



Town of Camden
Select Board Meeting
December 3, 2013 – 6:30 PM
Washington Street Conference Room

Select Board meetings are broadcast live on Time Warner Channel 22

Select Board meetings are web streamed at www.townhallstreams.com/locations/camden-me

1. Call to Order

2. Citizen Comments (for items *not* on the agenda)

This time is set aside for members of the public to comment on any town-related issue that *is not* on the agenda. We ask that people keep comments within 3 minutes

3. Communications, Presentations, and Recognitions

- A. Recognition of Officer Dan Brown on his promotion to Sergeant
- B. Report of the Parks & Recreation Committee
- C. Report of the Camden-Rockport Pathways Committee
- D. Report of the Conservation Commission
- E. Vacancy on the Community and Economic Development Committee
- F. Communication from the Town of Isleboro requesting that the Camden Select Board urge the Army Corps of Engineers to conduct a Comprehensive Environmental Statement (EIS) regarding the proposed dredging of Searsport Harbor

4. Approval of Select Board Minutes dated November 12, 2013

5. Select Board Member Reports

6. Town Manager Report

7. New Business

- A. Authorize the Town Manager to submit a Small Harbor Improvement Program (SHIP) grant application to install a fishermen's hoist and to extend the boardwalk
- B. Request to Use the Village Green
- C. Public Hearing - Amendment to the Personnel Policy: Storm Policy

Adjourn

Convene as the Camden Wastewater Commissioners

- 1. Call to order

2. Approval of the Certificate of Commitment for Sewer User Charges (as required by Title 30-A; M.R.S.A. §3406) for the period of July 19, 2013 to October 22, 2013.

Adjourn

Convene as Select Board: Executive Session: Town Manager's Performance Evaluation (*Title 1 M.R.S.A. §405 sub sections 6.A*)

TOWN OF ISLESBORO

P.O. Box 76 • 150 Main Road • Islesboro, Maine 04848
(207) 734-2253 • Fax (207) 734-8394

November 26, 2013

Town of Camden
29 Elm Street
Camden, ME 04843-1207

Dear Ms. Finnigan:

This is a follow-up to my letter of November 12, 2013 requesting that your governing body join with other Towns in the Penobscot Bay region in requesting the U.S. Army Corps of Engineers to conduct a comprehensive Environmental Impact Statement (E.I.S.) to review all aspects of their proposed dredging of Searsport Harbor, including their plans to dispose of one million cubic yards of dredge into water sites located from Belfast to Rockland.

Both Lobster Council "C" and "D", representing several thousand members, have recently and unanimously called upon the Army Corps for such a review. The City of Belfast voted on November 19th to request an E.I. S., as have previously the Town Boards of Selectmen for Islesboro, North Haven, and Searsport. Recently thirty State legislators made a similar appeal.

I want to strongly emphasize that at this point the common basis for our appeals to the Corps is to enable a fully informed and open review of the proposal before a decision to proceed is made. No public entity at this point is expressing either opposition or support for the project.

I hope that you will bring this matter to your governing body. I will be happy to supply background information, maps, and copies of correspondence to the Corps, and I will be happy to attend any appropriate meetings for questions. And please do call me at my home 734 6452 at any time.

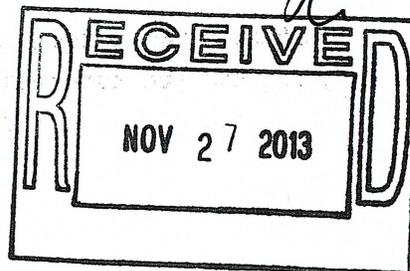
Thank you for your consideration.

Sincerely,

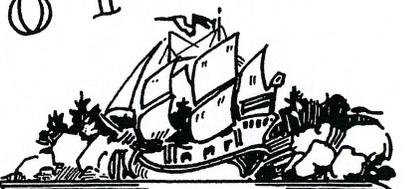
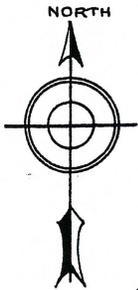


Archibald L. Gillies
Chair, Islesboro Board of Selectmen

I'm enclosing a map showing the proximity to Camden Harbor.



MAP OF ISLESBORO MAINE



If Once You Have Slept On An Island

If once you have slept on an island
 You'll never be quite the same:
 You may look as you looked the day before
 And go by the same old name.

You may bustle about in street and shop:
 You may sit at home and sew,
 But you'll see blue water and wheeling gulls
 Wherever your feet may go.

You may chat with the neighbors of this and that
 And close to your fire keep,
 But you'll hear ship whistle and lighthouse bell
 And tides beat through your sleep.

Oh, you won't know why, and you can't say how
 Such change upon you came,
 But once you have slept on an island
 You'll never be quite the same!

Rachel Field

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**Proposed
Dredge
Area**



**Proposed
Disposal
Area**



Searsport Dredging

**Potential
Disposal
Area**



Town of Islesboro
P.O. Box 76 • 150 Main Road • Islesboro, Maine 04848
(207) 734-2253 • Fax (207) 734-8394

May 3, 2013

Colonel Charles P. Samaris
District Engineer
US Army Corps of Engineers
New England District
696 Virginia Road
Concord, MA 01742-2751
Attn: Engineering and Planning Division (Ms. Barbara Blumeris)
Email: cenae-ep@usace.army.mil

RE: RE: Improvement Dredging Of The Federal Navigation Project Searsport Harbor, Searsport, Maine

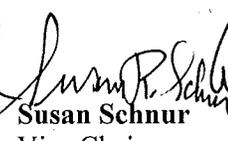
Dear Colonel Samaris:

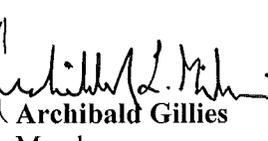
At a special meeting of the Islesboro Board of Selectmen held today, Friday, May 3, the Board unanimously voted to endorse concerns raised by Islesboro Islands Trust (IIT) in their letter of May 2, 2013, written in reference to the above captioned Searsport Harbor dredging proposal. In that letter, IIT enumerates several reasons why the Army Corps of Engineers should postpone further action on the proposed Searsport Harbor dredging project until a systematic, detailed Environmental Impact Statement is completed, and a public hearing is conducted.

