

# **ST. GEORGE SELECT BOARD & ASSESSORS**

## **St. George Town Office**

### **MEETING MINUTES**

**January 8, 2024**

The Select Board meeting was called to order at 7:00 p.m. Present were Steve Cartwright, Rick Erb, Wendy Carr, Randy Elwell, Irene Ames, Jane Conrad, Chair Van Thompson, Cindy Desjardin, Ken Oelberger, Richard Bates, Veronika Carlson, Ann Snow, John Snow, John Maltais and Susan Ellis.

Via Zoom: Present were Loreen Meyer, Jonathan Coggeshall, CEO Terry Brackett, Jennifer O'Donnell and Dianne Oelberger.

Via Phone: Michael Jordan was present via phone beginning at 7:32p.m.

#### **Quorum**

A quorum was present.

#### **Public Comments**

#### **Jonathan Coggeshall**

Will there be a date for the next meeting of the Practice Safety Ad Hoc Committee?

#### **Cartwright**

There will be and we'll announce it very soon. There isn't as of right now.

#### **Adjustments to the Agenda**

Three agenda items were placed at the beginning of the agenda including a new agenda item:

Presentation from the Resiliency Committee on Sea Level Rise and Vulnerable Areas of Town  
Discussion on Ordinances and the Port Clyde General Store (new agenda item)  
Concerns Received Regarding the Placement of Decorations and Relocation of Rocks at Drift  
Inn Beach

## **Presentation from the Resiliency Committee on Sea Level Rise and Vulnerable Areas of Town**

### **Bates**

Thank you for inviting the committee here. The committee has been going for a couple of years. It has a fairly loose charter. One thing is to try and take care of the resilience partnership that the state has and one of our reasons for existence and generally we're just trying to do things and look at things that will help the resiliency in St. George. I appreciate being able to meet with every board member in the last couple of days. I thought of it a bit like you've all had an inoculation on sea level rise and so the actual experience today won't be so awful. There are three things I want to cover. One is to talk about what the Maine Resiliency or Climate Change Commission looked at in 2020 and their recommendations, and just to sensitize you on the somewhat fuzziness about all that. Second, I'm going to tell you about some of the vulnerable roads that we have in town just so you can see how we looked at that. Third, I want to give you the interim recommendations that we have at the committee. First of all, on the issue of the council, you can see in the notes, it recommends that everyone should be looking at one and a half feet of sea level rise by 2050 and 3.9 feet by 2100. As I started to explain, when I met with you individually, these are just estimates, and they are estimates based on the IPCC report from 2020 on the intermediate scenario, and as we've seen just from December of last year at COP 28, all these numbers are starting to look to be underestimates. Even then they're talking about the 50% most likelihood values and I know it's a bit of a cliché to say this, but you wouldn't size your ambulance service so that you make 50% of the calls. You don't size your roads to cope with 50% of rush hour traffic, so I caution you about these numbers from the Climate Council because I think we have to think of things that could be quite a lot worse and to be prudent, we should look at larger numbers.

Also associated with the issue of the sea level rise is the issue of storm surges. In the packet that I've given you, there are some numbers for example that say the 100-year floods in Portland will add another 4.7 feet to the sea level rise. Just like the general sea level rise projections, 100-year events are happening quite a lot more frequently than they used to happen and so I caution you that there's a lot of unreliability and randomness in these numbers. You may have noticed yesterday there was a big tide and on the NOAA website covering Portland, Maine, the measured tide height at one o'clock yesterday afternoon was over two feet higher than the astronomical predictions. Unfortunately, it wasn't a big tide that day, but if it had been a day when we had a really big tide, with the moon in the right place and all that sort of stuff, then there would have been really bad flooding in Portland. Now, like I said, it's a bit like Russian roulette in as you don't really know when these things are going to coincide, but what's going to happen as time goes on, these big events, this nuisance flooding is just going to get worse. That's what I wanted to tell you about the Climate Council recommendations and ask you to take them. Interpret them very conservatively.

The second thing I wanted to cover was some of the roads that we have in town. We're fortunate that one of the members of the committee is Leticia VanVuuren, who some of you know is also on the on the Comprehensive Planning Committee and during her day job works at the county in the EM office. She's

put together a very easy to use model. Any of us can use this model to be able to see what things are like in town, or different areas with sea level rise and are what I've shown in the examples I've given you. I've given you three examples. One is what happens on Route 131 at Martinsville Bridge, and there are different types of heights. I've tried to pick three criteria: how vulnerable is the point, what would be the impact if it's flooded and the estimate of cost. If you look at Martinsville Bridge on Route 131, it's very vulnerable, high impact and is a choke point for Port Clyde. If that road gets flooded, half the town is cut off, especially as the other choke point would be Turkey Cove Road, and that will flood at roughly the same time. In these events, which will initially be very irregular, if nothing is done, it's just going to become worse. This is expensive to fix on Route 131 and I hope the state will step up.

### **Ken Oelberger**

Is that scale one to five?

### **Bates**

It's one to five. We looked at Drift Inn Beach. It's quite expensive to fix but it's not high impact because for people living there, there are two exits. It could be inconvenient to have to go the long way around but it's not like the problem on Route 131 where you're living on an island. Talking about islands, the third example is the Rackliff Island Causeway and I guess that used to be an island and then they put the causeway in. If you look at the (Inaudible) plus 3.9 feet, which I think is quite a feasible number for 2050 with storms, that will be cut off. It will just be occasional initially, but if someone's house is on fire at that time, or someone has a heart attack at that time, that's tough, and it's only going to get worse. That is an example where it's a vulnerable point and high impact because nobody really wants to live on a tidal island. That needs to be factored in and it's expensive. I gave examples of quite a few roads, and you can look at those at your leisure.

We make a number of recommendations. One I want to just point out is I think particularly important. I mentioned one of the committee members. Another committee member that we're very fortunate to have is Professor Jennifer O'Donnell. She is the Professor of Marine Sciences at the University of Connecticut and in summer she's here and what she does, and her expertise is just this sort of problem, and she consults for companies that work on this sort of thing. One bit of advice that is really good to know is that we should be looking to what they call a Coastal Vulnerability Action Plan. In other words, we need to get beyond just these estimates of things, and we need to be able to get some idea of the costs and the way these problems can be remediated. Then as a board and a community, we can then figure out how we rank the different issues because this is going to be a tough, tough discussion. It's going to be a lot of money. You know already from the studies with Gartley & Dorsky, that fixing Drift Inn Beach for a few decades, could be half a million dollars. Fixing the Rackliff Island Causeway, I think, would be quite a lot more than that. These things need a lot of discussion. One of the things that Jennifer has really helped us think about is the need for this phased approach to identify and respond to the resiliency issues that we had in town. A couple of pictures I gave in the handout show what this company that she consults with, Fuss O'Neill, have done for Manchester by the Sea, where you end up

with different scenarios, short, medium and long term, and how you can start having a discussion about how you fix things, whether it's berms, elevated roads, etc. It's one of the recommendations which I think is important to stress.

Let me summarize the three points. We've talked about the Climate Council recommendations and the uncertainty with those. I can use some examples about roads that we have in town that we need to worry about. I think we need to formally notify the state of our concerns about Route 131. One would like to think they have it all under control, but I'm sure letting them know won't do any harm. We need to get some more data from the town from observations. For the next couple of years, I hope we can get some citizen science type projects going with Herring Gut and other people to try and gather more observational data on the vulnerable roads. So that's another point. This model that Leticia has developed is on the town website, and I also put it in this handout here. It's really easy to use and I'd encourage everybody to take a look at that to see what things are like around where they live.

A point which may seem a stretch is that we've paid off the solar panels this year. For the last few years, we've been putting \$10,000 aside and I think in the spirit that we installed solar panels to help the future, I think we could consider having a Community Resilience Reserve Fund, and I'd hope that will be something that will be discussed in the coming weeks in the budget discussions. Last of all, this point that I'd mentioned is a Vulnerability Action Plan. I think that's going to be an important thing that we're going to work on going forward. I tried to keep that quick. Here from the community are John, Suzie and Jennifer is online. It's a shared responsibility. I can answer questions.

