



## TOWN COUNCIL MEETING MINUTES AUGUST 16, 2011

Mark Lunt, Chair District 1 2012  
Lori Pomelow, Vice Chair At Large 2012  
Roger Cote, At Large 2011  
Michael Bowie, District 2 2012  
Roger Bickford, District 2 2013  
Fern Larochelle, Jr., At Large 2013  
Gina Mason, District 1 2013

CALL TO ORDER & PLEDGE TO THE FLAG. The Chairman, Mark Lunt, called the meeting to order and led the pledge of allegiance to the flag at 7:00 PM.

ROLL CALL. Members present were Councilors Mason, Larochelle, Cote, Lunt, Pomelow, and Bickford. Councilor Bowie was excused. Also present were Stephen Eldridge, Town Manager; Roger Therriault, Town Attorney; Budget Advisory Board Members, Debbie Barry, Dorothy Fitzgerald, Jeff Ganong; David Brooks, Police Chief; Verla Brooks, Park Ranger; Michael Cote, Code Enforcement Officer; Jessica Maloy, Finance Director; John Potvin, Planning Board Member; Water Commissioners, William Bauer, Kenneth Wells; and approximately 15 citizens in the audience.

### PUBLIC HEARING

#### A. PARK ORDINANCE AMENDMENT

The Chairman opened the public hearing. Larry Fillmore pointed out that at the last meeting the Council agreed to allow cross-country skiing and walking trail users, but not the snowmobile or ATV users in Beaver Park. It's supposed to be for all residents so why can't it include them, he asked.

Councilor Lunt said initially Jack Arndt created the park for residents to find peace and quiet.

Ms. Brooks said in 1983, at that time, the snowmobile users had the run of the place so the Selectmen and Conservation Commission allowed them to cross the park, however, one trail was totally destroyed so then in 2004, when the Winter Street Park development went in, that trail was discontinued. She said these groups have never been allowed to play in the park and they have found other ways to access the other areas now so it is irrelevant. She requested the ordinance reflect the current policy, it lessens maintenance, and the current winter trails are not wide enough for snowmobiles and cross-country skiers. She said there was no reason for them to cross the park.

The Chairman closed the public hearing.

#### B. WELLHEAD PROTECTION ORDINANCE

The Chairman opened the public hearing. There were no comments. The Chairman closed the public hearing.

### AUDIENCE PARTICIPATION

Mr. Fillmore said the State of Maine told him that the \$32,500 Economic Development transaction to Atlantic Commercial Cleaners was not a legal transaction for purchasing equipment because the state had no record of any filing. Mr. Eldridge pointed out that before he came here, the Economic Development Director had approved this transaction without Council approval, cut the check, and that most everyone knew that it was a legitimate business at that time. Today, all loans are approved by the Economic Development Revolving Loan Committee. It was determined that there was no criminal intent and the case was dismissed, however, at this point in time we are preparing

paperwork to attempt to collect the funds from Atlantic Commercial Cleaner and/or their representatives.

Mr. Fillmore said he did some research and discovered that Lisbon turned over 4 Campus Avenue to a John Hodge, LLC, which is not a company, but rather a person. Mr. Eldridge explained that the Brunswick Housing Authority in partnership with Bath and Lisbon put aside grant funds as part of the neighborhood stabilization program to refurbish the building into housing units. He said Lisbon had been designated about \$640,000 from this program and so the remaining undesignated grant funds set aside for Brunswick and Bath had been approved for Lisbon's use to be used for this one big project on Campus Avenue, which came to around \$1.4 million. When approved, the Brunswick Housing Authority created that limited liability corporation to expend these funds for the Campus Avenue project and John Hodge is the Executive Director of the Brunswick Housing Authority.

Mr. Fillmore asked about the Council Working Rules. Councilor Lunt pointed out that the rules were being revised and that as soon as they were ready he would see that Mr. Fillmore received a copy.

Kenneth Wells asked if employees were still allowed to take town vehicles home to use. Some employees were granted permission, like the ACO, who leaves from his home to make calls. The Public Works Director, when he has to be somewhere first thing in the morning sometimes, is allowed to take his vehicle home as well.

Dorothy Fitzgerald asked about the Fire Department's request for a new truck, when the Fire Department recently gave a truck to the Public Works Department. Mr. Eldridge pointed out that the Fire Department was replacing a truck that was sold to the highest bidder and that the truck she was referring to was used mostly in the summer by Public Works for mowing, etc.

