

AGENDA
SCARBOROUGH TOWN COUNCIL
WEDNESDAY – MARCH 6, 2024
WORKSHOP RE: PUBLIC COMMENT PROCEDURES – 6:15 P.M.
HYBRID REGULAR MEETING – 7:00 P.M.

TO VIEW TOWN COUNCIL MEETING & OFFER PUBLIC COMMENT:

<https://scarboroughmaine.zoom.us/j/82553925751>

TO VIEW TOWN COUNCIL MEETING ONLY:

<https://www.youtube.com/channel/UCD5Y8CFy5HpXMftV3xX73aw>

NO NEW BUSINESS SHALL BE TAKEN UP AFTER 10:00 P.M.

- Item 1.** Call to Order.
- Item 2.** Pledge of Allegiance.
- Item 3.** Roll Call.
- Item 4.** General Public Comments.
- Item 5.** Minutes: February 21, 2024 - Town Council Meeting.
- Item 6.** Adjustment to the Agenda.
- Item 7.** Items to be signed: a. Treasurer's Warrants.
- Item 8.** Town Manager Report.

***Procedure for Addressing Council [Councilor Chair will explain process]**

Resolution 24-001. Act on the request to approve Resolution 24-001, recognizing the Scarborough High School Boys Swim Team on winning the Class A Championship. *[Chairman McGee]*

Resolution 24-002. Act on the request to approve Resolution 24-002, recognizing the Scarborough High School Girls Indoor Track Team on winning the Class A Championship. *[Chairman McGee]*

Order No. 24-005, 7:00 p.m. Public Hearing and second reading on the proposed amendments to Chapter 405 – the Zoning Ordinance, Section XIX.D. Regional Business District. Regional Business District B-2 – D. Special Exceptions and in Section IX. Performance Standards. *[Planning Director]*

Order No. 24-022, 7:00 p.m. Public Hearing and second reading on the proposed amendments to Chapter 601 – the Town of Scarborough Traffic Ordinance; Section 25.A.IV Pine Point and Section D.25.D. Speed Limits in Certain Areas. *[Town Staff]*

OLD BUSINESS: None at this time.

NEW BUSINESS:

Order No. 24-025. First reading and schedule a public hearing and second reading on the proposed amendment to Chapter 313-A, the Town of Scarborough Property Tax Assistance Ordinance, Section 5. Determination of eligibility and amount of eligibility. *[Tax Assessor]*

Order No. 24-026. Act on the request to move approval on names posted to the various committees/boards, by the Appointments and Negotiations Committee at the February 21, 2024, Town Council meeting. *[Appointments and Negotiations Committee]*

Item 9. Non-Action Item.

Item 10. Standing and Special Committee Reports and Liaison Reports.

Item 11. Council Member Comments.

Item 12. Adjournment.



To: Scarborough Town Council
From: Thomas J. Hall, Town Manager
RE: Town Manager's Report
Date: March 6, 2024

Below is an initial list of items that will be included in the Town Manager's Update at the regular public meeting of March 6, 2024. I will provide a verbal update on each of these items and will likely include other items of interest.

- **FY25 Budget Development-**

- School Budget Review- March 18 and 19
- Budget Presentation- March 27
- Finance Committee Review Sessions - April 11 and 12

- **Pine Point CoOp -**

- Dredge essentially complete- post-dredge survey scheduled
- New Cranes operational

- **Storm Damage-**

- Awaiting Federal Disaster Declaration
- Preliminary Public Assistance Package Submitted to FEMA
- Refined Cost Estimates

- **FEMA Flood Maps**

- New maps issued on December 20, 2023
- Amendments to Floodplain Management Ordinance required by June 2024
- Council Workshop on March 20, 2024

- **School Building Project**

- Committee seated- Leadership re-established
- Community Survey - final draft under review (statistically valid)

- **Eastern Trail - Close The Gap**—
 - Continue to work on CSX access - drafting of Aerial Easement
 - Successful meetings with DEP and ACOE on permitting
 - Bid Solicitation expected May/June 2024

- **Avenue 2 Update** - NRPA application not timely- return for path relocation
 - Pre-application meeting conducted February 21, 2024
 - Process restarted- issuance of Notice of Intent to File
 - Review with Legal Counsel

- **Traffic Calming Policy** -Draft policy finalized
 - Transportation Committee reviewed on February 27
 - Scheduled for Town Council consideration on March 20
 - FY25 budget considerations

- **Gorham Connector** - To provide leadership on public phase
 - Workshop with MTA held on February 21, 2024
 - Stakeholder meeting- February 28, 2024
 - First public meeting on March 25, 2024

- **Alger Hall**-
 - Further exploring Historical Society purchase
 - Seeking win-win-win - Considering options for SLT

AGENDA
SCARBOROUGH TOWN COUNCIL
WEDNESDAY – MARCH 6, 2024
HYBRID REGULAR MEETING – 7:00 P.M.

Resolution 24-001. Move approval on the request to approve Resolution 24-001, recognizing the Scarborough High School Boys Swim Team on winning the Class A Championship.
[Chairman McGee]

Chairman McGee

Ought to Pass

Sponsor

Recommendation

N/A

First Reading/Vote

N/A

Public Hearing

03/06/2024 – *Vote:*

Second Reading/Final Approval/Vote

RESOLUTION 24-001

SCARBOROUGH HIGH SCHOOL BOYS SWIM TEAM

BE IT RESOLVED by the Council of the Town of Scarborough, Maine, in Town Council assembled that,

WHEREAS, the Scarborough High School Boys Swim Team did invest many hours of training in preparation for the 2024 State Boys Swim Championship; and,

WHEREAS, the Scarborough High School Boys Swim Team did compete and win the 2024 State of Maine Class A Championship for the fourth consecutive year; and,

WHEREAS, the 400 Yard Freestyle Relay Team of Stephen Ranger, Jacob Ducey, Ryan Vigue and Owen Kasper, did win to move Scarborough as the overall State Champions.

NOW, THEREFORE, BE IT RESOLVED, by the Scarborough Town Council, in Town Council assembled, that the following members of the Scarborough High Boys Swim Team and their coaches are hereby recognized for the great honor they have brought to their team, their school, their families and the Town of Scarborough. The Scarborough Town Council is proud of their efforts and hard work.

Freshmen: Nolan Green and Ronan Dexter Hashimoto Andrew

Sophomores: Thomas Ocampo

Juniors: Jacob Ducey, Connor Killip, Stephen Ranger and Camden Zsiga

Seniors: Owen Kasper, Hanniel Nyanutse and Ryan Vigue

Head Coach: Morgan Royle

Signed and sealed this the 6th day of March, 2024, on behalf of the Scarborough Town Council and the Town Manager of Scarborough, Maine.

Signed by: Nicholas S. McGee
Council Chair

Attested by: Yolande P. Justice
Town Clerk

AGENDA
SCARBOROUGH TOWN COUNCIL
WEDNESDAY – MARCH 6, 2024
HYBRID REGULAR MEETING – 7:00 P.M.

Resolution 24-002. Move approval on the request to approve Resolution 24-002, recognizing the Scarborough High School Girls Indoor Track Team on winning the Class A Championship.
[Chairman McGee]

Chairman McGee

Ought to Pass

Sponsor

Recommendation

N/A

First Reading/Vote

N/A

Public Hearing

03/06/2024 – Vote:

Second Reading/Final Approval/Vote

RESOLUTION 24-002

SCARBOROUGH HIGH SCHOOL GIRLS INDOOR TRACK TEAM

BE IT RESOLVED by the Council of the Town of Scarborough, Maine, in Town Council assembled that,

WHEREAS, the Scarborough High School Girls Indoor Track Team did invest many hours of training in preparation for the 2024 State of Maine Class A Girls State Indoor Track Championship; and,

WHEREAS, the Scarborough High School Girls Indoor Track Team did compete and win the 2024 State of Maine Class A Championship; and,

WHEREAS, Sophomore Laurel Driscoll broke the school sile record held since 2007 at the States, running 5:06 and was lead scorer with 20 points. Followed by Seniors Kyleigh Record with 13 points and Bailey Stoddard-Baughman with 11 points.

NOW, THEREFORE, BE IT RESOLVED, by the Scarborough Town Council, in Town Council assembled, that the following members of the Scarborough High School Girls Indoor Track Team and their coaches are hereby recognized for the great honor they have brought to their team, their school, their families and the Town of Scarborough. The Scarborough Town Council is proud of their efforts and hard work.

Sophomores: Laurel Driscoll, Isabella Harmon and Maya Taylor

Juniors: Caroline Benson, Amelia Caruso, Carmen Davis, Maiya Marquis and Ella Schulz

Seniors: Maezy Gleason, Sarah LeFebvre, Avery Pettingill, Kyleigh Record, Bailey Stoddard-Baughman and Madeline Wolfram

Head Coach: Denise Curry

Assistant Coaches: Allen Cornwall, Mark Hamilton, Toni MacQuinn, Joseph Minard and Andrew Rice

Signed and sealed this the 6th day of March, 2024, on behalf of the Scarborough Town Council and the Town Manager of Scarborough, Maine.

Signed by: _____
Nicholas S. McGee
Council Chair

Attested by: _____
Yolande P. Justice
Town Clerk

AGENDA
SCARBOROUGH TOWN COUNCIL
WEDNESDAY – MARCH 6, 2024
HYBRID REGULAR MEETING – 7:00 P.M.

Order No. 24-005. Move approval on the second reading on the proposed amendments to Chapter 405 – the Zoning Ordinance, Section XIX.D. Regional Business District. Regional Business District B-2 – D. Special Exceptions and in Section IX. Performance Standards.
[Planning Director]

Planning Director

Ought to Pass

Sponsor

Recommendation

01/17/2024 – Vote: 5 Yeas, 2 Nays (Councilors Anderson and Hamill)

First Reading/Vote

03/06/2024

Public Hearing

03/06/2024 – Vote:

Second Reading/Final Approval/Vote

Scarborough Town Council Meeting

Council Meeting Date: March 6, 2024

ACTION ITEM: Order No. 24-005.**SUBJECT:**

Public hearing and second reading on the proposed amendments to Chapter 405 – the Zoning Ordinance, Section XIX.D. Regional Business District. Regional Business District B-2 – D. Special Exceptions and in Section IX. Performance Standards. *[Planning Director]*

PURPOSE:

To review the proposed ordinance changes and amendments required to allow the conversion of hospitality uses into multi-family uses.

