

**TOWN OF OLD ORCHARD BEACH
TOWN COUNCIL WORKSHOP
TUESDAY, JUNE 1, 2010
TOWN HALL CHAMBERS
8:30 p.m.**

A Town Council Workshop of the Old Orchard Beach Town Council was held on Tuesday, June 1, 2010. The purpose of the Workshop was discussion on an Update of the Bonds. Chair MacDonald opened the meeting at 8:30 p.m.

The following were in attendance:

**Chair Sharri MacDonald
Vice Chair Michael Tousignant
Councilor Laura Bolduc
Councilor Shawn O'Neill
Councilor Robin Dayton
Town Manager Jack Turcotte
Assistant Town Manager Louise Reid
Public Works Director Bill Robertson
John Edgerton – Wright Pierce**

The Workshop this evening was to discuss the updates of each of the bond issues listed below:

- In June of 2008, the community approved a bond in the amount of \$5.3 million to support a variety of infrastructure improvements.**
- The improvements consisted of Six Projects, as follows:**
 - Ross Road Culvert - Largely complete, final paving planned for September**
 - Ocean /Seaview Sewer - Final paving and cleanup ongoing.**
 - West Grand Pump Station Upgrade - Under construction.**
 - Halfway Roundabout - Project cancelled.**
 - Summit Street Sewer - Bidding shortly. Complete construction this fall.**
 - West Grand Stormwater - Conducted preliminary engineering/evaluations and had two public meetings. Awaiting direction from Council on how to proceed.**
- A meeting in mid-December discussed overall financials. Concern was expressed with regard to the anticipated "final" cost for the Ocean & Seaview project, which had been expanded to include additional work restoring the street surface, and which had increased due to encountering more ledge than anticipated (see memo in Council Packet)**

Project Budget:

At the time the project was initially conceived and designated as a potential capital project to be funded through the Infrastructure Bond (late winter 2008), it was proposed to consist of replacement of the sanitary sewers serving Ocean and Seaview Avenues and the short connecting streets. Restoration of the pavement surface would be limited to trench patch plus an overlay under this scenario. A planning level estimate of project costs was developed of

\$800,000. Subsequently, during the design effort, it was determined that the bidding documents should include additional work toward restoration of the pavement surface. In addition, the borings that were performed as a part of the design effort suggested that the contractor would encounter more ledge than was assumed in the planning estimate. When the project was bid, in July of 2009, the low bid was for an amount of \$968,850. Our files suggest that award of the contract in the full amount of \$968,850 was approved by Council in its meeting of July 7, 2009. During the course of construction, several other changes were made that resulted in increased costs, as follows:

Ledge Excavation

The original sewer alignment along Ocean Avenue was designed with the proposed sewer installed along the same trench as the existing sewer for a 500 linear foot portion between Hillside Avenue and Central Avenue. The proposed sewer and sewer manholes would have been installed beneath the shoulder of the road and directly below a number of utility poles. Prior to commencing construction on this portion of sewer, and upon request by the Contractor, the Town made the decision to relocate the new sewer towards the center of west bound travel lane. This resulted in the following increase in costs associated with ledge excavation.

Original Ledge Excavation Bid Price = \$30,000

Contract Price Increase = \$43,500

Original Aggregate Base Bid Price = \$15,600

Actual Aggregate Base Contract Price = \$22,800

Contract Price Increase = \$7,200

Original Aggregate Sub base Bid Price = \$24,700

Actual Aggregate Sub base Contract Price = \$95,000

Contract Price Increase = \$70,300

Original Common Excavation Bid Price = \$16,500

Actual Common Excavation Contract Price = \$82,500

Contract Price Increase of \$66,000

Storm Drainage

The original design did not call for the replacement of storm drainage infrastructure. The only existing storm drainage in the project area is located near the intersection of Ocean Avenue and Somerset Avenue. The Town made the decision to move ahead and replace these lines. As a result, 145 linear feet of 15-inch HDPE pipe was installed at a unit price of \$40 per linear foot, as well as two Type F catch basins were installed at \$1,600 each. This resulted in the following increase in project costs:

Contract Price Increase of \$9,200

With the repaving of the entire street width, and in order to better accommodate the heavy rains experienced last autumn, the Town requested that the Contractor install bituminous curbing at several locations along Ocean and Seaview Avenues. The curbing was installed in two segments near the end of the construction schedule. This resulted in the following increase in project costs:

Contract Price Increase of \$20,024

Due to a washout from a severe rain event (5-inches of rain in a 12-hour period), the Town requested that rip rap and bark mulch be installed along First Street where stormwater runoff from both Ocean Avenue and Seaview Avenue discharges. This work resulted in the following increase in project costs.