We concur with IIT that this project has the potential to cause great harm to our natural resource based economy and must have both an EIS and a public hearing.

Sincerely,


Craig Olson
Chair


Susan Schnur
Vice Chair


Archibald Gillies
Member


Sandra Oliver
Member


Jay Zlotkowski
Member

CC. Jay Clement, ACoE Maine Project Office, Maine Members of the United States Congress, Waldo and Knox County Commissioners and All Pen Bay Towns (see attached list)

TOWN OF ISLESBORO

PO Box 76 · 150 Main Road · Islesboro, Maine 04848
(207) 734-2253 · Fax (207) 734-8394

September 25, 2013

Colonel Charles P. Samaris
District Engineer
US Army Corps of Engineers
New England District
696 Virginia Road
Concord, MA 01742-2751
Attn: Engineering and Planning Division (Ms. Barbara Blumeris)
Email: cenae-cp@usacc.army.mil

RE: RE: Improvement Dredging Of The Federal Navigation Project Searsport Harbor, Searsport, Maine

Dear Colonel Samaris:

At a regular meeting of the Islesboro Board of Selectmen held today, Wednesday, September 25, the Board unanimously voted to join Islesboro Islands Trust (IIT) in their request that the Corps undertake a Supplemental Environmental Assessment, or a full and comprehensive Environmental Impact Statement, as articulated in IIT letter of September 20, 2013, for the above captioned Searsport Harbor dredging proposal. IIT learned in late August that the Corps omitted critical information about dredging impacts on near-shore fish habitat from the FSEA. This, and information about the geologically unstable ocean bottom in the area proposed for disposal of the dredge spoils, elevates our ecological and economic concerns and clearly calls for more thorough analysis and additional public comment.

The proposed extensive, new dredging will have an adverse effect on Islesboro businesses, especially lobstering. Local lobstermen are nearly unanimous in their opposition and both Zones C and D voted to send letters of alarm to the Corps. We find that the numerous concerns raised about the Draft EA in IIT submissions, as well as the withheld information and EPA reliance on erroneous pockmark assumptions, warrant a complete EIS and public hearing regarding this Project.

Sincerely,

				
Archibald Gillies Chair	Sandra Oliver Vice Chair	Craig Olson Member	Fred Rollins Member	Jay Zlotkowski Member

CC. Jay Clement, ACoE Maine Project Office, Maine Members of the United States Congress, Waldo and Knox County Commissioners and All Pen Bay Towns (see attached list)

TOWN OF ISLESBORO

PO Box 76 • 150 Main Road • Islesboro, Maine 04848

(207) 734-2253 • Fax (207) 734-8394

List of Penobscot Bay municipalities receiving copies of this letter:

City of Belfast
Town of Belmont
Town of Brooks
Town of Burnham
Town of Frankfort
Town of Freedom
Town of Jackson
Town of Knox
Town of Liberty
Town of Lincolnville
Town of Monroe
Town of Montville
Town of Morrill
Town of Northport
Town of Palermo
Town of Prospect
Town of Searsmont
Town of Searsport
Town of Stockton Springs
Town of Swanville
Town of Thorndike
Town of Troy
Town of Unity
Town of Waldo
Town of Winterport
City of Rockland
Town of Camden
Town of Castine
Town of Hope
Town of Lincolnville
Town of Matinicus
Town of Monhegan
Town of North Haven
Town of Owls Head
Town of Rockport
Town of Thomaston
Town of Vinalhaven
Town of Warren

TOWN OF NORTH HAVEN

16 Town Office Sq.

P.O. Box 400

North Haven, Maine 04853

Telephone (207) 867-4433

FAX (207) 867-2207

June 5, 2012

The Honorable J. Bruce Probert
Chairman, Searsport Planning Board

The Honorable Keith Ritchie
Vice Chairman

The Honorable George Kerper
Member

The Honorable Lee-Ann Horowitz
Alternate

The Honorable Mark Bradstreet
Member

The Honorable Brian Callahan
Member

The Honorable Cynthia Gallant
Alternate

Re: Proposed DCP Midstream LPG Tank and Terminal at Mack Point

Dear Searsport Planning Board:

We are writing to endorse and echo the concerns raised by our fellow Selectmen on Islesboro about the probable impact of the proposed DCP Midstream LPG Tank. The safety concern alone is staggering and we are deeply troubled to think that responsible regulatory agencies have allowed this project to proceed even to this point.

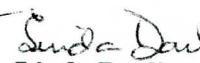
The creation of twelve full time jobs in only one municipality seems to be a very small benefit for the potential, in fact probable, negative economic impact on the entire regional tourism and fishing industries. The burden but not the benefit of a project so disproportionate in scale will fall on all of the towns, counties and residents of the Midcoast.

As residents of an island, we view the maintenance of our 'highway' to the mainland, the Maine State Ferry Service, as of paramount importance. Tanker traffic and possible tanker accidents loom as threats to the ferry service.

We ask you at a minimum to incorporate our concerns, as well as those of the rest of the Midcoast, in the permit review process. We hope that at the end of this process you will conclude that the benefits even to Searsport are too meager and the costs too high and you will act on the realization that all of us in the Midcoast are dependent on one another.

Sincerely,


Bill Trevaskis
Chair


Linda Darling
Vice Chair


Jon Emerson
Member


Bill Bartovics
Member


Merton Howard
Member



*Maine State Legislature
Augusta, Maine 04333*

October 23, 2013

Colonel Charles P. Samaris
District Engineer
US Army Corps of Engineers
New England District
696 Virginia Road
Concord, MA 01742-2751

RE: Improvement Dredging of the Federal Navigation Project Searsport Harbor, Searsport, Maine

Dear Colonel Samaris,

We the undersigned Representatives and Senators on behalf of our constituents in the Penobscot Bay area request that the Corps undertake a Comprehensive Environmental Impact Statement or at the very least a Supplemental Environmental Assessment for the Searsport Harbor dredging project.

The potential impacts to Maine's lobster fishery from disposal of dredging spoils and other activity associated with the project must be examined. The lobster fishery is Maine's only healthy fishery and the economic mainstay of most coastal towns and offshore islands. We cannot risk harm to this critical resource.

Penobscot Bay's waters are the most productive lobster grounds on the East coast and considered to be a nursery for other areas. This fishery represents a billion dollars of economic activity for coastal Maine and must be protected.