BACKGROUND:

The Housing Alliance submitted a policy memo to Town Council and Town Manager on August 3, 2022. The subject of the memo concerned the consideration of converting hospitality uses into multi-family uses.

The Housing Alliance performed a thorough review of locations of hospitality uses and their zoning districts. The properties generally fall into three categories: coastal properties, motel/hotel lodge type properties along the Route 1 corridor and larger extended stay and national franchise type properties along the Payne Road corridor.

Within these areas, the properties fall into seven zoning districts: B2, B3, CMU1, R2, R4A, TVC and TVC3. The Housing alliance looked at compatibility factors and ultimately narrowed the focus of conversion possibility to the B2, B3, TVC and TVC3 zones. They also outlined specific standards to apply to such conversions.

Planning staff was requested to review the memo and provide opportunities and analysis how to best accommodate the request. The Planning Department recommended limiting the amendment to the B-2 district to permit multi-family with a special exception and performance standards. The B-2 zoning district includes the 5 properties on Payne Road. The Special Exception process requires approval by the Board of Appeals. This would be a 30-45 day process for applicants.

Proposed ordinance changes include adding the use as a Special Exception to the B-2 District, and adding performance standards to Section 9. The performance standards were taken from the Housing Alliance summary.

HOUSING ALLIANCE REVIEW AND RECOMMENDATION

The Planning Department presented the proposal to the Housing Alliance on November 30, 2022. They recommended some minor changes and that the proposal be forwarded to the Ordinance Committee for consideration.

The Ordinance Committee reviewed the proposal on both February 9 and March 9 of 2023. The Ordinance Committee deferred bringing the proposal forward to Town Council until the Rate of Growth Ordinance was complete. The concern stemmed from how/if Growth Permits would be required for conversion projects.

As currently written, Growth Permits **are not** required. **The waiver of growth permits could be addressed by requiring conversions to utilize the Affordable Pool that is allocated Town wide. The Rate of Growth Ordinance allocates 100 Affordable and Workforce Housing growth permits in the 3-year period that the ordinance is effective.**

If the ordinance amendments are approved, any of the property owners of the five lodging establishments may pursue the special exception approval. They would then be required to follow the site plan and building permit approval process.

The Planning Board held a public hearing on February 20, 2024. No public comments were made; however, the Planning Board included recommendations to the language of the draft ordinance as presented. (Attachment 5)

FISCAL IMPACT:

Initial assessments from Public Safety do not foresee a significant difference in regards to the cost to serve under normal operating circumstances from a public safety perspective. The type of end user might have some effect based on the clients served.

Based on initial assessing review, tax revenue is not anticipated to vary greatly with conversions.

STATUS / PROCESS TO DATE:

- Housing Alliance Review: November 30, 2022
- Ordinance Committee Overview: February 9, 2023
- Ordinance Committee Review: March 9, 2023
- Town Council First Reading: January 17, 2024
- Planning Board Public Hearing: February 20, 2024

PROPOSED ACTION:

Move approval on the second reading on the proposed amendments to Chapter 405 – the Zoning Ordinance, Section XIX.D. Regional Business District. Regional Business District B-2 – D. Special Exceptions and in Section IX. Performance Standards.

ATTACHMENTS:

- Housing Alliance Memo
- Motel/Hotel Location Map
- Proposed Section XIX. Regional Business District (B-2) Amendments and Section IX. Performance Standards
- Planning Board Staff Report 2.20.24
- Planning Board Recommendations 2.20.24

MEMORANDUM

SUBJECT: POLICY CONSIDERATIONS IN THE CONVERSION OF HOSPITALITY USES TO MULTIFAMILY

DATE: August 3, 2022

FROM: Scarborough Housing Alliance

TO: Scarborough Town Council

CC: Tom Hall, Town Manager

The Scarborough Housing Alliance is a committee of Scarborough citizens that has been appointed by the Town Council to advise on matters relating to housing policy in the Town of Scarborough, Maine. Throughout the years, the Alliance has provided project-specific advice as Town Council has considered incentive packages for affordable housing developments, it has provided input on changes to the zoning ordinance on housing related matters and it has provided critical insights and advice related to the Town's Housing Trust Fund.

Over the past 2-3 years, the emergence of a novel coronavirus has impacted all facets of life in our community. One of those impacts is on the viability of the hospitality (hotel) industry. Nationally, owners of some hospitality properties have started to consider changing the use of their properties from a hospitality use to a multifamily use; in some communities this change of use has helped to add to the much-needed supply of workforce and affordable housing.

The Town Council has requested that the Scarborough Housing Alliance study this issue and advise the Council on what types of issues it ought to consider when and if requests are made to change the use of hospitality (hotel/motel) properties to multifamily properties in a land use zone where such a use is not allowed. The Alliance has studied the issue and discussed the issue at length. **The Alliance supports the creation of a streamlined process to allow for the conversion of hospitality properties to multifamily properties in certain zoning districts.** This memorandum summarizes our feedback to the Town Council and the considerations that we recommend be included in the streamlined process.

Applicability

The first step that the Alliance took in analyzing this issue was to do a spatial analysis of where the hospitality uses are located throughout Scarborough. We then overlaid this information with the zoning for each parcel and details of what uses are permitted as-of-right in each zone. This analysis helped to highlight that hospitality properties fall in three general areas in Scarborough: coastal properties, motel/motor lodge type properties along the Route-1 corridor and larger extended stay and national-flagged type properties located along the Payne-road corridor. Within these areas, the properties fall within 7 zones: the B2, B3, CMU1, R2, R4A, TVC and TVC3 zones. Appendix A provided a summary of the allowable uses in each zone; Appendix B shows the map of where the hospitality uses are located. This led to the first consideration.

- ***Consider the adjacent uses and the compatibility of a housing use versus a hospitality use.***

In considering the compatibility, we discussed the fact that housing benefits from a more consistent and less transient user-base. This promotes more connection to community and presumably more stability. We also discussed, however, that with this consistency comes persistent intensity. A hotel/motel may have seasonal surges in usage while a multifamily use is likely to have year-round consistent high occupancy loads. This led the Alliance to consider whether some locations might be preferable to others for these types of conversions and whether the availability of a streamlined process ought to be limited to properties in select areas. Supposing that the existing stock of hospitality uses are able to function appropriately from a traffic, noise and life-safety perspective in each of the zones that they exist in, there seems to be little good reason to limit the availability of the option to convert uses of these properties. We do believe, however, that most conversions are likely to occur where land values are lowest – away from the coast. We also recognize that certain areas lend themselves to having less residential impact than others – which may be important as a new policy tool is introduced in Town. In the initial implementation of this policy, we recommend that streamlined conversion process only be available to properties in the B1, B2, B3, TVC and TVC3 zones.

Suitability

Properties operating as hospitality uses have presumably been functioning well for their intended use. The Alliance recognized that housing creates different needs than short- or mid-term stay lodging. Issues such as community, pedestrian circulation, recreational infrastructure, resident management and parking infrastructure all ought to be considered in these proposals. Any proposal to convert an existing use ought to make adequate provisions for these issues.

- ***Consider matters of suitability, like: promotion of community, access to shared transportation opportunities (bus routes, shuttles, park and rides) or non-vehicular transportation opportunities (bike paths, walking paths), pedestrian circulation, recreational infrastructure, resident management and parking infrastructure.***
- ***Consider type of residential units being proposed and only approve self-contained, independent living multifamily dwellings.***
- ***Consider how the proposal meets universal design and handicapped accessibility principles and laws.***

In making determinations regarding allowable unit sizes under the newly developed proposal, the Council should take care to adhere to Fair Housing laws and be careful of running afoul or disparate impact rules by unintentionally precluding housing from being created for protected classes of people.

Policy Issues

The Alliance recognizes that the change of use requests will be made for structures and businesses that are approaching functional obsolescence and that a strong community will have an ever evolving, yet internally consistent, set of land use regulations. We also recognize that our community has an increasing need for affordable and workforce housing and the conversion of this potentially underutilized property type is an excellent opportunity to add to the stock of affordable and workforce housing in town. We have considered the following policy issues:

- ***Is there a need for there to be more or less restrictions for this to be successful?***

- ***How much of a proposed project should be affordable? How much should be restricted to workforce?***
- ***Should a proposed conversion be required to upgrade the property to current code standards? Should only life-safety issues be required to be addressed?***
- ***How should conversion proposals be treated with respect to Scarborough's Growth Management Ordinance?***
- ***What is the proper venue for reviewing these proposals in a streamlined way?***

In general, we see the next step for the Council to be to create a clear, consistent and predictable process for applicants to go through. Consistency and predictability ought to be the measure of success rather than the number of units that actually get converted. To meet this objective we recommend treating these requests as “conditional use” or “special exception” requests and insisting that applicants explain how their proposal meets the policy objectives and performance concerns of the Town. Developing a published checklist – and including it in the Zoning Ordinance – that articulates the standards by which proposals will be evaluated is one way to do this. This will balance the importance of predictability with the value of including a rigorous review process.

With respect to the percentage of the project that should be affordable or workforce, we are reminded that there is currently no existing right to convert hospitality uses to multifamily uses in these zones and that Scarborough has documented needs for workforce and affordable housing. That said, we are mindful of the social benefits to mixed income housing. In order to balance these considerations, we recommend the following:

- At least 10% of all units¹ must qualify as “Affordable Housing Units” per the Zoning Ordinance.
- No more than 50% of all units may be “Unrestricted Units” where an Unrestricted Unit refers to a unit that is neither a Workforce Housing Unit nor an Affordable Housing Unit under the Zoning Ordinance.
- Affordable Housing Units and Workforce Housing Units should be distributed proportionally across unit sizes and units should be of similar quality, size and amenity composition regardless of whether they are designated as Affordable, Workforce or Unrestricted Units.

The Building Code will govern any construction and renovation of these proposed conversions. We suggest that all conversions be required to contain fully operational units that provide separate kitchen, bath and sleeping space for each unit. We do not suggest that any code standards in excess of what would be required for any other multifamily renovation be required for a change in use conversion.