Contract Price Increase of \$15,440

Seaview Avenue Sewer

In order to partially mitigate some of the cost increases associated with the project, it was

decided to implement some changes to the sewer on Seaview Avenue that would reduce project costs. These changes related primarily to realignment of a portion of the proposed sewer:

Contract Price Decrease of \$16,450

Summary

The following summarizes the total of the approximate contract price adjustments discussed above:

Ledge Excavation = \$43,500

Aggregate Base = \$ 7,200

Aggregate Sub base — \$70,300

Common Excavation = \$66,000

Storm Drainage = \$ 9,200

Bituminous Curbing = \$20,024

Rip-Rap and Bark Mulch = \$15,440

Seaview Avenue Sewer = -\$16 450

Total Contract Price Increase = \$215,214 (approximate)

- **Current Projections for costs are as follows:**

<u>Project</u>	<u>Initial Bond</u>	<u>Current Projected</u>
• West Grand Stormwater	\$1,850,000	\$1,848,763
• Summit Street Sewer	\$ 900,000	\$ 725,566
• Ross Road Culvert	\$ 350,000	\$ 316,669
• Ocean / Seaview Sewer	\$ 800,000	\$1,361,770
• Halfway Roundabout	\$ 200,000	\$ 105,000
• West Grand Pump Station	<u>\$1,200,000</u>	<u>\$1,266,640</u>
Total	\$5,300,000	<u>\$5,624,408</u>

Figures include: Construction, Engineering, Local Admin. and Other Related Costs

- **Tasks Completed on West Grand Avenue Project:**
 - Topographic Survey
 - Analysis of Existing Conditions
 - Hydrology/Hydraulic Modeling
 - Developed Conceptual Design Materials
 - Conducted Two Public Meetings
 - On-Site Meetings with Residents
 - Completing Review of Alternate Approaches to Achieve Project Goals (see Council Packet)

Further discussion continued primarily on the West Grand bond project.

In June of 2008, the voters in Old Orchard Beach approved an infrastructure bond in the amount of \$5.3 million to support construction of a variety of infrastructure improvements at various locations within the community. The bond proposal includes \$1.85 million to address public infrastructure improvements in the vicinity of West Grand Avenue which would address issues associated with periodic flooding. In the fall of 2008, Wright-Pierce initiated a preliminary design process to evaluate the nature and extent of the flooding and to better understand the factors behind it. The evaluation focused on site topography and its relation to

sea level, the tide gates, hydrology, and hydraulics. The evaluation also included two public meetings at the Town Hall Chambers (March 24, 2008 and June 24, 2009), one follow-up meeting at a resident's home on July 6, 2009, and various meetings with members of the Ocean Park Conservation Society (OPCS), a group concerned with preservation of the local marsh ecosystem.

A major factor driving the necessity for the project is the need to maintain a safe and dry evacuation route during a 100-year flood event. The existing evacuation route in the area utilizes a portion of West Grand Avenue (From Pavia Avenue to New Salt Road) that is frequently inundated with flood waters during storm events significantly less than the 100-year flood. Adding to the complexity of flooding issues is the mandate that improvements be confined to within the Rights-of-Way (ROW). Public bond money expenditures can not be used on private property to mitigate flooding on that property. Localized flooding has been observed outside of the ROW in several locations. Particular attention must be paid to ensure that the flood mitigation projects selected do not exacerbate the localized flooding outside of the ROW.

Topographic Survey

A topographic survey of West Grand Avenue was conducted in the fall of 2008. The survey showed that West Grand Avenue has a centerline low elevation of 6.0 feet (NGVD29), located near its intersection with Ancona Avenue. A review of tidal predictions by the National Oceanic and Atmospheric Administration (NOAA) shows that spring high tides can get up to elevation 6.78 feet (NGVD29). The survey also identified that much of West Grand Avenue, a designated emergency evacuation route, is inundated with as much as 3 feet of water when compared to the FEMA 100-year flood inundation mapping.

