

**BOARD OF SELECTMEN
MINUTES OF MEETING
APRIL 14, 2014**

Selectmen present: Ladleah Dunn, Chair, Julia Libby, Vice-Chair, Rosendel Gerry, Jason Trundy and David Barrows.

The meeting was called to order by Chair Dunn at 6:00 PM at the Lincolnville Town Office. The quote was read by Selectman Trundy.

1. **Citizens' Forum:** None

2. **Administrator's Report:**

David Kinney, Town Administrator, reported:

- Nomination papers are available at the Town Office during normal business hours. Nomination papers must have 25 registered voter signatures, no more than 100 and must be returned to the Town Office by 5:00 PM on April 28th, 2014. Positions open for nominations include:
 - Board of Selectmen, two positions for 3-year terms.
 - Lincolnville Central School, two positions for 3-year terms.
 - Five Town CSD School Committee, one position for 2-year term.
 - Budget Committee, three positions for 3-year terms.
- There is a resignation from the Lincolnville Central School Committee from a person whose term has yet to expire. Kinney requested that the Board make a motion and vote to allow for a shorter nomination period. We then could put this on the ballot for the June 10th Election.

Motion by Gerry, second by Trundy, that the Board shorten the nomination period for the vacant position on the LCS Committee and place this position on the ballot for the June 10th Election.

- Kinney said he was successful in obtaining a small grant in the amount of \$3,500.00 for the Town Office building to improve accessibility.
- The Town had their closing for the Sprague-Hastings and Thomas lots last week with the State of Maine and Fish and Wildlife and has received the amount of \$157,000.00.
- The Town sent out the bid packets for roadside mowing and Town Office landscaping. The bid packets are also available on the Town's web site or at the Town Office. They are due back on Monday, April 28th, no later than 11:00 AM.
- Kinney met with an appraiser regarding the possible road discontinuance. Kinney said the appraiser used to work for the DOT Right of Way Division and is now in private practice. Kinney said he hopes to have a proposal by the end of the month for the Board's consideration.

3. **Meetings & Announcements:**

Town Administrator Kinney read the upcoming meetings.

4. **Upcoming Community Events:**

The Lincolnville Community Library will hold their monthly program on Wednesday, April 16th, at 7:00 PM. Artist Sara Gagan will be the guest speaker and the musical group “The Postman Cometh” will perform. Tickets are \$10, reserve seats only. Call Rosendel Gerry to reserve tickets at 975-5432.

5. **Meeting Minutes:**

Motion by Trundy, second by Libby, that the Board approve the March 24, 2014 meeting minutes as presented. Vote: 5-0.

6. **6:30 PM Public Hearings – Special Amusement Permit Applications:**

Motion by Gerry, second by Trundy, to open the public hearing concerning the Special Amusement Permit Applications filed by the Black Horse Inn and the Cellardoor Winery. Vote: 5-0.

There were no public comments.

Motion by Gerry, second by Trundy, that the Board closes the public hearing. Vote: 5-0.

Motion by Trundy, second by Gerry, that after having held a public hearing, the Board finds that the application submitted by the Black Horse Inn complies with the standards set forth in the Ordinance Governing the Issuance, Suspension and Revocation of Special Amusement Permits for the Town of Lincolnville and the permit be granted. Vote: 5-0.

Motion by Trundy, second by Libby, that after having held a public hearing, that the Board finds that the application submitted by the Cellardoor Winery complies with the standards set forth in the Ordinance Governing the Issuance, Suspension and Revocation of Special Amusement Permits for the Town of Lincolnville and the permit be granted. Vote: 5-0.

7. **Fernald’s Neck Road Relocation – Alex Kuli:**

Alex Kuli presented to the Board a set of final plans presenting the relocation of a section of Fernald’s Neck Road developed by the firm of Gartley & Dorsky Engineering. Based upon the Board’s review of the plans, Kuli asked for their support to develop the warrant articles for the next Town Meeting seeking voter approval that would allow for the relocation to take place. Kuli presented the plans to his neighbors who are directly involved and stating they all have shown support for the project. Kuli said Bill Lane was present to

answer any questions the Board may have concerning how the road was going to be constructed. Kuli said they have met with Bernard Young, David Kinney and Frank Therio to discuss the project.