Mrs. Fitzgerald said she knew why we had only a few bidders come forward for the revaluation proposal. She said the proposal was for 4 to 5 years and that the local company she talked to said they had a problem with taking that long, that the data would change too much over that time frame, and that they got into some trouble doing it that way. She suggested that if the Council had borrowed the funds in the first place from a local lending agency that Lisbon could have paid that loan back over a five-year period and had the revaluation done in two years. She said she could not see why the public would not have agreed to that.

Councilor Larochelle said the revaluation talk was on the table when he started his position, that it was turned down by the public twice, and that the Council felt there wasn't support out there to borrow this kind of money so the only thing that Council could do was to fund it through the budget process. He said the intent is to fund it through the budget process over the next four-years, but that it was in our own best interest to disclose the fact that we can't commit the money that hasn't been approved yet for the next three-years. Mr. Fillmore suggested the contract reflect that we can't guarantee the funding for the following years.

## CONSENT AGENDA

**VOTE (2011-151)** Councilor Larochelle, seconded by Councilor Cote moved to approve the minutes of July 26 and August 2, 2011. **Order passed - Vote 6-0.**

## COUNCIL ORDERS, RESOLUTIONS, & ORDINANCES

### PARK ORDINANCE AMENDMENT

*Second Reading - Roll Call Vote*

**VOTE (2011-152)** Councilor Larochelle, seconded by Councilor Mason moved to adopt the Park Ordinance Amendments as follows:

Sec. 30-81. Intent.

Add: Ricker Park Map U-19 Lot - 24

Sec. 30-83. Hours of Operation.

Add: Park will be open from 7:00 a.m. to sunset unless by permit.  
MTM Park will be open from 7:00 a.m. to 9:00 p.m. Overnight stays in Beaver Park and Summer Street Park must be authorized...

**Roll Call Vote: Yeas - Bickford, Larochelle, Lunt, Mason, and Pomelow. Nays - Cote. Order passed 5-1.**

### WELLHEAD PROTECTION ORDINANCE

*Second Reading - Roll Call Vote*

**VOTE (2011-153)** Councilor Larochelle, seconded by Councilor Cote moved to adopt the attached Wellhead Protection Ordinance.

**Roll Call Vote: Yeas - Bickford, Larochelle, Lunt, Mason, Cote, and Pomelow. Nays - None. Order passed 6-0.**

### CHAPTER 46, ARTICLE V., SECTION 46-134 ACCESS MANAGEMENT

*First Reading - Roll Call Vote*

**VOTE (2011-154)** Councilor Larochelle, seconded by Councilor Bickford moved to adopt the Access Management Ordinance as follows:

#### **Chapter 46 STREETS, SIDEWALKS AND OTHER PUBLIC PLACES**

#### **ARTICLE V. ENTRANCES ONTO PUBLIC WAYS**

#### **Sec. 46-134 Access Management**

##### **1. GENERAL PROVISIONS**

##### **1.1 Applicability**

These standards apply to all public and private accesses onto:

Lisbon Street (State Route 196)  
Main Street, north of Huston Street (State Route 125)  
Mill Street  
Ridge Road (State Route 9)  
Upland Road

These standards also apply to the alteration of existing driveways onto said roadways, and to changes in use on the property serviced by such driveways.

##### **1.2 Purpose**

The purpose of the access management standards is to manage access onto regulated roads in a manner that protects the safety of access and road users, protects the road

system from the negative impacts of drainage, preserves mobility and economic productivity related to roadway transportation, and avoids the long-term cost of constructing new roadway capacity.

### 1.3 Administration

The Access Management Standards will be administered by the Planning Board and the Public Works Director with assistance from the Town Engineer, as needed. The Code Enforcement Officer is responsible for determining if a proposed development requires approval from the Planning Board and/or the Public Works Director.

### 1.4 Definitions

Access – A public or private point of entry or exit from land adjacent to a public road used by motor vehicles as defined in Title 29-A MRSA, Chapter 1, Section 101.

Access Point – The intersection of an existing or proposed access with the public right-of-way.

Alteration – A significant physical change to an access existing on or after the effective date of this section, including significant changes to location, width, cross-section, grade, or drainage characteristics of the access. Paving a gravel access will not be considered an “alteration” unless accompanied by other such changes.

