STATE OF MAINE
COUNTY OF YORK
CITY OF SACO

I. CALL TO ORDER – On Monday, March 3, 2014 at 7:00 p.m. a Council Meeting was held in the City Hall Auditorium.

II. ROLL CALL OF MEMBERS – Mayor Pilon conducted a roll call of the members and determined that the Councilors present constituted a quorum. Councilors present: David Precourt, Leslie Smith Jr., Bette Brunswick, Kevin Roche, Arthur Tardif, Eric Cote and Nathan Johnston. City Administrator Rick Michaud was also present.

III. PLEDGE OF ALLEGIANCE

IV. GENERAL:

EMPLOYEE RECOGNITION 25 YEARS OF SERVICE – DAVID PETERS, FIREFIGHTER EMT 1

The employee recognition was rescheduled to the next Council meeting.

V. AGENDA:

A. CODE AMENDMENT CHAPTER 118 WATERFRONT – (PUBLIC HEARING)

The Coastal Waters Commission is proposing changes to the Chapter 118 Ordinance. Since the last revision to this regulation last year, the Coastal Waters Commission and the Harbor Master have had to time to work with the new rules and have found a few areas where the regulations could be improved to enhance safety, facilitate administration, and provide for greater fairness on the part of all using the Saco River to the Ocean and the Pier at Camp Ellis.

Councilor Roche moved, Councilor Precourt seconded to open the Public Hearing on the document titled, ‘Code Amendments to Chapter 118 Harbor, River and Waterfront, dated February 3, 2014’. The motion passed with seven (7) yeas.

Peter Leon, Owns property on Central Street and Lives in Wells – Mr. Leon stated that he had six items of importance regarding the proposed amendments that he would like to have considered. He stated that he has had quite a time the last 2 years and hasn’t been able to use his mooring. 1) He asked who had the authority to set a person’s mooring? He noted he had a hard time getting someone to do this for him. 2) Mr. Leon noted he had been before the Council before and was promised that the original mooring location that he had would be restored and it has not been. 3) He felt that anyone who has a mooring permit should be able to use their mooring from Jan. 1st - Dec. 31st or as little as they choose as long as they have paid the necessary required fees and passed the necessary required mooring inspection. Also, all boats owned by the mooring permit holder should meet the specs that are required and be registered with the city on the application. The mooring ball numbered by the Harbormaster would allow any of the owners registered boats to be placed on his mooring. Mr. Leon noted he has 4 boats registered with the city and would like to be able to interchange those boats on the mooring as he would like to use them. 4) The inspection of mooring should be allowed by qualified inspectors and the certification date and pertinent information should be given to the mooring permit holder and I believe this would relieve the liability to the city. Right now the Harbormaster does it. I’ve used the best quality material and did it myself. I didn’t get a certificate and don’t know if it met all the specifications but I was told it was approved. In other places they do give a certification and document the information and this takes the liability off the city if it is done by a professional company. 5) These are the areas that are mentioned #118-5 (D & E) Notification for any and all
issues that happen. If they receive a warning from the Harbormaster, it should be a verbal warning and if no response a written warning with certified return receipt letter should be sent to the mooring permit holder so as to give them time to correct the issue or issues so as not to lose their mooring permit location or privileges. Lastly #118-5 (H) – The mooring should be allowed to stay in the water all year and if needed to be inspected, a diver or special mooring hauler can inspect it or bring it to be inspected. A certificate would be given to the mooring permit holder and returned to its assigned location. Mr. Leon also mentioned the fact that they give permits to the people who are commercial individuals down at the parking lot but it seems like (I had a parking permit last year that I moved from vehicle to vehicle) on the last page that it says that it has to be, basically it is different, and I will read it as it appears. All cars and trucks parked at the parking lot shall proximately display a current pier user sticker or seasonal parking sticker issued by the city unless they pay the daily parking fee. A seasonal parking permit or elderly resident parking permit is only transferable to other vehicles registered in the city by the resident. Then it says a commercial vessel pier use permit stays with the permit holder and is transferable to vehicle. So it seems to be 2 different standards, one for residents and one for commercial pier users. Why isn’t it equal for both?

Councilor Smith stated that he felt Mr. Leon made a couple of good points here. If the Harbormaster is the one doing the inspection, does this make the city liable if a boat breaks loose? Would it be better to hire a third party to come in and inspect them all on an annual or semi-annual basis and then it would be on their insurance and not the cities? On #3, I think the use of your mooring from January 1 through December 31st as much or as little as possible as long as they have paid the required fee. Someone has a leased mooring ball and decide they are going to take their boat to the Caribbean for a couple of months and turn around and come back, the fact that they are gone a finite number of days renders their ball abandoned? They are just somewhere else. Also, I’m a big proponent that If you are having a problem with someone, send them a registered letter. Moorings should be allowed to stay in the water all year. Aren’t the commercial boats moorings left out there all year, then why do we haul the recreational ones in?

Councilor Roche noted that on #3 the time moorings can be in during the year, the spirit of that is to not have it just not be used all year long, year after year. He asked Mr. Leon if he felt there was a point that it should be used, like once a year or once every other year? Mr. Leon stated that he knew the issue was that people are waiting and would like to get a mooring, which is the whole idea of this and they want to have people using them. He spent $350 just on equipment alone and didn’t get to use it because he was denied a waiver. He also noted that he would have liked to use it for a day for another boat he had registered with the city. It should be that they purchased it and they waited their turn to get the mooring, which he waited years to get and he didn’t abandon it. So if it is a week or a month, I sail and have a power boat, and if I take it up to Penobscot Bay and sail it for 2 months, I was there for a month, it wouldn’t satisfy as written. Your talking one day in May, June and July so if I used it for 30 days and took it up north for 2 months and came back and didn’t get the time quite in, I lose. So I think if a person is actively using it, you can see he should be allowed to use it, but the way it is documented, one week should be sufficient, one day if he paid for it. But if you see someone not using it, you should take it to task. I think prior to last year, you just had to use it one day.

Mayor Pilon inquired if it was Mr. Leon feeling that if you own the mooring, then if I had a boat and your boat was off the mooring, then I could use your mooring? Mr. Leon stated no, not unless that is allowed. Mayor Pilon asked if it was Mr. Leon’s understanding that he could sublet his mooring? Mr. Leon stated that he was not asking that, but there are spaces that allow that. He noted that since the 1960’s that if you had a mooring, you could interchange boats and that the rules on this rule just recently changed. Other towns in the area currently allow the interchange of boats that the mooring holder owns on the one mooring as long as the boats meet the specifications.