The proposed dredging is of such a scale that a full EIS is appropriate.

Sincerely,

Walter A. Kumiega

Rep. Walter Kumiega

Seth Berry

Rep. Seth Berry

Janice E. Cooper

Rep. Janice Cooper

Christopher N. Johnson

Sen. Chris Johnson

Diane Russell

Rep. Diane Russell

Craig Hickman

Rep. Craig Hickman

Edward J. Mazurek

Sen. Ed Mazurek

Deane Rykerson

Rep. Deane Rykerson

John C. Schneck

Rep. John Schneck

Andrea

Rep. Andrea Boland

Robert J. Saucier

Rep. Bob Saucier

Catherine M. Nadeau

Rep. Cathy Nadeau

Chuck Kruger

Rep. Chuck Kruger

Karen Kusiak

Rep. Karen Kusiak

Sheryl J. Briggs

Rep. Sheryl Briggs

Denise Harlow

Rep. Denise Harlow

Helen Rankin

Rep. Helen Rankin

CC: Rep. Chellie Pingree
Rep. Michael Michaud

James F. Dill

Rep. James Dill

William F. Noon

Rep. Bill Noon

Paul Gilbert

Rep. Paul Gilbert

Bobbi Beavers

Rep. Bobbi Beavers

Mary P. Nelson

Rep. Mary Nelson

Paul McGowan

Rep. Paul McGowan

Tom Longstaff

Rep. Tom Longstaff

Sara Gideon

Rep. Sara Gideon

Drew Gattine

Rep. Drew Gattine

Mattie Daughtry

Rep. Mattie Daughtry

Joan W. Welsh

Rep. Joan Welsh

Linda Sanborn

Rep. Linda Sanborn

Sharon Treat

Rep. Sharon Treat

Terry K. Morrison

Rep. Terry Morrison



CHELLIE PINGREE
CONGRESS OF THE UNITED STATES
1ST DISTRICT, MAINE

May 16, 2013

Mr. H. Curtis Spalding
New England Regional Administrator
Environmental Protection Agency
5 Post Office Square – Suite 100
Boston, MA 02109

Ms. Wendi Weber
New England Regional Director
US Fish and Wildlife Service
300 Westgate Center Drive
Hadley, MA 01035

Mr. John Bullard
New England Regional Administrator
National Marine Fisheries Service
55 Great Republic Drive
Gloucester, MA 01930

Dear Mr. Spalding, Ms. Weber, and Mr. Bullard,

As your agencies begin a thorough review of the Army Corp of Engineers' draft feasibility report for the proposed harbor improvement project at Searsport in Penobscot Bay, I urge you to ensure that the project's environmental effects are fully understood and evaluated.

I have serious concerns about several aspects of the proposed project including the potential contamination of dredged materials, and the appropriateness of the proposed dredge disposal sites. As you know, the communities surrounding Penobscot Bay have raised similar concerns through the public comment process about the disposal of dredged sediment in open water sites in Penobscot Bay. It is clear to me, and other residents of Penobscot Bay, that this project certainly seems to present a significant impact on water quality.

I also share Penobscot Bay residents' questions about the impact of the proposed project on the Penobscot Bay economy. Tourism, outdoor recreation, and commercial fishing are the economic engines of the mid-coast, and any potential threat to their sustainability requires thorough investigation. As you know, the Penobscot Bay region is located in one of the most productive lobster habitats in the world, and has supported Maine's critical lobster fishery and the surrounding communities for generations. The impact of disposing nearly a million cubic yards of dredged material in the heart of the Bay would be significant.

In addition to lobsters, Penobscot Bay in itself is an important regional ecosystem. Millions of dollars in federal funding, as well as years of work, have been expended in an effort to restore the Penobscot watershed ecosystem through increasing the available habitat and rebuilding the populations of important indigenous species. Long-term restoration of this watershed and the Bay will help recover the region's once abundant groundfish stocks. These efforts and the fisheries they aim to support deserve forward thinking protection through your attention to the potential impact of this project on the Bay's ecosystem.

I hope that a comprehensive review of available scientific data will take into account the concerns that I share with local residents and fishermen.

Your agencies' role in providing a thorough scientific examination of the potential environmental effects of disposal of dredged material in Penobscot Bay cannot be overstated – your work is critically important to the sustainability and long-term health of mid-coast Maine. Thank you for your efforts to protect water quality and fisheries resources throughout the Northeast. If I or my staff can be of any assistance in this effort, please don't hesitate to be in touch.

Sincerely,

Chellie Pingree
Member of Congress

cc: Army Corps of Engineers



Proposed Dredging Of Searsport Harbor

The Army Corps of Engineers (ACoE) propose to dredge nearly one million cubic yards from in and approaching Searsport Harbor. The ACoE Feasibility Report and Environmental Assessment (EA) raise serious questions about the need for and effects of the project as proposed.

- Three areas or kinds of dredging are proposed: 37,100 cubic yards maintenance dredge, 892,000 cubic yards “improvement” dredge, plus 31,000 cubic yards dredge at the two piers. Islesboro Islands Trust is not concerned about the maintenance dredging, provided it is conducted in an environmentally safe and appropriate manner.
- The primary project area covers more than 100 acres of marine bottom, the southerly one-third of which and a northeasterly turning basin have never before been dredged.
- The nearly one million cubic yards of dredged material would be deposited approximately six miles from the Searsport project area and just west of Islesboro on top of geologically unstable pockmarked bottom.

	“Improvement”	Maintenance	Piers	Total
Amt. Dredge	892,000 cy	37,100 cy	31,000 cy	> 960,100 cy
Dredge Depth	-40’	-35’	-43’	
Cost	\$8.4 mill fed + \$2.8 mill state	?	?	> \$11,200,000
Cost Share	75% fed + 25% state	100% fed	100% state	?
Financed Cost	+ state 10% (\$1.120mill)/30 yrs.			