Applicant – The person applying for the permit. Normally, this will be the owner of the property but can be another party provided that person (or organization) can demonstrate that he/she has right, title or interest in the property.

Change in Use – A change in activity occurring on the property accessed by the driveway that will result in the conversion of a building or parcel of land from a single-family dwelling to a two-family or multi-family use, from a residential use to nonresidential use, or from one type of nonresidential use to any other type of nonresidential use. By way of example, the change from retail to office or retail to a restaurant, from farming to a nonresidential use, or from residential to industrial use.

Corner Clearance – The minimum distance, measured parallel to a highway, between the nearest curb, pavement or shoulder line of an intersecting public way and the nearest edge of a driveway excluding its radii.

Driveway – Every way or place in private ownership and used for vehicular travel by the owner and those having express or implied permission from the owner, but not by other persons.

Driveway Width – The distance across the driveway, excluding radii, measured parallel to the highway.

Header – A header is a piece of curbing between two terminal ends.

Impervious Surfaces – The footprint of buildings, pavement, gravel, or other low-permeability or compacted surfaces, not including natural or man-made water bodies.

Lot(s) of Record – A lot or lots for which the deed was legally recorded on or before the effective date of this ordinance or which was created by a plan legally recorded in the Androscoggin County Registry of Deeds on or before {the adoption date of this ordinance}.

Passenger Car Equivalent - The number of passenger cars displaced by a single heavy vehicle of a particular type under specified roadway, traffic, and control conditions.

Peak Flow - The greatest rate of flow in a drainage way, measured as volume per unit of time, resulting from storms of up to a 50-year event.

Posted Speed - The speed limit set and maintained by the Maine Department of Transportation, or limited by statute as defined in Title 29 MRSA, Chapter 19, Section 2024.

Regulated Road - Every road that is regulated by these Access Management standards, including Lisbon Street (State Route 196), Main Street north of Huston Street (State Route 125), Mill Street, Ridge Road (State Route 9), and Upland Road.

Private Road - Every way or place in private ownership and used for vehicular travel by the owner and those having express or implied permission from the owner, but not by other persons.

Separator Strip - A separator strip is a strip of land that separates the roadway from the throat or parking area of a driveway.

Sight Distance - The sight distance required to allow a vehicle entering the roadway to reach 85% of the posted speed without being overtaken by a vehicle traveling at the posted speed and approaching the entering vehicle from behind. Sight distance is measured from the perspective of a hypothetical person seated in a vehicle from three vantage points: (1) sitting in the access viewing vehicles traveling on the roadway (both left and right), (2) traveling on the roadway viewing a vehicle sitting in an access, and (3) traveling on the roadway viewing a vehicle turning into the access (both ahead and behind). In case of discrepancy between these measurements, the lesser measurement will be used to determine whether the sight distance standard is met. Sight distance is measured to and from the point on the centerline of the proposed access that is located 10 feet from the edge of the travel way. The height of the hypothetical person's view is considered to be 3½ feet above the pavement and the height of the object being viewed is considered to be 4¼ feet above the pavement.

Terminal End - A terminal end is the end section of a run of curb that is sloped to aid the design vehicle in turning into the driveway or to meet Americans with Disabilities Act of 1990, 42 U.S.C. Section 1213 *et seq.*, requirements.

Throat - The throat is a portion of a driveway used to store vehicles waiting to exit from the driveway.

## 2. TECHNICAL STANDARDS

Driveways must comply with the following standards:

- 2.1 Sight Distance - The sight distance for driveways must meet or exceed the distances listed in Table 2. Sight distance is measured in accordance with its definition.

Table 2 – Sight Distance

Posted Speed (MPH)	Sight Distance (Feet)
25	250
30	305
35	380
40	580
45	710
50	840
55	990

- 2.2 Spacing Between Driveways – New driveways must be separated from other existing or proposed driveways, including those located across the roadway and those serving the same lot, in accordance with the minimum spacing standards set forth in Table 3. Driveway spacing is measured from edge of proposed driveway to edge of driveway, excluding radii. Driveways located directly across the roadway from the proposed driveway are not counted in applying the spacing standard.