James Katz, Chairman of the Coastal Waters Commission – Mr. Katz noted that if you read the preamble to the regulations, you see that they have evolved over the last 19 year period in dealing with a wide array of contingencies that occur on the tidal river of the Saco from the dam out to the ocean. The Coastal Waters Commission has had some issues with the previous speaker and many of these regulations are designed to avoid the
types of issues that we have had, particularly with regard to the notification. The last time we revised these regulations the Council was very concerned about the notification process before a mooring holder was denied their permit. I refer you to in the regulations specifically “if a party fails to properly maintain his/her mooring, float or cable, the Harbormaster will in writing by certified return receipt mail issue a seven day notice to cure letter”. This was hashed out and included in these regulations that go back 19 years. This happens to be one that was put in 2 years ago when we reviewed these regulations, I refer specifically to section 118-5(E)(4). Mr. Leon mentioned about the parking lot. The parking lot is for Saco residents who are elderly to be able to get a parking permit or for any member of the community to be able to pay to park. Also for any commercial fisherman who has a Pier Use permit or a recreational boater who has a Pier Use permit for which they have paid $350 or $450 for the season to be able to park. A mooring permit holder who wants to be able to park in the parking lot for free, has to buy a Pier Use permit they pay $350-$450 for, be an elderly resident of Saco for get a free permit, a resident and pay a $10 fee or pay the daily parking lot fee. It is a very simple proposition and there has never been any issue with that with anyone else to my knowledge. As far as being able to keep a mooring without a boat on it, there are 25-30 individuals who have been waiting approximately 5 years to get a mooring on the Saco River. Now, if you want to have a mooring and not want to keep a boat on it, you should not be provided the privilege of having a mooring on the Saco River. This is a very finite resource that we have available to us. Many people on this Council may not realize that a study done determined that the Saco River generated approximately $12 million of income to this area in various forms such as: fees, permits, registrations, parking fees, use of campgrounds, marinas, boat repair facilities. All of these which make up the marine and recreational industry pump income into the Saco River area. To be able to look out there and see a bunch of empty mooring every year would be a terrible abandonment of the responsibility that we have in the city to make this resource available to the largest number of Saco citizens and to people who come to visit this area. We’ve hashed this all out year after year after year. These regulations have been revised in order to make it a compromise. What we are asking is that this mooring, one day a month for three of the five months during the season have a boat on it. Now if you can’t put a boat on that mooring for one day in any of the three months between May and September, then maybe what you want to do is trailer your boat and not take up a mooring on the Saco River that could be used by a commercial fisherman who is trying to put food on the table. If you want to just go and hang out on your mooring for one day a year or every other year, this is not responsible stewardship of the resource we have been given. I think the role of the Coastal Waters Commission in presenting this regulation for your approval into city law is to take all these things into consideration. As I mentioned, we have had issues with this particular speaker before, but we felt we had dealt with him fairly, and we feel the regulation will deal with him fairly at any time in the future. I urge your approval of these regulations.

Councilor Cote inquired whether the city was able to put more moorings out there and does it make economic sense. Mr. Katz noted that it was possible to add another couple of moorings down by Camp Ellis, because the Harbormaster was out recently at an extremely low tide and saw that there would be room to perhaps add another 1 or 2 moorings. But that is about the limit. Safe navigation becomes difficult is a tidal river with the current running from 2-3 knots. Having allot of mooring out there just becomes a terrible traffic jam. This is a finite resource and there just isn’t room for more moorings. There will most likely always be a waiting list.

Councilor Tardif asked if Mr. Katz had seen the letter that Mr. Leon passed out tonight. Mr. Katz had not and was not aware he was going to make a presentation this evening. Councilor Tardif noted that on Mr. Leon’s second point he said the he was promised by the previous Council and Harbor Commission that his original mooring permit and location would be given back to him. Mr. Katz stated that was no true. He was never promised his original location. Mr. Leon’s original location was revoked because he violated the mooring regulations. We had given that to the next person on the waiting list. We told him we would try to find a mooring in a similar location for him and the Harbormaster did make that available. Councilor Tardif asked if Mr. Leon had a mooring down there now. Mr. Katz stated yes he does, but there is no boat on it. The reason there is no boat on it is because he registered the mooring for a particular vessel and then wanted to put a different vessel on it which the regulations at that time, did not allow. We on the Coastal Waters Commission bring reasonable citizens of Saco felt that it should be allowed that a person if they have a mooring and they have a boat of similar of smaller size that would be
appropriate for the specifications of that mooring and registered to them and not a relative or friend, that they could put it on that mooring. Mr. Leon never met the requirements or regulations that are in effect now and with this change to the regulations that we have added allowing that possibility to happen, we will see if he has a boat he can put out on the mooring or not. We don’t know. But, we are basically giving him the opportunity even though he is out of compliance with the present regulation. Once the new regulation is enacted sometime in April and put into law 30 days after that, we will allow him the slack necessary to be out of compliance with the present regulation but be in compliance with the new regulation, so that his mooring will not be revoked. In other words, special dispensation is being given to Mr. Leon and we think that is more than fair and not the least bit arbitrary. Councilor Tardif asked if there was a time limit down there now that by a certain date you have to have your boat out on the mooring. Mr. Katz replied “yes”, from March 15th to March 14th. The old regulation stated that he had to use the mooring for one day. Councilor Tardif inquired if the Harbormaster does the inspections on the moorings. Mr. Katz stated that the Harbormaster does inspections on the moorings, but that the moorings can be installed by any certified marine contractor. Mr. Leon’s problem was that nobody would put in a mooring for him and I felt this was no fair and I used whatever influence I had to have anybody who was qualified install his mooring for him and his mooring was installed. So, he wanted them to have a contractor who would install the mooring and inspect the mooring. Mr. Katz noted that the Building Inspection Dept. let electricians who do the electrical installation inspect the electrical wiring? No, they have a outside party that does that. Somebody from the Building Inspection Dept. checks up on contractors, and that is all we are looking for here is to not have a marine contractor inspect and certify their own installation. Councilor Tardif inquired whether Mr. Leon was in compliance down there now? Mr. Katz stated that he was in compliance now except the fact that he hasn’t put a boat on the mooring at all and as far as I can tell by March 15th there will still be no boat on that mooring. The problem is that at the time he went through all this stuff to get his mooring installed, he knew he was in violation of the regulation because the boat he was going to put on the mooring didn’t have a engine in it sitting in a boatyard somewhere in Wells. So, there was no effort made to notify us that although we had gone through all this effort to extend the deadline for him to get his mooring in the water and get him setup, he didn’t have a boat to put on it unless we change the regulation or gave him a special dispensation to allow him to put a different boat on the moorings, so that is what we are doing now. We are allowing him to put a different boat on the mooring but the existing regulation is violated on March 15th if there is no boat put on that mooring, so he will fall under the next regulation if the Council approves it where he can substitute that boat with a different boat he owns which is the same or smaller size but not a dinghy. You can’t have a bunch on dinghy’s out there sitting on the mooring instead of the boats that are supposed to be there. The mooring is not a place maintainer and dinghy need to be rowed and you can’t row them when the current is running in the wrong direction and they are just not a boat and that is not what they are there for. They are there for people who want to use this river that we have as our terrific resource for this city.