Kinney responded that he and Bernard Young had gone over the plans with Kuli and Lane and they didn't have any grave concerns. He said if the Board is satisfied with the proposal he would send it to the Town Attorney to draft the Town Meeting warrant article and the agreement that would be necessary between the Kuli's and the Town to proceed with the proposal. The warrant article would come back before the Board when they sign the Town Meeting Warrant.

Motion by Gerry, second by Trundy, that the Board instruct the Town Attorney to prepare any and all documents necessary to bring forth to the voters the proposal to relocate a portion of the Fernalds Neck Road and to establish the right-of-way. Vote: 5-0.

8. Ray Williamson – Day Sail Operations, Lincolnville Harbor:

Ray Williamson, owner of Maine Windjammer Cruises in Camden, Maine, introduced himself to the Board. Williamson, along with both his daughters and son-in-law, hope to operate a commercial tour operation out of Lincolnville Beach. Williamson has been working with both the Harbor Master and the Harbor Committee to come up with a plan that meet the ordinance requirements without requesting any changes. He said they plan to do two and four hour sailing trips on the fifty-foot pinky schooner Summertime.

The purchase of a lobster boat will be used as a launch in order to meet the request that we not bring the schooner to the dock. He said they will also use the lobster boat in between trips for lobster demonstrations and motor boat rides around the harbor. The schooner will be in operation mid to late June and shut down shortly after Labor Day. Williamson said they were encouraged by the response from the business community at Lincolnville Beach. He said this will bring added vitality to the waterfront and hopefully give visitors a reason to spend more time in Lincolnville.

Gerry asks how many trips a day back and forth from the dock out to the schooner does Williamson anticipate.

Williamson said the schooner will carry up to 18 passengers, but the lobster boat can only carry six passengers at a time and if they are fortunate enough to book a full boat it would take three trips to get everybody back and forth. He said they are looking into the Coast Guide requirements and are hoping to transport the passengers in two trips. One of the trips is going to be an overnight to various destinations around Islesboro. He said they own a boat shop on Rt. 1 and will park the passenger cars there.

Gerry asks how the ticket sales were going to be handled.

Williamson said the majority will be handled over the telephone and through their web site, but he suspects they will have someone down at the Beach.

Gerry ask how long Williamson has been planning this and working with the Harbor Master and the Harbor Committee.

Williamson said he met with the Harbor Committee in January to present the idea.

Dunn asked if he had a mooring permit for the outer harbor for the summertime.

Williamson said they have an application in for a mooring, but that has not been assigned yet. He said Rob Newcombe has offered them the use of his mooring.

Richie Osgood lives in Lincolnville and has been a commercial fisherman for twenty years. His understanding is that there has been some agreement where Williamson doesn't have to pay a non-resident user fee and questioned how that came about.

Williamson said this venture is a partnership between he and his two children who both live in Lincolnville, the application is in their names and we plan to set up an LLC.

Osgood said his question still stands because in the past Williamson has received a discount on the user fees.

Mike Hutchings said he did not have any paperwork with him and is not aware either way.

Osgood said he assumes the lobster launch would be tied to Rob Newcomb's mooring.

Dunn asked Osgood if he could run through his questions and Williamson could address them.

Osgood stated his questions and comments:

1. Is Rob Newcomb's mooring used for the lobster launch or the fifty-foot schooner?
2. Osgood expressed concern over the three trips in and out of the lobster boat to carry passengers to the schooner. Osgood commented that during the summer there is rarely anyplace to pull into with a lobster boat. He said June through September is the busy time and the congestion in the harbor and on the pier is great.
3. He inquired whether Williamson would be transporting the passengers by van to the pier and how many trips the van would make up and down the pier. On the overnight stays there will be pedestrians with luggage. Osgood said on a daily basis there are times when the pier is congested with the traffic. He asked where the passengers would be standing waiting for the lobster boat to pick them up.
4. Osgood had a question concerning the person who would be sitting down at the harbor with a table and umbrella answering questions and selling the tickets. He asked if they were going to set up on the pier. He said the room down there now is extremely congested with people setting and hauling gear. There are fish deliveries one to two days per week and other commercial trucks coming and going. There's all the vessel traffic going and coming from all of the Island jobs, plus the cruise boats for everybody that commutes to work.