### **Thompson**

Might I just add, I think you've identified nineteen sites to which attention should be paid, the why, when and where. I would like to add one parenthetical expression as a scientist. I've tried to look over all the work that's been done from 2020 to now, relative to both the Greenland and West Antarctic Ice Sheets and everybody has said, all the work now points to the underestimates that have been ongoing, that the 2020 is based upon. So, as you look to the numbers, I suggest that we really are looking at the higher side.

### **Conrad**

If we decide to pursue contracting with somebody to do a Vulnerability Action Plan, is that something that would go out to bid?

### **Thompson**

Absolutely. Someone like Fuss O'Neill.

### **Conrad**

Are you expecting us to make decisions about pursuing that sort of opportunity?

**Thompson**

This is what we need to discuss. I don't suggest now we're in a position to go forward with that, but rather to look at the report and look at the summary and then look at what we might do particularly as we look to the budget of the coming year.

**Carr**

Has anyone looked at their state or federal funding?

**Thompson**

There is a great deal of funding available. John Maltais is aware of some. I through FEMA and our contact with Gabe MacPhail. A whole number of things are possible. There's actually quite a bit of money around. Most of them want the engineering done so it is shovel ready, but you can go forward as we did for Drift Inn. You can get the BRIC money, the acronym that's used for the planning to make it shovel ready.

**Carr**

How about for the plan itself?

**Thompson**

There's quite a bit and we're in a position where I believe the funding will be available this year if we decide to go ahead with Drift Inn. There is money for the renewal of culverts specifically.

**Carr**

What about the plan itself, the initial vulnerable study.

**Thompson**

There's money available there. You can do that. That's what we need to kind of concentrate on. Where can we go for this particular area? Where can we go for the grand plan and be able to sell it?

**Bates**

Jennifer is online and I know she raced to get to this meeting. She could certainly give you a better feel for what this action plan would look like and the pros and cons of some different contracting companies. If Jennifer could speak, she might shed some light on this idea of what the next step is.

**Jennifer O'Donnell**

There's a number of different funding mechanisms available right now. It kind of depends on where you are in the project. If you're starting to look for money to fund a project, a lot of them ask you to have community buy in. They're expecting certain milestones to have been passed, such as getting community buy in. If you already have done that, there are a bunch of different funding opportunities but they're frequently specific for certain things. Some may be interested in transportation. Some may be interested

in nature-based solutions. Some may be interested in education, including K-12. You need to know how your project fits in with the funding opportunities. Right now, there's a lot of available funding from the federal government. It's a case where the first in line is who's going to get it so it's imperative for coastal communities who want the funding to be making the preparations now so that they can get the funding.

**Thompson**

Along those lines, we're in FEMA Region One and the FEMA One region representative is very active in terms of where funding is and assisting you with putting together an application. It's really positive for us in moving forward to try and harness that with specific areas.

**Conrad**

Obviously, this is consistent with the Comprehensive Plan that we already have. In the context of drafting a new plan, things like this will be important, and I assume incorporated. I'm not sure that I need more time to say that I think we should be proceeding with getting bids and putting together a Vulnerability Action Plan. That seems to me totally reasonable and having heard that Gartley & Dorsky presentation about the Drift Inn Beach project. I had a lot of concerns about that project. Not the culvert part, but the rest of it. One of the things that's hard for me is to take something like that and consider it in isolation. I really would like us to have a more comprehensive analysis of the places in town that are vulnerable and which of those are priorities because to me, the ranking they did of vulnerability, impact and cost, looking at Drift Inn Beach, the impact is low with problems there. There have always been problems there. How much does it really cost to go and clear off a bunch of seaweed and rocks three times a year, or however many times it, is versus \$500,000. Some of the other locations are choke points and more critical. I think it would be helpful to have an action plan that considers all of that, rather than proceeding ad hoc. I know it's great that the federal government has a lot of money right now but I want us to be responsible and I don't want us to ask for money for something now and then they look at us later when we come back for something we consider actually a higher priority, and they show concern that St. George received money for Drift Inn Beach. I'd personally be willing to make a motion that we try to solicit bids and consider pursuing a Vulnerability Action Plan.

**Carr**

Richard, can you speak to why Gartley & Dorsky did that further schematic about actually what was going to happen or what could happen at Drift Inn? When we talked, it was just an example. It wasn't elevated in the committee's view as the top priority.

**Bates**

I think if you asked the Resiliency Committee, they would say that Drift Inn Beach is not the highest priority, but we have not voted on it.

**Carr**

It was an example, so it wasn't considered in a vacuum. It was just what was presented to us.

**Conrad**

Except that it was a shovel ready project, and we had some numbers of what it would cost, and it felt to me like it was on the table. We might make a decision about that.

**Carr**

I agree. I asked Richard about that, because I thought the way it was presented to us was that it was about to go to bid, but I don't think that's accurate. I asked him about that today, and I don't think that's accurate.

**Bates**

It came up originally when the previous Town Manager recognized some funds could be obtained.

**Erb**

Tim did pass that on to me.

**Bates**

It was successful and you got the grant money to do the investigation, but it was done as a standalone effort. Drift Inn Beach has always been a problem with the seaweed and rocks to clear off.

**Thompson**

That was all done before most of our time. Money was available and they went ahead. I had egg on my face. I was at a Zoom meeting with the FEMA Director, and I was surprised they had this money available and advised I'd like to get St. George on the map for that. She said we already had a project down there. I knew nothing about it other than Gartley & Dorsky working on a presentation. The Town already received FEMA money. I didn't know that.

**Erb**

It is not a very large pot of money.

A motion was made by Conrad, seconded by Cartwright, to request the Resiliency Committee put together a list of requirements for a Request for Proposal (RFP) for a Vulnerability Action Plan consultant, and by a unanimous vote, the motion carried.

**Bates**

We really have to do something.

**Conrad**

You have been working very hard and we appreciate you.

**Bates**

Thank you.

**Conrad**

Does it make sense also to ask the committee to identify the Route 131 vulnerabilities for a letter to the state?

**Erb**

I can do that.

**Conrad**

That would be great because obviously some of the most concerning choke points are on Route 131.

**Thompson**

(Inaudible)

**Cartwright**

I would just like to say we're very fortunate to have the Resiliency Committee and thank you for all the work. Thank you, Jennifer.

**Ann Snow**

I think there needs to be some backing by the community and I don't think much of this is known to the community.

**Conrad**

I was thinking that in the context of a Comprehensive Plan discussion, it really does make sense for us to have a public meeting at which the Resiliency Committee could talk about what they've been doing and where things are going to go because we want the plan to reflect what the community wants. And then the surveys we just conducted, which I hope you participated in, but if you didn't, it's not too late. Many people cited that preparing for climate change and sea level rise is a concern.

**Thompson**

I would like to suggest along these lines that the Resiliency Committee either use this or a modification of it that we can put on the website for the Conservation Commission with a specific reference, where we would put out the notice in several areas and that gets us to another thing, we're discussing ways to get information out to the community.

**Bates**

It appeared on the website at 7:00p.m. tonight.



**Conrad**

What is it under?

**Bates**

Under the Resiliency Committee.

**Elwell**

I would think for a public hearing you want a study so that the Resiliency Committee can just have numbers versus what Richard just told us. People are visual and if you had that study of the cause and estimates, I think it would be better for the public to understand.

**Thompson**

I think this is a staged process.

**Elwell**

I don't think we're going to be able to get something together for a Town Meeting. I think once that study is done, then we plan on public hearings and getting important information out.

**Suzy Ellis**

We're hoping to make a backup model of sea level rise at the Celebration of Learning after school in the spring and then hopefully recreating that at the Town Meeting and that will introduce sea level rise discussions to a lot more people. That will happen in Spring 2024.

The Resiliency Committee provided the Select Board with written materials that were also posted on the town website:

[https://www.stgeorgemaine.com/sites/g/files/vyhlf5031/f/uploads/resilience-committee-presentation-to-sb\\_5p\\_1-8-24.pdf](https://www.stgeorgemaine.com/sites/g/files/vyhlf5031/f/uploads/resilience-committee-presentation-to-sb_5p_1-8-24.pdf)

**Port Clyde Landing Project****Thompson**

I would propose we move on to then talk about the Port Clyde and what I've discovered in a number of emails today. I've asked Rick to go ahead and give us a little summary.