Failure to Demonstrate Need

- The ACoE economic analysis uses the year 2006 petroleum volume of 1.6 million tons as the baseline for projecting petroleum products costs and savings. This was the highest volume of petroleum in the 14 years of historical data available in the Report and marked the beginning of a **downward** trend in volume.
- According to the ACoE, approximately 80% of annual Mack Point tonnage is imported, foreign oil and fuel. However, according to an April 17, 2013 EIA report, “Abundant U.S. supply, low demand could cut dependence on liquid fuel imports.”
(<http://www.eia.gov/todayinenergy/detail.cfm?id=10871&src=email>)
- The proposed dredging would **not** produce new jobs at the Searsport port, lower energy costs to consumers or provide more reliable and secure energy.
- The ACoE fails to evaluate import trends due to changes in domestic oil and gas production, uses an inflated petroleum baseline figure in computations, relies on outdated industry interviews, provides marginal efficiency benefits only, and ignores alternative energy options that would not require dredging.

- In May of 2012, the ACoE and U.S. Coast Guard determined that no dredging was required for a proposed LPG Terminal at Searsport that would bring 39.7-foot draft ocean-going tankers to the port. It is contradictory that the ACoE now proposes to enlarge and deepen Searsport Harbor to bring in ocean-going tankers. There is no need for the improvement dredging to maintain current Searsport Harbor services or commodities. ACoE acknowledges “...the current fleet can access the Mack Point berths.” In short, there is scant evidence that the proposal in fact “maximizes new economic benefits consistent with protecting the Nation’s environment “as ACoE claims.

Sears Island Development and Connected Impacts

- The Project’s nonfederal partner, the Maine Department of Transportation (MDOT), publically announced its intentions and view that the proposed improvement dredging is for Mack Point **and Sears Island**. The ACoE must consider potential Sears Island development within the NEPA review of the dredging project because the two are connected.
- According to ACoE, “Penobscot Bay provides habitat for a variety of biological resources including almost all of the seventy commercially harvested species of fish and shellfish landed in the gulf of Maine.” The ACoE admits that, “Normally, the USACE prepares an Environmental Impact Statement (pursuant to 33 Code of Federal Regulations (CFR) 230.6) for Federal actions that require a Feasibility Report for authorization and construction of major projects.” It is inconceivable that the proposed, massive dredging project, largest in Penobscot Bay history, in the context of threatened but outstanding ecological resources in the region, should somehow be exempt from the normal Corps practice of EIS preparation here. The decision to dredge nearly one million cubic yards of living Penobscot Bay marine bottom is a decision to which EIS obligations clearly and even normally apply.
- ACoE failed to evaluate dredging near the piers, even though directly related to the improvement dredging, and thus must evaluate all proposed dredging in a single impact statement.

Ecological Threats

- Searsport is located within the federally designated Gulf of Maine Distinct Population Segment of Atlantic Salmon (*Salmo salar*), protected by the federal Endangered Species Act.
- Unacceptable amounts of mercury and other toxins in Searsport Harbor could be redistributed throughout the upper Penobscot Bay.
- National Marine Fisheries Service (NMFS), a division of NOAA, received information from ACoE on August 9, after the public comment period closed, indicating that the impact of the proposed dredging on shallow water habitat, especially important to Flounder and other important fish species, would be greater than reported by ACoE earlier. This information caused NMFS to re-open their Essential Fish Habitat review and gives rise to the need for a Supplemental Environmental Assessment or full EIS.
- NMFS determined that the Gulf of Maine distinct population segment of Atlantic sturgeon is threatened (i.e., likely to become an endangered species within the near future) due to “habitat degradation and loss from various human activities such as dredging.” The Passagassawakeag River in Belfast means “a Sturgeon Place” when translated from the local native language.

According to University of Maine researcher Gayle Zydlewski and others, Sturgeon frequent this river and the Penobscot River and have been located here as late as October and November, when dredging would occur.

- Evidence from lobstermen indicates that lobsters avoid the Rockland dredge disposal site but that non-commercial crabs, considered a nuisance to lobstermen, are plentiful. ACoE studies at the Rockland disposal site support this contention. Only one lobster was observed during an entire 2000 survey but in 2004, “There was a statistically significant increase in rock crab catch in the impacted area. Spatial analysis of the catch indicated that crabs became increasingly concentrated in the immediate area of the disposal footprint.”
- Lobster are found and harvested in the proposed upper Penobscot Bay disposal area and near the Searsport Harbor dredge area.
- Benefits of the Penobscot River Restoration Project extend to Penobscot Bay and the whole ecosystem. They report, “Endangered Atlantic salmon, American shad, alewives, blueback herring, and seven other species of migratory fish are expected to rebound, fueling large-scale restoration of **the Penobscot ecosystem** and benefiting its diverse wildlife... Over time, the increase in historic herring biomass (alewife, blueback and shad) could help to restore commercial ground fisheries and other vital ecological links between the Gulf of Maine and the Penobscot River—one of the largest inputs of freshwater to the Gulf.”
- Sediment plumes result from the dredging are expected to extend between 1500 feet and one mile of the dredging and disposal areas. Elevated turbidity associated with the sediment plumes threatens critical marine spawning and feeding habitat.
- The ACoE failed to acknowledge that the sediment plume will very likely impact Sears Island eelgrass beds and has just recently agreed to map the eelgrass beds before proceeding.
- Researchers found an unusually large number of benthic species in the proposed disposal location. Results indicate that marine worms, which are an important component in Sturgeon diet, dominate the benthic community.
- NMFS states, “Dredging and disposal are likely to have direct and indirect adverse effects on EFH (Essential Fish Habitat)...” NMFS further notes that because “the population dynamics of Shortnose sturgeon and Atlantic sturgeon in the Penobscot system are largely unknown, it is difficult to recommend a time of year when effects of dredging are unlikely.”
- Proposed Searsport Harbor disposal is within the West Penobscot Bay Marine Protected Area, called Northern Inshore State Lobster Waters Area, created about 10 years ago as part of the Atlantic Large Whale Take Reduction Plan.

Summary

How will the dredging affect eelgrass beds in close proximity to the project? Are sturgeon or other finfish present? What effect on lobstering and resultant economic loss is expected? Will dredging, disposal or sediment plumes adversely affect important species’ habitats? What would be the secondary, indirect and cumulative effects on the Penobscot Bay ecosystem? Are alternative energy investments more appropriate? Is the proposed dredging really needed? We must have answers to these questions before dredging of Searsport Harbor proceeds.