Table 3 – Minimum Driveway Spacing Standards

Posted Speed (MPH)	Driveway Separation (Feet)
25	70
35	85
40	175
45	265
50	350
55	525

- 2.3 Driveway Width – If 30% or less of the traffic projected to use the proposed entrance will be larger vehicles, the width of a two-way driveway within the road right-of-way must be between 22 and 30 feet inclusive. If more than 30% of the traffic projected to use the proposed driveway will be larger vehicles, the width of a two-way driveway within the road right-of-way must be between 30 and 42 feet inclusive. Driveways must be designed in accordance with the MaineDOT Standard Details. The driveway width will be the minimum necessary to accommodate the design vehicle.
- 2.4 Corner Clearance – The minimum corner clearance for driveways onto the roadway must be 150 feet, except that the town may require increased corner clearance if the town reasonably determines that the proposed driveway will significantly impact public safety or cause a reduction in posted speed.
- 2.5 Shared Driveways – Whenever possible, property owners should seek opportunities for shared driveways.
- 2.6 Number of Driveways – Lots will be limited to one two-way driveway or two one-way driveways.
- 2.7 One-Way Driveway Requirements – If a one-way system is proposed and the predominant traffic volume is truck traffic, the driveway will be configured on the minimum angle that permits the truck to enter or leave the roadway safely and smoothly. Otherwise, all driveways must be configured perpendicular to the roadway for at least the length of the design vehicle.

A physical separation of curbing, ditching, grass or other landscaping must be used for one-way driveways and must be designed and constructed to prevent adjacent one-way driveways from becoming one entrance in practice. Both portions of a one-way driveway on a single lot must be separated from another one-way driveway by at least 12 feet. Both portions of a one-way driveway abutting a sidewalk must have a minimum separation of at least 18 feet and allow for 7 foot terminal ends and at least a 4 foot header in between.

A one-way entrance abutting a curbed, non-sidewalk section must have a minimum separation of at least 12 feet and allow for two 4-foot terminal ends separated by at least a 4-foot header.

- 2.8 Intersection Angle/Radius of Edge - To the maximum extent practical, the entrance must be constructed perpendicular to the highway at the access point. Except where curbing exists or is proposed, the minimum radius on the edges of a driveway must be sufficient to allow the design vehicle to enter the driveway without encroaching into the path of exiting vehicles in accordance with the MaineDOT Standard Details included in Appendix B. Driveways designed for right turns only must be designed to the greatest extent possible to prohibit illegal traffic movements.
- 2.9 Throat Length - The throat must be of sufficient length to prevent incoming vehicles from queuing back into the roadway. Access from the throat to parking or other areas is prohibited.
- 2.10 Driveway Separator Strips - Driveway separator strips must be installed between the parking area and the roadway and along the throat. The separator strip must extend away from the roadway to the greater of (1) 5 feet from the right-of-way limits, or (2) in areas where the right-of-way limits are defined by wrought portion, 7 feet from the edge of a clearly evident shoulder. The property owner must maintain any vegetation within the separator strip such that it does not interfere with the sight distance at the driveway. In areas where sidewalks exist, curbing or wheel stops must be provided to prevent parking vehicles from interfering with pedestrian flow.
- 2.11 Paving of Driveway - The driveway, including all radii, must be paved from the edge of pavement of the roadway to the road right-of-way or to the length of the design vehicle, whichever is greater.
- 2.12 On-Street Parking - Parking must meet the requirements of Town of Lisbon Code Chapter 70, Article VI, Division 3-*Off-Street Parking and Loading*.
- 2.13 Turnaround Area/Parking - Driveways will be designed such that all maneuvering and parking of any vehicles will take place outside of the road right-of-way and such that vehicles may exit the premises without backing onto the roadway or roadway shoulder. All driveways must have a turnaround area with a width of at least 8 feet and a length of at least 15 feet or the length of the design vehicle, whichever is greater.
- 2.14 Loading Dock Requirements - Loading docks or other delivery areas must not be located within the road right-of-way and must be situated so that delivery vehicles do not encroach on the road right-of-way. All delivery vehicles must maneuver entirely on-site.
- 2.15 Double Frontage Lots - Driveways for lots with double frontage on regulated roads and another public way will be restricted to the other public way, unless the Planning Board determines that queuing of traffic using a driveway off the other public way would

interfere with traffic on the regulated road due to insufficient lot frontage along the other public way.

- 2.16 Traffic Signal Restriction – No proposed driveway will be permitted on a regulated road if the proposed driveway serves a development that warrants installation of a traffic signal.
- 2.17 Mobility Enhancement Measures – The Planning Board may require applicants to provide for improvement of the existing safety or mobility levels through enhancement measures if the Planning Board determines, based upon accepted traffic engineering principles, that the proposed driveway will significantly impact public safety or cause a reduction in posted speed.