Hutchings said Williamson has made arrangements for his lobster boat on another mooring that is suitable. For the sailboat mooring they have an arrangement with Newcombe to use his multi-use mooring. The mooring is not adequate and will have to be upgraded to accommodate the vessel. Hutchings said there is nothing in the Harbor Ordinance that addresses the number of trips in and out of the harbor. He said the congestion is a problem that gets worse and worse as time passes. The harbor has a small amount of space and a lot of users and it's going to be a challenge. Hutchings said there are a lot of issues that need to be addressed and one is parking, something the ordinance does not address. There is parking available in the State lot, in the Town parking lot with a four hour limit, and permit parking around the harbor with no overnight parking. Hutchings said regarding someone at a table with an umbrella selling tickets, he believes the ordinance specifies vendors are not allowed in the Town parking lot. He said he was not sure if the restrictions for vendors on the pier were ever adopted, but it's not in the Harbor Ordinance.

Kinney said the beach parking lot is off limits because of the deed restriction regarding how the land was transferred to the Town.

Hutchings said the harbor does have a pedestrian staging area that was established last year. He said it gets people out of the traffic flow as much as possible. There is also an area that the State uses for a staging area for pedestrians, which if we have a large amount of people, we can also have them stand there.

Trundy stated that the Town received money to help build a pier from a State fund that was designed primarily for promoting commercial fishing and that all additional use above and beyond commercial use was to be governed by each town based on a reasonable standard. Trundy said with all the congestion and activities going on at the pier, the Board should allow the Harbor Master or somebody to monitor the situation. At some point, say we have reached a tipping point where recreational or business use is impeding commercial fishing, we may need to do something. Trundy asked Hutchings what his thoughts were on that.

Hutchings said they have approached or exceeded maximum use of the pier at the harbor for a number of years now. He said it becomes tense at times for everyone to get their business done. Hutchings said the reason we stopped issuing the outer harbor mooring is because of the congestion.

Gerry asks Hutchings to give the Board a definition of recreational fishermen, commercial fishermen and how many fishermen work that pier everyday or once a week.

Hutchings said commercial fishing activity is under definitions in the ordinance. It's any activity involving the landing or processing of shellfish, finfish or other natural products of the sea, or other activities directly related to landing or processing shellfish, finfish or natural sea products, including fueling, loading or selling these products.

Gerry asked if he had a license and he fished once a week or once a month and brought in and processed his fish would he be considered a commercial fisherman.

Hutchings replied if Gerry had a commercial fishing license he would be considered a commercial fisherman. He said there are eight or nine commercial fishermen in the harbor and most of these people are pretty much full-time.

Dunn asked if the majority of usage, as defined in the agreement with the fish pier, is 51% commercial fishing and with the general public having 49% of the use.

Kinney said he doesn't remember ever seeing numbers, but it was funded with US fish pier money with the usage to be primarily a commercial fishing pier. Kinney said there may come a point where the Harbor Master decides the pier usage has exceeded its limits and the Town needs to change the policy to govern how they are going to operate.

Hutchings said Lincolnville ended up in a unique situation over the other fish piers built in Maine. The other towns that have fish piers have other public access; Lincolnville only has one public access, adding there are no percentages regarding use. The agreement states the usage must be primarily for commercial fishing, but it will co-exist with the boating public.

Trundy said the Harbor Master knows what's going on at the pier on a daily basis. It's his responsibility to let the Board know what's happening, so they can make this work in a way that's not going interfere with the fishermen's ability to do their job.