**Erb**

I can give you the introduction. We've all been concerned for some time about the recovery of the Port Clyde General Store and working with the people that are involved with that. You have a great team put together but it's going to take some time I believe. Perhaps as much as two years and there is interest in a temporary relocation of the Port Clyde General Store. There's also a separate effort by the owners for

food trucks that we think could be accommodated. There's a location in mind that that we believe would work.

For the store itself, I know that there has been discussion going on with the owner of the Monhegan Boat Building about temporarily relocating there while the project gets off the ground and constructed, but there is an issue there. The Monhegan Boat Building is in the Commercial Fisheries Maritime District whereas the former location of the Port Clyde General Store was in a Limited Commercial District. The store was an allowed use in its old site. That activity is not allowed in the Commercial Fisheries and Maritime District, so we do not believe that we can grant a permit under the current Shoreland Zoning Ordinance for the store to relocate there. Veronika is here tonight, and she can explain further. What we're talking about here is what the town could do that would expedite the temporary relocation. To me, it's quite clear and our town attorney, Bill Kelly, agrees that it would take a Town Meeting change. It will take some amendments to the Shoreland Zoning Ordinance for it to take place whether it is the expansion of the Limited Commercial District or changing the allowed uses in the Fisheries and Maritime District. It'll take a little while to pull that together, but we can work as quickly as the Board wishes to have us pursue this. That's pretty much what I can tell you right now. A lot of this has come up within the last several days. It was the end of last week that we really had serious discussion about what needs to be done and I've been talking with Bill Kelly over the weekend and today. Veronika, do you want to add anything to that, and could you perhaps give an idea on timeframes you're working with?

### **Veronika Carlson**

I am Veronika Carlson from Linda Beans and the Port Clyde General Store and obviously you guys are all well aware of our fire that happened on September 27th. Since then, we've been in the planning stage of redesign to try to get the heart of Port Clyde back up and going. We've hit a lot of roadblocks along the way, some of which are due to the fact of where our building is currently located. If you guys are aware, most of it is over the ocean however it does have a foundation which is great but that still slows things down as well. In the meantime, we put together a great team for rebuilding. We are working with Oak Point Associates, Gartley & Dorsky, and a company called AOA out of Orlando, Florida and their designers to kind of bring back the authentic feel of the general store and what we had. In addition to that, obviously we've interviewed a lot of local people, fishermen, etc. to see what they'd like to see come back into the area. We have a great path on the rebuild. That would take about a year and a half to two years before it's back up and running.

In the meantime, as Rick has pointed out, we do have two food trucks and those food trucks are commercial food trucks that we're going to put into place. Lexie from the Dip Net will be leasing those and operating those in Port Clyde, so she'll still have the Dip Net present. As for the general store, we've been talking with Andy Barstow since the building was still burning, thinking about what we can do. As we know Port Clyde has a huge influx in the summertime and it's really important to be able to continue to have that whether that is locals come back to their homes, people traveling to Monhegan Island, or day trippers. We need to be able to accommodate and obviously the village itself is huge making that

turn down Route 131 In addition to that Andy is concerned. I don't want to speak for him, but he is concerned about us not having a presence in Port Clyde and there are two other options of how you can get to Monhegan. Why come down to Port Clyde if there are no accommodations. He has been working very closely with us to try to help us with a presence in Port Clyde. He has pretty much showed us all of his properties and has given us a choice of which one we would like. In the meantime, since the fire in our discussion, we were really interested in the former kayak building that is also in CFMA or Commercial Fishing Marine Activity Zone operated as Port Clyde Kayak for a few years or maybe six. I'm not exactly sure. They also had a retail establishment. We learned about a month ago, the Planning Board has approved a new business to go into that location. That will be a florist shop and also an antique shop, so that is no longer a location for us to be able to occupy. As we continue to work with Andy and his wife, Amy, he showed us a building that he calls the A Shop. That is where boats go into in the springtime to be able to be revamped and it's typically only used in the offseason, we'd say. It's a boat shop and ideally that is not the best for us. We would have to move our general store in in the summertime and move it out in the wintertime. It's a complete shop that holds all of his tools, supplies, chemicals, paint, etc. His third option is his terminal building that he is quickly rebuilding in the hopes that we will be able to occupy that location until our building is complete.

**Jordan**

Is that on the second floor?

**Veronika Carlson**

No, we would operate maybe 80% of it. He would still be selling money tickets out of there as a ticketing location.

**Jordan**

I'm sorry because I'm having a little trouble hearing. Could you come back to the second option?

**Veronika Carlson**

Sure, we'll bring the phone closer so you can hear me a little bit better. The second option that he presented to us is the A shop. That's his boat building shop on Factory Road. That location we would only be able to occupy during the high season so that would be more or less like July, August, possibly September and then we would have to move out of that location. That would be really difficult for us with permitting, inventory, etc to move all of that in and out and then where do we store it?

**Conrad**

Are you considering properties other than Barstow owned properties like the Harpoon, which is for sale? I know she owns what was the Seaside Studio. I know it's not in Port Clyde but it's on the way to Port Clyde.

**Veronika Carlson**

I think I can maybe continue explaining and then kind of get to that answer of why we're thinking Port Clyde in these locations. I think it'd be really helpful. The third location is Andy Barstow's location which is the terminal.

**Jordan**

I'm sorry. I still don't have a fix on the second location because I've only lived here for five years.

**Elwell**

Right behind the Ocean House.

**Veronika Carlson**

If you know where Factory Road is, it's the second building on the left. It's a boat shop. Do you know what I'm referring to now?

**Jordan**

I'm afraid I don't but I understand where it is now.

**Veronika Carlson**

The third location would be the terminal and the terminal would be the second-best choice just because we wouldn't have to move in and out of that location. It would also be a great choice for us because it's in the heart of Port Clyde. So, for your question of why Port Clyde, because we are in Port Clyde. It's the heart of Port Clyde. It's the general store. The kids ride their bikes down and go in and get candy. I don't foresee kids riding their bikes to the store in Tenants Harbor to get candy. You walk down for a gallon of milk in the morning, and your newspaper. You go over to Squid Ink after you have a coffee and then you come back in the evening, and you get ice cream. I think it's more or less that we're trying not to disrupt the community and the influx of our summer tourists and locals. I think everyone is quite upset with the loss of the building, let alone now everything's changed. It's really important for us to have a large presence back in Port Clyde and to be able to show that we will rebuild, and we will be here. Do you have a question?

**Cindy Desjardin**

I do. I was down on the shorefront recently and I noticed that a lot of debris is falling from the structure onto the coastline, into the water. There was a there was a lot of metal from the dip net. There were boards with nails and a lot of trash. I'm just wondering about the timeline for removal and securing.

**Thompson**

That's not pertinent for the moment. We could get to that in time. But right now, we're talking about where we are relative to ordinances and so forth. I appreciate you bringing that up. But let's stay on the main topic for the moment.

**Jordan**

If I could just go back to the second-best choice, the building on Factory Road on the left side of the street. Does anybody know whether that's in the Shoreland Zone District and if so what district it's in.

**Veronika Carlson**

My understanding from Andy Barstow is all of his properties are in CFMA which is Commercial Fishing Marine Activity. The general store itself was in CFMA. I want to say about maybe ten or twelve years ago, someone can check the timeframe, it was changed to Limited Commercial in a zoning (Inaudible). The general store itself operates in several capacities. We did operate in the CFMA, and we do have a huge presence in that. We have a boat tour that goes from our wharf. We have water and fuel that we supply to boaters. We have moorings that we supply to boaters. We have showers, ice, laundry services, etc. We do have a huge presence in CFMA. The small issue is the fact that CFMA in our town doesn't accept retail, or there's no retail in part of CFMA. When I was speaking with Will Gartley on Saturday, he said that retail could be added to our CFMA zone and that would solve the problem. As for Andy Barstow's current terminal location, he has retail at his location. The other Commercial Fishing Marine Activity location in Port Clyde would be The Co-op and they sell live lobsters which is also retail. So, I would think that this would benefit, going forward, the other businesses as well.

**Carr**

What about the Squid Ink Building? Could that be used in the short term?

**Veronika Carlson**

It's been rented to Squid Ink for five years. And then you had a question about Seaside Inn. At the Seaside Inn, we operate the inn.