Town of Camden
Minutes of the Select Board Meeting
November 12, 2013
6:30pm

PRESENT: Chairperson Martin Cates, John French, Jr., James Heard, Leonard Lookner, Donald White, and Town Manager Finnigan. Also present were members of the press and public.

1. Call to Order

The meeting was called to order at 6:35pm.

2. Citizen Comments

There were no citizen comments or comments from the Board.

3. Communications, Presentations and Recognitions

A. Recognition of the Ragged Mountain Redevelopment Capital Campaign Committee and Foundation Members

Chairperson Martin Cates said that in the recent vote the Town of Camden had overwhelmingly supported the \$2 million bond issue for the redevelopment of Ragged Mountain. He congratulated the Capital Campaign Committee for their extraordinary effort in raising \$4.5 million in private funding, creating a true public-private partnership. Cates said that the wide margin with which the vote passed (1,124 votes in favor and 239 opposed) was a testament to the central role the Snow Bowl plays in the community.

B. Report by Camden Fire Chief Chris Farley

Fire Chief Chris Farley updated the Board on the slow recovery of Assistant Fire Chief Bob Steihler who had been hurt recently in a traffic accident. He then spoke about the recruitment and retention of firefighters and outlined all the efforts the department has initiated to raise awareness of this need within the community.

C. Presentation of the Riverwalk and Public Landing Concept Design Plans

Development Director Brian Hodges presented the background of the Riverwalk and Public Landing projects. He introduced Sarah Witte of Terrance J. Dewan Associates who spoke about the process, saying that the plans presented grew out of input from the public. Witte thanked residence for sharing their concerns and ideas and briefly outlined the vision for both projects.

Martin Cates commended the consultants on leading a very participatory process within the community.

Speakers in support of the acceptance of the plans were Deb Dodge and Pete Brown of CEDAC, Maria Libby of the school district, Gene McKeever of the Harbor Committee, Geoff Scott of Pathways, Flint Decker of the Camden Downtown Business Group, and Tom Stammen, an individual business owner. John Scholz and Leonard Lookner spoke in favor of the design of the Riverwalk.

Select Board members Don White, Leonard Lookner and John French talked about their support for the project.

James Heard made a motion to accept the Public Landing and Riverwalk concept plans as presented and to direct staff to work with the appropriate committees to recommend a community process to set priorities and to move these forward. Donald White seconded the motion. It was unanimously approved.

Modification to Agenda

James Heard made a motion to move items #4, #5 and #6 to the end of the agenda. Donald White seconded the motion. It was unanimously approved.

7. New Business

A. Authorize the Town Manager to enter into an Agreement with Gartley and Dorsky for Engineering Services for the Redevelopment of the Ragged Mountain Recreational Area

The Town Manager outlined the engineering work that needs to be done at the Snow Bowl to prepare for new construction. Will Gartley of Gartley and Dorsky explained details of what his firm would be handling if the proposal were to move forward.

Leonard Lookner asked if the Town has an obligation to put the proposal out to bid. Finnigan said Gartley and Dorsky had been leading Snow Bowl improvements that have already taken place, so it makes sense for the same firm to continue this work. Gartley, along with Snow Bowl facilities manager William "Fitzy" Fitzcharles responded to questions from Board members.

Donald White made a motion to authorize the Town Manager to enter into a contract with Gartley & Dorsky for the survey and engineering work needed for the Ragged Mountain Redevelopment project with a budget of \$183,800. James Heard seconded the motion. It was unanimously approved.

B. Authorize the Town Manager to enter into an Agreement with Stevens Engineering for Design and Construction Engineering Services for Installation of the Chairlifts at the Snow Bowl.

The Town Manager, William "Fitzy" Fitzcharles, and Parks and Recreation Director Landon Fake explained the process that the Town would use to site the new chair lift and snow making equipment. The Town Manager noted the experience and qualifications of Stevens Engineering in designing and engineering ski areas. Fitzcharles answered specific questions about the timing of the work to be done. He said the hope is to have the chairlifts installed in time for foliage season next October.

French asked about whether more power would be needed to operate the lifts. Will Gartley said that the power would be distributed differently but that it would not be necessary to feed more power into the facility.

Donald White made a motion to authorize the Town Manager to enter into a contract with Stevens Engineering for the chairlift relocation engineering in the amount of between \$107,300 to \$109,600. James Heard seconded the motion. It was unanimously approved.

C. Authorize the submission of a grant application to the Maine Dept of Conservation's Recreational Trail Program (RTP) for \$36,605 with the local match not to exceed \$7,321.

Pat Finnigan spoke about the opportunity to submit a grant application to the Department of Conservation to construct the portion of the Riverwalk extending from Shirrtail Point Park through Seabright Park across from the Tannery. Brian Hodges told the Board that maximum awards under this program are \$35,000. He explained that this is a reimbursement program whereby the grant recipient pays upfront and is reimbursed for the amount by the grant.

James Heard made a motion to authorize the Town to submit a grant application to the Maine Dept of Conservation's Recreational Trail Program for \$36,605 with our local match not to exceed \$7,321. Leonard Lookner seconded the motion.

Martin Cates commented that he hoped the work would be coordinated with the Parks and Recreation Committee's efforts at Shirrtail Point.

The motion was unanimously approved.

Parks and Recreation Director Landon Fake updated the Board on the Tannery portion of the Riverwalk, saying that 200 yards of cubic stone had been moved onto the existing portion of the pathway. Final grading would take place in the spring, he said, and the Maine Conservation Corps will build an observation platform at that time.

D. Consideration of Easement with Wayfarer Marine Corporation for a Wastewater Pump Station on Sea Street.

Wastewater Superintendent Ross Parker informed the Board about the need to acquire an easement for the Town's wastewater pump station on Sea Street. He said the station located at the northern end of the Wayfarer property is owned and operated by the Town through an easement received from Wayfarer in 1969. Parker explained that it was recently discovered that the easement given to the Town was smaller than the footprint of the station. The easement has been revised in order to correct this situation, Parker told the Board.

The Town Manager said that this matter will need to be scheduled for a Special Town Meeting vote with a warrant article as follows:

"Shall the Town vote to accept a sewer easement deed from Wayfarer Partners, LLC over and under certain property adjacent to the Sea Street right of way, substantially as described in a certain proposed draft deed dated August 15, 2013." And add below the article itself: "Note: The proposed sewer easement is depicted on a Survey Sketch prepared by Wright-Pierce dated "August, 2013" as figure E-1, and the proposed deed and sketch are available for inspection in the Town Clerk's office during regular business hours."