With respect to the Growth Management Ordinance (the “GMO”), there are several characteristics of likely conversion proposals that suggest that they ought to be exempted from limits imposed by the GMO. We note that the GMO is intended to manage the impact of future development on the resources of the Town, including fire, police, water/sewer, traffic, stormwater and others. By their nature, each of these proposals will involve the conversion of an existing structure that is already drawing on the Town’s resources. The proposed improvements to existing lodging establishments will, in many cases, reduce the draw on these resources – particularly to the extent that life safety, fire safety and energy and water

¹ The measure of “all units” should be taken based on the final unit count of the development rather than the pre-construction room count of the property. This acknowledges the potential need to combine smaller rooms together to create a suitable apartment unit.

efficiency improvements are made. Because of the unique nature of these conversion activities, and the public purpose behind creating affordable and workforce housing, limited exemption seems appropriate.

- ***To the extent that the number of bedrooms in a proposed conversion is less than or equal to the number of rooms in the subject lodging facility, the proposal should be exempted from the limits imposed by the GMO.***
- ***Conversion proposals should only be required to obtain growth permits for any net units created above the number of rooms in the structure being converted. For instance, if a proposal to convert a 20-room hotel would result in the 15 apartments in a renovated structure and 12 apartments in a newly constructed building on the same parcel, growth permits should be required for 7 housing units (the 15 + 12 minus 20).***

Finally, the Town of Scarborough has several oversight boards that deal with land use, building code and other similar issues. We recommend that one of these existing boards be charged with implementing any new policies that are promulgated by the Town Council and urge the Town Council to ensure that whatever policy gets created be clear and concise – both in its intention and its content.

Takeaways

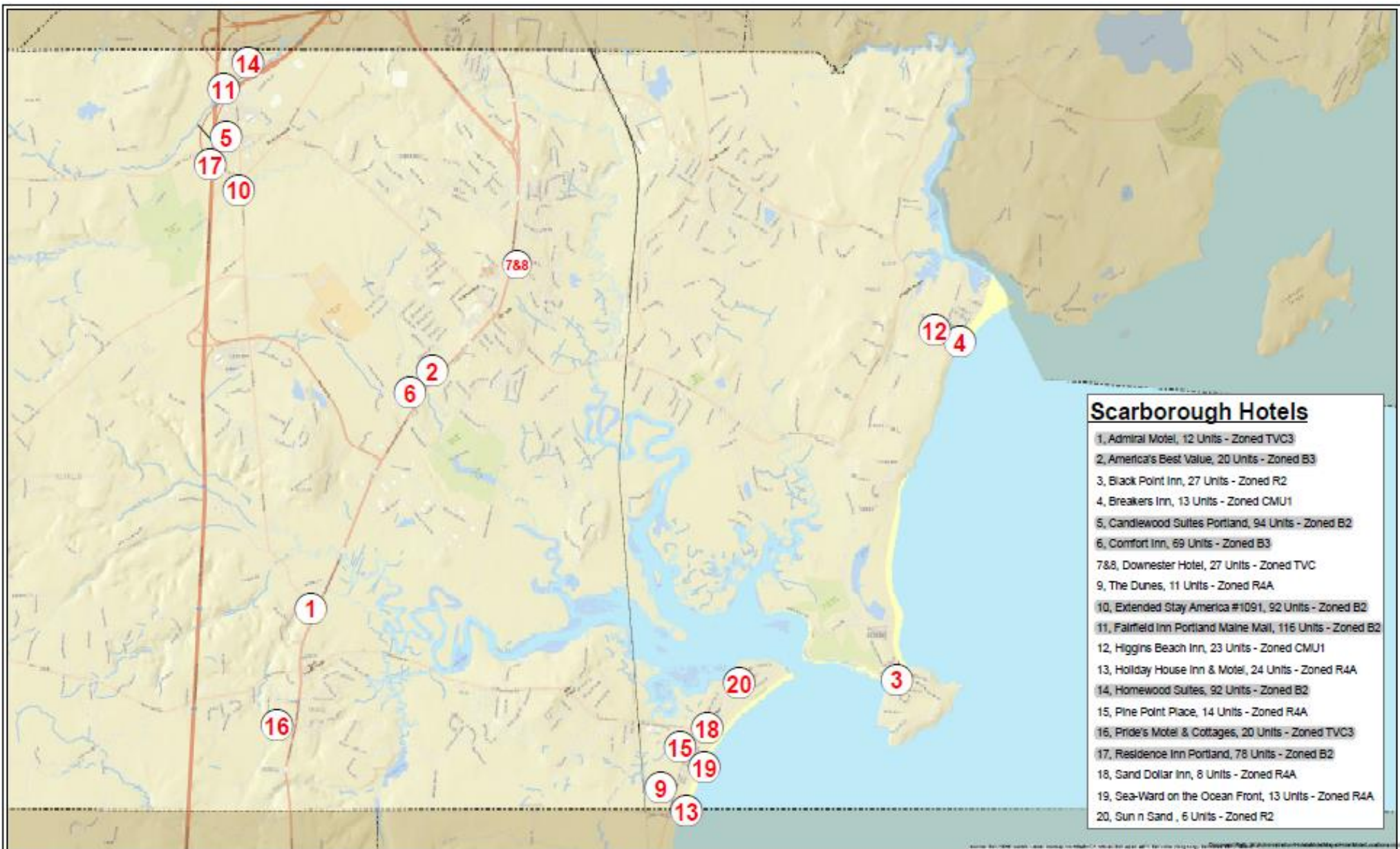
Hospitality uses are functionally similar to multifamily uses and a conversion from one use to another provides an excellent opportunity to utilize existing structures more efficiently to meet Scarborough's housing needs. Renovations and conversions are by their very nature environmentally friendly and moving from a transient use to a non-transient use will by its very nature add to the stability of the community. What's more, failing or struggling businesses often lead to underinvestment and may lead to blight – which can become a nuisance to a community like Scarborough. Creating an avenue to voluntarily convert properties from a hospitality use to a multifamily use will mitigate the risk of blight. Including an affordable or workforce component in any conversion requests will ensure that this limited opportunity contributes to one of Scarborough's other issues: its lack of dedicated affordable and workforce housing.

The Alliance recognizes and would like to highlight these factors, suggests that there is an existing infrastructure of review in town that should be utilized and recommends that the Town Council utilizes that existing infrastructure to perform any review in line with a well-articulated set of standards that relate to the policy issues outlined above.

Appendix A

Summary of allowable residential uses in each zone that hospitality uses fall within in Scarborough.

	B1	B2	B3	CMU1	R2	R4A	TVC	
Hotels/Motels or Bed & Breakfast	X	X	X				X	
Multifamily dwellings							X	
Multiplex dwellings						X	X	
Townhouses						X	X	
Senior housing							X	
Live/work units	X						X	
Long-term Care facilities							X – with special exception	
Single family units	X				X	X		
Two family dwellings	X					X		



**Town Of
Scarborough
Maine**

<http://www.scarborough.me.us/gov>

Disclaimer: The data contained within the Scarborough GIS is provided as a public resource of general information. The Town of Scarborough makes no warranty or representation as to the accuracy, timeliness or completeness of any of the data, and shall assume no liability for the data contained, for corrections, or any decisions made or actions taken or not taken to reliance upon any of the data. Parcel data is intended for general reference only and is a general representation of approximate lot configuration, and is not intended for boundary determination, legal description, valuation, or transfer. Any serviceability information shown is intended for general information only. Other utilities may be present, and the appropriate utility owner should be contacted for detailed information. GIS data is not intended for engineering design. Field verification is recommended.

0 2,000 4,000 8,000 Feet



Print Date: 5/2/2022

**Town of Scarborough
Hotel & Motel Locations**

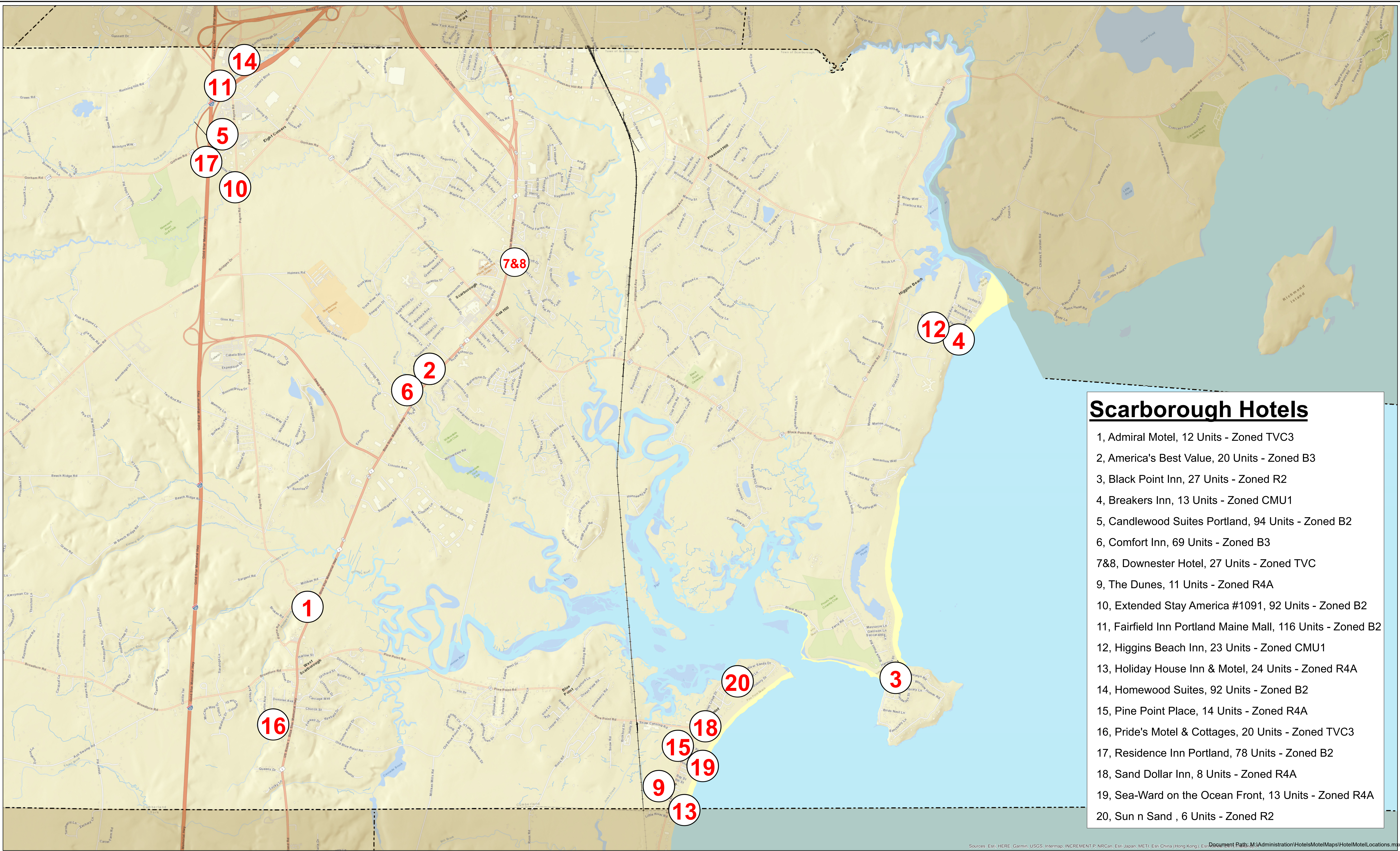
Appendix C

Checklist of factors to include in conversion proposals

- Compatibility of surrounding uses with proposed housing use.
- Proposed unit type, configuration and amenities.
- Provides independent, self-contained, fully functional dwelling units
- ***Consider how the proposal meets universal design and handicapped accessibility principles and laws.***
- ***Promotion of community, pedestrian circulation, recreational infrastructure, resident management and parking infrastructure.***
- ***Provides housing that qualifies as Workforce Housing by Zoning Ordinance definitions.***
- ***Provides housing that qualifies as Affordable Housing by Zoning Ordinance definition.***
- ***How proposal addresses building code compliance and life safety improvements.***

Appendix D

Meeting minutes from Scarborough Housing Alliance meetings regarding conversion requests.