**Conrad**

No, I was thinking about that Sea Studio; I wasn't thinking about the Seaside Inn.

**Carr**

What about the Ocean House?

**Veronika Carlson**

For the Ocean House, we're opening the first floor. We're going to be operating our Port Kitchen out of the Ocean House. And then in addition to that, we're operating our art gallery there. So, we found a home for everything but the general store.

**Cartwright**

I am totally in favor of keeping the store going in some fashion and we all love it so I don't think that's an issue for anyone. But I am concerned about changing an ordinance to allow for perhaps things that

we wouldn't be so excited about seeing happen, like modifying an entire ordinance for this one business. You understand what I'm getting at, I'm sure.

**Thompson**

Let's raise a question here about whether you have to change an ordinance or do you make an allowance for a given period of time that's voted on by the town, or something like that. It could be established and again, it's on a one-time basis.

**Conrad**

I would like for the Planning Board to first hear and consider these issues and work with Bill Kelly on this possibility.

**Thompson**

What possibility? I think that is what I'm getting at.

**Carr**

I think the Planning Board only operates for a specific application. I don't think they will operate in a vacuum without a particular project in front of them.

**Conrad**

Aren't they talking about a particular project?

**Carr**

You have to fill out the paperwork and stuff? It's not amorphous. They're not experts. They work really hard. I really respect them but in the absence of a particular project application, they can only opine in general.

**Cartwright**

It's their mandate. It has nothing to do with their expertise.

**Jordan**

We don't make policy and you don't want us making policy.

**Conrad**

Our Town Attorney has told us that the current Shoreland Zone/Commercial Fishing Marine Zone will not allow this use. I agree with Steve, if it's possible, all of us would love to see a Port Clyde General Store remain in Port Clyde but there are a lot of legal hoops in these five pages of legal analysis that we received today.

**Thompson**

All of which talks about changing an ordinance.

**Jordan**

There are constraints on our ability to change this ordinance. The constraint is that the State and the Department of Environmental Protection have very strict rules about what we can allow and what we can't allow.

**Conrad**

We can't make ours less restrictive. We can make it more restrictive.

**Thompson**

I'm not saying we make it that. We go for a one-time exception and say we have a basis here. We've had this major fire. We're trying to keep a community alive. We'd like this period of time to do that.

**Carr**

But what about Andy Barstow changing his site to Limited Commercial and taking it out of Marine, and so therefore it complies.

**Veronika Carlson**

I've spoken to Andy Barstow at length. I believe the prior Town Manager and probably Terry Brackett had also spoken to him at length about this. He is not done with his renovations that he needs to do that would only be allowed if he's in CFMA. So, he will not allow for the change to happen until his renovations have been completed and then at that time, then he'll go into Limited Commercial.

**Carr**

Is there an ETA for when his renovations will be done?

**Veronika Carlson**

Years.

**Erb**

When I spoke with Bill Kelly, he did have some concerns that the Limited Commercial District does not have any marine and water dependent uses listed. We've had further discussion here in the office. It doesn't seem to prohibit them either, but Bill was leaning towards a vote that would allow uses on the Barstow property specifically. The other thing and he said something to me, and it goes along the lines of what one of you had said before, that it may be possible with a town vote to have a temporary, as in two-year change. We could explore that further. I'd never seen that before. Bill has seen many more town meetings than I have seen in many more places.

**Carr**

And that's not spot zoning? It seems to me like we've turned people down.

**Thompson**

But the zoning is something you're looking for and adding a great length of time.

**Carr**

Maybe but maybe not.

**Thompson**

I've never seen a zoning that says it's limited to this year or that year.

**Carr**

That's what they're proposing, and I've never seen that.

**Conrad**

You can say now that it's temporary, but things change as they go forward with their plans.

**Erb**

Wouldn't it be more like a sunseting, so that you would have to take action after say two years, or it does go away?

**Conrad**

Well, that's possible, but that the whole notion that we could relax the conditions in state law for this particular kind of zone are very hard for me to wrap my head around in the few hours I've had to look at this. If it can be done and it's reasonable and the town wants us to do it, I'm all for it but it's just not how zoning typically works.

**Erb**

I understand.

**Carr**

It sets a dangerous precedent. If we do it for one entity, aren't we going to be approached by other entities saying, "Well, wait a minute, you did it for them, so why can't you do it for us?"

**Thompson**

Did your structure burn down? What is the effect on the community?



**Elwell**

It shouldn't matter whether it was burned down or not. I feel that way too. I know of a few in town that have tried to do this, and they were shut down because of that. Whether your building burns down or not, what's good for the goose is good for the gander.

**Thompson**

I'm trying to look after the community here.

**Elwell**

I am too. A person who wants to open a business that gets shut down is trying to help the community too. What are you going to put in there?

**Veronika Carlson**

It's going to be primarily the first floor of the general store which is grocery, alcohol, tobacco, lottery, and newspapers. Then we'll bring down pizza from the Ocean House, hot food and to-go food.

**Elwell**

My concern is septic.

**Veronika Carlson**

For the Ocean House, nothing's being cooked there.

**Elwell**

Right, but you're going to do cleanup and stuff there.

**Veronika Carlson**

No, it'd be like a pizza tray and then it would go up to Ocean House.

**Elwell**

Where are you going to put the food trucks?

**Veronika Carlson**

For the food trucks, I would be happy to answer that question for you but...

**Conrad**

Is it not going to go to the Planning Board?

**Veronika Carlson**

No.

**Elwell**

We rented town rented spaces that I didn't agree with last summer because of parking. If you're going to be working on the general store and on Main Street, that's going to be a congestion and then you're going to have the store and food trucks.

**Veronika Carlson**

For the food trucks, one would be at the Seaside Inn parking lot and then the other one would either be in our upper three parking spots of the general store or it'd be in the upper three parking spots of the Seaside Inn.

**Elwell**

You are right but where are people going to park to go to the food truck?

**Veronika Carlson**

We're renting seventeen parking spots from Andy Barstow in addition to renting his terminal location if we're able to.

**Carr**

What about a trailer somewhere as a temporary structure such as in front of The Barn or something. I know it maybe isn't attractive, but there's space there.

**Veronika Carlson**

That's where one of our food trucks is going to go and a portion of that space is rented to Alexi as well as her square footage. And then obviously the rest of that is the right of way to Seaside Inn for parking.

**Conrad**

Did you say whether you have or have not considered the The Black Harpoon ("the Harpoon") since that is something that is not too far away.

**Veronika Carlson**

We have not considered the Harpoon on the aspect that myself, like most of us, hope that the Harpoon is sold to a family that wants to continue to run it as the harpoon and not a complete change of use for that location, even if it is temporarily.

**Erb**

Veronika, what is your timeframe on when this needs to be put in motion?

**Veronika Carlson**

As soon as it possibly can. Where we're at with this is Andy Barstow and his wife supplied us with the lease. We've talked about it. When the Planning Board approved the florist shop and the antique location to go into the kayak building which is CFMA, we decided the terminal is the last option.

**Elwell**

That was all run through the Planning Board.

**Jordan**

That was the Planning Board's decision. The kayak shop was already a commercial use. (Inaudible).

**Elwell**

We're already in a mess with something that hasn't been enforced. Why wasn't that ever enforced with the kayak business.

**Carr**

I know the florist application was withdrawn the night of the Planning Board so the only entity going in there is an antique shop that has tables rented out. It seems to me she could be approached if you made her some kind of offer. I don't know. I mean, there's no water there, and there's no heat so there would have to be porta potties and it's not an ideal building.

**Conrad**

Isn't that the same zoning? Didn't you say it's the same zone?

**Jordan**

So, everyone understands why the Planning Board approved that is that there was already a nonconforming in that building.

**Veronika Carlson**

Has anyone ever been to the Monhegan Boat Lines Terminal? What are the items they sell?

**Conrad**

It's like gift store stuff. It is not food and alcohol.

**Veronika Carlson**

They sell T shirts; we sell T shirts. They sell hats; we sell hats. They sell candy; we sell candy.

**Cartwright**

The primary work of Monhegan Boat Lines is boats. It is a marine business.

**Veronika Carlson**

They are still occupying the building as well. They're not moving out.