Hutchings said Williamson is aware of the situation at the pier. Hutchings let Williamson know there will be times when he won't be able to get in there. Hutchings said this is something that has to be looked at. He said there is more and more pressure on every waterfront in the State of Maine for access.

Dunn said she is concerned about the umbrella ticket sales and not having a concrete plan.

Kinney said that's been nebulous since January and needs to be hammered out because we have restrictions not only on the pier, but at the Town-owned beach, as well as at the private and State property.

Trundy said he is excited about the idea because it could be good for businesses. He encourages the Harbor Master to come back before the Board and give an update on the situation.

Hutchings said he would have a pretty good idea by September. He said he has been working with Williamson and they agreed to hammer out something that is workable.

9. Harbor Recommendations – Harbor Committee:

Kinney said one of the things the Harbor Committee has been working on is suggested changes to the Harbor Ordinance, which they are charged with doing in the Ordinance itself.

Shane Laprade, Chairman of the Harbor Committee, reviewed the suggestions that they put forward to the Board of Selectmen regarding the Harbor Ordinance and usage of the harbor.

Article II Section 1

- c. Annually review the Harbor Ordinance and make recommendations to the Board of Selectmen on desired revisions.
- d. Annually review the “Lincolntown pier and float usage plan” and make recommendations to the Board of Selectmen on desired revisions to the Plan and to the authorized uses, time limits, and hours of usage of the floats.

Laprade said at the beginning of this year the Committee looked through the ordinance and the list of charges put forward to them through the Comprehensive Plan as goals to help them with things to research. The Committee discussed various items and Laprade shared some of the simple suggestions with the Board.

On March 18, 2014 the Harbor Committee with consideration of public input voted in favor of providing the following recommendations:

1. Article 3, section 2, letter E of the Harbor Ordinance: change to include “moorings shall be white in color with a blue band and have the number in 3” letters above the blue band in accordance with USCG standards” and as recommended by the State of Maine Harbormasters Association Guide.
2. Wording change from “registration number” to “user number” in section E to simplify mooring identification and paperwork.
3. Insert table of minimum mooring standards into section E for reference.
4. Article 3 section 2 letter G: change the guest mooring time limits from 4 hours to 24 hours.
5. The recent proposal for the schooner in Lincolntown has brought to the committee’s attention the fact that our ordinance does not provide clear limits on the issuance of moorings. We have established a waiting list (by ordinance); however there is no reference as to when an individual should be issued a mooring permit vs. when they are to be placed on a waiting list.

Gerry asked what we are doing with the moorings now and who’s responsible to keep the moorings up.

Laprade said the Harbor Ordinance states the moorings need to be clearly labeled with their registration number.

Hutchings said it’s an annual maintenance thing, some are and some aren’t. He said it’s not his job to fix them it’s his job to make sure they are labeled. The private individuals maintain their own moorings.

Hutchings said the USCG recommends that traditional mooring buoys are white with blue on them, but they also state that they leave it up to the individual municipalities to determine what color the balls should be. Hutchings said the colors in the harbors vary

from town to town. He said as long as there's a mooring buoy that's adequate to mark the mooring he doesn't see a problem.

Dunn disagreed with Hutchings and said in reading the Private Aids to Navigation under mooring buoys it states that mooring buoys are white with a blue horizontal band. This distinctive color scheme facilitates identification and avoids confusion with aids to navigation.

Hutchings said if Dunn reads a little further she will get to the section that states it's just a suggestion. He said he really doesn't see this as an issue.

Trundy ask the Harbor Master why he thought the chart of minimum mooring standards the Committee voted on is inadequate for Lincolnville.

Hutchings said the reason is Lincolnville has way too many moorings in its harbor for the size of the area. What we resorted to doing, so we can put more small boats in a small area, was to shorten up the scope in the inner harbor. In the outer harbor there is plenty of room so you can run all kinds of scope, you can run a small mooring because it's in deeper water. He said for a 30 foot sail boat you can't moor it into a 30 foot lobster boat, they don't get along with the tide and the current. They lie differently and require different equipment to hold them in place. He said there are no standards, but nobody can put a mooring in the harbor without it first being approved by the Harbor Master. He said Lincolnville's moorings are built way over standard. Lincolnville's harbor is very exposed to the weather. Hutchings said if someone requests a mooring he will look at the Hamilton's charts and judge whether it's adequate for that size boat.

