, there's a statutory basis for putting up the signs. If you have a driveway every 150 feet, you will decrease the speed but it's on the statutory basis otherwise, he doesn't do it.

**Thompson**

A series of signs that we could put up would be very helpful.

**Cartwright**

As long as we don't mention a speed limit, we may put up signs that say anything we want.

**Joss Coggeshall**

Freedom of speech.

**Thompson**

Is there anybody on the Select Board that would like to promote that and be the liaison or chair of that committee?

**Elwell**

Steve would make an awesome choice. He lives on a rural road, and they drive on his road just as fast.

**Cartwright**

I'll give it a whirl.

**Thompson**

I appreciate that. We'll talk about who else might be involved.

**Conflicts of Interest**

There were no conflicts of interest.

**Minutes**

A motion was made by Cartwright, seconded by Elwell, to approve the Select Board August 21, 2023 meeting minutes, and by a unanimous vote, the minutes were approved.

**Communications**

There were no communications.

**Warrants****Ames**

There are actually three for Ten Cold Storage Rd. and one for the town office. We did pay Knox County.

**Thompson**

Knox County was the big item and really inflated things quite a bit, around \$1.1 million.

**Conrad**

Do we usually pay that once a year?

**Ames**

Yes, we don't usually have to pay as early. The dispatch part, we were able to pay in November and the million on October 1<sup>st</sup>. Now they want it by September 1st. It does affect the cash flow.

## **Town Manager Report**

**Erb**

I had a meeting this afternoon with the Shelter Committee, which is a loosely formed group, more of a working group. I don't believe it has ever been a Select Board appointed group.

**Elwell**

It's a volunteer group of people.

**Erb**

We had about a dozen today, which was a little bit more than usual but it's because we had something in mind to discuss. The problem with getting people to continue to serve on that is there are long periods of time where nothing is happening, and then suddenly there is a lot. We did make some plans for the coming storm, and the possibility of having to do something this weekend.

**Cartwright**

Are you talking about the floats at the town landing?

**Erb**

A shelter. Mike Felton serves, Tim heads up the meetings, Cassie, Ryan and at least half a dozen regular citizens. We are talking about the decision to use the school as shelter, and that's a call that will be made by Tim and me. It is highly unlikely that it would be an overnight shelter. But it may be that people need a space to go to with electricity and of course, the school has full generator capacity now. They also happen to have food on hand.

**Elwell**

The volunteers go through and make sure there is food and that showers are available. It gets people around other people in a place that is safe.

**Erb**

It was good to have people together; we only met for a little over an hour but came away with different assignments and I think we are in pretty good shape. If we do open up, we look to have three people

more or less staffing the location at a time working a four-hour shift. It may be possible that we will be looking for more people to fill in because there aren't really enough on the committee to do it all by ourselves. There have been many times here and in other places where there's a lot of preparation and people don't seek shelter and probably even fewer do now that generators are far more common than they were.

**Elwell**

Even before that, we were a shelter in place community. We used to go out and check on people. That is how Maine people are.

**Erb**

I can remember the Red Cross coming to the town office and asking where our homeless people were, and I said at the beach.

**Conrad**

On the subject of this potential storm, I saw in the news at six o'clock that they're now thinking that Boston is in the cone and Harpswell is recommending that people pull their boats out. Does the Harbormaster make recommendations like that?

**Erb**

I know he has those discussions. When I spoke with him today to ask if many people are pulling out their boats, he said they are not yet and expects it will be jammed up until the last minute. I saw the same story on Harpswell, and the Harbormaster said if they wait until Wednesday, they're really pushing their luck.

Just a couple of other things to mention. We're eager, of course, to have our audit report completed. I can't tell you who it is, although they have started work on the school's audit. What may be slowing us down now is the school changed their financial software, and it is probably not going to be a very quick audit for them. They can't really start ours until the school's is done. The good news is that at least they have come to town, and the bad news is they still aren't here. With that in mind, Irene and I spoke with Fred Brewer. He actually came in and we talked for a little while because we had some questions. When you go this long without a meeting with the auditor, you do have questions. One of the things I asked him was if he could do something to estimate where he believes our unappropriated fund balance is. It is hard flying blind for about a year and a half, and he agreed that is difficult. He did get back to me, and I can tell you based on his observations, he's seen the books such as they are unaudited, we expect the unappropriated fund balance has grown. Even though we appropriated \$250,000 for this year, we expect it will at least hold even or possibly grow. We are doing fine, which made me feel better, but I really would like to have a finished audit report. I'll let you know how that goes.