Councilor Cote asked why the moorings aren’t allowed to stay in the water all year. Mr. Katz noted that commercial moorings can stay in the water all year because that is how they make a living. The recreational moorings need to be removed because they cause a navigation hazard when they lift up in the ice and float around and move around and very often you don’t know where they wind up. This year we lost two of the ocean buoys which are in the river and set by the Coast Guard. You can’t mess around with this river and that is why we want all recreational boat mooring to be out of the river by December 1st before we have to worry about ice. The commercial boats are a matter about lively hood and not recreation. If a recreational user had a mooring and they needed to keep their boat in the water for some reason, I’ll certain that something could be worked out with the Harbormaster in that situation. We are trying to keep commerce going here and not shut anybody down and there are ice breakers in Camp Ellis specifically for the purpose of breaking up ice before they get into the moorings which are located between Chevy’s beach and the floating pier.

Councilor Roche moved, Councilor Johnston seconded to close the Public Hearing and “Be it Ordered that the City Council set the Second and Final Reading for March 17, 2014.” Further move to approve the order. The motion passed with seven (7) yeas.
Code Amendments to Chapter 118 Harbor, River, and Waterfront, dated February 3, 2014

(Please Note: underline is new language, while strikethrough represents language to be deleted).

Code Amendments to Chapter 118 HARBOR, RIVER AND WATERFRONT, dated February 3, 2014

Article I. General Regulation of Waters

§ 118-3. Definitions.

For the purposes of this chapter, the following definitions shall apply, unless the context clearly indicates another meaning:

**DISORDERLY CONDUCT**
(per 17-A M.R.S.A., § 501-A) In a public place, a person intentionally or recklessly causes annoyance to others by intentionally:

A. Making loud and unreasonable noises; or
B. Activating a device, or exposing a substance, that releases noxious and offensive odors; or
C. Knowingly fighting, accosting, insulting, taunting or challenging any person with offensive, derisive or annoying words, or by gestures or other physical conduct, that would in fact have a direct tendency to cause a violent response by an ordinary person in the situation of the person so accosted, insulted, taunted or challenged, or

D. Obstructing or Littering.

**DOCK**

The slip or waterway extending between two piers or projecting wharves or cut into land for the reception of vessels.

**OBSTRUCTING OR LITTERING**
The throwing of large rocks or debris as to impede the navigable river.

§ 118-5. Moorings and buoys.

A. Assignment of moorings.

(1) No mooring shall be set within City waters except by permission of the Harbor Master. Any person wishing to place a mooring in City waters or to relocate an existing mooring shall request such permission in advance from the Harbor Master. Annually, the Harbor Master shall prepare an updated list of approved mooring holders and provide it to the City Clerk by January 1. Only applicants appearing on the current approved mooring holders list may submit a mooring permit application to the City Clerk.

Following acceptance of the application by the City Clerk and the payment of the appropriate fee, and provided the conditions in Subsection B(7) are met, the Harbor Master shall then assign a location for such mooring and shall advise the applicant concerning the requirements of these rules and regulations.

(2) In the assignment of moorings, the Harbor Master shall, insofar as the same may be done consistently with these rules and regulations and with due regard for the safety of other vessels and of navigation, give consideration to the choice of the applicant. However, where mooring rights of individuals are claimed to be invaded and protection is sought of the Harbor Master, the Harbor Master shall assign and indicate to the masters or owners of the vessels the location which they may occupy for said mooring, and the Harbor Master shall assign mooring privileges in all cases where individuals who own or have an interest in the shore rights are complainants and shall locate suitable mooring privileges temporarily or permanently, fronting their lands if so requested, but not so as to encroach upon the natural channel or channels established by this chapter. Moorings shall be set by July 30 of each year.

(3) City Hall shall maintain a waiting list, with a registration fee established by the City Council, after a public hearing.

(4) The Harbor Master, based upon the waiting list, shall authorize moorings on a first-come-first-served basis, except that commercial harbor users may be given priority for facilities developed for commercial users with federal funds. The Harbor Master will provide the updated lists to the City Clerk on May 1, July 1 and October 1 each year and at other times when requested. The lists shall be provided to any
member of the public who requests them. If there is a dispute about mooring assignments, the Saco Coastal Waters Commission shall hear appeals from the decisions of the Harbor Master.

(5) Any permit issued hereunder may be revoked if the Harbor Master determines that any portion of a permit holder's application contains false or misleading information. Any revocation may be appealed as set forth herein.

B. Application for mooring permits.

(1) Applications for mooring permits for any one-year period must be filed with the City Clerk by March 15 of the current year, on forms prescribed by the Saco Coastal Waters Commission. Applications and payment for renewal of a mooring permit which have not been received within 60 days of the permit application filing date will cause that mooring location to be deemed vacant, and the mooring location reassigned. Applications received during the 60 day period are subject to a late fee.

(2) The City of Saco mooring permit application form contains additional rules and regulations regarding use and placement of moorings. The address of the applicant supplied with the permit application shall serve as the address of record for all purposes of notice where notice is required in this chapter.

(3) Permits shall be good for one year (March 15 January 1 to March 14 December 31). They are at all times a revocable license issued subject to the terms herein, and under no circumstances will they be treated as, or deemed, a property right.

(4) Any mooring location not occupied by the vessel or float registered to it, or a vessel of equal or lesser gross tonnage owned by the mooring permit holder, for at least one day in each of three out to the five months during the period May 1st through September 30th—during the permit year may be considered to be abandoned. The location may be reassigned by the Harbor Master, after the Harbor Master has first given the registrant 30 days' advance written notice at his/her last known address (certified mail, return receipt). The cost of removing or dropping moorings shall be assessed to the owner if not removed by him within 30 days of receipt of said notice, in accordance with state law. Notwithstanding the above, this subsection will not apply to a mooring whose owner has notified the Harbor Master that such mooring will not be occupied due to prolonged absence from the area, illness, or other extenuating circumstances, provided the permit is timely renewed annually as required by this chapter.