- ### Scarborough Hotels
- 1, Admiral Motel, 12 Units - Zoned TVC3
 - 2, America's Best Value, 20 Units - Zoned B3
 - 3, Black Point Inn, 27 Units - Zoned R2
 - 4, Breakers Inn, 13 Units - Zoned CMU1
 - 5, Candlewood Suites Portland, 94 Units - Zoned B2
 - 6, Comfort Inn, 69 Units - Zoned B3
 - 7&8, Downester Hotel, 27 Units - Zoned TVC
 - 9, The Dunes, 11 Units - Zoned R4A
 - 10, Extended Stay America #1091, 92 Units - Zoned B2
 - 11, Fairfield Inn Portland Maine Mall, 116 Units - Zoned B2
 - 12, Higgins Beach Inn, 23 Units - Zoned CMU1
 - 13, Holiday House Inn & Motel, 24 Units - Zoned R4A
 - 14, Homewood Suites, 92 Units - Zoned B2
 - 15, Pine Point Place, 14 Units - Zoned R4A
 - 16, Pride's Motel & Cottages, 20 Units - Zoned TVC3
 - 17, Residence Inn Portland, 78 Units - Zoned B2
 - 18, Sand Dollar Inn, 8 Units - Zoned R4A
 - 19, Sea-Ward on the Ocean Front, 13 Units - Zoned R4A
 - 20, Sun n Sand , 6 Units - Zoned R2

Chapter 405 - Town of Scarborough Zoning Ordinance

BE IT HEREBY ORDAINED by the Town Council of the Town of Scarborough, Maine, in Town Council assembled, that the following changes to Chapter 405 the Zoning Ordinance of the Town of Scarborough, Maine, as follows:

1. Amend Section XIX. Regional Business District B-2.D. Special Exceptions, by adding the new language underlined below:

D. SPECIAL EXCEPTIONS [Amended 08/19/09]

1. Public utility buildings including substations, pumping stations and sewage treatment facilities.
2. Outdoor storage, exclusive of fuel stored in bulk. [03/20/02]
3. Outdoor sales provided that all merchandise displayed for sale is located at least 1,000 feet from any public way.
4. Adjunct Uses, Place of Worship. [05/05/99]

5. Multifamily dwellings, converted from lodging uses in existence as of January 1, 2023. Subject to the Performance Standards of Section IX. (Z) of this Ordinance

2. Amend Section IX. Performance Standards, by adding a new subsection Z. MULTIFAMILY DWELLINGS – CONVERSIONS FROM LODGING USE, as follows:

Z. MULTIFAMILY DWELLINGS – CONVERSIONS FROM LODGING USE

Existing lodging uses may be converted to multifamily dwellings in their entirety when permitted as a Special Exception in the B-2 zoning district, subject to the Special Exception approval process through the Zoning Board of Appeals and subject to the following Performance Standards.

(1) All conversions must obtain building permits and meet all applicable Building Code and life safety requirements for any renovations or modifications required.

(2) All residential units must be self-contained, independent living quarters including a separate kitchen, bath and sleeping space for each unit.

(3) Accessibility requirements shall be considered when reviewing requests for conversion.

(4) A minimum of 50% of all units must qualify as Renter-Occupied Workforce Housing or Renter-Occupied Affordable Housing units and deed restricted.

(5) A minimum of 10% of all units must qualify as Renter-Occupied Affordable Housing units as defined by the Zoning Ordinance and deed restricted.

(6) Affordable Housing and Workforce Housing units must be distributed proportionally across bedroom mix and units must be of the same quality, size and amenity composition as market rate units.

(7)– Amenities for residents must be provided and considered when reviewing requests for conversion, including resident amenities, internal pedestrian circulation, on-site management and any additional services offered.

(8) All units must require 12 months lease agreements. –

(98) Adequate on-site parking must be provided for. Each unit shall require one parking space.

–(10)9) All units in a conversion proposal shall be exempt from any rate of growth requirements. Any new construction of units or additional units over the original unit count in the lodging use shall be subject to rate of growth requirements.

(110) All minor modifications to the site including parking lot modification, landscaping, pedestrian amenities, outdoor amenities and in-kind architectural changes are subject to the Minor Development Review Site Plan process requiring Town Planner approval. Any proposed alterations which increase the floor area of the building by more than 100 square feet are subject to the Major Development Review Site Plan process requiring Planning Board approval.

**Ordinance Amendment Staff Report
Planning Board Public Hearing February 20, 2024**

Submittal Type: Ordinance Amendments to Chapter 405 Zoning Ordinance
Applicant: Housing Alliance/Town of Scarborough

ACTION REQUIRED:

Hold a public hearing and receive comment on proposed amendments to Chapter 405 – the Town of Scarborough Zoning Ordinance, Sections XIX.D. Regional Business District B-2 – D. Special Exceptions and in Section IX. Performance Standards for policy considerations in the conversion of Hospitality Uses to Multi-Family.

PUBLIC NOTIFICATION:

Publication of this public hearing was included in the Portland Press Herald on February 7, 2024 and February 13, 2024.

PLANNING BOARD ACTION:

Hold a public hearing and receive comment to Town Council.

TOWN COUNCIL CONCERNS:

Town Council expressed concerns about the decision to allow growth permits to be waived for conversions and the cost to serve for transitions from lodging uses to multi-family uses.

The waiver of growth permits could be addressed by requiring conversions to utilize the Affordable Pool that is allocated Town wide. The Rate of Growth Ordinance allocates 100 Affordable and Workforce Housing growth permits in the 3-year period that the ordinance is effective.

Initial assessments from Public Safety do not foresee a significant difference in regards to the cost to serve under normal operating circumstances from a public safety perspective. The type of end user might have some effect based on the clients served.

Also, based on initial assessing review, tax revenue is not anticipated to vary greatly with conversions.

ATTACHMENTS:

Town Council Staff Report 1.17.24
Town Council Order 1.17.24
Town Council Action 1.17.24

NEXT STEPS:

- Town Council First Reading TBD - March 6 or March 21, 2024

Planning Board Recommendation

Nicholas McGee
Chair, Scarborough Town Council
259 U.S. Route 1
P.O. Box 360
Scarborough, ME 04070

RE: Amendments to Chapter 405 Zoning Ordinance Section XIX.D. Regional Business District B-2 – D Special Exceptions, and Section IX. Performance standards for policy considerations in the conversion of Hospitality Uses to Multi-Family.

Chairman McGee and members of the Town Council,

On February 20, 2024, in accordance with the Town of Scarborough Zoning Ordinance, the Planning Board held a public hearing and reviewed the proposed Zoning Ordinance amendment to the B2 zoning district and performance standards relating to conversion of hospitality uses to multifamily. The Ordinance requires that the Planning Board give its recommendation to the Town Council regarding the land use implications of the request. After consultation with the Board Chair, the recommendation is to approve the amendment with the following updates and considerations:

1. Update Section IX.Z(1) for performance standards for conversions from lodging use to read "All conversions must obtain building permits and meet all applicable MUBEC building code and life safety requirements for any renovations or modifications required". The Board recommends this addition to specify Maine Uniform Building & Energy Code (MUBEC) requirements.
2. Accommodation for school bus waiting areas for students who may move into any such developments. This is a matter of public safety and is recommended to be considered by the Council.

If you would like further clarification or discussion on these items, the Planning Department would be happy to provide any requested information in consultation with the Planning Board.

Sincerely,



Autumn Speer
Director of Planning & Code Enforcement

AGENDA
SCARBOROUGH TOWN COUNCIL
WEDNESDAY – MARCH 6, 2024
HYBRID REGULAR MEETING – 7:00 P.M.