**Elwell**

With their retail space, someone should have stepped forward and told them they couldn't do this because of the zoning.

**Veronika Carlson**

They do yoga classes there and art classes there.

**Erb**

To give you an idea of what the process would look like, if this is going to be some amendments to the Shoreland Zone, which I think it would need to be. It's going to take two public hearings at the Planning Board level and a town meeting vote. We had been concerned based on the charter that it might require a referendum vote, but it merely says secret ballot. The town attorney's opinion is that a secret ballot can be taken in an open town meeting, a special meeting. So, we do not have to go to the length of a referendum vote, but I do believe we would need a town meeting. It would have to be at least two public hearings and a Select Board meeting before that happens. Likely it would take around two months, best case.

**Jordan**

The town meeting is in May. I didn't know about two public hearings, but it certainly would take a public hearing.

**Cartwright**

Rick, I have a question. Would this then allow someone to put a retail business in that large building at Wildcat Cove?

**Jordan**

If the ordinance could be amended to Wildcat, then I suppose it could.

**Elwell**

That falls under some state rules under Marine Agriculture. That's why it can't be sold for anything but Working Waterfront.

**Conrad**

What I would find most helpful is for us to get more information from the town's attorney about this.

**Jordan**

I've been wanting to say for the last fifteen minutes that Bill Kelley is a very good lawyer and I would love to have his advice to the Planning Board about what we can and cannot do in terms of recommending a possible amendment to the ordinance to deal with this because I think all of us would love to do it if we could.

**Erb**

I'd like to see the options that Bill would lay out for us. I think there's more than one way to do this. I think they all have challenges. I think it would be helpful to have some guidance from him on what our options would be.

**Jordan**

If all the right people could get together on that, that would be great.

**Veronika Carlson**

I'm really concerned with the timing of it taking two months or up until May. As of right now, Andy is at a pivotal point. Either our electrician installs all the outlets we need for our coolers, and we sign the lease and occupy the location, or we don't have a general store.

**Elwell**

But that's how town government works. It is a process. If it takes two months, then it takes two months.

**Erb**

It definitely does not need to be May. If March is as bad as May, then we're going to have a problem.

**Carr**

It's a risk you can take. You can sign without having this. If the whole deal falls apart, it falls apart but if you're worried that Andy's going to lease it to some other corporation...

**Veronika Carlson**

I don't foresee him leasing it to someone else. I see him occupying it himself with his gift shop.

**Erb**

Closing it in.

**Conrad**

It would be different if the law allowed this. You have our support. It doesn't the way it is now. It's our responsibility to do this lawfully if it can be done.

**Veronika Carlson**

I appreciate that. I do think that is very important. I'm also just looking at other commercial businesses within town, maybe not operating within the same guidelines and that's really difficult, especially because we're in the hardship of this fire and this is not something that was planned. It's really difficult. I think maybe if there's a way that there could be an emergency town meeting or anything to expedite on the timing, I know that there's a lot of people with interest and everybody wants us to post on social media what we're doing, and we can't because we don't know what we're doing and because we don't

have a clear direction. We know that we can put the Ocean House into effect; that's happening. We know we can do our food trucks; that's happening. But the general store is the question. Everybody wants the general store. So that's where we're at. If we could put the general store somewhere different than our own properties; we've looked at that. We have thought about putting out the Sea Store. We've had a small selective community that we've spoken to, a lot of the fishermen, and they kind of feel like if you move it up there, then it will never come back. They're really concerned with this timing.

**Cartwright**

Hasn't the general store been closed in the winter anyway?

**Veronika Carlson**

It has been since COVID.

**Carr**

It has been longer than that.

**Cartwright**

I wasn't aware of that.

**Veronika Carlson**

For one season, but then it's been open. We're not talking about the winter. We're talking about the summer. We're talking about our high season as we're going into it and being able to not interfere with other local businesses that are concerned if there's no general store, no art gallery, and no Port Kitchen. Welcome to Port Clyde.

**Conrad**

Let's see what we can schedule with Bill Kelly and find out.

**Erb**

The one thing you already have scheduled is meeting with David Barrett on the 18th. I know that starts to bump into another meeting that starts at 5:30pm I think. You guys are coming in at 4:00pm. I don't know if we could combine anything with that.

**Elwell**

I think right now with Dave Barrett, we don't want to combine them. We want to stay focused on that. I'm sorry, Veronika. If this was such a concern, you should have come earlier.

**Veronika Carlson**

We never anticipated this being an issue because Andy came to us and offered this, and we weren't aware of the zoning issue until recently.

**Elwell**

We have a lot on our plate with some stuff that has come up. The process is going to take a while to fulfill what you'd like to see. I have my own opinions.

**Cartwright**

I am concerned about setting a precedent if we modify the entire ordinance.

**Veronika Carlson**

Do you feel that it's just going to be for the Planning Board?

**Elwell**

We need to make sure our i's are dotted and t's crossed. There's been a lot going on.

**Cartwright**

You were talking about the character of Port Clyde which we all love, Tenants Harbor, and that whole Town of St. George. We don't want to leave loopholes where people come in and build or do something that we don't want to see happen here. Obviously, we are not talking about the store. We all want that.

**Erb**

You might lean towards something that basically affects that property, but not necessarily others.

**Elwell**

Some people will ask why they can do it for a short period of time, but others can't. There's a lot of emotions running.

**Erb**

One of the things that I asked Bill Kelly about was something called contract zoning. I think it's used for these kinds of situations. He was not very positive about contract zoning.

**Carr**

I think that invites litigation.

**Conrad**

I'm committed to getting his advice as soon as possible so that we can provide you with answers as quickly as we can.

**Cartwright**

Could you just remind me why Andy doesn't want to make any changes?

**Veronika Carlson**

He has additional renovations he needs.

**Elwell**

If he changes it, he loses his permits to renovate it.

**Conrad**

Are his permits from the town or from somewhere else?

**Cartwright**

The Department of Environmental Protection (DEP).

**Elwell**

The Army Corps of Engineers. He wants to redo the wharf too. He has all the permits to do what he's doing, like the building before it burned, but if we change the Shoreland Zoning he loses his permits. I think he is getting grant money also. That's why he doesn't want to change.

**Thompson**

I think that moving forward then our stumbling block is we want to meet with Bill Kelly and go over this. We should really try and do that as soon as possible.

**Conrad**

We wish it were easy. It isn't going to be easy.

**Thompson**

You heard a comment from Cindy Desjardin about debris in the harbor. I'm not sure what anybody can do. What's the schedule for the teardown? Is there one?

**Veronika Carlson**

It's happening. It has been happening.

**Elwell**

I think that is something she approaches them about.

**Veronika Carlson**

So, the building was still burning, and we contracted with Clean Harbor. Clean Harbor came up and they put a hard room and a soft room in to contain all of the fire debris. You guys are aware The Dip Net fell into the ocean while it was on fire. We took forty-eight pieces of evidence, which is kitchen equipment essentially, out of the ocean during that timeframe with an excavator and we're still continuing to do a shore cleanup. We are doing the best that we can in a difficult situation.



**Thompson**

If there are specific things that you see Cindy, you may talk to Veronika about that, because maybe that's something that's slipped by.

**Veronika Carlson**

They have been cleaning it up and we are going to continue. My office is right there, I look out the window and my children play on that beach. (Inaudible).

**Thompson**

You've made contact; that's good.

**Concerns Received Regarding Decorations and Relocation of Rocks at Drift Inn Beach**

**Elwell**

Has it been cleaned up?

**Erb**

It never came back after it was taken down before the storm.

**Cindy Desjardin**

I went down before the storm, and it was there as the sun went down on December 17th.

**Thompson**

Now, the question comes before us. Is there anything within our purview in terms of ordinances relative to this sort of thing?

**Conrad**

Well, I assume that there are restrictions on things that are permanently damaging to the beach.

**Carr**

I don't think we own the beach. I think that's a question. There's that issue in Maine that homeowners own to the mean low tideline. You may want to talk to the homeowners rather than the town as an entity. When I looked through the town list of properties, it's not listed. The parking lot is listed and there's a right of way.

**Erb**

I'll speak to that, but I don't want to interrupt.