(5) The annual application fee for the waiting list shall be established by the City Council after a public hearing.

(6) Moorings are not transferable except as provided by 38 M.R.S.A. § 3-A.

(7) A person may be denied a mooring permit if they are found to have previously violated this chapter without good cause; or if they are in arrears of any City tax or fee.

D. Inspections of moorings. The Harbor Master or his/her designee shall inspect moorings biannually. It is the permit holder's responsibility to contact the Harbor Master to arrange for inspections. Two visits by the Harbor Master are included in the mooring application fee; any additional visits required to complete an inspection shall be at the applicant's expense.

E. Manner/condition of moorings:

(1) All mooring floats shall meet United States Coast Guard regulations.

(2) The float attached to the mooring line shall be of sufficient size to remain afloat when not attached to the vessel.

(3) The Harbor Master may at any time examine any mooring or mooring line to determine compliance with this section. Except in the case of an emergency, he shall notify the owner of his or her intention to examine the mooring, either in writing or verbally, and request the presence of the owner during such examination. Any cost of examination shall be borne by the owner of the mooring.

(4) If a party fails to properly maintain his/her/its mooring, float or cable, the Harbor Master will, in writing (by certified, return receipt mail), issue a seven-day notice-to-cure letter. If the offending party fails to correct the deficiency identified by the Harbor Master within seven days, the party's mooring
permit shall thereafter be revoked upon the filing of a written decision from the Harbor Master to the City Clerk with copies provided to the offending party and the Coastal Waters Commission.

5. Vessels on moorings must be properly maintained to minimize hazards to other vessels, including:
   (a) The vessel must be capable of moving under its own mechanical means.
   (b) Sail, lines, and sheets must be secured at all times when the vessel is not occupied.
   (c) All accessories, anchors, lines, poles, etc. must be secured and within the gunwales of the vessel.
   (d) Nothing may be trailing behind a moored vessel or protruding from the vessel that can damage another vessel.

Failure to properly maintain a moored vessel may result in revocation of the mooring permit.

6. Vessels moored as to impede navigation or to endanger other vessels. All moorings, whether now existing or hereinafter set, shall be so located or relocated that the vessels secured thereby will not impede navigation within City waters nor endanger other vessels moored therein. If the Harbor Master shall find that any vessel is so moored as to impede navigation or to endanger other vessels, he may require that the owner of the mooring or of the vessel secured thereby take such steps, whether by shortening the scope of the mooring lines or by the use of additional mooring or mooring lines, as will prevent such impeding of navigation or endangering of other vessels; or, in the alternative, he may order that the mooring be removed and relocated. In requiring the removal of a mooring because of its danger to other mooring last set shall be the first ordered to be removed. Any person so ordered by the Harbor Master acting under this subsection shall remove a vessel within 48 hours after order, whether written or verbal: provided, however, that if the mooring owner fails to do so, then the Harbor Master shall thereupon cause the mooring to be removed or relocated. Any expense incurred by the City to move or remove a mooring shall be borne by the owner of the mooring or vessel.

7. If in the sole opinion of the Harbor Master a mooring creates an emergency or imminently dangerous condition, or if immediate action is required to ensure proper navigation and safety, the Harbor Master may temporarily, without notice to the permit holder, take possession of the mooring and temporarily remove and/or secure it until such time as the permit holder can be notified. The parties shall thereafter determine together the appropriate terms and conditions for re-siting and re-installing the mooring.

F. The Harbor Master shall hold all moorings and tackle removed from coastal waters as a lien against all fees, fines and costs incurred as a result of the acts, actions or inactions of any mooring permit holder. No such equipment shall be returned until all such charges are fully paid.

G. Interference with moorings. Except by direction of the Harbor Master acting in an emergency or with permission of the owner, no person shall move or interfere with any mooring or vessel in the harbor.

H. Removal.

1. A mooring shall be removed after September 30, unless it is still in use by its owner. If not removed by its owner, the Harbor Master shall see to its removal at the expense of the mooring owner. The mooring and ground tackle shall not be returned to its owner until such bill is paid.

2. All non-commercial vessels shall be removed from the river by December 1st.

I. Waiver procedures.

1. A mooring permit holder may request a temporary waiver to the mooring requirements stated in this chapter by submitting a written request to the Harbor Master. A waiver will not be granted for a violation that impacts safe navigation on the Saco River. The waiver request must clearly state:
   (a) Mooring number;
   (b) Name and current address and phone number of the permit holder;
   (c) The nature of the waiver (e.g., inability to position or remove an authorized mooring, inability to attach a boat to an authorized mooring, inability to pay for a mooring in a timely manner);
   (d) The reason the waiver is needed; and
(e) Expected date for compliance (date the permit holder will make corrections or come into compliance with mooring requirements).

(2) The Harbor Master will notify the permit holder of his decision to approve or disapprove the waiver in writing and provide a copy of the written decision to the City Clerk, the Director of Public Works and the Coastal Waters Commission. If the Harbor Master must disapprove the waiver request the Harbor Master will send the decision via certified mail return receipt requested to the address of record. The permit holder can appeal the Harbor Master’s decision to the Coastal Waters Commission.

(3) Waivers for medical conditions may be granted for a maximum of one (1) permit year.

(4) Waivers for mechanical conditions may only be granted for moorings which have been in use during the permit year.

(5) Waivers and associated mooring privileges may be revoked if the Harbor Master determines that the waiver request misrepresented the facts and/or conditions that form the basis for the waiver request.

J. Buoys other than for mooring vessels. No buoy of this type shall be placed in channels leading to wharves, nor shall such buoys be placed less than 150 feet from a mooring buoy for that vessel. The Harbor Master is empowered, in the interest of public safety, to require the removal of any buoys.

§ 118-11. Headway speed only zones.

A. Headway speed only zones shall be established by the Coastal Waters Commission for the tidal areas of the Saco River and Saco Bay.

B. Designated headway speed only zones will be marked appropriately with buoys, signs or other reasonable markers likely to come to the attention of boaters. All types and locations of markers or buoys placed into the river or harbor will be approved by the authority having jurisdiction over navigable waters.