E. Consideration of Renewal of a Victualer's License for *Francine Bistro* at 55 Chestnut St.

John French made a motion to grant a Victualer's License to Brian C. Hill d/b/a Francine Bistro at 55 Chestnut Street. Donald White seconded the motion. It was unanimously approved.

F. Public Hearing

Chairperson Cates opened a public hearing to consider a liquor license for *Francine Bistro* at 55 Chestnut Street.

John French made a motion to approve the liquor license application for Brian C. Hill d/b/a Francine Bistro at 55 Chestnut St. Donald White seconded the motion. It was unanimously approved.

The public hearing was closed.

G. Approval of the Town Manager's Recommended FY13 Carry Forward Amounts

The Town Manager said that staff works hard to manage their budgets and not spend the entire amount allocated. Most of the funds which are not spent go into the Town's undesignated Fund Balance at the fiscal year end. However, in some cases, funds are asked to be carried forward into the following year's budget to spend on projects that were not completed or which were underfunded. The Town Manager asked that funds be carried forward in the Planning, Public Works, Police, Fire, and the Wastewater Departments.

Donald White made a motion to approve the FY13 carry forward funds of \$150,241 from the General Fund and \$45,000 from the Wastewater Treatment Plant Fund. Leonard Lookner seconded the motion.

John French asked if any remaining funds in the contingency line could also be carried forward in case an emergency comes arises. He noted that if these funds are not used they could roll to the fund balance at the end of the year.

John French moved that the motion be amended to carry forward the remainder of the contingency from the 2012-2013 fiscal year. Leonard Lookner seconded the amended motion. It was unanimously approved.

H. Request to approve a tax abatement on property located at 9 Powder Mill for tax year 2012 and 2013 in the amount of \$349.50 and 2013 in the amount of \$336.55 for a Total amount of \$687.38 due to abandonment by William Whitmire and is now owned by Bill Eaton

There was some discussion on this item by members of the Board.

Donald White made a motion to approve a tax abatement on property located at 9 Powder Mill for tax year 2012 in the amounts of \$350.16, and 2013 in the amount of \$337.22 for a total amount of \$688.55 due to abandonment by William Whitmire and is now owned by Bill Eaton. James Heard seconded the motion.

Donald White amended the motion to read, "to approve a tax abatement on property located at 9 Powder Mill for tax year 2012 in the amounts as assessed." John French seconded the amended motion. The motion passed by a vote of 4 – 1 (Lookner opposed).

Approval of Select Board Minutes dated October 15, 2013

James Heard made a motion to accept the minutes of the October 15, 2013 as presented. Donald White seconded the motion. It was unanimously approved.

Adjourn and reconvene as Board of Assessors

John French made a motion to adjourn as Select Board and reconvene as the Board of Assessors. Donald White seconded the motion. It was unanimously approved and the Select Board adjourned at 8:10pm.

Convene the Meeting of the Board of Assessors

Board of Assessors

Consideration of requests from Assessors Agent Wesley Robinson for abatements and supplemental tax warrants for the 2013-2014 tax year.

1. Request to approve an abatement in taxes of \$84.24 to Douglas J Kindell and Karen I Kindell for property located at 10 Sand St (Map 114-161-000-000) to allow for a reduction in the assessed value due to eligibility for the Veteran's Exemption

John French made a motion to approve an abatement in taxes of \$84.24 to Douglas J Kindell and Karen I Kindell for property located at 10 Sand St (Map 114-161-000-000) to allow for a reduction in the assessed value due to eligibility for the Veteran's Exemption. James Heard seconded the motion. It was unanimously approved.

2. Request to approve an abatement in taxes of \$676.73 to Joseph A Magner & Joann Magner for property located at 11 Beacon Ave (Map 126-059-000-000) and approve a supplemental tax warrant of \$676.73 to Alexandra L Degenhardt and John Blystone for the same property

John French made a motion to approve an abatement in taxes of \$676.73 to Joseph A Magner and Joann Magner for property located at 11 Beacon Ave (Map 126-059-000-000) and approve a supplemental tax warrant of \$676.73 to Alexandra L Degenhardt and John Blystone for the same property. Donald White seconded the motion. It was unanimously approved.

3. Request to approve an abatement in taxes of \$102.49 to David Johnson for property located at 15 Mt Battie St., (Map 114-120-000-000) due to the property not being classified properly and a portion of the building being demolished.

John French made a motion to approve an abatement in taxes of \$102.49 to David Johnson for property located at 15 Mt Battie St., (Map 114-120-000-000) due to the property not being

classified properly and a portion of the building being demolished. James Heard seconded the motion. It was unanimously approved.

4. Request to approve an abatement in business personal taxes of \$1,082.48 to Norumbega Bed & Breakfast LLC located at 63 High Street (Map 123-022-000-000) and to approve a supplemental tax warrant to 63 High St LLC, for business personal property of \$1,082.48.

John French made a motion to approve an abatement in business personal taxes of \$1,082.48 to Norumbega Bed & Breakfast LLC located at 63 High Street (Map 123-022-000-000) and to approve a supplemental tax warrant to 63 High St LLC, for business personal property of \$1,082.48 due to the taxes being assessed to the incorrect taxpayer. Donald White seconded the motion. It was unanimously approved.

Adjourn as Board of Assessors and reconvene as Select Board

John French made a motion to adjourn as Board of Assessors and reconvene as Select Board. Donald White seconded the motion. It was unanimously approved and the Select Board reconvened at 8:14pm.

I. Consideration of a Request for a Poverty Abatement (*Executive Session 36 M.R.S.A. § 841.2.E*)

Applicant #1: Motion to deny the application on the basis of not meeting the poverty criteria contained in Maine law (36 M.R.S.A. § 841.2.E)

Applicant #2: Motion to grant the abatement of 2014 taxes in the amount of \$412.78 on the basis of meeting the poverty and infirmity criteria as contained in Maine law(36 M.R.S.A. § 841.2.E) .