Mobility enhancement measures include:

- A. Elimination, combination or modification of existing driveways
- B. Development of frontage, backage or other service roads within the corridor to provide alternate access to existing driveways

- 2.18 Mitigation – If a proposed driveway has been granted a waiver and the Planning Board reasonably determines, based upon accepted traffic engineering principles, that the proposed driveway will significantly impact public safety or cause a reduction in posted speed, the Planning Board may require mitigation of traffic impacts from a proposed driveway. In making such determinations, the Planning Board may consider existing developments planned or reasonably expected on the parcel of land owned or controlled by the applicant.

If mitigation is required, applicants will be required to employ and, in some instances maintain, one or more of the mitigation techniques listed below. Such techniques generally will be considered in the order listed based upon the degree of impact of the proposed driveway.

- A. Signage
- B. Removal of Vegetation
- C. Payment of a fee pursuant to Town of Lisbon Code Chapter 62, Article IV, Sec. 62-185-*Site Plan Review Impacts on Public Facilities and Services* equal to an amount necessary for the town to purchase an easement on an adjacent lot for purposes of developing a shared entrance.
- D. Payment of a fee pursuant to Town of Lisbon Code Chapter 62, Article IV, Sec. 62-185-*Site Plan Review Impacts on Public Facilities and Services* equal to an amount necessary for the town to purchase easements across one or more lots for purposes of developing a frontage road for driveways serving subdivisions or commercial or industrial uses or parks.
- E. Acceleration and/or deceleration lanes.
- F. Medians, jug handles or turnarounds.

When mitigation measures are required, the town may require the applicant, prior to construction, to submit a performance and payment bond or certified check payable to the Town of Lisbon, in an amount and form that complies with Town of Lisbon Code Chapter 62, Article IV, Sec. 62-185-*Site Plan Review Impacts on Public Facilities and Services*. In addition, the town may require that notice of conditions applicable to the driveway be recorded in the Androscoggin County Registry of Deeds.

- 2.19 Drainage Standards

- A. Culvert Size – The diameter of culverts within the road right-of-way will be determined by either the Public Works Director or the MaineDOT, as appropriate.

- B. Construction and Maintenance Standards – Driveways, on-site ditches, swales, pipes and other structures that direct runoff toward ditches or drainage systems on regulated roads must be constructed, crowned, stabilized and maintained with stable materials and appropriate erosion control measures such as permanent vegetation or stone.
- C. Mitigation – If the proposed development poses a significant drainage risk, then the applicant must mitigate the impacts of increases in peak flow from storms into the roadway drainage system through measures specified by the Public Works Director or MaineDOT. Mitigation measures may include on-site controls, off-site improvements, or payment of a fee pursuant to Town of Lisbon Code Chapter 62, Article IV, Sec. 62-185-*Site Plan Review Impacts on Public Facilities and Services*. A “significant drainage risk” exists (a) when the applicant proposes a fixed connection to a closed drainage structure owned by the Town or MaineDOT, or (b) when the Public Works Director determines, using acceptable engineering and hydrologic principles, that: (i) the proposed driveway has a grade of 10% or greater for a length of 150 feet or more draining toward the roadway, (ii) the proposed development has more than 10,000 square feet of impervious surface draining toward the roadway, or (iii) the proposed development will substantially contribute to the failure of a downstream public facility. The applicant owner is responsible for all on-site and off-site mitigation expenses.
- D. Retail Fueling Station Requirements – Applicants with driveways for use by retail fueling stations must demonstrate that in the event of a spill, deposit of contaminants in the right-of-way will be contained.

### 3. WAIVERS

Driveway standards may be relaxed or waived by the Planning Board only as provided in this section.