C. Once approved, buoys will be placed in the designated areas by the Harbor Master or by an independent contractor hired by the City with the recommendation of the Harbor Master and Coastal Waters Commission. Placement of buoys or markers within the areas shall be at the discretion of the Harbor Master.

D. These zones will be reviewed periodically to ensure that they do not conflict with state or City law and reflect the needs of the citizens of Saco.

E. There shall be a fine of $250.00 for violation of headway speed zone limit fixed by the Harbor Master or Coastal Waters Commission. A summons for violating the headway speed zone limit may be issued by any one of the following law enforcement officers or officials: the Saco or Biddeford Harbor Master, any law enforcement officer of Biddeford of Saco, and any state or federal law enforcement officer with jurisdiction over navigable waters.

§ 118-20. Storage.

Personal property, such as lobster pots, automobiles, cradles, boats, etc., shall not be stored on City wharves or landings or within the Camp Ellis Parking Lot. Exemptions to this rule shall be considered on an individual basis when submitted, in writing, to the Harbor Master. The hauling-out area at Camp Ellis will be under the jurisdiction of the Harbor Master.

Article IV. Camp Ellis Pier, Parking Lot and Public Landing Regulations

§ 118-24. Pier use regulations.

A. No person who owns, leases or operates a commercial or recreational boat or vessel shall use a public wharf, dock or pier unless they shall first obtain a permit therefor, as is hereafter provided. A pier use agreement must be signed prior to the issuance of a user permit.

B. No person who owns, leases or operates a commercial or recreational vessel shall store said boat or vessel on any public wharf, dock, pier or parking lot.

C. All said pier use and mooring fees should be paid to the City of Saco through City Hall and a receipt for same presented to the Harbor Master.
D. User fees, mooring fees and parking fees are to be established annually by the City Council, by resolution, after a public hearing, as recommended by the Coastal Waters Commission.
E. Commercial pier use permit holders have priority use of the hoists for loading and unloading perishable products.
F. Use of the beaching piles located adjacent to the public landing will be available to pier use permit holders. The maximum size boat to use the piles shall not exceed twenty-thousand-pound displacement. Proper support must be installed under a berthed boat prior to allowing people to go into the boat fall area. Boats may only be berthed on the north side of the piles to maintain access to the public landing at all times. Berthed boats may remain at beaching piles for one full tide cycle.
G. Non-customary, short-term exceptions to these regulations may be allowed at the discretion of the Harbor Master, and may include:
   (1) use of the pump-out station
   (2) pick-up or discharge of passengers
   (3) use of the restroom facility
Short-term exceptions may not exceed 15 minutes. Individuals who become customary pier users must obtain a pier use permit. For the purposes of this section, “customary” is defined as a short-term pier use that is repeated more than twice per month.
H. Any permit issued hereunder may be revoked if the Harbor Master determines that any portion of a permit holder’s application contains false or misleading information. Any revocation may be appealed as set forth herein.

§ 118-26. Pier use permits.
A. There shall be three types of pier use permits.
   (1) Commercial vessel pier use.
   (2) Charter vessel pier use.
   (3) Recreational vessel pier use.
B. Establishment of permit limitations. The Harbor Master will establish the maximum number of pier use permits to be granted within each type, described above. A waiting list will be established for persons desiring a pier use permit when the maximum number has been reached.
C. Pier use by mooring permit holders. A mooring permit holder who wishes to maintain a vessel at the pier shall obtain a pier use permit.
D. Charter Vessel users shall provide at the time of execution of a Pier Use Permit, a current Certificate of Insurance showing a minimum liability coverage of one million dollars ($1,000,000), which policy must name the City of Saco as an additional insured.

§ 118-27. Traffic and parking regulations.
A. The City of Saco has constructed a launching ramp and parking lot, for use by the public, on the shore of the Saco River at Bay Avenue in Camp Ellis, between the extension of North Avenue and East Avenue. There are no existing ordinances to control traffic and regulate parking for the public good and safety of the public which will be using these facilities. The following rules and regulations are hereby adopted, and the Chief of Police is hereby authorized and directed to erect the proper signs and controls to enable the enforcement of these rules and regulations.
B. Public lot and public landing rules and regulations shall be as follows:
   (1) Diagonal parking within marked spaces only.
   (2) No parking after 1:00 a.m. until 5:00 a.m. from May 1 through September 30 and from 10:00 p.m. to 5:00 a.m. from September 30 through May 1, except for pier users, permit holders who are aboard their vessels and have duly notified the Dock Steward or the Harbor Master of their intent to be at sea overnight. Crew members must obtain the proper receipt for overnight parking and notify the Dock Steward or the Harbor Master. Any other overnight parking constitutes storage, which is prohibited by Section 118-20.
   (3) Five-miles-per-hour speed limit.
   (4) No parking in front of launching ramp.
   (5) No throwing of rocks and debris in the river.
   (6) Boat trailers are to be parked in designated areas.
   (7) Camping is not permissible.
   (8) Parking violators shall be towed away at the owner’s expense.
   (9) All cars and trucks parked in the parking lot shall prominently display a current pier user sticker or seasonal parking sticker issued by the City, unless they are paying the daily parking fee. A seasonal parking permit or the elderly residents permit is only transferable to other vehicles registered in the City by the resident. A commercial vessel pier use permit stays with the permit holder and is transferable to another vehicle.
B. GENERAL ASSISTANCE ORDINANCE UPDATE 2013 – PUBLIC HEARING

Each year Maine Municipal Association presents municipalities with new Appendixes for their City Ordinance, which need to be reviewed and adopted. Municipalities should adopt the new maximums (Appendixes) by October 1st or as soon as possible thereafter. This year, the Over-All Maximums on Appendix A have decreased. The food maximums on Appendix B have also decreased since last year. On Appendix C, we used an average between the York County HMFA and the York/Kittery/ S. Berwick HMFA. Those amounts are up slightly in units of three and four bedrooms.

Councilor Tardif moved, Councilor Johnston seconded to open the Public Hearing on the amendments to the Saco Code, Chapter 112, General Assistance Program, Appendix A- Overall Maximum, Appendix B – Food Maximums, and Appendix C – GA Housing Maximums. The motion passed with seven (7) yeas.

There were no comments from the public.

Councilor Tardif moved, Councilor Brunswick seconded to close the Public Hearing and “Be it Ordered that the Council set the Second and Final Reading for March 17, 2014. Further move to approve the order. The motion passed with seven (7) yeas.