Hydrologic Analysis

A hydrologic analysis was conducted to determine the size of the tributary watershed area that contributes stormwater runoff to the West Grand area. The results showed that the watershed is approximately 724 acres in size (1.13 square miles), and runoff from up to 1.5 miles away flows towards West Grand Avenue. A preliminary hydrologic runoff analysis with HydroCAD computer modeling software was conducted for a 63.5 acre area in the immediate vicinity of West Grand Avenue. The model predicted that as much as 56,000 gallons per minute (gpm) of runoff is generated by this region during a 10-year, 24-hour storm event.

Tidal Analysis

The watershed, described above and shown in Figure 1, outlets into Goosefare Brook, a tidally influenced estuary. The existing stormwater conveyance system (open channels and piping) is connected to the estuary with three culverts under New Salt Road. Two of the three culverts have flap gates installed on the ocean side, which allow water to discharge and prevent salt water from flowing in. The third culvert has a Self Regulating Tide gate (SRT), which is an electrically powered flap gate that rises to let salt water in to preserve the salt water marshes. The SRT is equipped with a water level sensor, which automatically closes the gate during periods of high tides to prevent salt water from flooding inhabited areas. The SRT sensor is currently calibrated to close the gate once tide waters on the ocean side of the tide gate rise above an elevation of approximately 5.83 feet (NGVD29), and open once the tide waters recede below 5.83 feet. This elevation was determined based on the lowest centerline elevation along West Grand Avenue of 6.0 feet at Ancona Avenue. In order for stormwater to drain out

into the tidal receiving waters, the tide water elevation downstream of the tide gates needs to be below the upstream water level.

Preliminary Findings

Based on our analyses, it appears that the problematic flooding that occurs along West Grand Avenue is the result of the combined effects of high tide events and runoff from rain events. If a significant rainfall occurs during a period of extreme tides or storm surges, the problem is magnified because the local runoff has no way to escape and drain out of the area. Because the area is low lying with respect to the ocean, there is little elevation difference available to "push" the incoming runoff towards the ocean, therefore flood waters continue to rise, often above the lowest elevation of West Grand Avenue.

As identified in the Town's general philosophy related to flood mitigation and stormwater management a key component of this evaluation is maintaining a safe/dry evacuation route during a 100-year flood event. West Grand Avenue is designated as an emergency evacuation route from Pavia Avenue to New Salt Road. For this reason, an initial design focus was to reconstruct and raise West Grand Avenue to maintain it passable during these events. Multiple public meetings with residents of the area were held to discuss this approach. The feedback obtained in these meetings from the residents was mainly of extensive concern that raising West Grand would exacerbate issues on adjacent parcels. While the engineering analysis suggested that this could be addressed, concern that the Town would be perceived as worsening flooding appeared to justify evaluating alternative options.

The following maps were presented. The following three alternate scenarios have been developed:

Alternative No. 1 - No Build Scenario - While the voters supported funding for the bond issue as a whole, and while work in the vicinity of West Grand Avenue was contemplated within the package, it is within the purview of the Council to determine if the project should be abandoned at this time. The advantages and disadvantages of doing so are as follows:

Alternative No. 1 Advantages

- Costs would be minimized;
- The potential for adverse impacts would be eliminated;
- Impacts to wetlands and marsh areas would be eliminated; and
- Overall disturbance due to construction would be eliminated.

Alternative No. 1 Disadvantages

- Flooding continues to occur;
- Emergency evacuation route will continue to be inundated for flooding events less than 100-year frequency; and
- The existing infrastructure continues to age.

Preliminary Estimate of Probable Construction Cost = \$0.0 M

Preliminary Estimate of Engineering Cost = \$0.0M

Preliminary Estimate of Total Cost = \$0.0M

Alternative No. 2 - Moderate Improvements Scenario - Based on goals for the project as presented to voters (work within the public domain to mitigate flood hazards and to maintain a safe/dry emergency evacuation route during a 100-year storm), the following "lower impact" alternatives are suggested for further analysis. These alternatives will minimize impacts to private property and are more localized flood mitigation solutions.