- 3.1 Standards That May Not Be Waived – The sight distance standards, corner clearance standards, paving of driveway requirement, on-street parking standards, loading dock requirements, and turnaround area/parking standards.
- 3.2 Standards That May Be Waived – All other standards may be waived in accordance with the provisions of this section.
- 3.3 Criteria for Granting Waivers - Waiver requests will be granted if the applicant demonstrates, to the satisfaction of the Town, that: (i) the waiver will not significantly detract from public safety, (ii) the proposed driveway meets the standards to the maximum extent practicable, and (iii) there is no feasible alternative.
  - A. In determining that the waiver will not significantly detract from public safety, the Town must consider such factors as crash rates, traffic volumes, road geometrics, types and frequency of traffic moving to and from existing uses within 1000 feet of the proposed driveway.
  - B. In determining practicability and feasibility, the Town will consider the availability and cost of alternative driveway locations and designs in relation to the proposed use.
  - C. In cases involving alterations or changes of use of existing accesses, the Town may grant waiver requests if it determines the alteration will likely result in a net gain to public safety or will result in a reduction in the driveway’s non-conformity with this section.

D. In cases involving double frontage lots, the Town will consider the length of frontage on the regulated road, the intensity of traffic generated by the proposed use, the geography along the frontage of the other public way, and the distance to the other public way.

- 3.4 Spacing Standards Waiver -The spacing standards in Table 3 of this section may be waived only to the extent that lots of record existing as of {the adoption date of this ordinance}, that do not have access to another public way and do not have sufficient lot frontage to meet these spacing standards, may be allowed access if the applicant meets the following criteria, in addition to the above-referenced waiver criteria:
- A. The applicant meets the criteria of granting waivers set forth in this section.
  - B. The proposed access is located in an area designated for growth in the Town's comprehensive plan.
  - C. The proposed access will not have an unreasonable adverse impact on the regulated road such that the speed limit must be reduced to accommodate new traffic expected to be generated.

Mr. Eldridge said MDOT funded a study completed by AVCOG that addressed concerns about controlling access onto busy highways for safety reasons. John Potvin, from the Planning Board, pointed out that this ordinance should improve traffic flow on Route 196.

This addresses some state aid roads, such as Route 9, Route 125 north of Huston Street, and Upland Road. Even though Mill Street is not a state aid road, it was included because areas surrounding new schools tend to become built up around them. This ordinance should give the Code Enforcement Officer something to work with and should encourage driveway sharing.

**Roll Call Vote: Yeas - Bickford, Larochelle, Lunt, Mason, Cote, and Pomelow. Nays - None. Order passed 6-0.**

#### MAINE ASSOCIATION OF POLICE UNION CONTRACT

**VOTE (2011-155)** Councilor Larochelle, seconded by Councilor Pomelow moved to adopt the Maine Association of Police Union Contract as presented.

Mr. Therriault said most of these items were previously agreed to. Some changes to the contract include a 1.75% wage increase for 1-year with only wages to be reopened for negotiations in the second year, and the following clauses for bi-weekly payroll, increases for detective stipends for weekend work, switching insurances, making the day after Thanksgiving a holiday, and the worker's compensation language that created an exception for no disqualification under certain circumstances.  
**Order passed - Vote 6-0.**

#### FUEL BIDS

**VOTE (2011-156)** Councilor Pomelow, seconded by Councilor Larochelle moved to award the fuel bid to Downeast Energy as presented. **Order passed - Vote 6-0.**

### **OTHER BUSINESS**

#### A. FINANCE DIRECTOR'S REPORT

Mrs. Maloy said this is the first report of the year. At this point, there really isn't a lot of information here for you. She said she hoped to have the budget numbers updated in TRIO before next month's report.

Within the Finance Department, they have been busy wrapping up the year end work with the auditors. This year's audit has gone extremely well and the auditors seem to be pleased with what they are seeing. Pending any follow up items with them, they should be looking to prepare draft financial statements soon.

Given the duration of the year end work, they are still in the process of entering what has come in for this fiscal year to date. Revenue items not included in the report the Council received include Revenue Sharing of \$115,000 and Homestead Exemption of \$83,000.

The Tax Collector is very busy right now. Courtesy letters, for last year's taxes, are being mailed out August 17, tax bills for this year's taxes will be mailed out by the end of the month, the 30-day lien notices for last year's taxes will be mailed on September 18, and the foreclosures on the prior year's taxes will begin October 18. She asked that people keep these dates in mind as they receive these items in the mail as it might be confusing to receive a tax bill one week and a 30-day lien notice within two weeks of that. Again, the 30-day notice will be in reference to last year's taxes, since interest was deferred until June 30, 2011. She said if residents have any questions, they should not hesitate to stop in and see Kathaleen Bailey.

### B. TOWN MANAGER'S REPORT

Mr. Eldridge said despite the Council's request to not change the broadcast day for Council Meetings on Great Falls TV, they will be changing to Friday.