Order No. 24-022. Move approval of the second reading on the proposed amendments to Chapter 601 – the Town of Scarborough Traffic Ordinance; Section 25.A.IV Pine Point and Section D.25.D. Speed Limits in Certain Areas and schedule second reading for Wednesday, March 20, 2024. *[Town Staff]*

Town Staff

Ought to Pass

Sponsor

Recommendation

02/20/2024 – Vote: 7 Yeas

First Reading/Vote

03/06/2024

Public Hearing

03/06/2024 – Vote:

Second Reading/Final Approval/Vote

Scarborough Town Council Meeting

Council Meeting Date: March 6, 2024

ACTION ITEM: Order No. 24-022.
SUBJECT: Public Hearing and second reading on the proposed amendments to Chapter 601 – the Town of Scarborough Traffic Ordinance; Section 25.A.IV Pine Point and Section D.25.D. Speed Limits in Certain Areas. <i>[Town Staff]</i>
PURPOSE: The revisions proposed for the Traffic Ordinance are intended to provide consistent, safe, and clear language regarding two areas within the Pine Point neighborhood where residents have pointed out parking concerns, and provide information related to speed limits that are under the jurisdiction of the Maine Department of Transportation (MaineDOT).
BACKGROUND: Last fall the MaineDOT made Town staff aware of discrepancies within our Speed Limit section of the Traffic Ordinance. Since the State is the governing authority to set speed limits, by having them listed within our Ordinance it leaves room for errors, omissions, and the false sense that the Town is able to set speed limits on public roadways. In addition, residents have brought up concerns related to safety issues with on-street parking within the Pine Point area of Town.
FISCAL IMPACT: No fiscal impact
STATUS / PROCESS TO DATE: <ul style="list-style-type: none">• Reviewed by the Ordinance Committee: October 12, 2023 and February 14, 2024• First reading before the Town Council: February 21, 2024• Public hearing and second reading before the Town Council: March 6, 2024
PROPOSED ACTION: Move approval on the proposed amendments to Chapter 601 – the Town of Scarborough Traffic Ordinance; Section 25.A.IV Pine Point and Section D.25.D. Speed Limits in Certain Areas.
ATTACHMENTS: Ordinance Committee Memo Redline version of Chapter 601 Ordinance

MEMO

To: Ordinance Committee

From: Mark Holmquist, Chief of Police
Angela Blanchette, P.E., Town Engineer
Doug Howard, Public Works Director

Date: February 14, 2024

Re: Chapter 601 – Traffic Ordinance Updates

In October of 2023, staff presented changes to Chapter 601 to the Ordinance Committee related to the speed limit section and the allowed parking on the southeast side of East Grand Avenue. At the time the committee was transitioning to new council members and tabled the discussion until 2024.

Background

The Scarborough Traffic Ordinance language has not had a substantial update in decades. As a result, information continues to be added to this Ordinance, however a holistic review of the document has not taken place. Based on recent questions from residents regarding traffic control signage and enforcement, staff is requesting edits, which have no substantive change in the intent, but will provide clarification for patrol officers, staff, and the general public. These edits have been provided as a redline mark-up in the attached document and are summarized below:

Chapter 601, Section 25.A.IV Pine Point (from May 1 to September 15 each year)

Based on safety concerns raised by residents in the area, staff proposes a change in the language to eliminate parking along the easterly side of East Grand Avenue (beach side of the street).

Based on complaints by residents on Avenue Four, and to be consistent with similar roads within this area of Pine Point, staff proposes the inclusion of Avenue Four in Section 25.A.IV(9) and therefore eliminates the need for 25.A.IV(10) to allow parking on both sides of the roadway from May 1 to September 15th.

Chapter 601, Section D.25.D Speed Limits in Certain Areas

Staff continuously receives calls and requests associated with speed limits on our local town ways, collector roads, and State corridors throughout Town. While there is language in Chapter 601 associated with speed limits on some roadways in Town, this list is not complete and may not be accurate based on the Maine Department of Transportation (MaineDOT) database, who has jurisdiction over speed limits in Town. Staff is requesting that Section 25.D, be revised to refer to the governing body that has the authority to set and modify speed limits based on State Statute, MaineDOT. The Town does not have the authority at this time to set or change speed limits, and

by including this section in the Ordinance there leaves room for errors, omissions, and interpretations that are not enforceable by the Police Department.

ATTACHMENTS

- A. Revised Chapter 601, Section 25.A.IV, Pine Point
- B. Revised Chapter 601, Section 25.D, Speed Limits in Certain Areas

PROPOSED AMENDMENTS TO CHAPTER 601
THE TOWN OF SCARBOROUGH TRAFFIC ORDINANCE

BE IT HEREBY ORDAINED by the Town Council of the Town of Scarborough, Maine, in Town Council assembled, that the following amendments to Chapter 601 - the Town of Scarborough Traffic Ordinance, is hereby amended, as follows (additions are underlined; deletions are struck through):

1. Attachment A – Section 25.A.IV. Pine Point Parking
2. Attachment B – Section 25.D. Speed Limits in Certain Areas

ATTACHMENT A

Chapter 601, Section 25.A.IV, Pine Point Parking

Revisions

- (ii) 1 hour parking shall be allowed, from 6:00 a.m. to 10:00 p.m., in designated metered parking spaces, on the ocean side only of Bayview Avenue. From the end of the drop-off zone to Morning Street from September 16th to April 30th, the 1 hour parking shall not be in effect. [amended November 4, 2015]
- (iii) On all other areas of Bayview Avenue there shall be no parking at any time, except during the off-season [September 16th to April 30th] on the ocean side of Bayview Avenue from Morning Street to Vesper Street. (amended 02/16/2011)
- (iiii) there shall be no parking on any of the other streets year round unless otherwise noted herein.
- c. Upon either side of Spurwink Road (Route #77), from Pleasant Hill Road continuing to the Southerly side of Dorado Drive.
- d. A five-minute drop-off zone, year round, on the ocean side of Bayview Avenue only outside the travel lane beginning at Pearl Street and continuing approximately 90 feet north toward Ashton Street.
- e. Vehicles found in the Higgins Beach Parking lot outside of the posted operational hours will be subject to ticketing as established in Section 22 of this Ordinance.

III. PROUTS NECK (from May 1 to September 15 of each year).

- a. Upon any of the public streets or highways within the area known as Prouts Neck area. For the purpose of this Ordinance, the Prouts Neck area is defined as including the area generally South of the property at 364 Black Point Road, now or formerly owned by Eucharist Archambault on the Prouts Neck Road. (Black Point Road). [Amended 07/16/14]
- b. Black Point Road from Kirkwood Road to Ferry Road. [Amended 11/14/94]

IV. PINE POINT (from May 1 to September 15 of each year). Revised February 1980 [09/06/17].

- (1) Upon certain of the public streets or highways within the Pine Point area known as Oak, Granite, Bliss, Dover, Pine, Beach, Sea Rose Lane, Bay, Ninth, or Eleventh Streets.
- (2) King Street (or Front Street) from Pine Point Road to Avenue Seven - both sides. [Amended 07/21/77]
- (3) Entire length of Riversands Drive - both sides.
- (4) On the Easterly side of Avenue Five from Jones Creek Drive to King Street.
- (5) On both sides of Avenue Five from King Street to the Ocean.
- (6) Driftwood Lane (the entire length - both sides).
- (7) Upon East Grand Avenue Except in accordance with the following: [Amended 09/21/03]
 - a. On the Northerly side of East Grand Avenue in front of number 3 East Grand Avenue at CMP Pole #116 back to Pine Point Road – No Parking. [Amended 09/06/17]

~~b. On the Ocean side of East Grand Avenue from the Old Orchard Line to a point opposite the Westerly side of 27 East Grand Avenue Granite Street No Parking. [Amended 07/16/14 xx/xx/xxxx]~~

~~d.b.~~ On the Northerly side of East Grand Avenue each business shall have one designated parking space in front of the business for the business - 20-minute business parking.

c. From CMP Pole #116 at 3 East Grand Avenue to the Old Orchard Line “Unlimited Parking Within Designated Spaces Only”. [Amended 09/06/17]

(8) Tasker Avenue - Both sides from Jones Creek Drive to King Street.

(9) Upon both sides of Avenue One, Avenue Two, Avenue Three, Avenue Four, and Avenue Six, from Jones Creek Drive to King Street. [Amended 07/16/14]

~~(10) On the East Side of Avenue Four from Jones Creek Drive to King Street.~~

(10) On the Northerly side of Jones Creek Drive from the Pine Point Road to the intersection of Avenue Four. [Amended 05/05/82]

(12) On the Northerly side of Jones Creek Drive from the intersection of Avenue Four to the intersection of Avenue Six - 20 minutes business parking. [Amended 05/05/82]

IV-1. PINE POINT (from May 1 to September 15 of each year).

(1) On Pine Point Road (formerly Depot Street) from East Grand Avenue to the Ocean.

(2) On Pine Point Road, both sides, within twenty (20) feet of either side of the driveway opening of the Audubon Nature Center.

(3) No parking shall be allowed on Pine Point Road from east Grand Avenue to Snow Canning Road, except for within the delineated on-street parking spaces on the southwesterly side of the road. [adopted 03-01-17]

IV-2. PINE POINT - CO-OP (Time Limit) [adopted 1/06/99][amended 06/05/19][amended 05/19/2021]

(1) Pine Point Co-Op (Time Limit - Adopted 11/06/99): The thirteen (13) parking spaces, three (3) of which shall be designated as handicapped parking, located along the front northeasterly corner of the site plan designated Scarborough Town Landing shall be limited to a total time limit of 30 minutes parking year round. An additional four (4) handicapped parking spaces with no time limit shall be located in the next row back.

(2) Fifteen (15) double parking spaces in the second row to the right of the entry road facing toward the pier, shall be designated as “Commercial Fisherman – including trailers” with red painted lines and additional signage to read “Parking by Commercial Permit Only.” April 15th to September 15th from 8:00 a.m. to 5:00 p.m. Violators subject to ticketing.” Vehicles required to display a Town of Scarborough Commercial Sticker.

(3) The unpaved (aka gravel) parking lot to the left of the entry road facing toward Jones Creek shall be maintained for “Parking – Commercial Fisherman Only. April 15th to September 15th from 8:00 a.m. to 5:00 p.m. Violators subject to ticketing” and designated with signage. Vehicles required to display a Town of Scarborough Commercial Sticker.

V. TWO ROD ROAD (from May 1 to October 30 of each year).

(1) No parking at any time on the Two Rod Road from Holmes Road southerly a direction of 1500 feet.

VI. LOADING AND UNLOADING ZONES.

(1) 63 King Street - 20 minute business zone.

(2) 27 East Grand Avenue - 20 minutes business zone.

ATTACHMENT B

Chapter 601, Section 25.D, Speed Limits in Certain Areas

Revisions

- (5) Houghton Street shall be one-way from Bayview Avenue northwesterly to Greenwood Avenue. [Amended 12/06/00]
- (6) Bayview Avenue shall be one-way from Ocean Avenue southwesterly to Houghton Street. [Amended 12/06/00]
- (7) Bayview Avenue shall be one-way from Ocean Avenue northeasterly to Morning Street. [Amended 12/06/00]
- (8) Berry Road shall be one-way from 1,525 feet easterly of Beech Ridge Road to the roundabout on Berry Road, 150 feet westerly of Barley lane. [Adopted 03-01-2023]

D. SPEED LIMITS IN CERTAIN AREAS:

I. Maine State law (29-A § 2073 §-1 and 2075, §-3) authorizes the Maine Department of Transportation (MaineDOT), with the approval of the chief of the State Police, as the only legal entity to create or change a speed limit on a public way which includes, state and state aid highways and townways. Speed limits for roadways within the Town of Scarborough can be found at: <https://www.maine.gov/mdot/mapviewer/> and by contacting MaineDOT Region 1 office.