Dunn said Hutchings has a solid base of experience and knowledge of the harbor, but in the future whoever ends up as Harbor Master should have a set of minimum mooring standards to follow.

Hutchings said it is extremely difficult to apply standards to Lincolnville's harbor because one part of the harbor has fifty to sixty feet of water requiring a different set of base lines while the other part of the harbor is extremely shallow. He said if they went to a single standard you would eliminate half the moorings. He said they should have a lot more scope than they need to.

Dunn said someday when Hutchings retires and someone starts as a new Harbor Master they will have a learning curve. For prosperity and continuity we should have some kind of table of standards for mooring construction.

Hutchings said he could give it some thought, but there are so many variables and different boats.

Dunn said it would be valuable to take Hutching's knowledge and somehow put it into a tangible form.

Hutchings said he hopes whoever replaces him is well rounded enough to look at the situation and say this mooring will work for that vessel in Lincolnville harbor.

Trundy said one of the reasons for creating minimum standards is for inspection notices. He asks Hutchings how he deals with the inspection portion of this. When a mooring is inspected are you looking to make sure it's in serviceable condition or are you looking for it to meet a specific standard?

Hutchings said when someone inspects a mooring they look to make sure it's in serviceable condition.

Hutchings said they established a two hour limit on certain areas on the float and four hour limit on the guest moorings, which gives somebody ample time to do some business in town. He said it's workable and people call him all the time if they are going to spend the night in Lincolnville or someone's mooring is damaged and they need to use the guest mooring during repairs. Hutchings said twenty four hours is a long time and it can tie up the moorings for other people who may need them. Hutchings said it's easier to keep track of a four hour limit and he would rather keep the mooring open. He said if someone needs it longer it's in the ordinance to make it available. He said he can post his number down by the guest moorings, but people never have a hard time reaching him.

Laprade wanted to note that the discussion that brought up the point of extending the guest mooring limits was mainly a practical consideration, so people could use the guest moorings when they come through. He said it is both a convenience and provides a welcoming to visitors. The Committee in their discussion basically felt the more autonomy the individual had, and knowing that it was the guest mooring and knowing what their time limit was they could feel free to use that mooring and leave without having to gain permission to stay longer.

Gerry asks how many guest moorings the Town has.

Hutchings said two guest moorings and one that's out of service. He suggested having one of the moorings with a twenty four hour limit, but does not like to see them capitalize for an extended period of time because people abuse the situation.

Dunn said they have \$3,000 in the budget that they could use to fix the out of service mooring.

Gerry asked how much it would cost to fix the mooring.

Hutchings said \$1,500 to \$2,000, but it would be cheaper to buy another mooring all stapled.

Gerry asked if the Town charges for guest moorings.

Hutchings said 'no' it's a service the Town provides.

Dunn asked if the Harbor Committee was looking for a motion or vote from the Board.

Laprade said their role as a Committee is to make suggestions, as per the ordinance, of things that we think need to be changed. We would like the Board to consider these suggestions based on the input that was given and to make a decision whether or not to put these recommendations before the town's people to vote on.

Osgood said boats rub on the mooring balls all the time. He said there are multiple different stripes of colors on the buoys down there now and in a run of a year you would see a rainbow of colors anyway. He said to tell people, who already have colored mooring balls, that you have to go out and buy more is not a reasonable expense. Osgood said as far as the recommendations on mooring standards, he agrees with Hutchings from a liability stand point. He said if someone ties their boat to a mooring with the minimum standards and their mooring walks away are they going to come to the Town and say you told me a 4000 lb mooring would hold my boat in this position, what happens if it doesn't. He said he also understands what the Committee is saying that when Hutchings retires who will we rely on. Osgood said he has no problem with one mooring going from a four hour to a twenty-four hour limit. He said if we were to put twenty-four hour limits on all the guest moorings he could see where the fishermen's safety net is gone because people have equipment failures all the time and need to go on a different mooring until repairs are done. He said he doesn't agree with putting a recommendation on what size boat should be on a mooring. He said it should be up to the captain to decide if the mooring is safe for his vessel and if the mooring takes off then the Town of Lincolnville can say you should have known what your boat needs to stay put.

