

BAR HARBOR FERRY TERMINAL PROPERTY ADVISORY COMMITTEES
Other Sub-Committee
October 13, 2017
Meeting Notes

Sub-Committee Attendees: Ruth Eveland and Kristi Losquadro, chairs; Alf Anderson, Mike Handwerk, Jeff Wooster

Ruth and Kristi briefly reviewed purchasing options with the ferry terminal property. Each member was asked what they preferred for property purchase. Subcommittee's unanimous recommendation to the Lead Committee is to purchase the property for \$3.5 million and then extend property's design and development timeline for better working and community efforts.

Mike Handwerk briefly discussed what steps might be needed to address current environmental conditions when property is developed for use. Confirmation sampling and analyses will be needed at predetermined design/structure locations where disturbance of soil would require adherence to the environmental covenant for the property. A preapproved Soil Management Plan will also be needed. Mike restated that the Belfast Boatyard Soil Management Plan is a good example of an approved plan for a site that has similar historical contamination as this property. Mike can assist with the type of analytical testing required on the site, including testing for possible hydrocarbon contamination (from previous fuel/oil storage and use), as well as any remaining PCB impacted soil contamination underneath the terminal building. Other possible environmental issues (asbestos containing materials and lead based paint) will be identified and remediated once property design and construction begins.

Public/subcommittee comments on several topics of interest:

- Preserve the natural beauty of the waterfront
- There are a la carte choices with pier repairs and/or replacement
- How does this project help with attracting more people to live here, especially younger generation
- Frenchman Bay environmental impacts from cruise ships are at a current level of impact. What will the environmental impacts be with more/larger cruise ships?
- If a marina is built, it would attract more jobs and the boating industry

Mike reviewed his request for matrix changes with a draft document that will hopefully provide the lead committee with a decision-making format for their use and consideration. Mike explained each of his changes, including good examples of using references to support matrix revisions, as well as possible use of this document to track changes.

Subcommittee discussed next steps and timing of FTPAC meetings. Next two meetings for Lead Committee are scheduled for 10/23/17 and 10/30/17. It is the intention of the Lead Committee to provide the underpinning for the matrix when Town Council reviews the recommendation.

Next Sub-Committee meeting is Wednesday, October 25th at 2:30 pm.

FERRY TERMINAL PROPERTY – ENVIRONMENTAL OVERVIEW

FTPAC – OTHER SUBCOMMITTEE

Overview of property and buildings only (pier issues already well documented):

- PCB contamination
 - Located at or below Terminal Building basement floor
 - 51.9 tons of PCB impacted material was removed
 - Basement wall paint contains less than 50 ppm PCB (can remain in place)
 - Basement area considered low occupancy area, therefore additional remediation not required if basement continues to be defined as a low occupancy space
 - If additional PCB remediation is required, need approved Soil Management Plan (good example is 2013 SMP for Belfast Boatyard, prepared by Ransom Consulting, Inc.)
- Diesel fuel and fuel oil
 - Areas were included in Voluntary Response Action Program (VARP) reports
 - Areas are not considered a threat to human health or environment (statement by Rich Campbell in 9-22-17 memo to Cornell Knight)
 - When touring property on 9-27-17, no visible stains or contamination were observed on property (locations accessible to tour group)
- Groundwater
 - Groundwater beneath property may not be used as a source of drinking water or for other direct contact purposes
- Lead based paint and asbestos containing materials
 - Possible locations within Terminal Building (basement area) and other older property structures, but not visually determined (9-27-17 site tour)
 - Minor costs associated with sampling, analysis, removal and disposal
- Terminal Building (Structurally)
 - Water intrusion into building (poor roof quality) at several locations, with possible mold remediation required between ceilings and roof
- Paving
 - Many areas of paving are cracked and in average to poor condition

PCB remediation cost estimates (price sheet from Trans-Cycle Industries, Inc.):

- Incineration of PCB contaminated material: \$1.25 per pound
- Transportation charge: \$2.00 per mile
- Pick-up/manifesting/reporting: \$5,300 per pick-up (minimal 35,000 pound capacity)
- PCB waste material will be transported by 55 gallon drum to incinerator in Texas or Louisiana
- Each drum can hold between 525 and 875 lbs. of contaminated material, dependent on wet condition of material

Please Note: Document is intended as a reference-based/visual site tour review for discussion at 10/5/17 Other Subcommittee meeting. Document will be attached to notes for 10/13/17 meeting.