I have one last issue. As you've seen at other meetings from time to time, you do have documents to sign because you are the Board of Assessors and with tax bills out, that's when various errors and omissions show up. They're not very large but there are people for instance, who had qualified for the tax stabilization program but for whatever reason it didn't happen. It was an error. Another one is someone who qualified for the homestead exemption, one person received a bill in error, and the other person had not been taxed, even though they should have been. It's the same piece of property. One person received the bill, by mistake, (Inaudible). None of them are very large amounts, we're talking a couple of \$1,000, at most, per error. If I could ask you to sign those that would be appreciated.

## **Committee Reports**

### **Planning Board – Carr**

#### **Carr**

The cell tower applicant fulfilled a lot of the deficiencies and brought more information. Tomorrow night is the cell tower public hearing and there's been no opposition at all which is interesting to me. So far, it's only one provider. There are always float applications, but the most significant thing is the new cell tower on Wallston Rd.

#### **Thompson**

One was for removing the wood pilings, and installing a new dock that is raised by 24 inches. I don't think that's anywhere near enough.

#### **Conrad**

Where on Wallston Rd. is it?

#### **Carr**

It's right across from the transfer station on a piece of private property back in the woods. It's not going to be right in your backyard.

#### **Cartwright**

It's not in a lot of people's view; that's probably why it is not opposed.

#### **Carr**

Well, the one thing that the Planning Board had asked for was to show what the tower looked like when there were no leaves on the trees, because they had computer generated photographs that showed you could hardly see it with full foliage, but he came back and said the program couldn't show it without the leaves. I don't know. I thought that was a little disingenuous.

**Erb**

We knew that they were interested in that location. When we turned them down, that one came up immediately.

**Carr**

We will see if it's actually built, because, in order to make it economically feasible, they need to lure people off the other tower.

**Conrad**

If it is back in the woods, they're going to have to be able to access it to maintain it.

**Carr**

That's true. I think where you're going to be able to see it is from the school looking over in that direction.

**Board of Appeals - Conrad**

**Conrad**

They have not met since their organizational meeting.

**Budget Committee - Thompson**

**Thompson**

There has been nothing since July 24<sup>th</sup>.

**Resiliency Committee - Thompson**

**Thompson**

They met the other day, and we were talking about the Green Energy Tour. There were eight sites here on the peninsula that were showing various aspects of what could be done with combinations of solar and other methods to electrify and probably somewhere in the neighborhood of 100-120 people visited the various sites. The thought was to continue that next year, though maybe some other people would be involved. The companies that were there were very pleased because they had a number of people come by and were interested in what they were doing. I have given you the timeline based upon the charette that was conducted with Sebago Technics down in South Portland, with the idea that this is kind of what the people who went down there, the eleven community members that were there, going over things and making suggestions. These are the timelines that were worked out at what might be done at the various nine sites. Now, what is going to happen is sometime in late September or early October, we may call a special meeting of this group because Sebago would like to present to us to show what they would look forward to be presenting to the general populace on a peninsula here, or in St. George, where they will

show 3d visualizations of what the sea level rise looks like in these areas, and a bit about some of the mitigation that could be done. I think the areas that they're targeting for this will be the Coop Factory Road area, and the Drift Inn Beach Road. Those are the two demonstration areas.

## **Comprehensive Planning Committee - Conrad**

### **Conrad**

The Comprehensive Plan Committee met for the first time last week. We lost we lost an alternate, Ed Cady, who we voted for last time. He decided he really didn't have time to attend the meetings. I'm still looking for a business owner and to add an alternate.

We met last week and had a good meeting. The group decided on a timeline counting backward from May of 2025, when our goal is to present it to the voters, and then the different steps in the process. The first step in the process will be for members of the committee to interview about a dozen people in the community with different perspectives, including some longtime fishing people, Andy Barstow, etc., to hear from them what they think the priority should be for the next five years. Then, we thought we would have postcards at the ballot in November, the transfer station and different places where people could list the top five things the town should work on in the next five years and once we have that sort of general input from people, we will have a public meeting about the overall process, get more information from people, and we'll be doing some surveys. It'll be a hybrid model that can be done online or on paper surveys. Then next year between January and June, we'd have meetings.