II. Per MRSA 29-A, §2074, except when conditions or other regulations require a lower speed, the following are maximum rates of speed:

- 15 m.p.h. in a school zone at specific times of the day.
- 25 m.p.h. in a business or residential area or built up portion, unless otherwise posted.
- 45 m.p.h. on all other public ways, unless otherwise posted.

I. ~~DUNSTAN AREA:~~

~~(1) Broadturn Road from U.S. Route One to Urban line. Maximum speed limit 30 M.P.H.~~

~~(2) Old Blue Point Road from U.S. Route One to Urban line. Maximum speed limit 35 M.P.H.~~

II. ~~PINE POINT AREA:~~

~~(1) Pine Point Area — All streets easterly of Depot Street including Depot Street. Maximum speed limit 25 M.P.H.~~

~~(2) Ross Road from Pine Point Road ½ mile on Ross Road. Maximum speed limit 25 M.P.H.~~

III. ~~HIGGINS BEACH AREA:~~

~~(1) All streets including Ocean Avenue. Maximum speed limit 25 M.P.H.~~

IV. ~~PLEASANT HILL AREA:~~

~~(1) Highland Avenue from Pleasant Hill Road to Chamberlain Road. Maximum speed limit 35 M.P.H.~~

~~(2) Gunstock Road, entire length. Maximum speed limit is 25 M.P.H. 06/01/94~~

~~(3) Powder Horn Drive, entire length. Maximum speed limit is 25 M.P.H. 06/01/94~~

~~(4) Schooner Road, entire length. Maximum speed limit is 25 M.P.H. 06/01/94~~

- ~~(5) — Honeysuckle Lane. Maximum speed limit 25 M.P.H. starting at the junction of Lilac Lane and extending northeasterly to the end of the pavement, a total distance of 0.25 miles. 09/06/2000~~
- ~~(6) — Magnolia Lane. Maximum speed limit is 25 M.P.H. starting at the junction of Highland Avenue and extending southeasterly to the junction of Honeysuckle Lane, a total distance of 0.04 miles. 09/06/2000~~
- ~~(7) — Lilac Lane. Maximum speed limit is 25 M.P.H. starting at the junction of Highland Avenue and extending southeasterly to the end of the pavement, a total distance of 0.20 miles. 09/06/2000~~

~~V. MAPLE AVENUE~~

- ~~(1) — Maple Avenue from U.S. Route #1 to Route #114. Maximum speed limit 25 M.P.H. 06/01/94~~

~~VI. SAWYER ROAD:~~

- ~~(1) — Sawyer Road from U.S. Route #1 to Route #114. Maximum speed limit 35 M.P.H.~~

~~VII. OLD MILLBROOK AREA:~~

- ~~(1) — Old Millbrook Area — All streets. Maximum speed limit 25 M.P.H.~~

~~VIII. FOGG ROAD:~~

- ~~(a) — Fogg Road from Route #207 to and extending easterly to a point opposite CMP/NET Pole #19 a total distance of .80 mile. Maximum speed limit 35 M.P.H. (8/8/75).~~
- ~~(b) — Fogg Road from a point opposite CMP/NET pole #19 easterly to the junction of Pleasant Hill Road a total distance of .70 mile. Maximum speed limit 30 M.P.H. (8/8/75)~~

~~IX. WINNOCK'S NECK ROAD:~~

- ~~(1) — Starting at the junction of the Winnock's Neck Road and the Black Point Road and extending southerly to the end of the road a total distance of 1.40 miles. Maximum speed limit 30 M.P.H. (12/4/75).~~

~~X. ASH SWAMP ROAD:~~

- ~~(1) — The Ash Swamp Road. Starting at the junction of Broadturn Road and extending westerly to the Scarborough/Saco town line, a total distance of 2.00 miles. Maximum speed limit 40 M.P.H. (8/23/77).~~

~~XI. MILLIKIN MILLS ROAD:~~

- ~~(1) — The Millikin Mills Road. Starting at the junction of Old Blue Point Road in Scarborough and extending southwesterly to the junction of Portland Avenue in Old Orchard Beach a total distance of 1.00 mile. Maximum speed 45 M.P.H. (7/15/86).~~

~~XII. HOLMES ROAD:~~

- ~~(1) — The Holmes Road. Starting at the junction of Payne Road and extending westerly to the junction of Two Rod Road, a total distance of 0.80 mile. Maximum speed 40 M.P.H. (7/10/90)~~
- ~~(2) — Holmes Road. Starting at the junction of Two Rod Road and extending westerly to the Saco town line, a total distance of 3.20 miles. Maximum speed 35 M.P.H. (7/10/90)~~

~~XIII. NEW ROAD.~~

- ~~(1) The New Road. Starting at the junction of Route 114 and extending northerly to the junction of Running Hill Road a total distance of .60 mile. Maximum speed 35 M.P.H. (6/21/88).~~

~~XIV. SPRING STREET.~~

- ~~(1) Spring Street. Starting at the junction of Route 114 and extending northerly to the junction of Payne Road a total distance of .50 mile. Maximum speed 35 M.P.H. (9/13/89).~~

~~XVI. MERRILL BROOK AREA.~~

- ~~(1) Beaver Brook Road, entire length. Maximum speed limit is 30 M.P.H. 06/01/94~~
~~(2) Longmeadow Road, entire length. Maximum speed limit is 30 M.P.H. 06/01/94~~
~~(3) Merrill Brook Drive, entire length. Maximum speed limit is 30 M.P.H. 06/01/94~~

~~XVI. ELMWOOD AVENUE.~~

- ~~(1) Elmwood Avenue, entire length. Maximum speed limit is 25 M.P.H. 06/01/94~~

~~XVII. SUNSET AVENUE.~~

- ~~(1) Sunset Avenue, entire length. Maximum speed limit is 25 M.P.H. 06/01/94~~

MAINE DEPARTMENT OF TRANSPORTATION - SCARBOROUGH

ASH SWAMP ROAD (T.W.)

~~40 MPH starting at the junction of Broadturn Road and extending westerly to the Scarborough/Saco town line, a total distance of 2.00 miles.~~

BEECH RIDGE ROAD (S.A. #8)

~~40 MPH starting at the junction of Route 114 and extending southerly to the junction of the Payne Road, a total distance of 5.80 miles.~~

BROADTURN ROAD (S.A. #2, I.R. #70602)

~~30 MPH starting at the junction of Route 1 (Node 7006) and extending westerly to Phillips Brook or a point 0.03 mile east of the junction of Martin Avenue (Node 6805), a total distance of 0.25 mile. (7/24/98).~~

~~35 MPH starting at Phillips Brook or a point 0.03 mile east of the junction of Martin Avenue (Node 6805), and extending westerly to a point 0.22 mile west of the junction of Martin Avenue (Node 6805), a total distance of 0.25 mile. (7/24/98).~~

~~45 MHP starting at a point 0.22 mile west of the junction of Martin Avenue (Node 6805) and extending northerly to the junction with Route 22 (Node 6456), in the town of Buxton a total distance of 5.56 miles. (12/21/01)~~

BURNHAM ROAD (T.W. #493)

~~35 MPH starting at the Scarborough/Gorham town line and extending westerly to the Scarborough/Saco town line, a total distance of 2.10 miles. (5/21/91).~~

CHAMBERLAIN ROAD (I.R. #70201, T.W.)

~~25 MPH starting at the junction of Pleasant Hill road (Node 5413) and extending southwestwardly to a point 0.35 mile northeast of the junction of Highland Avenue (Node 5418), a total distance of 0.41 mile. (6/17/98)~~

~~35 MPH starting at a point 0.35 mile northeast of the junction of Highland Avenue (Node 5418) and extending westerly to the junction of Highland Avenue (Node 5418), a total distance of 0.35 mile. (6/17/98)~~

CUMBERLAND WAY (T.W., I.R. #78115)

~~25 MPH starting at the junction of Route 114 in Scarborough (Node 00882) and extending northeasterly to the end of the public way located 0.06 mile northeast of the junction of Jameco Mill Road in Scarborough (Node 00883), a total distance of 0.29 mile. (09/03/98)~~

CUMMINGS ROAD (this section was f.k.a. section of SPRING STREET)

~~35 MPD starting at the junction with Payne Road (Node 06829) and extending northerly to the Scarborough-South Portland town line (Node 06681), a total distance of 0.37 miles. *Note: This 35 MPH speed zone extends northerly 0.17 miles into the City of South Portland, for a total distance of 0.54 miles.*~~

DEERING DRIVE (T.W.)

~~25 MPH starting at the junction of Route 22 (Node 1008) in Scarborough and extending northerly through the town line with Buxton (Node 1009) and then northeasterly to its termination (Node 2534) in Buxton, a total distance of 0.95 miles. (01/16/02)~~

EASTERN ROAD

~~25 MPH starting at the intersection of Route 207 (Node 5436) and extending north easterly to the intersection of Portland Farms Road (Node 6739), a distance of 0.90 miles. (06/06/97)~~

FOGG ROAD (T.W.)