Gerry asks Hutchings if each mooring was marked with the weight.

Hutchings said they are all 2,500 lb moorings except the one big one that is out of service.

Gerry said he was talking about everybody's mooring.

Hutchings said not all of them. The only thing that's on everybody's mooring is their mooring number.

Dana Berry said his mooring is on the end of the ferry and everyday when he comes in he has to unsnarl the chain on his mooring. He said if you put a mushroom down there that's qualified by the Coast Guard standards his boat would not stay put. When it winds that chain would lift that mooring and it would land on Flat Island. He said that is why they go with the heavy granite moorings that are way over what they are required to be because we have so much turbulence by the ferry.

Hutchins said any of the bigger boats in the harbor have granite. For the small outboards they are all on mushrooms because he can move them around easily and rearrange the harbor.

Kendell Smith said he has a white mooring ball, but in order to paint that blue stripe on that mooring ball he would have to take that mooring out of service for two or three days. The

paint is gone by the end of the season, it's a maintenance thing. He said he agrees with one mooring with the twenty-four hour limit.

Hutchings said in the ordinance it states the use of the guest moorings are limited to four hours within a twenty four hour period. He said if we change it to twenty-four hours are we going to change it to twenty-four hours within a forty-eight hour period. He said with three moorings if they are all twenty-four hours a person could go from one mooring to another mooring and another and dominate all of the moorings. He said you are opening it up to abuse.

Rick McLaughlin said regarding any mooring standards that are put into the ordinance will we also have to put in language allowing the authority having jurisdiction to be able to supersede those. He said he is against changing the Harbor Ordinance. He said concerning the guest moorings, he doesn't like the idea of people being able to stay there for twenty-four hours.

Hutchings said a lot of these recommendations need more consideration and more discussion if mooring standards are to be looked at. He said the Harbor Ordinance took a long time to draft and it fits Lincolnville Harbor very well. Hutchings suggested putting some contact numbers on the guest moorings.

Dunn asks what the Boards thoughts were.

Gerry said there is a negotiable way to look at this and would like more time before adopting these recommendations. Trundy agreed and said he would like this issue to be put on the next agenda.

Dunn said she really likes the suggestion of the twenty-four hour stay for one of the mooring. She also would like to see a continued conversation between the Harbor Master and the Harbor Committee regarding establishing guidelines for safety standards for moorings.

Dunn said if the Board is amendable to charging the Harbor Committee with reviewing some of the suggestions the Board can then review them at a future meeting.

The Board agreed and thanked Laprade and the Harbor Committee for taking the time to come up with these recommendations.

10. Consideration to create a Building Use Policy:

Kinney said he received a request from an outside entity to utilize some space in the Town Office, which he politely declined because he didn't know what the Board's position is on this issue. Kinney was contacted by a Selectman who asked to put this issue on the agenda. Kinney said he is seeking guidelines from the Board regarding the uses of the Town Office

building by others. Kinney said there are some concerns in terms of set up, equipment, keys and alarm codes, but it's all manageable.

Richard McLaughlin, Vice-Chairman of the Lincolnville Sewer District Committee, said he requested the space at the Town Office for their meeting, but Kinney couldn't allow it because there wasn't a policy for the use of the building. McLaughlin said he wanted to share his thoughts with the Board on why the LSD Committee should be able to use the Town Office building for meetings. He said the Committee was originally appointed by the Selectmen and when the Committee gets established and has a sewer project going in full force at the Beach area they will be considered a quasi-municipal organization. Some of the meetings are directly related to applying for grants that have to be processed by the Town of Lincolnville. McLaughlin said the LSD Committee is a part of the community.