- o Relocate emergency evacuation route from West Grand Avenue to Seaside Avenue.
- o Appears to work based on topographic elevations.
- o Requires some capital improvements in addition to pavement markings and signage.
- o On-street parking, etc. probably not big issues at times when the evacuation route would be needed due to flooding.
- **General stormwater improvements along West Grand Avenue:**
 - o Improve local stormwater infrastructure near 17 Tunis Avenue (Kelly Raye's),
 - o Improve local stormwater infrastructure near inlet to box culvert,
 - o Adjust drainage structures at Temple Avenue and,
 - o Optimize tide gate operation especially prior to large rain events.
- Add storage upstream of Free Street culvert (not shown on Figure 2):
 - o Requires extensive coordination with OPCS.
 - o Requires Free Street be raised 2-3 feet to prevent overtopping.
- Potential for other limited capital improvement work along West Grand Avenue.
- This alternative could be structured to select the appropriate projects based on the "biggest bang for the buck" and the amount of bond funding approved.

Alternative No. 2 Advantages

- Local stormwater infrastructure improved;
- Minimized construction impacts and schedule;
- Minimized impacts to wetlands and marsh areas;
- Passable emergency evacuation route;
- New infrastructure at Free Street;
- Increased storage in marsh prior to rain event;
- Enhanced SCADA operation;
- Decreased potential for negative impacts to private property drainage; and
- Costs are within original bond amount.

Alternative No. 2 Disadvantages

- Flood protection not mitigated for significant floods;
- Increased traffic on smaller local roads, (Seaside Avenue and side streets); and
- Significant coordination with OPCS is required.

Preliminary Estimate of Probable Construction Cost = \$ 1.4M to \$ 1.6M

Preliminary Estimate of Probable Engineering Cost = \$0.21M to \$0.24M

Preliminary Estimate of Probable Total Cost = \$ 1.62M to \$ 1.84M

Alternative No. 3 - Full Mitigation Scenario - In recognition of the hydraulic constraints and that the area is low lying and below sea level during extreme high tides, it is difficult to drain the area by gravity during a significant storm event. It is also not practical to divert all flow to

Goosefare Brook or the ocean from points higher in the watershed. When all other alternatives have been exhausted, the remaining alternative is a stormwater pump station. Locate the stormwater pump station adjacent to the tide gates to hold water level down. This will promote the whole area continuing to drain as it does now. Only limited capacity improvements will be needed to convey the stormwater to the stormwater pump station. Improvements will still be needed to address the lowest portion of West Grand Avenue and other "basic" infrastructure needs. This allows some mitigation of flooding on private property without expending funds on private property. The critical element is sizing of the stormwater pump station, (i.e. how big a storm do we want to be able to handle?) since this will drive the cost for the facility. Additional detention on Free Street should also be considered to help minimize the size of the stormwater pump station. It should be noted that electrical service for big pumps can be a costly item. Include these costs in evaluation and keep a range on this figure until a full PDR is done (would need Council endorsement to proceed further on this line). Note that the capital cost associated with this would require going to the voters for another allocation.

Alternative No. 3 Advantages

- Control for more significant flood events;
- Improved infrastructure;
- New infrastructure at Free Street; and
- Maintain existing emergency evacuation route

Alternative No. 3 Disadvantages

- Higher costs, above established bond amount, will most likely require another vote;
- Significant construction impacts at stormwater pump station site;
- Likely adverse impacts to marsh at New Salt Road;
- Larger construction schedule; and
- Capital cost would require going to the voters for another allocation.

Preliminary Estimate of Probable Construction Cost = \$3.2M to \$3.6M

Preliminary Estimate of Probable Engineering Cost = \$0.48M to \$0.54M

Preliminary Estimate of Probable Total Cost = \$ 3.68M to \$4.14M

It was indicated that the best, but also the most expensive way to keep West Grand Avenue from flooding during severe rain storms and extreme high tides would be to build a stormwater pump station on New Salt Road. It was indicated at this meeting that might cost approximately \$3.68 million and \$4.14 million to construct such a pump station. However, under an infrastructure bond approved by voters in 2008, the Town has only about \$1.8 million on hand to address the consistent flooding problems on West Grand Avenue. John It was indicated that there was concern among residents that a previous plan of raising West Grand Avenue would impact flooding on private properties and the Town might want to take a different approach. John Edgerton of Wright Pierce indicated that the advantage of building a pump station would be better control of water flow during flood events and the ability to continue to use West Grand Avenue as an emergency evacuation route out of Town. The disadvantages would be the need to ask voters for another bond, adverse impact to the