**Cindy Desjardin**

According to the tax map, there is a plot of land that covers the area that I'm referring to where a lot of the removal and modifications are happening and where a lot of people congregate, and it's listed as wasteland. However, I think the important piece is that the town owns the road area, correct?

**Erb**

A clarification is I feel quite certain we do not own the land that the road sits on. We own a right of way across it. We probably do not own that property. I doubt it very much.

**Cindy Desjardin**

It's listed under the national inventory of wetlands.

**Carr**

The wetlands are in a specific area. As far as I know, it's not where the tree was. The wetlands is that particular area around where the tide comes in through the culvert and it looks like dark tea. That's where the wetlands are.

**Cindy Desjardin**

If you look at the maps that you have here, the shaded areas delineate.

**Carr**

But that's not where that tree was.

**Cindy Desjardin**

The tree was on the ledge in the intertidal area of the beach. Someone, and not a homeowner, is responsible for that land. According to the town maps, that plot of land is tax free and listed as wasteland. It's not privately owned, but you have to think about what I'm advocating for which is simply for people to leave the beach as they find it under the Natural Resource Protection Act.

**Conrad**

You are asking the town to enforce something. Your goal is to have it left as nature.

**Cindy Desjardin**

Who is responsible? Do I need to go to the Department of Environmental Protection?

**Elwell**

I personally don't think the town has the resources or the time. To me it's a public beach. Clark Island people do the same thing. People go to the beach; they put up a rock structure. I just don't feel that it's the town's responsibility. We don't have the means to be down there every day to do whatever. I think it's a moral issue. If you find the person that's doing it, you have a chat with them.

**Cindy Desjardin**

I don't think that that should be a safety issue on my part.

**Elwell**

I don't see it as a safety issue. If there's a tree on a rock, I don't see it as a safety issue.

**Conrad**

I see it as an enforcement issue. If it were town owned property and if somebody does damage, which there's a question of whether this counts as damage, it sounds to me like we don't even have enough information to know if the town is responsible for this area. Even if it were, then there's the next question of whether assembling a little decoration temporarily constitutes a violation that the town would enforce. They would be the responsibility of the Code Enforcement Officer and as I understand it, by law, the Select Board doesn't tell the Code Enforcement Officer what to do. It's a fairly independent role, isn't it?

**Elwell**

He is his immediate supervisor.

**Erb**

The Select Board is responsible for setting policy, which may impact with Code Enforcement Officer does. There is that relationship. You certainly do not have an individual select person directing the Code Enforcement Officer.

**Conrad**

We can't tell him to go enforce this particular alleged violation.

**Carr**

We don't enforce State acts. It's not a delegated authority.

**Cindy Desjardin**

Moving forward, I don't think that that's what's necessary. When you do look at the Town of St. George, on the website, Drift Inn Beach is listed as a natural resource. It does not say that it's owned by the Town, but by the Town. I think to me, the Town went so far as to provide parking, to provide signage for the parking and the Town of St. George is using it to promote tourism down here, "come down and see the beach". It's very much a part of this town. I don't know where you can draw the line. Well, it's a small little tree. Well, it's just this or well, it's just that, because people lack boundaries with resource areas. This is an area that is not only public, but it's a resource area.

**Thompson**

Would you consider putting up some sort of sign that says please leave this the way you find it. We'll have to come up with language.

**Carr**

I might object to the sign as pollution.

**Elwell**

They don't even read the note advising to not park on the side of the road. I don't think they will read a sign that says, "Please don't put a tree on the rocks."

**Cindy Desjardin**

I think you have to try. You have to try. This is just such a beautiful resource that we have. When I went down on December 19<sup>th</sup>, I picked up the painted stone and somebody was leaving the beach with three totes, and a pail full of stuff from the beach. Now, if you have two-hundred visitors a week, each taking ten rocks... This is a resource that's for everyone to enjoy and not for people to modify, to paint goofy rocks just because they feel they want to tell somebody a message. It just shouldn't be. It should not be, and I think if we don't get a grasp on what's happening there, we're going to lose it.

**Elwell**

I just don't know how we could enforce it, whether it is the Code Enforcement Officer or not. He would have to be there every day. I just don't see how we can enforce it.

**Cindy Desjardin**

This is not an uncommon request for towns that have beaches. Typically, there's a beach ordinance. Right now, somebody could go on that beach, and they could set up a grill and they can tent there for the next two weeks.

**Erb**

There are a lot of beaches that are staffed. They have lifeguards and maintenance people. Drift Inn Beach is not one of those.

**Cindy Desjardin**

I think a sign would go a long way. There could be a kiosk.

**Elwell**

With a kiosk, we have to be careful because of Shoreland Zoning.

**Carr**

We can't have a permanent structure.

**Cindy Desjardin**

A kiosk would be over by the parking area.

**Conrad**

I guess the only thing I would wonder is whether it's worth having in the context of conservation and protection of town resources like trails and whatnot, which again, I don't know that the beach counts as one of these, but if it does, would the Conservation Commission look at this and tell us whether we could adopt a policy as a town that we would like natural resources to be left undisturbed or something like that?

**Elwell**

We should assign the Conservation Committee to look into this.

**Conrad**

That's what I'm suggesting. We would ask them, in the context of all of the town's trails and natural resources, whether they think it's worth having signs around or anything like that and then the committee could make a recommendation to the Select Board because we're getting into the weeds as they say,

**Thompson**

Ken, would you be willing to take this to the commission?

**Oelberger**

Typically, we leave a no trace sign on the kiosk for the trail.

**Cartwright**

I go to Drift Inn Beach a lot and I don't see trash or any problem. I don't think this issue rises to the level of needing to take action.

**Conrad**

Not even get a sign that says, "Leave No Trace"?

**Cartwright**

I don't think we need to do anything.

**Thompson**

We're not going to solve this at this point. We appreciate your concern, but you can see we are mixed about what we might do.

**Cindy Desjardin**

What is the next step? According to someone at the Department of Environmental Protection, the first step is to go to your Select Board.

**Thompson**

And you have done that.

**Cindy Desjardin**

The next step is to follow up with them. I have multiple photographs taken and I've been journaling.

**Thompson**

We have to look at it in terms of where we are and what resources we have. We've asked the Conservation Commission to consider it and come back and tell us what they think. We've done that with other trails we maintain. We don't do a lot of maintenance down there other than the parking area.

**Conrad**

There is still a question of whether it's even a town beach.

**Carr**

If it is true vandalism, you need to call the sheriff. You need to call 911. When there was graffiti on the Fort Point Trail, the police were involved.

**Elwell**

If she has pictures and she calls the sheriff to tell them she has pictures of the people doing it, the sheriff's department should enforce it.

**Carr**

But they have to have something to enforce. There are anti-graffiti laws.

**Thompson**

That is enough on this for tonight. Ken, we will wait to hear something back from you.

**Ken Oelberger**

Sure. I will bring it up.

**Conflicts of Interest**

There were no conflicts of interest.

## **Minutes**

A motion was made by Elwell, seconded by Conrad, to approve the December 11, 2023 Select Board Minutes as corrected, and by a unanimous vote, the motion carried.

## **Warrant**

### **Thompson**

We have the school again so that inflated it. We missed the last meeting.

### **Elwell**

I signed it Thursday.

### **Thompson**

Thank you for doing that.

### **Conrad**

I saw that we paid Maine Municipal Association (MMA) for insurance. Do we know what our insurance covers or what the parameters are? I would just be interested in seeing that at some point.

### **Erb**

Limits? They should probably have that right now. It may be in the bill for all I know.

### **Conrad**

At some point I would like to look at the insurance.

### **Elwell**

Do they still offer employee training?

### **Erb**

Yes.

### **Elwell**

They used to do that for the office crew.

### **Erb**

Typically, now you go to them. There are too many towns.

**Elwell**

When John was Town Manager, they worked with the crew which decreased the costs because you had done the training.

**Thompson**

Is there anything major there that we need to go over for clarification?

**Conrad**

The change in the \$466,000.

**Irene Ames**

That's on the 10 Cold Storage Road Project. The Mussen Group submitted a bill to us. We issued the check to Mussen Group who was submitting the bill on behalf of CPM. Basically, I just voided copies of the backup here that that payment has been stopped, the confirmation from the bank and all of that information is there. That has been stopped and we did reissue it. So, for the 10 Cold Storage Road, there was two warrants. One with the check made out incorrectly, and the totals have been adjusted on here, and then the second one where a check was issued to CPM.