~~35 MPH starting at the junction of Fogg Road and Route 207 and extending easterly to a point opposite CMP/NET Pole #19, a total distance of 0.80 mile.~~

~~30 MPH starting at a point opposite CMP/NET Pole #19 and extending easterly to the junction of Pleasant Hill Road, a total distance of 0.70 mile.~~

HAIGIS PARKWAY

~~35 MPH starting at the junction of US Route 1 and extending westerly to a point 250' west of the centerline of Scottow Hill Road, a total distance of 0.30 mile.~~

~~45 MPH starting at a point 250' west of the centerline of Scottow Hill Road and extending westerly to the intersection of Payne Road, a total distance of 1.00 mile.~~

HIGHLAND AVENUE (I.R. #70203, S.A. #13)

~~35 MPH beginning at the junction with Route 207 (Node 05006) and extending northeasterly to a point 0.21 miles beyond the junction with Chamberlain Road (Node 05418), a total distance of 1.18 miles. (06/17/2004)~~

~~25 MPH beginning at a point 0.21 miles east of the junction with Chamberlain Road (Node 05418) and extending northeasterly to the junction with Pleasant Hill Road (Node 05409), a total distance of 0.57 miles. (06/17/2004)~~

~~45 MPH beginning at the junction with Pleasant Hill Road (Node 05409) and extending northeasterly to the Scarborough/South Portland town line (Node 05378), a total distance of 0.80 mile. (06/17/2004)~~

HOLMES ROAD (S.A. #12)

~~40 MPH starting at the junction of Payne Road and extending westerly to the junction of Two Rod Road, a total distance of 0.80 mile. (7/10/90).~~

~~35 MPH starting at the junction of Two Rod Road and extending westerly to the Saco town line, a total distance of 3.20 miles. (7/10/90).~~

JAMECO MILL ROAD (T.W., I.R. #78120)

~~25 MPH starting at the junction of Cumberland Way in Scarborough (Node 00883), and extending southeasterly to the end of the public way (Node 00883), a total distance of 0.43 mile. (09/03/98)~~

MILLIKEN MILLS ROAD (T.W. I.R. #932)

~~45 MPH starting at the Town of Old Orchard Beach/Town of Scarborough municipal boundary (Node 53476) and extending easterly to the junction with the Old Blue Point Road (Node 10886), a total distance of 0.41 mile. (06/20/2006).~~

MITCHELL HILL ROAD

~~35 MPH starting at the junction with Holmes Road (Node 01016) extending northerly to Scarborough Gorham town line, (Node 01021), a total distance of 1.28 miles. (07/10/02)~~

MUSSEY ROAD (S.A. #14)

~~40 MPH starting at the Scarborough/South Portland town line and extending westerly to a point 0.20 mile east of the junction of Spring Street, a total distance of 0.50 mile.~~

~~25 MPH starting at a point 0.20 mile east of the junction of Spring Street and extending westerly to the junction of the Payne Road, a total distance of 0.70 mile.~~

NEW ROAD (T.W. #507)

~~35 MPH starting at the junction of Route 114 and extending northerly to the junction of Running Hill Road, a total distance of 0.60 mile. (6/21/88).~~

OLD BLUE POINT ROAD (S.A. #7)

~~25 MPH starting at the junction of Route 1 and extending 0.30 mile southeast to CMP Pole #10/NET #520.10, a total distance of 0.30 mile. (9/30/87)~~

~~40 MPH starting at a point opposite CMP Pole #10/NET #520.10 and/or at a point 0.30 mile southeast of the junction of Route 1 and extending south then east to the southern junction of Burnham Woods Drive, a total distance of 1.00 mile. (9/30/87)~~

~~30 MPH starting at the southerly junction of Burnham Woods Drive and extending northeasterly to the junction of Route 9, a total distance of 0.40 mile. (9/30/87)~~

ORCHARD HILL ROAD

~~25 MPH beginning at the junction with Winnocks Neck Road (Node 08507) and extending southwest to the junction with High Point Road (Node 08509), a total distance of 0.28 mile. (06/20/2006)~~

PAYNE ROAD (S.A. #8 & S.A. #9)

~~35 MPH starting at a point opposite the South Portland/Scarborough town line and extending southerly to a point opposite CMP Pole #28 and/or 0.10 mile south of the junction of the Payne Road and the Gorham Road, a total distance of 0.75 mile.~~

~~45 MPH starting at a point opposite CMP Pole #28 and/or 0.10 mile south of the junction of Payne Road and Gorham Road and extending southerly to CMP Pole #19/58, a total distance of 1.10 miles. (11/24/92)~~

~~35 MPH starting at a point opposite CMP Pole #19/58 and extending southerly to the junction of Payne Road and U.S. Route 1, a total distance of 2.80 miles. (11/24/92)~~

PLEASANT HILL ROAD (S.A. #11)

~~35 MPH starting at the junction of Route 1 and extending easterly to the junction of Fogg Road, a total distance of 2.50 miles.~~

~~40 MPH starting at the junction of Fogg Road and extending easterly to the junction of Route 77, a total distance of 0.80 mile.~~

PORTLAND FARMS ROAD (T.W., I.R. #70111)

~~25 MPH starting at the junction of Route 1 (Node 7028) and extending southeasterly to the junction of Eastern Road (Node 6739), a total distance of 0.33 mile (05/28/98)~~

PORTLAND AVENUE (S.A. #2)

~~25 MPH starting at the junction of Route 98 and extending northerly to a point opposite NET Pole #J40, a total distance of 0.50 mile.~~

~~35 MPH starting at a point opposite NET Pole #J40 and extending northerly to a point opposite NET Pole #J89, a total distance of 1.20 miles.~~

~~45 MPH starting at a point opposite NET Pole #J89 and extending northerly to the junction of Old Blue Point Road, a total distance of 1.20 miles.~~

ROSS ROAD

~~35 MPH beginning at the junction with Route 9 (Node 06014) and extending southwesterly to the Town of Scarborough/Town of Old Orchard Beach municipal boundary (Node 01300), a total distance of 0.84 miles (08/24/2005).~~

ROUTE ONE

~~50 MPH beginning at a point 0.13 miles north of the MDOT Garage Entrance (Node 16592) and extending northerly to the junction with Southgate Road (Node 16596), a total distance of 0.97 miles, and~~

~~40 MPH beginning at the junction with Southgate Road (Node 16596) and extending northerly to a point 0.12 miles beyond the junction with Sawyer Road (Node 16602), a total distance of 1.34 miles. (05/22/2006)~~

~~35 MPH starting at a point 0.35 mile south of the junction of US Routes 1 and 114 at Oak Hill in Scarborough and extending northerly to the signalized junction of US Route 1 and Sunset Avenue in Scarborough, a total distance of 1.40 miles (5/29/91).~~

~~45 MPH starting at the signalized junction of Sunset Avenue and US Route 1 and extending northerly to a point 0.20 mile south of the junction of US Route 1 and Pleasant Hill Road in Scarborough, a total distance of 0.70 mile. (5/29/91)~~

~~35 MPH starting at a point 0.20 mile south of the junction of US Route 1 and Pleasant Hill Road in Scarborough and extending northerly to the junction of the I-95 spur in South Portland, a total distance of 0.50 mile. (5/29/91)~~

ROUTE NINE

~~25 MPH beginning at the Saco/Old Orchard Beach town line (Node 05107) and extending easterly to the junction of Pine Point Road and Jones Creek Drive in the Town of Scarborough (Node 06008), a total distance of 3.79 miles, (06/17/2004)~~

~~35 MPH beginning at the junction of Pine Point Road and Jones Creek Drive in the Town of Scarborough (Node 06008) and extending northerly to a point 0.15 miles beyond the junction with Primrose Lane in the Town of Scarborough (Node 00451), a total distance of 1.96 miles, (06/17/2004)~~

~~45 MPH beginning at a point 0.15 miles beyond the junction with Primrose Lane in the Town of Scarborough and extending northerly to a point 0.66 miles beyond same junction (Node 00451), a total distance of 0.51 miles, and, (06/17/2004)~~

~~35 MPH beginning at a point 0.66 miles east of the junction with Primrose Lane in the Town of Scarborough (Node 00451) and extending northerly to the junction with U.S. Route 1 and Broadturn Road in the Town of Scarborough (Node 07006), a total distance of 0.63 miles. (06/17/2004)~~

~~ROUTE TWENTY TWO (MPH ID#05-0508-8908)~~

~~40 MPH~~ starting at a point 0.18 miles west of junction of Route 22 and the entrance to Union Mutual in Portland (Node 0508) and extending westerly to a point 0.55 miles west of the Westbrook/Scarborough town line (Node 5429) a total distance of 2.96 miles. (10/18/96)

~~RUNNING HILL ROAD (S.A. #10)~~

~~35 MPH~~ starting at the Scarborough/South Portland town line and extending westerly to the junction of Route 114, a total distance of 1.90 miles.

~~SCOTTOW HILL ROAD (T.W. — IR #78102)~~

~~35 MPH~~ starting at the junction of Payne Road (Node 1042) and extending easterly to the junction of Haigis Parkway (Node 0752), a total distance of 0.93 miles. (01/05/98)

~~SOUTH PORTLAND/SCARBOROUGH CONNECTOR F.A.P. 1-1 SPUR~~

~~40 MPH~~ starting at the junction of Route 1 in Scarborough and extending northerly to a point 0.15 mile north of said intersection in Scarborough, a total distance of 0.15 mile.

~~55 MPH~~ starting at a point 0.15 mile north of the junction of Route 1 and extending northerly to the junction of I-295 in South Portland, a total distance of 1.80 miles.

~~SPRING STREET (T.W. #473)~~

~~35 MPH~~ starting at the junction of Route 114 and extending northerly to the junction of Payne Road, a total distance of 0.50 mile. (9/13/89).

~~TWO ROD ROAD (T.W.)~~

~~25 MPH~~ starting at the junction of the Scottow Hill Road and extending westerly to a point opposite CMP Pole #34/C, a total distance of 0.90 mile.

~~35 MPH~~ starting at a point opposite CMP Pole #34/C and extending westerly to the junction of the Holmes Road, a total distance of 1.00 mile.

~~WEST BEECH RIDGE ROAD (T.W.)~~

~~30 MPH~~ starting at the junction with Beech Ridge Road (Node 01035) and extending westerly to its end (Node 01034), a total distance of 0.67 miles.

~~WINNOCK'S NECK ROAD (T.W.)~~

~~30 MPH~~ starting at the junction of Winnock's Neck Road and Black Point Road and extending southerly to the end of the road, a total distance of 1.40 miles.

AGENDA
SCARBOROUGH TOWN COUNCIL
WEDNESDAY – MARCH 6, 2024
HYBRID REGULAR MEETING – 7:00 P.M.

Order No. 24-025. Move approval of first reading on the proposed amendment to Chapter 313-A, the Town of Scarborough Property Tax Assistance Ordinance, Section 5. Determination of eligibility and amount of eligibility and schedule a public hearing and second reading for Wednesday, March 20, 2024. *[Tax Assessor]*

Tax Assessor

Ought to Pass

Sponsor

Recommendation

03/06/2024 – Vote:

First Reading/Vote

03/20/2024

Public Hearing

03/20/2024 – Vote:

Second Reading/Final Approval/Vote

Scarborough Town Council Meeting

Council Meeting Date: March 6, 2024

ACTION ITEM: Order No. 24-025.**SUBJECT:**

First reading and schedule a public hearing and second reading on the proposed amendment to Chapter 313-A, the Town of Scarborough Property Tax Assistance Ordinance, Section 5. Determination of eligibility and amount of eligibility. *[Tax Assessor]*

PURPOSE:

To increase the maximum benefit from \$750 to \$1,000 for the Senior Property Tax Relief as prescribed in Section 5(1)(c) of the ordinance.