8. Select Reports/Town Manager Report and Closing Comments

Select Board Member Reports

Town Manager Report

Adjourn

James Heard made a motion to adjourn the meeting. Donald White seconded this motion. The motion passed unanimously. The Meeting adjourned at 9:20 p.m

Respectfully submitted,

Karen Brace
Recording Secretary

Inter-office memorandum

November 22, 2013

To: Pat Finnigan, Camden Town Manager
From: Brian S. Hodges, Camden Development Director
Subject: Maine DOT – Small Harbor Improvement Program (SHIP) grant

The Maine Dept of Transportation announced this year's round of the SHIP funding. This competitive grant is open to tidewater communities that can demonstrate a need to improve economic activity and improve access to a tidewater river or the ocean on publicly accessible property. Typical types of projects funded under this program include wharfs, piers, floats, gangways, boat ramps, limited dredging, etc. The goal of this program is to promote economic development, improve public marine infrastructure, and improve public access.

A required letter of intent was submitted by 09/28/13 and a full application is due by 12/03/13. There is not a limit on the grant amount available. However, the applicant must be able to cash match a minimum of 20%. The Maine DOT anticipates projects to be selected and awarded by spring 2014 with agreements signed thereafter. Neither in-kind nor activities occurring before a project agreement is signed can be counted towards the match. The project proposal must meet three basic criteria:

- Project must improve access to the water for the public, including but not limited to commercial and recreational fishermen and other resource and tourism related industries.
- Proposed project must be on current or proposed public access facilities. If the project is not on public property, the public must have easement rights for at least 100 years.
- The project and proposed local match must have local elected official approval before application deadline.

From the recently completed Public Landing design plan as a guide, we have identified 2 elements to constitute a "Camden Public Landing and Harbor access" project:

A) Install a fishermen's hoist with extension B) widen the boardwalk

These two elements taken from our Public Landing design plan complement the objectives of the grant. Even though we are just beginning the process of developing a strategy to implement the Public Landing design plan, this opportunity seems too good to pass up. It is typically funded every other year so we would not have an opportunity again until 2015. In addition, we hosted a site visit with the grant manager after submitting the letter of intent. He spoke highly of the work we are doing and understood the benefit of our project. The required match for this program has increased from 20% to 50%, which reduces the number of applicants. The cash match from Camden totals \$66,800 and is available in the Harbor capital reserve.

Recommended action: motion to authorize the Town Manager to submit a grant application for the Maine DOT's Small Harbor Improvement Program and commit \$66,840 as the Town's required 50% match. This will be in support of a Camden Public Landing Harbor access project to install a fishermen's hoist with extension and widen the boardwalk

TOWN OF CAMDEN VILLAGE GREEN
APPLICATION FOR PERMISSION TO USE

The purpose of this application form is to aid in the application and review process. However, it is not designed to cover every possible circumstance. The Select Board may require additional information in order to approve an application.

Application Date Nov. 18, 2013 (application must be filed at least 15 days prior to the event)

Name of Entity requesting permission Keith H. McCurdy
Contact Person Keith H. McCurdy Connection with the event Organizer
Address 28 Pleasant Ridge Dr. Camden ME
Phone 207-230-4938 Email kmccurdy@roadrunner.com

Event Date Dec. 8, 2013 Event Time and Duration 12:30 PM / 2 Hours
Event Purpose _____

The purpose of the requesting entity for-profit non-profit political other Rosary Rally

Expected number of participants 20 Will the event be open to the general public? Yes No
If not, who are the expected participants? _____

NOTE: non-participating members of the public may not be excluded from the Green

Will there be entertainment or a speaker? Yes No. If so, describe _____
NOTE: amplification of music or sound is prohibited

Will food or beverages be served? Yes No. If so describe _____
NOTE: food and/or beverages may not be sold or used as a form of advertising

Please describe any other activities taking place during the event Prayer

Will there be supplemental illumination or other electrical equipment? Yes No
If so, describe items and power source _____
NOTE: permission must be obtained from the Town Manager to use public power sources

Will there be signage used? Yes No. If so, describe form and content 2 Banner - "America Needs Fatima"
w/ images of Mary

What provisions will be made to handle litter or refuse resulting from the event?
The organizers will clean up any garbage

What provisions will be made to handle proper sanitation for the event?
None needed

What, if any, liability insurance will the requesting entity be carrying for the event?
None

Are there any structures, tents, booths, tables or other large objects planned as part of the event? Yes No.
If so, describe the size, material, location, use, the method (if any) by which they are fixed in place, and how long they will be in place before and after the event. Draw your plan on the attached map.
NOTE: public walkways and seating may not be obstructed

Complete Letter of Agreement on Reverse of Application

The Select Board grants permission for the above named Entity to hold the above named Event on the Town of Camden Village Green on the above named Date.

Select Board Chair _____ Date _____
Printed Name _____
Entity Representative _____ Date _____
Printed Name _____