### Appendix A
OVER-ALL MAXIMUMS

| York County HMFA: Acton, Alfred, Arundel, Biddeford, Cornish, Dayton, Kennebunk, Kennebunkport, Lebanon, Limerick, Lyman, Newfield, North Berwick, Ogunquit, Parsonsfield, Saco, Sunford, Shapleigh, Waterboro, Wells | 678 | 704 | 891 | 1,191 | 1,233 |

*Note: Add $68 for each additional person.

### Appendix B
FOOD MAXIMUMS

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<th>MONTHLY MAX.</th>
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<td>Current/Proposed</td>
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<td>$200.00/$189.00</td>
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<td>2</td>
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<td>$367.00/$347.00</td>
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<td>8</td>
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<td>$1202.00/$1137.00</td>
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<td>EACH ADDITIONAL</td>
<td>---------</td>
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Appendix C
HOUSING MAXIMUMS

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<td>3</td>
</tr>
<tr>
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<td>4</td>
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</table>

C. RENEWAL APPLICATION FOR SPECIAL ENTERTAINMENT PERMIT – SACO PLAZA LLC D/B/A RAMADA SACO & EXPRESS EVENTS CATERING – (PUBLIC HEARING)

Saco Plaza LLC d/b/a Ramada Saco & Express Events Catering has applied for a renewal of their Special Entertainment Permit. The permit will be concurrent with the establishment’s liquor license.

The applicant has paid all applicable permit fees and the clerk has properly advertised the public hearing in accordance with the Saco City Code, Chapter 93 - Entertainment §93-2.

Councilor Smith moved, Councilor Precourt seconded to open the Public Hearing. The motion passed with seven (7) yeas.

There were no comments from the public.

Councilor Smith moved, Councilor Tardif seconded to close the Public Hearing and “Be it Ordered that the City Council grant the renewal application submitted by Saco Plaza LLC d/b/a Ramada Saco & Express Events Catering for a Special Entertainment permit to be concurrent with the establishment’s current liquor license”.

Further move to approve the Order. The motion passed with seven (7) yeas.

D. AUTHORIZE BOND QUESTION REGARDING STACKPOLE CREEK BRIDGE – (FIRST READING)

On June 11, 2013 the citizens of Saco voted not to historically restore and stabilize the Stackpole Creek Bridge at a cost of $1.7 million. Since that time the bridge has remained closed and temporary measures for emergency response and maintenance activities, for the Saco residents north of the bridge, have been established through collaboration with the Town of Buxton.

In September 2013, the City, with the assistance of Senator Linda Valentino, engaged the Maine Department of Transportation (MDOT) with regards to possible funding assistance for a bridge replacement/rehabilitation project. MDOT offered the City use of a low interest (currently 1.625%) loan program that may be utilized for this infrastructure project up to ½ of the replacement cost of the bridge, or a maximum loan value of $650,000.

Since the June 2013 bond question was asked, City staff has been working on design alternatives that would
provide a fully functional bridge for a lower construction cost. Public Works has arrived at an engineer’s estimate of $990,000 for a full replacement of the Stackpole Creek Bridge. This cost estimate is based on the removal of the existing stone structure and design/installation of a precast concrete modular bridge. Public Works crews would perform grading and paving of the approaches to the bridge following installation.

Funding for this replacement project would utilize the MDOT low interest loan program in the amount of $495,000, payable over a period of 10 years with a first year payment of $57,543.75. A 20- year bond for the remaining $495,000 is estimated to require an annual payment of $102,092.76. The combined amounts will increase debt service by $159,636.51.

Annual debt service payment in 2014 is $1,805,321 and in 2015 it will be $1,763,186. The decline in payment is $42,135.

Councilor Precourt moved, Councilor Brunswick seconded “Be it Ordered that the City Council approve the First Reading of the ‘Order Authorizing the City of Saco to borrow an amount not to exceed $990,000 for Improvements to the Stackpole Bridge’, and further move to set the Public Hearing for April 7, 2014.

AMENDMENT - Councilor Roche moved, Councilor Smith seconded to incorporate language “To reopen the Simpson Road for through vehicle traffic in compliance with standard weight limitations” into the motion. The motion passed with seven (7) yeas.

City Administrator Rick Michaud stated that he would have the wording for the Public Hearing.

Mayor Pilon asked for a vote on the main motion. The motion passed with seven (7) yeas.

Shall the Order of the City Council of the City of Saco entitled “Order Authorizing the City of Saco to Borrow an Amount Not to Exceed $990,000 for Improvements to the Stackpole Bridge” be ratified and approved?
Yes ____________
No ____________

Financial Statement

The issuance of bonds and notes by the City of Saco (the “City”) is one of the ways in which the City borrows money for certain purposes. The following is a summary of the bonded indebtedness of the City as of the referendum date. The total amount of bonds of the City of Saco outstanding and unpaid is $_________ of which $_________ is principal and $_________ is interest. The City has $_________ in bonds authorized and unissued.

The total amount of bonds of the City to be issued if the question authorizing this borrowing is ratified by the voters is $990,000. The total debt service costs of the bonds will vary depending on the prevailing interest rates at the time the bonds are issued. The total estimated principal and interest payments on the bonds is $1,235,300, of which $990,000 is principal, and estimated interest at fixed rates ranging from 1.625% to 5.00% (depending on the years to maturity) over 20 years for up to $490,000 of the Bonds and over 10 years for up to the other $490,000 of Bonds is $245,300.

When money is borrowed by issuing bonds, the City must repay not only the principal amount of the bonds but also interest on the bonds. The amount of interest to be paid will vary depending upon the rate of interest and the years to maturity at the time of issue. The validity of the bonds and of the voters’ ratification of the bonds may not be affected by any errors in the estimates made of the costs involved, including varying interest rates, the estimated cost of interest on the bond amount to be issued and the total cost of principal and interest to be paid at maturity.

s/ Cheryl Fournier
Cheryl Fournier, Treasurer, City of Saco
Order Authorizing the City of Saco
to Borrow an Amount Not to Exceed $990,000 for Improvements to the Stackpole Bridge

BE IT ORDERED BY THE CITY COUNCIL OF THE CITY OF SACO, MAINE IN CITY COUNCIL ASSEMBLED:

1. **Bonds Authorized.** Pursuant to Maine law, including 30-A M.R.S.A. 5772 and Section 6.15 of the Charter of the City of Saco and all other authority thereto enabling, there is hereby authorized and approved the issuance of general obligation bonds (the “Bonds”) of the City, and temporary notes in anticipation thereof (the “Notes”), in an aggregate principal amount not to exceed $990,000. The Bonds shall be designated “City of Saco, Maine, General Obligation Bonds” and any notes in anticipation thereof shall be designated “City of Saco General Obligation Bond Anticipation Notes.” The proceeds of the Bonds and any Notes shall used to finance the costs of engineering and design and rehabilitating and improving the Stackpole Bridge on Simpson Road in the City of Saco (the “Project”), and reasonably related costs, costs of issuance of the Bonds and any Notes, and capitalized interest prior to and during construction. The Bonds are expected to be issued in two series of Bonds as follows: (a) a low interest rate loan in a principal amount of up to $495,000 at an interest rate of 1/2 of the prime rate of interest from Maine Department of Transportation, amortized over a ten (10) year term, and (b) a conventional bond issue in a principal amount of up to $495,000, over a twenty (20) year terms. The City Council shall make all determinations regarding said Project and all terms and details of the Bonds.