adjacent saltwater marsh and the large electric bill the Town would have to pay to keep the pumps running. A lower cost approach could be done within the original amounts approved by voters two years ago. The problem is that significant floods could still block the road which is a main thoroughfare for both visitors and residents alike. In discussions about raising the road, Councilor Bolduc indicated that common sense would tell you that if you raise the road you will create catch basins in properties. She said the issue of flood water sitting in properties in the area needed to be addressed first. A plan that John Edgerton presented to the Council would be within the bond budget and would improve infrastructure, provide a passable emergency evacuation route, and minimize impact to private properties, but would not provide flood mitigation for significant floods. This plan would relocate the emergency evacuation route from West Grand Avenue to Seaside Avenue, would include stormwater improvements along West Grand Avenue, and would raise Free Street, adding storage upstream of the Free Street culvert. However, the "Cadillac option" could cost up to \$4 million and would include a stormwater pump station adjacent to tide gates. It would provide mitigation for more significant flooding events and would maintain the current emergency evacuation route. Because of the cost of this option, it would require a referendum vote to allocate the additional funding. Flooding in the West Grand area occurs both from significant high tide and rain events. If there is significant rainfall, during a period of extreme tides, the problem is magnified because there is no place for local runoff to drain. The area is low-lying with respect to the ocean, and runoff continues to rise instead of being pushed to the ocean. Resident Kelly Raye told the Council, and has e-mailed them on several occasions to which she has not had responses, that there is a huge amount of water on West Grand Avenue and surround private properties with every storm. Council Members responded that they had not been given enough information on the project and had questions about why the amount bonded was so different than the amount needed to correct the problems. Councilor Shawn O'Neill stipulated that the Council had been provided all this information on other occasions. Ms. Raye indicated that the stormwater drains are basically non-existent. They are not connected to anything so the water has no place to go and this is not an issue about a bit of water creeping onto surrounding properties, lapping at our garage door or having to walk through a puddle to get to our vehicles; she indicated there have been occasions when standing water on West Grand Avenue has been very close to the two-foot mark during what other parts of town see as a passing thunderstorm. John Edgerton explained that technically the problem the Town has is that water drains downward to the road and then has nowhere to go. The current solution worked out by Wright Pierce is to raise West Grand Avenue by three feet in certain places. This would keep the roadway dry, but it would exacerbate the flooding problems on private property. He indicated that is the decision of the Council not Wright Pierce. He indicated that he has on several occasions asked for Council direction; for a workshop; and this is the first time this opportunity has been given. Councilor Robin Dayton put an enormous part of the responsibility back on Wright Pierce indicating that they should be advising the Council what to do; not the reverse. Chair Sharri MacDonald and Vice Chair Michael Tousignant are concerned about how to best spend the money on hand. The question was asked and still unanswered is whether any solution could eradicate water on the road and in yards at high tide, especially since certain parts of Ocean Park are lower than the high tide mark. This being a workshop the Council came to no decision. Members of the Ocean Meadows Association also were in attendance and spoke of their concern and enormous frustration that nothing is being done and encouraged the Council to address this issue now and not to continue postponing a desperation condition. Kelly Raye send an additional memo to the Council after the meeting requesting that this matter not be put on the back burner but that another workshop be held to move a decision forward.

Paula Moore, Executive Board Member of Ocean Park Meadows again stated there have been times after heavy rains when deep waters have made it difficult to leave or enter the complex. Jack Sarno, representing the Walnut Street residents spoke again that the bonding was for a certain amount approved by the voters and that consideration needs to be on that amount alone.

The following letters were received and each individual requested that they be included in the Minutes.

**Kelly Raye
PO Box 7426
Ocean Park, Maine 04063
207-590-2789**

May 28, 2010

Council Members,

I am writing in support for moving the West Grand Ave stormwater project forward. It is my understanding that the Town Council will hold a workshop on Tuesday night to receive an update on projects and the West Grand Ave stormwater project will be part of that discussion. I plan to attend the meeting to express my thoughts and concerns at that time, but thought that it would be helpful to summarize, for the record, both the property damage that occurs and the safety issues associated with this long standing issue of virtually non existent stormwater drainage and the lack of maintenance that this area has suffered with for years.