The warrant was signed.

**Town Manager Report**

**Erb**

We had our first snowstorm of the season. It was good to have it on Sunday. Things went pretty well. If I have any negative on it, it is the snowblower that Stevie uses is giving us trouble right now, so it is in the shop. I hope that the next storm is mostly rain.

It was mentioned before briefly. If you have not seen the Fort Point Trail, and now the weather is not great to go out there, it was a great project. An excellent job out there. It is much easier for the public to use, without stepping in roots or in mud. It's a nice project. Ken, am I right that it is sort of the trail equivalent of ADA compliance?

**Oelberger**

It is a Architectural Barriers Act Universal Access Trail, a set of federal standards, and it meets those standards.

**Conrad**

Will it be on a state list of accessible trails?



**Oelberger**

We have to make a decision about that and how much activity we want.

**Conrad**

I think there aren't very many trails that are accessible, and it would be nice to let people know.

**Oelberger**

The key concern there is if it's too widely published, we don't have adequate parking.

**Erb**

We will be closed on Martin Luther King Day, a week from today. Also, a reminder to the Board, the mailboxes that are in the front office, if you can check those once in a while. The stuff piles up.

**Conrad**

I didn't know we had one.

**Erb**

I was afraid that was the case. There's so little communication by US Mail now that there's not a lot there but you will see that there is the MMA magazine. There's not much there but if you want to check from time to time, you may find something. That's all I have to report.

**Committee Reports****Planning Board - Carr****Carr**

The only thing that happened since we last met is there was a site visit on Saturday in Port Clyde at a home next to Herring Gut about putting a float and it was fine. There were a couple of neighbors who attended, and it lasted around three minutes. We meet tomorrow night.

**Appeals Board – Conrad****Conrad**

There were no appeals.

**Harbor Committee****Elwell**

They meet on Thursday night. That's it unless Rick has something to add.

## **Budget Committee – Thompson**

### **Thompson**

The Budget Committee has some recommendations for us that we will look at in time.

## **Resiliency Committee – Thompson**

### **Thompson**

You just heard from them.

## **Comprehensive Planning - Conrad**

### **Conrad**

We have about a hundred survey responses to date and at the meeting last week, the group decided to continue to accept postcards and responses until the end of January. I have returned the drop box to the Town Office and some postcards. Other than that, if people don't come here and get that, it'll be the online link.

### **Erb**

I saw you beat Hollowell on responses which is a similar sized town.

### **Conrad**

By double. We were thinking a hundred wasn't very many, but they only had fifty.

### **Thompson**

You have a meeting coming up?

### **Conrad**

Yes, we're having a workshop on January 20<sup>th</sup> so we can spend three hours updating our timeline for the process and organizing how we're going to analyze and collect data.

## **Conservation Commission – Cartwright**

### **Thompson**

The trail is open.

### **Oelberger**

That's the big news. We have some work to do with in kind labor to finish up things, refurbish the kiosks and a few odds and ends on the trail that we've had to do for the labor. I guess the key thing that you would be interested in relative to that is we can't apply for our last rebate from the state until we finish

up some of the in-kind labor that we get our match from. I'm hoping we have enough of that and maybe return some funds back to the town when we get all finished with that. I guess the only other thing is we kicked off the effort for the Land for Maine futures proposal at our last meeting. Maybe we'll be discussing a little bit more of that later on tonight.

**Cartwright**

Are there any plans for a grand opening for the trail?

**Oelberger**

We will work with the state on the grand opening.

**Shellfish Committee - Elwell**

**Elwell**

We meet on the 18<sup>th</sup>, I think.

**Solid Waste – Erb**

**Erb**

There is nothing to report.

**Cemetery Committee – Carr**

**Carr**

They have not met.

**Affordable Housing - Cartwright**

**Cartwright**

There is nothing new to report.

**Port Clyde Landing Project**

**Erb**

We are meeting with the Harbor Committee on Thursday. We have regular meetings with CPM. I noticed in their most recent meeting they had an update on the schedule, and it still basically shows June 17<sup>th</sup> is the substantial completion date. I sort of expected it to move back a little bit beyond that. It's still on for that date. In part, it's because they're continuing to work. If you look at their original schedule for this time of year, they were scheduled to be off. When the Harbor Committee meets, they will be looking at some restriping of the parking spaces there. There was a strong desire in the committee to

increase the number of spots. I think that what they're wrestling with is the original task that was given to the engineer was to maximize the turning radius for trucks in and out of there, but when you do that, you obviously eat up a lot of space. I think they are looking at options for that fearing that most of the time those spaces are going to be empty. So, Thursday will be an interesting discussion. The committee is also looking at the fee structure largely due to the input that we had here at the Select Board meeting and that'll be on the agenda for Thursday as well.

**Thompson**

The latest proposal relative to boat length.

**Erb**

Yes. The question had come up at our meeting about the use of the lobster catch data and I have had contact with the Department of Marine Resources. They said that if the individual lobsterman signs a release, they will provide the information to the town, but won't without the release. When the question had come up about sharing that information, or if it would be kept confidential, Bill Kelly's immediate response was, it would be subject to freedom of access, so chances are we would have to give it up if someone asks.

**Conrad**

I thought that the Midcoast Council of Governments (MCOG) just did a collection of data about the dollar value, and it wasn't just lobsters.

**Elwell**

A lot of places charge by the pound. It is a wharfage, for example ten cents a pound. The committee is very torn on how to do this.

**Town website and Public Access to Information**

**Thompson**

There are two aspects of this subject. The public access to information and the town website plays a part. The other part we were looking at is what communication methods we might have to get the word out of anything we'd like to announce in the broadest way possible. Back on September 22<sup>nd</sup>, we were looking at several commercial methods that were out there, to make emergency contact with as many people as possible and could be tied into social media. There was one that we looked at and considered, and I thought we voted on it as I've said in emails. I thought we voted to do one named Civic Ready. It's \$4,000 a year, but it allows you to broadcast widely.

**Elwell**

Similar to a reverse 911.

**Thompson**

It posts anything that you want to very broadly to email, the St. George Message Board, Port Clyde Message Board, etc.

**Conrad**

Also, texts, or however you set it up.

**Thompson**

The idea was could we incorporate that as part of what we do as well as a revamp on the website?

**Conrad**

Richard Bates said that when this came before the board last time, a decision was made that given all the budgetary considerations last year, you decided not to do it. I do think it's a great idea for us to have some way of reaching as many people as possible through phone calls, texts or emails.

**Elwell**

At the Select Board we discussed its use for disasters or if you need to get all the people sheltered in place. It has a lot of uses and could be very helpful.

**Conrad**

What does the school do now when school is closed?

**Elwell**

They record a school is cancelled message. It goes out over a landline cell phone, email, or text.

**Conrad**

Is the school paying annually?

**Elwell**

I'm not sure.

**Conrad**

It would make sense for us to check with them because we shouldn't duplicate costs.

**Thompson**

It could be what we're proposing would be better for them.

**Elwell**

I think the more options you add on for notifications, the more it costs.

**Conrad**

I brought this up with Richard and he forwarded me the proposal from that Civic Ready group, and it did say that if you wanted to add on this or that it was extra money.

**Elwell**

I don't think it was much.

A motion was made by Conrad, seconded by Elwell, to review the proposal from the Civic Ready Group and put it into our budget for this year, and by a unanimous vote, the motion carried.

**Oelberger**

Is it a service where people have to sign up?

**Elwell**

Yes, you sign up.

**Conrad**

With respect to the website, my suggestion would be that we put together a little group of people that talk about ways we could improve the website. I'm happy to be involved with that.

**Elwell**

Jeff Boulet or Bill Batty would be good.

**Carr**

Somebody told me years ago on the town calendar, there was a link to an agenda, but it doesn't exist anymore. For the Select Board, there'd be a link. It used to be there, and you were able to click right on it. It could be an issue that there was a conflict with Max.

**Elwell**

Richard's calendar when he was Chairman, wouldn't sync to mine. The website was rebuilt. It might have gone away then.