2. **Period of Utility.** The estimated period of utility of the Project is seventy (70) years.

3. **Tax Levy.** Pursuant to Section 6.15 of the Charter of the City of Saco, an amount necessary to meet the annual payments of principal and interest on the Bonds (and any Notes not paid from the proceeds of Bonds issued hereunder) shall be included in the tax levy of the City each year until the debt represented by said Bonds and Notes is extinguished.

4. **Details of Bonds.** To the extent not inconsistent with this Order and the Charter of the City, the discretion to fix the date(s), maturity(ies) of the Bonds and/or Notes, denomination(s), interest rate(s), place(s) of payment, form(s) and other details of said Bonds and Notes, and to provide for the sale thereof, including execution of said Bonds and Notes on behalf of the City of Saco and delivery against payment therefore, is hereby delegated to the Treasurer and Mayor of the City of Saco. The Bonds shall be payable within a fixed term of years to be determined by the Mayor and Treasurer, not to exceed twenty (20) years, and Notes in anticipation of Bonds shall not exceed three (3) years from the date of the initial issuance of any Notes. Bonds shall be made payable as pertains to interest semi-annually and as pertains to principal in equal, annual serial installments, except that: (1) each year’s installments may be adjusted to the nearest multiple of $5,000; and (2) the amount of each year’s installment may vary provided that it is equal to or greater than the installment due and payable in any succeeding year. The Bonds and any Notes shall contain such terms and provisions, not inconsistent herewith, as the Treasurer and Mayor may hereafter determine. All determinations by the Mayor and
Treasurer shall be conclusively evidenced by their execution of the Bonds or Notes. The Treasurer and Mayor are authorized to provide that any of the Bonds and Notes be made callable, with or without premium, prior to their maturity. Each Bond or Note issued hereunder shall be signed by the Treasurer and countersigned by the Mayor. The Mayor and Treasurer are authorized to select a financial advisor and/or an underwriter for the Bonds and Notes, and the Mayor and Treasurer are authorized and empowered to execute and deliver such contracts or agreements as may be necessary or appropriate in connection therewith.

5. **Sale of Bonds.** The Treasurer is authorized to prepare, or cause to be prepared, a Notice of Sale and/or a Preliminary Official Statement and an Official Statement for use in the offering and sale of the Bonds and/or Notes, such Notice of Sale, Preliminary Official Statement and Official Statement to be in such form and contain such information as may be approved by the Treasurer. Distribution of the Notice of Sale and/or Preliminary Official Statement and the Official Statement in the name of and on behalf of the City in connection with offering the Bonds and/or Notes is hereby authorized and approved. The Treasurer is authorized to covenant, certify and agree, on behalf of the City, for the benefit of the holders of the Notes or Bonds, that the City will file any required reports, make any annual financial or material event disclosure, and take any other action that may be necessary to insure that the disclosure requirements imposed by Rule 15c2-12 of the Securities and Exchange Commission, if applicable, are met.

6. **Alternate Method of Sale.** In lieu or as an alternative to the method of offering of the Bonds described in section 5 above, the Treasurer is authorized to file an application for sale of the Bonds to the Maine Municipal Bond Bank (the “Bank”), and the Treasurer and Mayor are hereby authorized and empowered in the name and on behalf of the City to borrow up to $990,000 from the Bank pursuant to a Loan Agreement between the City and the Bank providing for a loan from the Bank in the principal amount not in excess of $990,000, and the Treasurer is authorized and empowered, in the name and on behalf of the City, to execute and deliver, under the seal of the City, attested by its Clerk, a Loan Agreement to be in the usual and ordinary form utilized by the Bank, which is hereby approved, and to contain such other terms and provisions, not contrary to the general tenor hereof, as the Treasurer may approve, with her approval to be conclusively evidenced by her execution thereof; the Treasurer and Mayor are further authorized to issue, sell and deliver to the Bank as evidence of the aforesaid loan of up to $990,000 and against payment therefor, Bonds in a principal amount not to exceed $990,000, such Bonds to mature and be payable on such dates and in such amounts as approved by the Treasurer and Mayor; to bear interest at the rates specified by the Bank, which rates shall be subject to approval by the Treasurer and Mayor, such approval to be conclusively evidenced by their execution and delivery of such Bonds, payable semi-annually; to be issued as a single, fully registered Bond in the amount not to exceed $990,000 maturing and payable in installments as aforesaid; to be signed by the Treasurer and countersigned by the Mayor, and sealed with the seal of the City, attested to by its Clerk; and the Treasurer, Mayor and other proper officials of the City be, and hereby are, authorized and empowered in its name and on its behalf, to do or cause to be done all such acts and things as may be deemed necessary or desirable in order to effect the borrowing from said Bank of up to $990,000 and the issue and delivery to said Bank as evidence thereof of a corresponding principal amount of the Bonds of the City as authorized in this Order.