The decorative street lamps in Lisbon Falls and Lisbon Village are being replaced. We are changing over to a newer style since the older style is no longer available.

Exciting plans are underway for Premier Development at Kelly Park. Scott Kelly and Wright Pierce, the engineering firm he is working with, will be coming to the next Planning Board meeting to update the board on his plans for the old Dragon Pit site.

The Sewer Department will be opening a section of Route 196 to do some sewer line replacement in advance of next summers paving job. They will be coordinating this with the Water Department so they can do any needed work at the same time. Public Works will be replacing pavement at the Village Street and Route 196 intersection. They will be digging out the worse sections for now.

### **APPOINTMENTS**

#### BOARD OF APPEALS (1) REGULAR MEMBER

*(Reappointment 3-Year Term)*

**VOTE (2011-157)** Councilor Mason, seconded by Councilor Bickford moved to appoint Janet Tuttle to the Board of Appeals. **Order passed - Vote 6-0.**

### **COUNCILOR COMMUNICATIONS**

Councilor Pomelow asked about the construction work on Main Street by the Library. Mr. Eldridge explained that the street lamps are being extended up Main Street past the Library to the Sausage Kitchen and that the sidewalk there would be redone at the same time. A plan is being prepared to extend street lamps further up Main Street and to include Route 196 to the High School, but funding is needed for that, which they will be looking for.

Councilor Cote said he had heard from one gentleman who was dissatisfied with the removal of a street light at an intersection where the neighbors frequently walk and told him to call Mr. Eldridge. It's a real nuisance to have had that removed.

Councilor Cote said I have had quite a few people approach me about the working rules. There was an article in the paper about them and some people were very upset that we stand and do the pledge to the flag and justice for all and then turn around and shut the public down. They found it to be hypocritical if anything. This is not from one or two, but a lot of different people so I told them that I would bring this to the Council's attention, he said. Personally, I think, anything that eliminates any people any time to address anything before the Council is wrong.

Councilor Larochelle said, hopefully, Councilor Cote, you are explaining to them that we are not restricting them their rights of speech at all and that it's the same as it has always been in a sense. I don't think that tonight anyone was restricted from speaking at all during the meeting and I feel that is the way it is going to continue, he said, if not, it's the way we intended it to be and we never ever drew any lines in the sand where we were saying people were communicating. I have only had two people approach me about the working rules, saying that we need to do whatever we need to do to make sure that we move forward and get stuff done in town. I strongly believe we can't reframe anybody from speaking, but we want to make sure that we can do it in a way that is going to produce some movement on us to try to get stuff done. Hopefully, if people do have a question, you can have them address Mr. Eldridge and/or our chair if there is a big concern.

Councilor Larochelle said Chief Galipeau did come forward and request to purchase a vehicle. Myself, and I spoke to other Councilors, who said I feel it was done in justly. He said, I think there is a need and we are working with the Fire Department to make sure that we are going to support them and help them with their needs and make sure that everything is fulfilled. I know Chief came forward and he had a concern. In speaking with the members of the Fire Department, there is a legitimate concern about something that they need and how we address that I think, he said, we will move forward and handle it in a proper way, but I think there is a need. It's just the idea of us being more informed so we make a better decision and I think everybody is aware of that, he said.

Councilor Mason said there may be some here, and I know there are many in the community who have enjoyed the Concerts in the Park series at the MTM Pavilion. Ross Cunningham along with a very few volunteers puts that on every summer. Ross has been very good coordinating other events like the Very Merry Main Street at Christmas time, the Harvest Festival coming up, and the Valentine Father/Daughter Banquet. He and his volunteers have worked very hard and have done a great job. They need help and more volunteers. Even an hour to two would be very helpful. Ross can certainly use your help. You can reach him by calling the town office and speaking with Mr. Benson. Councilor Lunt said that this is a very good program and if give people a better image of our town. It's nice to see signs in Topsham for concerts and then see signs in Lisbon for concerts. It is definitely a positive that we really need here.

## EXECUTIVE SESSION - NONE

## ADJOURNMENT

**VOTE (2011-159)** Councilor Larochelle, seconded by Councilor Mason moved to adjourn at 8:05 PM. **Order passed - Vote 6-0.**

---

Twila D. Lycette, Council Secretary  
Town Clerk, Lifetime CCM/MMC

Date Approved: \_\_\_\_\_