As a property owner, tax payer and voter in this community for almost 30 years, I have done my due diligence on this issue. I have met with the past three administrations on this issue, sent letters and emails (on some occasions with no response), met with the last three town managers along with the Police Chief and the two previous Department of Public Works Directors, met with town staff and provided video and photographs documenting the extreme safety issue facing this community. Additionally, I have called for DPW and police assistance on many occasions when the water on West Grand Ave has risen to the point that it not only damages surrounding properties, but has put our citizens and visitors at risk. During one particularly bad thunderstorm, Town Manager, Jim Thomas brought down barricades in his personal vehicle only to find the water up over his knees. This issue is not about a bit of water creeping onto surrounding properties, lapping at our garage doors or having to walk through a puddle to get to our vehicles. This is a true health and safety issue that the town has been aware of for years.

There have been occasions that the standing water on West Grand Ave has been very close to the two foot mark during what other parts of town see as a passing thunderstorm. Because of the lack of drainage and maintenance in this area and because approximately 80 acres drains directly into this low lying area, we are at a critical stage and the problem is worsening. It is clearly a safety issue. On two occasions, just in the past two years, the water has been so deep that motorists have become stranded, in the knee deep water, finding themselves stalled and having to push their vehicles out of the standing water while thunder and lightning was directly overhead. There have also been occasions, that because the road is not properly

detoured around the standing water, vehicles have become stuck in the mud on the marsh side of West Grand Ave damaging sensitive wetlands. Will it take an injury or worse a death for the town to recognize the safety concerns and move forward in determining next steps in addressing this issue?

The town of Old Orchard Beach is losing the Jordan Marsh. It is my understanding that salinity studies that have been provided to the town over the past two years have determined that the marsh is changing from a salt water marsh to a fresh water marsh. This is an important issue as this is allowing for multiple trees, an invasive species of purple loosestrife, and fresh water grasses to take hold further degrading this important resource while limiting the amount of stormwater the marsh can hold until the tide goes out. I have documented these encroachments over the past several years and have provided the town with the documentation of this issue. If the town does nothing, in the long run, this issue will be more expensive for the taxpayers because these issues will simply not go away.

Will this be an expensive fix? I think that we have always known that, but the longer that the town avoids dealing with this, the more critical the issue will become. A tremendous amount of work (and some taxpayer's dollars) have already been spent studying this issue and I refuse to let it simply be tucked away for the next Council to deal with.

If any of this information is new to you, I would be happy to provide you with the historical perspective and to put you in touch with others who are monitoring the Jordan Marsh.

Thank you in advance for your time and I request that this letter become part of the official record. I also request that if the local press request information from the Town about this agenda item that my letter be provided to them as part of the record.

Kelly Raye

Town Counselors,

I understand that the Town of Old Orchard Beach will be holding a meeting on Tuesday, June 1, directly after the regular Town Council Meeting to discuss the West Grand Ave stormwater project. There has been some talk about eliminating the project even though it was approved by the voters in 2008.

As an executive board member representing a total of 94 tax-paying unit owners, I strongly urge you to consider Ocean Park Meadows Association at 146 West Grand Avenue and the recent difficulties that we have endured during heavy Atlantic storms. Our complex sits in the flood zone for which we pay greatly increased flood insurance premiums. There have been times, when it has been difficult to access and on occasion exit our complex when heavy rains leave deep waters at our entry. This could pose a safety issue for those owners who do maintain permanent residency. The cause of these deep waters is likely to be the lack of proper drainage and neglected maintenance that is presenting problems through the storm drains and catch basins on West Grand. Because of potentially negligent maintenance those drains and catch basins do fill quickly and overflow, affecting

our entry and the northerly ditch skirting our property line. All owners at OPM have a stake in this stormwater project that was approved in 2008.

I'm confident that owners with permanent established residency at 146 West Grand will attend this June 1, meeting but for those who enjoy the serenity of OPM on weekends throughout the year, I am urging your continued support for this project. Our property is often one of the more scenic entry points for visitors to Old Orchard Beach. With a major building envelope project about to commence at our \$6,000,000 tax-paying complex, we look forward to continuing our role as unofficial greeter to the Town of Old Orchard Beach, Maine. We would especially like to see this project completed.

Seeking your support,

Paula M. Moore

**Executive Board Member
Ocean Park Meadows
Unit #37**

Respectfully Submitted,

**V. Louise Reid
Town Council Secretary**

I, V. Louise Reid, Secretary to the Town Council of Old Orchard Beach, Maine, do hereby certify that the foregoing document consisting of eleven (11) pages is a true copy of the original Minutes of the Town Council Workshop of June 1, 2010.

Louise Reid