If we identify five priorities, strategic areas of things that people care about, we'd have meetings on each of those five things to hear from people about what particular concerns they have about that. It may be that if we're already having one housing discussion, we could collect input about other aspects of housing. I think it's very possible that if there are issues around land use, we might be talking about Airbnbs, to limit the number of properties in town that people are renting out. There are many potential issues that people might be concerned about, and the goal is to get input from every person who cares about the community and its priorities. All of the information collection would be between now and the end of June, and then working on drafting the Comprehensive Plan until the fall of 2024. Until then, we submit it to the public in town, to the Select Board, to the state and then to the voters. That's the general outline of the process and obviously, all of us are important to this.

One thing is that our current budget does not include money for this process. We have sixteen hours and they're not free; we've paid for them via our membership, to the Midcoast Council of Governments. We'll take advantage of that and then, depending on how much people on the committee and others in town are willing to roll up our sleeves and work, we may be able to get through this without needing to pay more before the next budget because I do think the time when we most will need professional assistance is in the drafting of the plan, as we compare the one we have now and what people want for the next one. There have been a lot of changes. The last time we did a survey was 2010 or 2011. The

update we did in 2018 was just updating the data in the plan. For example, the number of trails we have in town. We added new ones. It wasn't like revisiting our priorities like this one will be. Hopefully we can squeak by without asking for a special meeting and funding but if we're having a special meeting on housing, and the timing is right it might be that would be another item on the agenda for a special town meeting.

**Cartwright**

Would it take a town meeting to budget money for the year?

**Erb**

It would.

**Thompson**

Along those lines, there were discussions about a professional planner.

**Erb**

I would think some committee work would go a long ways towards people supporting funding.

**Conrad**

What was discussed, as far as interviewing some key people in town, having these postcards, having public meetings, and posting to a Facebook page, the more people are aware that this is happening, and we're collecting these priorities and information, if and when we need to ask for funding and support, people will know what we want it for.

**Cartwright**

Rick, how would you pay for, say, the postcards she wants to do? That sounds like a great idea.

**Erb**

It always depends on the amount, I don't know. We have a communication budget.

**Conrad**

One thing we talked about was having these boxes that you could put them in, so we could have people put them through the slot up at the front door or in a box here at the Town Office, at the school, or the library. The Makerspace kids could make the boxes and we could involve people. Other than the paper they're on, if it doesn't involve postage, it's inexpensive.

**Thompson**

We'll keep it up.



**Conrad**

All of us have plenty of opinions, and it's important to share them as this works its way through.

**Conservation Commission - Cartwright**

**Cartwright**

They are meeting this Thursday.

**Oelberger**

The key thing is what's happening at Fort Point. I think it was August 11th, after the last Conservation Commission meeting, when Doug Beck from the Bureau of Parks and Lands came down with a fellow from the Federal Highway Administration to look at what was going on here. They do that on a regular basis and since the Highway Administration funds the state for the RTP money, (Inaudible), and they were extremely satisfied with what they saw there. They had some discussions about what else we might do. We're going to provide a proposal. We have the UAE compliant trail in place, but we don't have the UAE compliant picnic tables at this point and have to put the additional area around the picnic tables. We're addressing that issue and it sounds like Doug was willing to provide additional funding for that aspect of it. The guys have been away for almost five weeks now. They had that other project to go to and are going to be back next Monday to resume that work. We're hoping between now and the end of October, or early November, they will be able to finish it up.

**Cartwright**

Are you thinking of a grand opening?

**Oelberger**

We'll have something like that. We'll do that with the state as well since it is part of the state property.

**Conrad**

When do you think that would be?

**Erb**

I don't venture a guess at this point. Their work is too weather dependent to make a prediction as to when they'll be done.

**Shellfish Committee - Elwell**

**Elwell**

They meet tomorrow. Thursday night.

## **Harbor Committee – Elwell**

### **Elwell**

That was last week.

### **Erb**

They're also meeting a week from next Thursday.

## **Solid Waste - Erb**

### **Erb**

They are meeting next week and will at minimum be talking to them about demolition disposal rates so that there's something coming from them to your next meeting. That of course is related to the increased cost of transportation.

### **Conrad**

Are they aware of the fact that we wanted them to take on the dog waste?