TOWN of CAMDEN VILLAGE GREEN
LETTER of AGREEMENT

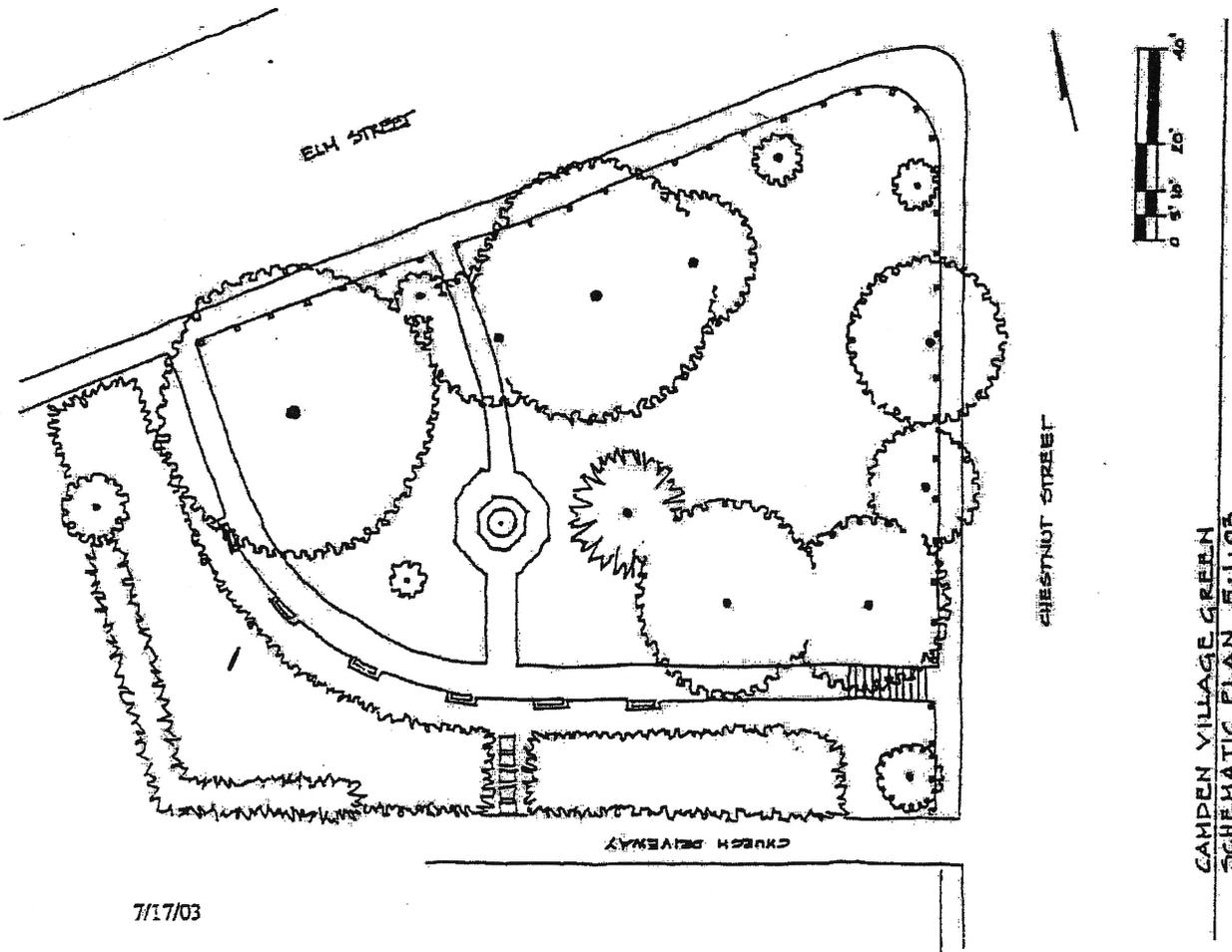
(This letter must be signed by the requesting entity for a complete application)

The undersigned, as organizer of an event to be held on Dec. 8, 2013 (insert date) on the Town of Camden Village Green, agrees to be responsible for assuring:

- I. That the Village Green remains open to the public at all times during the event.
- II. That no commercial activity (money changing hands or promotion of business) takes place during the event.
- III. That the Town is reimbursed for the cost of repairing damage to the grounds or plantings, or the cost of cleanup (as required by #6 of the Village Green Policy) due to the event.
- IV. That all other requirements of the attached Village Green Policy are honored.

These requirements are in compliance with the restrictions in the deed that conveyed this property as a gift to the Town in 1927.

Signed Keith H. McCurdy Date 11/18/2013
Printed Name Keith H. McCurdy



7/17/03

CAMDEN VILLAGE GREEN
SCHEMATIC PLAN 5-1-03

**Town of Camden,
Maine
CLOSING POLICY**

PURPOSE

It is the purpose of this policy to define the procedure and explain the various options available to employees when conditions warrant the closure of various town buildings/facilities. This policy defines the responsibilities of the Town Manager and the employees regarding work schedule and pay in the event of building closure. This policy also defines essential and non-essential employees.

POLICY

The Town of Camden values the safety of its employees. The Town manager or designee may enact this Policy.

For purposes of this policy **essential employees** shall be defined as all employees who are scheduled to work in the public works department, police department, fire department, waste water department, or the Camden Snow Bowl and **Non-essential employees** shall be defined as all other staff.

All employees are expected to report to work unless they are notified by their department head that they are not required to report. **Essential employees** are required to report to work even though the town offices may be closed per the direction of the Town Manager. **Non-essential employees** are not required to report to work when the Town Manager closes all non-essential operation.

Any essential or non-essential employee, who has previously arranged for vacation, sick, comp, etc., time off on the closure day will be charged for time off for the entire scheduled work shift regardless of how many hours other employees actually work.

Non-compliance with this policy may result in disciplinary action.

A. ESSENTIAL EMPLOYEES ONLY:

1. Essential employees shall be required to report to designated work sites for their entire shift.
2. Essential employees who do not report to work on closure days and did not make prior scheduling arrangements with their supervisor will not be paid for their shift.

B. NON-ESSENTIAL EMPLOYEES ONLY:

1. Non-essential employees are expected to work as scheduled unless directed to do otherwise by the Town Manager. Those who are unable or unwilling to travel may use comp time or vacation for the day.
2. If Non-essential employees are notified by their department head prior to the start of their work day they are not required to report to work they *will be paid their scheduled time for that day.*
3. Non-essential employees who arrive at the beginning of their scheduled shift will be paid for the entire shift should they be sent home by the Town Manager prior to the end of their shift because of an event under this policy.

PROCEDURE

1. When there is a closure the Town Manager will contact department heads as soon as practical. Department Heads will then contact their employees early enough to stop them from coming to work using their internal telephone tree system.
2. If employees have any question about a closure, and have not been notified before leaving for work they are encouraged to contact their department head.

Certificate of Commitment of Sewer User Rates

To: Marlene J. Libby the Treasurer of the municipality of Camden, Maine.

We, the undersigned municipal officers of the municipality of Camden, Maine

Hereby certify and commit to you a true list of the sewer rates established by us pursuant

To 30-A M.R.S.A. & 3406 for those properties, units, and structures required by local

And State law to pay a sewer rate to the municipality, for the period of:

7/19/2013 – 10/22/2013 (Quarterly, Seasonal & Final Bills)

You are hereby required to collect from each

Person named in the list his or her respective amount as indicated in the list, the

Sum total of those lists being **\$252,649.11.** .

You are hereby authorized to collect these rates, and accrued interest, and all costs of

Collections by any means legally available to you under State law.

You shall complete and make an account of your collections of the whole sum herein

Committed to you on December 3, 2013.

Given under our hands this 3rd day of December, 2013.

**Wastewater Commissioners, Town of Camden
Board of Select Persons**