The Treasurer is further authorized to negotiate the terms of a loan from the Maine Department of Transportation, and the Treasurer and Mayor are hereby authorized and empowered in the name and on
behalf of the City to borrow up to $495,000 from the Maine Department of Transportation pursuant to a Loan Agreement between the City and the Maine Department of Transportation providing for a loan from the Maine Department of Transportation in the principal amount not in excess of $495,000, and the Treasurer is authorized and empowered, in the name and on behalf of the City, to execute and deliver, under the seal of the City, attested by its Clerk, a Loan Agreement to be in the usual and ordinary form utilized by the Maine Department of Transportation, which is hereby approved, and to contain such other terms and provisions, not contrary to the general tenor hereof, as the Treasurer may approve, with her approval to be conclusively evidenced by her execution thereof; the Treasurer and Mayor are further authorized to issue, sell and deliver to the Maine Department of Transportation as evidence of the aforesaid loan of up to $495,000 and against payment therefor, Bonds in a principal amount not to exceed $495,000, such Bonds to mature and be payable on such dates and in such amounts as approved by the Treasurer and Mayor; to bear interest at the rates specified by the Maine Department of Transportation, which rates shall be subject to approval by the Treasurer and Mayor, such approval to be conclusively evidenced by their execution and delivery of such Bonds, payable semi-annually; to be issued as a single, fully registered Bond in the an amount not to exceed $495,000 maturing and payable in installments as aforesaid; to be signed by the Treasurer and countersigned by the Mayor, and sealed with the seal of the City, attested to by its Clerk; and the Treasurer, Mayor and other proper officials of the City be, and hereby are, authorized and empowered in its name and on its behalf, to do or cause to be done all such acts and things as may be deemed necessary or desirable in order to effect the borrowing from the Maine Department of Transportation of up to $495,000 and the issue and delivery to said Bank as evidence thereof of a corresponding principal amount of the Bonds of the City as authorized in this Order.

7. **Tax Exempt Bonds.** The Treasurer is authorized to covenant and certify on behalf of the City that: (a) no part of the proceeds of the issue and sale of the Notes or the Bonds authorized to be issued hereunder shall be used directly or indirectly to acquire any securities or obligations, the acquisition of which would cause such Notes or Bonds to be “arbitrage bonds” within the meaning of Section 148 of the Internal Revenue Code of 1986, as amended (the “Code”), (b) no part of the proceeds of the issue and sale of such Notes or Bonds (including any notes and bonds in renewal thereof) shall be used, directly or indirectly, in such manner which would cause the Notes or Bonds to be "private activity bonds" within the meaning of Section 141 of the Code, (c) all required information reports shall be filed and any rebate due to the United States in connection with the issuance of said Bonds and Notes shall be paid, and (d) the City shall take all other lawful actions necessary to insure the interest on the Bonds and Notes will be excluded from the gross income of the owners thereof for purposes of federal income taxation and to refrain from taking any action which would cause interest on the Bonds or Notes to become includable in the gross income of the owners thereof. The Treasurer is also authorized and empowered to designate the Bonds and/or Notes as qualified tax-exempt obligations for purposes of Section 265(b) of the Code, to the extent the election may be available and advisable as determined by the Treasurer.

8. **Documents and Certificates.** The Mayor, Treasurer, City Clerk and other appropriate officials of the City of Saco are authorized to execute and deliver on behalf of the City such other documents and certificates as may be required in connection with such Bonds and Notes, and to do or cause to be done all acts and things, not inconsistent herewith, as may be necessary or appropriate in order to effect the issuance, execution, sale and delivery of the Bonds and any Notes, and to carry out the provisions of this Order in connection with the Project.
VI. CONSENT AGENDA:

A. MINUTES – NO MINUTES TO APPROVE

B. CONFIRM THE MAYOR’S APPOINTMENT OF THE HEALTH OFFICER AND THE ASSISTANT HEALTH OFFICER

All municipalities are required by Title 22, §451 to employ an official who shall be known as the local health officer (LHO) who shall be appointed by the municipal officers for a period of 3 years. The last time the City of Saco made this appointment was on February 8, 2008 when it appointed Dr. Connor Moore as the LHO and Richard Lambert as Deputy Health Officer.

Since that time, Doctor Moore has retired and would like to take a less active role. A simple solution to this would be to appoint Richard Lambert as LHO and Connor Moore as Deputy Health Officer. Dr. Moore has agreed to this arrangement.

Many of the issues an LHO deals with are the same ones a Code Enforcement Officer/Plumbing Inspector deals with including dangerous buildings and malfunctioning septic systems. The Code Enforcement Department currently acts as a clearinghouse for all Health-related complaints. When an issue arises that requires the expertise of a physician, Dr. Moore has been contacted to consult.

The State is now requiring that all persons appointed to the position of Local Health Officer (LHO) take an on-line recertification course within 6 months of the date of appointment or reappointment. Dick Lambert, CEO has completed this course and Dr. Moore will be completing it shortly.

Councilor Tardif moved, Councilor Johnston seconded “Be it Ordered that the City Council confirm the Mayor’s
Appointment of Richard Lambert, CEO as the Local Health Inspector, and further to confirm the appointment of Dr. Connor Moore as the Assistant Local Health Inspector, both for a period of 3 years, commencing March 3, 2014.” Further move to approve the order. The motion passed with seven (7) yeas.

VII. RECESS THE MEETING AND CONVENE THE WORKSHOP

Councilor Roche moved, Councilor Brunswick seconded to recess the meeting and convene the workshop. The motion passed with seven (7) yeas. TIME: 8:15 p.m.

VIII. ADJOURN THE WORKSHOP AND RECONVENE THE MEETING

Mayor Pilon adjourned the workshop and reconvened the meeting with the unanimous consent of the Council. TIME: 10:37 p.m.

E. ENDORSEMENT OF GRANT APPLICATION TO PACTS FOR FUNDING CONSTRUCTION OF PROPOSED I-195 TRAIL

The Portland Area Comprehensive Transportation System (PACTS) recently accepted applications for grants under its 2016-18 Bicycle and Pedestrian Improvements funding cycle. An application was submitted prior to the Feb. 7 deadline for a proposed 4,100 foot trail from Exit 36, within the I-195 right of way, to a point just west of Main Street that would connect with the Eastern Trail. The trail would provide an off-road trail option for pedestrians and bicyclists, with the primary motivation being a connection from the industrial park area to Main Street. The concept originated with a longtime industrial park business owner.

The public response to the opening of the Eastern Trail, the River Walk Trail, and the Cascade Falls trails now in progress as well as the work done by Saco Bay Trails has been very positive, and staff believes this project would be another well traveled addition to the City’s trail network. PACTS require endorsement of the application by the local legislative body, which is addressed by the attached motion.

Councilor Johnston moved, Councilor Cote seconded “Be it Ordered that the City Council hereby endorses the grant application to the Portland Area Comprehensive Transportation System seeking funds during the 2016-18 funding cycle for the design and construction of a multi-use trail within the I-195 right of way. The motion failed with six (6) nays and one (1) yea – Councilor Cote.

IX. ADJOURNMENT

Councilor Johnston moved, Councilor Smith seconded. The motion passed with seven (7) yeas. TIME: 10:38 p.m.

Attest:___________________________________
Michele L. Hughes, City Clerk