### **Erb**

They're not meeting as often as they used to and so this would be the time to talk to them.

## **Cemetery Committee - Carr**

### **Carr**

They have not met.

## **Update on Port Clyde Landing Project**

### **Elwell**

The Harbor Committee met last Thursday night. They're coming up with a recommendation plan for the facility, what they would like, recommendations for us on the commercial side such as certain fees, etc. That's pretty much what they talked about for most of the meeting, and in the next meeting I think they are going to be discussing the same thing and planning on getting everything together to bring their recommendations to us.

### **Erb**

They are very much focusing on a structure for commercial activity, as opposed to recreational boating, those that are making a profit from the use of the facility so as not to be unfair competition to others that

would provide similar services. Things like the use of the hoist, fuel services and things like that. They don't have numbers yet but those are the areas of focus. There was also some discussion about parking, the consensus being that it needs to be time limited, and not down to the details yet.

**Elwell**

The first year, they can see what the activity is down there including signage, and the Select Board can change as needed.

**Erb**

They are not talking about very ambitious enforcement, but it may come to that.

**Elwell**

We don't have any way to really enforce it.

**Erb**

And of course, it's a very seasonal issue. These are some of the things that are done. They've been good meetings the last couple of years. They got a lot of work done.

**Elwell**

There has been a lot of input from each member. It's been good.

**Conrad**

Are they talking about free parking?

**Elwell**

One of the parking fee ideas is on the commercial side. A certain fisherman will pay a commercial permit in order to use it. It'll be limited but that will give him one parking place for his truck and skip space. They're making a profit off of using our facility, whereas the recreational side isn't. Someone on the island can put their stuff in their boat going to the island or whatever. That's how they're kind of thinking right now. It's a work in progress, really, and they're looking at more of the commercial side on the fees, because they felt that if you're making money off of the facilities, then you should be paying.

**Erb**

The only other thing not related to the Harbor Committee as far as construction goes, was a Zoom meeting today, with the CPM and things are going well. One thing they are finding, as I'm sure everybody has seen, is they've spent most of the time driving sheets. One thing that they found is that they have hit some deep rocks that were believed at first to be ledge, but the ledge did not go where it was expected so they're having to change their strategy. Chances are that the best approach will be to drive longer steel sheets. There will be a cost involved with that. I don't know how much yet, but it was

pretty clear today from the meeting that's the preferred approach. I suspect that's what we're going to see, and it can't be too surprising that we haven't had very many surprises so far.

**Elwell**

We all knew that there would be some surprises, there had to be moving forward.

**Cartwright**

Do they have to drive these things down until they hit something solid?

**Erb**

Exactly, and that was one of the questions today and the consensus was that they do. I'm still impressed with this company. I think they're doing a fine job.

**Acquisition of Property at Old Woods Road**

A motion was made by Conrad to enter into Executive Session under Section 405 under Maine's Freedom of Access Law subsection 6C regarding the possible acquisition of real property and also subsection E regarding potential litigation, was seconded by Cartwright, and by a unanimous vote, the motion carried.

The board entered executive session at 8:02 pm.

A motion was made by Conrad to end the Executive Session at 8:21 pm, seconded by Cartwright, and by a unanimous vote, the motion carried.

Upon resumption of the public meeting, a motion was made by Conrad, seconded by Cartwright, to make public the status of the Town's negotiations for the possible purchase of Lot 11 of the Old Woods Road Subdivision with the owner, Malcolm Willard, as follows:

The Select Board entered into negotiations to ensure the fulfillment of the Planning Board's 2006 requirement that Lot 11 be placed into a conservation easement, and if a transfer to the Town could be accomplished, the public would have access to the conserved lot. Negotiations appear to be at an impasse because the owner maintains that the property should be valued as if it were not subject to the conservation easement requirement, whereas the Town considers the Planning Board's conservation condition to be binding (per Planning Board's May 9, 2006 Findings of Fact and Conclusions of Law regarding Subdivision approval).

By a 5-0 vote, the motion to make the above information public carried.

## **Adjournment**

A motion was made by Cartwright, seconded by Elwell, to adjourn the Select Board meeting, and by a unanimous vote, the motion carried, and the meeting was adjourned at 8:30 pm.

Respectfully submitted,

Tammy Taylor  
Recording Secretary  
Town of St. George, Maine