Trundy said he is under the impression that any committees appointed by the Board of Selectmen can use the Town Office for their meetings. Trundy asked why the LSD Committee was different.

Kinney said because the Committee is established by the legislature and elected to their positions and not an entity you can control.

Trundy said the concern he has is if the Board decides to create a policy for outside Town use, if you allow some, you may need to allow everybody.

Gerry said the comment was made that the Board appointed three members of the LSD Committee.

Kinney said originally an act of the legislature established the Sewer District and the Board of Selectmen at that time appointed the first three Trustees. When the Trustees terms expired the Committee conducted their elections and elected members to the Trustee positions. Kinney said he does not object to the Sewer District using the space or anybody else, but would like the Board to develop a policy outlining the use of the Town Office building.

Dunn said it brings up an excellent point.

Kinney said if this is something the Board desires we can explore what's out there and the Board's ability to limit or allow uses.

The Board agreed to have the Town Administrator do some research on this issue and report back to the Selectmen.

11. Disposition of South Cobbtown Road Parcel:

Kinney said he had a scheduled meeting with Mr. Dean today who had a purchase and sale agreement with the Town for the parcel on South Cobbtown Road. The Deans told Kinney they are prepared to close on the property. Kinney asked the Board to table item 11 and will schedule a closing date as soon as possible.

Dunn tabled item 11.

12. **Liquor License Renewals:**

Motion by Trundy, second by Libby, that the Board approve and sign the liquor license application submitted by the Cellardoor Winery. Vote: 5-0.

Motion by Trundy, second by Libby, that the Board approve and sign the liquor license application submitted by the Lobster Pound Restaurant. Vote: 5-0.

13. **Countersign Five Town CSD Budget Meeting and Budget Validation Referendum Warrants:**

Kinney said the Five Town CSD, which is the high school for Lincolnville, will have their district budget meeting on May 27th. That is when they set the actual high school budget. The budget will then be validated or turned down by the voters by secret referendum ballot on Election Day, which is June 10th. The Board is charged to approve and countersign the Warrant that calls for the Election.

Motion by Trundy, second by Libby, that the Board approve and countersign the Warrant and Notice of Election Calling Five Town Community School District Budget Validation Referendum. Vote: 5-0.

14. **Review Draft Annual Town Meeting Warrant:**

Kinney said enclosed in the Board's packets is the first draft of the Annual Town Meeting warrant. We will add the article for the Fernald's Neck Road relocation. Kinney asked if anyone had any questions, comments or concerns of the order of articles listed. Kinney asked the Board if they want to consider whether or not to have a separate article for the live web streaming and video archiving of our local government meetings. Currently the funds for this new program are contained in the Town Office budget line.

Trundy said he would like to see a separate article for this item because every time the Board has reviewed the budget it has been a sticking point. Trundy said having it as a separate article gives the Board the opportunity to explain what web streaming and video archiving are about. Trundy said regarding the article for the culvert on Slab City Road (special project) it would be a good idea for the Town Administrator to explain what that is as far as a one year thing, but does not see the need for the article to be broken out.

The other Board members agreed.

Kinney said the Budget Committee is having a presentation on the school budget April 15th and on April 29th a public hearing will be held on both the municipal and school budgets.

15. **Annual Fee Schedule(s) Approval:**

Motion by Gerry, second by Trundy, that the fees for the Land Use and Development Schedules for the upcoming year be set at the same amount as the current year. Vote: 5-0.

16. Treasurer's and Payroll Warrant(s) – Approve and Sign:

Motion by Trundy, second by Libby, that the Board approve the Treasurer's, Coombs-Griffin Education Trust and Payroll warrants. Vote: 5-0.

17. Adjourn:

Motion by Trundy, second by Libby, to adjourn. Vote: 5-0.

Respectfully Submitted,
Cheryl Ten Broeck
Administrative Assistant