**Carr**

It would be nice if you could look at the calendar, decide if you want to come to a meeting and then click on it for details.

**Thompson**

We've had some suggestions of people we might contact.

**Erb**

It would either be Tara or Bill or both.

### **Fundraising and Purchases of Town Equipment**

**Erb**

I'm not really clear on what people want to know about that. The question had come up whether donations to the town are considered tax deductible. I've always understood that they are and got the confirmation from Bill that they are. It is pretty common really. Let's use the ambulance as an example because we know that's coming up and is also the kind of thing that people tend to give money towards. They're probably not going to give Stevie his new truck but he's likely to get an ambulance. If the town accepts the money there's no problem with spending it on the desired gift. All money needs to be appropriated. We would need some sort of an approval of town meeting in order to spend it, but we can structure that. It's not an issue.

**Elwell**

I thought every year we voted to accept gifts to accept gifts.

**Erb**

I'll look at it again. Are there other questions or issues? We're going to be talking about this during the budget process.

### **Report on the Acquisition of a Community Paramedic Vehicle, 100% Grant Funded**

**Elwell**

Regarding the grant for the new fly car, does the town have to vote to accept that now that the ambulance is a town entity?

**Erb**

I do not believe that we do. There was a grant application that was in process at the time that the ambulance came on. We have now received \$99,000, much of it for community paramedicine. The state provided us with a grant that would purchase the vehicle that's going to be used so it doesn't tie up town vehicles. It also pays us hourly rates for the EMTs who will perform paramedicine. It's a great deal for us. It actually helps underwrite the rest of the ambulance because it's an overlap if you're (Inaudible) people's hours. I can get you more information.

**Conrad**

I was going to suggest that we have Amy talk to us about what that is. I talked to her, and she said it was starting in January so maybe a month from now.

**Benjy Lowry**

I'm Benjy Lowry, the Medical Director. Amy didn't ask me to come. I just saw it on the agenda. I figure I have to do town government once in a while and come say hi to everybody. I was mainly going to come in and thank the town for their support of community paramedicine because it got us to this place. This grant wasn't just handed out. It was something we had to apply for and went through two rounds. Amy and Kevin McKaplin went through a whole bunch of stuff. They went to a grant writing workshop and it's a pretty fabulous deal, as you said, for the town that we're getting this funding that's specified for that fly car. We're going to have a full-time duty paramedic. Right now, when they're not on a call, they can go and see some of those patients. Now we're going to have someone who can be seeing patients so if they get a call that person is not involved in the 911 response. We don't have to interrupt visits, and so on. So, it's a really good deal. The fly car itself has good branding, so we can hopefully get it out, so people are aware of it. It's really pretty awesome and part of the goal of the grant was also to look towards sustainability (Inaudible). And the question is, how can this turn into something that becomes sustainable? It's looking at looking at how we can work towards reimbursements. We have to do this data collection that then we can then submit that we can have available for insurers and so on to say listen, this is actually saving money in the long run and so on. Amy can have lots more detailed information but I wanted to come in and thank the town for the support. A lot of people applied. Not everyone got it. They recognize that this program has been successful because of your support.

**Thompson**

This gets us into how to get the information out and what's available. What is the most effective way to do that.

**Benjy Lowry**

It's a great point. Part of what Amy and I talked about is that this community paramedic, full time role, obviously isn't always going to be seeing patients. We don't have that many yet. So, the plan is trying to get out into doctors' offices, out to the community, doing presentations at schools, libraries, things like that.

**Conrad**

The senior luncheon.

**Benjy Lowry**

Things like that. Exactly. We welcome any ideas for where we can come and just let people know kind of what we can provide and how they can get involved or enrolled.

**Conrad**

Do people need a doctor's order?



**Benjy Lowry**

That's actually part of state statute so that part can't really change but we're trying to facilitate that with our visits to the doctor's offices, and we've got a couple things set up so that we can kind of get that form to them. It's really pretty easy and once the physicians are aware of it, they're very excited about it.

**Conrad**

I noticed when I was looking for something else on the town website that the information about the past Community Paramedicine Program is under the Fire and Ambulance website. It's not on the town website. This needs to be one of the things we update on the town website.

**Benjy Lowry**

That'd be fantastic. Any sort of visibility. We actually have already sort of picked up our patient population load right now so some word is getting out, at least to the physicians right now. It may be also they're making those referrals, but a lot of it comes by the patients asking their physicians because a lot of physicians don't know that patient lives in St. George.

**Conrad**

The home health agencies too.

**Benjy Lowry**

I think they're completely saturated.

**Erb**

One thing though, I know from previous employment, in some places, there's been friction, there's been turf wars between the home health agencies and community paramedicine and my understanding is there was none of that here.

**Conrad**

They don't have the capacity. They're probably thrilled to know that someone's going to get help.

**Benjy Lowry**

I chair the State Paramedic Committee and you're exactly right, that is a very delicate issue. But in this area, it's not because they are saturated. When I put in a referral right now, I get an automated message bounce back from the local home health agencies and they are completely unable to accept new patients. They are looking at that. Down the road, it's something where we may look at how we integrate our services. It is a delicate issue.

**Conrad**

Whatever you and Amy put together to describe the program we can get onto the town website so that when people open it there are the hot topics listed, such as the trail opening or whatever. That would be

great. The other thing I wanted to ask is about the CDC. They are also starting an Aging in Place Program starting this month that has the ability to make daily phone calls, check in phone calls with older folks. I just thought it would be useful for you guys to connect and make sure you're coordinating.

**Benjy Lowry**

I'm unaware. Amy might know. I don't want to steal anyone's thunder. Amy is much more (Inaudible) I would love to find out if she's aware of that or not and how to coordinate that. I completely agree. We are united on that. There are very similar objectives.

**Thompson**

Thank you, Dr. Lowery.

**Budget Process and Items for Consideration Raised by the Budget Committee**

**Erb**

I will hand out last year's schedule just to give you an idea of how we would do it. It's what we did last year, I suspect we'll try to do the same here.

**Elwell**

Are you going to invite the Budget Committee to sit in?

**Erb**

Yes.

**Conrad**

I don't see Comprehensive Plan on here. Is that because we already told you what we want?

**Erb**

No, it's because he was so new last year that this was last year's schedule.

**Elwell**

Which day do you want it under?

**Conrad**

They already voted to ask for \$20,000 to cover the plan, although hopefully we won't need anywhere near that. It might go over one budget cycle, but I don't know.

**Elwell**

February 6<sup>th</sup>? Do you want me to change the data and then email it?

**Thompson**

I don't see resiliency here either.

**Erb**

I don't know if they have requested funds.

**Thompson**

They will be.

**Conrad**

Which one of these is administration where things like legal expenses are budgeted for?

**Erb**

The first one, Administration. Last year it was on February 27th.

**Conrad**

The money we were just talking about for communications, would that be under administration?

**Erb**

Probably. There's a there's a strong emergency response component to it as well.

**Elwell**

It could go under the Fire Department.

**Conrad**

But it's broader than Emergency Response.

**Cartwright**

It could be Social and Community Services too.

**Elwell**

Have you started to get anybody sending in requests?

**Erb**

Yes. Just about everything is in. I'm scheduled to give you the first draft of requests next meeting, and we would schedule in February the meetings you see here.

## **Executive Session**

A motion was made by Elwell, seconded by Conrad to delay the agenda item regarding the Spirit of America Award and the Town Report Dedication and enter Executive Session at 9:02pm for the purpose of discussing the possible acquisition of property on Old Woods Rd. as allowed under Title 1 Section 405, 6c of the Maine Revised Statutes: "Discussion or consideration of the condition, acquisition, or the use of real or personal property permanently attached to real property or interests therein or disposition of publicly held property or economic development only if premature disclosures of the information would prejudice the competitive bargaining position of the body or agency", and by a unanimous vote, the motion carried.

Executive Session ended at 9:17pm and the public meeting was re-opened for the purpose of adjourning.

## **Adjournment**

A motion was made by Conrad, seconded by Cartwright, to adjourn the Select Board meeting, and by a unanimous vote, the motion carried, and the meeting was adjourned.

Respectfully submitted,

Tammy Taylor  
Recording Secretary  
Town of St. George, Maine