BACKGROUND:

With the expiration of the State's Senior Tax Stabilization Fund, we are seeking to minimize the impact to the most vulnerable senior property tax payers by increasing the benefit included in the Town's Senior Property Tax Rebate program. While the State program had over 1,800 approved applicants with an average benefit of \$225, the local program had 423 approved applicants with nearly all receiving the full \$750 rebate benefit. The largest cause for the significant difference in enrollment levels is likely related to the financial means test included in the local program (AGI less than \$50,000) which was notably absent from the State program. The amount set forth in Section 313-A was last amended in 2020.

The Town Council may wish to consider other amendments to the ordinance, including eligibility standards in Section 3. Any further alternation will require additional financial resources that may be difficult to estimate.

FISCAL IMPACT:

\$100,000 requested in the FY25 budget.

STATUS / PROCESS TO DATE:

- Recommendation from Finance Committee: February 8, 2024
- First reading before the Town Council: March 6, 2024

PROPOSED ACTION:

Recommend move approval of the first reading on Order No. 24-025 and schedule the public hearing and second reading for Wednesday, March 20, 2024.

ATTACHMENTS:

- Proposed amendment – Chapter 313-A - Property Tax Assistance Ordinance.
- Scarborough Senior Property Tax Rebate Program Summary
- State of Maine's Senior Property Tax Stabilization Program Summary

CHAPTER 313-A
TOWN OF SCARBOROUGH PROPERTY TAX ASSISTANCE ORDINANCE

BE IT HEREBY ORDAINED, by the Town Council of the Town of Scarborough, Maine, in Town Council assembled, that the following changes to Chapter 313-A, the Town of Scarborough Property Tax Assistance Ordinance, Section 5. Determination of eligibility and about of eligibility, is hereby amended, as follows (additions are underlined; deletions are struck through):

Section 1. Purpose

The purpose of this Ordinance is to establish a program to provide property tax assistance to persons 62 years of age and over who reside in the Town of Scarborough.

Section 2. Definitions

Homestead: A homestead is a dwelling owned or rented by the person seeking tax assistance under this Ordinance or held in a revocable living trust for the benefit of that person. The dwelling must be occupied by that person as a home.

Qualifying applicant: A qualifying applicant is a person who is determined by the Tax Assessor or her/his designee, after review of a complete application submitted under Section 4 of this Ordinance, to be eligible for a payment under the terms of this Ordinance. [amended 11/01/17]

Section 3. Criteria for Participation

In order to participate in the Property Tax Assistance Program, an applicant shall demonstrate all of the following:

- a. The applicant shall be 62 years of age or more by last day on which an application may be filed under Section 4 of this Ordinance.
- b. The applicant shall have been a resident of the Town of Scarborough with a Homestead therein for the ten years immediately preceding the last day on which an application may be filed under Section 4 of this Ordinance.
- c. The federal adjusted gross income of the applicant (plus that of any other adult members of the applicant's household) does not exceed \$50,000.

Section 4. Application and Payment Procedures

Persons seeking to participate in the Property Tax Assistance Program shall submit a written request to the Tax Assessor no later than October 15th. Applications are required every year to participate in this program. The Tax Assessor shall provide an application form for the program, which shall include the applicant's name, homestead address and contact information. At the time of application, Applicants must provide adequate evidence of eligibility. The Assessor may accept a statement under oath. No confidential income records, including tax returns, will be kept by the Town. The Tax Assessor shall review and determine if the application is complete and accurate and if the applicant is eligible to participate in the Program. The Tax Assessor shall notify an applicant if an application is determined to be incomplete. The Tax Assessor's decision on eligibility to participate in the Program shall be final.

Section 5. Determination of eligibility and amount of eligibility [Amended 11/07/17 - 06/07/17 – 04/18/18]

1. Eligibility for Homeowners

If the Tax Assessor determines that the applicant is eligible to participate in the Program, he/she shall determine the amount of the benefit paid. The amount shall be the least of the following:

- a. The amount, if any, by which (i) the taxes assessed for fiscal year of the Town beginning on July 1 of the preceding calendar year exceeds (ii) 5% of the federal adjusted gross income of the applicant (plus that of any other adult members of the applicant's household); or
- b. A pro-rata share of the available monies in the Program Fund, including any amount in the Property Tax Assistance Reserve Account, allocated based on the amount of the refunds determined under sub-section a for all eligible applicants; or
- c. ~~\$750.00.~~ \$1,000 [Amended 06/07/17, Amended 06/24/2020]

In the case of applicants who did not file federal income tax returns, the Tax Assessor, upon presentation of adequate information returns and other information, shall calculate the federal adjusted gross income.

2. Eligibility for Renters

In the case of renters, the tax assessed for purposes of Section 5.1.a(i) shall be deemed to include 18% of the rent payable from own funds by applicant (and other adult members of applicant's household) in the preceding calendar year. The Tax Assessor, upon presentation of adequate documents and other information, shall determine the amount of rent. [Amended 04/18/18]

Section 6. Annual Report to the Town Council

The Tax Assessor shall report in writing to the Town Council no later than their first regular meeting in December each year the projected payments and number of eligible applicants requesting assistance for the program fund.

Section 7. Program Fund - Limitations On Payments

In the event that a lack of funding results in no payment or less than the full payment to a qualifying applicant, the request will not carry over to the next year.

Section 8. Creation of the Program Fund

The Program Fund from which payments shall be made under the terms of this Ordinance shall be created as follows:

As funds are available, the Town Council shall annually appropriate monies from the general fund or other sources to support this program. Any surplus monies available after all payments have been made shall revert to the Property Tax Assistance Reserve Account.

Section 9. Timing of Payments

A person who qualifies for payment under this Program shall be mailed a check for the full amount no later than December 15th for the year in which participation is sought.

Section 10. Limitations upon payments

Only one qualifying applicant per household shall be entitled to payment under this Program each year. The right to file an application under this Ordinance is personal to the applicant and does not survive the

applicant's death, but the right may be exercised on behalf of an applicant by the applicant's legal guardian or attorney-in-fact. If an applicant dies after having filed a timely complete application that results in a determination of qualification, the amount determined by the Tax Assessor shall be disbursed to another member of the household as determined by the Town Assessor in consultation with the Town Manager. If the applicant was the only member of a household, then no payment shall be made under this Ordinance.

Section 11. Effective Date and Repeal of Prior Ordinance

This ordinance repeals and replaces Chapter 313, the Town of Scarborough Property Tax Assistance Ordinance adopted on April 18, 2007 as amended such that this Chapter applies to applications for property tax assistance received after October 15, 2015 under this chapter for payments paid beginning in calendar year 2016 related to taxes assessed in fiscal year July 1, 2015 through June 30, 2016, and thereafter.

Town of Scarborough
Property Tax Assistance Program
Determination of Eligibility and Benefits

(This version for Tax Filing Owners)

- | | |
|---|------------------------------|
| 1. Name: _____ | Phone: _____ |
| 2. Address: _____ | E-Mail: _____ |
| 3. Date of Birth: _____ | Document Seen: _____ |
| Applicants must be 62 on 10/15/2016 | _____ ME Driver's License/ID |
| Born on/before 10/15/1954 | _____ US Passport |
| | _____ Other _____ |
| 4. Resident of Scarborough | Document Seen: _____ |
| For at least 10 years on 10/15/2016 | _____ Assessing Record |
| | _____ Other |
| | _____ Oath |
| 5. Federal Adjusted Gross Income | |
| From filed Form 1040, 1040-A, or 1040-EZ | _____ |
| 6. Additional income of other adults in household | _____ |
| 7. Total Income (Line 5 plus Line 6) | _____ |
| 8. Income Limit | \$50,000 |
| a. If line 7 exceeds line 8: STOP: No benefit paid | |
| 9. Benefit Threshold | _____ |
| 5% of Line 7 | |
| 10. Real Estate Tax Assessed | _____ |
| July 1, 2015 through June 30, 2016 (FY 2016) | _____ |
| 11. Excess of Tax Assessed over Benefit Threshold | _____ |
| Line 10 minus Line 9. If line 10 does not exceed | |
| Line 9: STOP: No benefit paid | |
| 12. Benefit Cap | \$500 |
| 13. Benefit Determined (Check Mailed by 12/15/2016) | _____ |
| Lesser of Excess Tax of Benefit Cap | |
| (Lesser of Line 11 or Line 12) | |

Oath: I certify that the information contained herein is accurate to the best of my knowledge and belief, under penalties of perjury.

Signed: _____

Prepared / Approved by _____ Date: _____

FY25 Budget Considerations

~ Tax Rate Computation Outlook ~

Scarborough's Senior PTAP

~ No Reval Impact ~

FY24 Actual Outcomes

	Eligible Applicants	Benefit Sum
Owner	395	\$ 290,896.23
Rental	28	\$ 20,327.65
Total	423	\$ 311,223.88

Full*	401	\$ 300,750.00
Partial	22	\$ 10,473.88

Notes

* FY24 Max or Full Benefit Amount per Household = \$750

~ Increased from \$600 to \$750 in 2020

~ Household Income Limit = \$50,000 AGI

FY25 Budget Considerations

~ Other / Misc. ~

State's Senior Property Tax Stabilization Program

(1-Year Program Only)

~ No Reval Impact ~

Approved Applicants	Total Tax Savings	Average	Median	Range
1,835	\$412,523	\$225	\$207	\$0 - 2,613

Notes:

For the majority of Applicants, Savings equated to not experiencing the following:

a) FY24 Tax Rate Increase of 3.77% or 0.58 Mill Rate change (aka .00058 tax rate change)

b) 6% Exemption Reductions (i.e. Homestead from 25,000 to 23,500, or ~ \$23.50)

i.e. \$375,000 [taxable assessed, after Exemptions] x 0.00058 = \$217.50 + \$23.50 = \$241

AGENDA
SCARBOROUGH TOWN COUNCIL
WEDNESDAY – MARCH 6, 2024
HYBRID REGULAR MEETING – 7:00 P.M.

Order No. 24-026. Move approval on the request to approve the names posted to the various committees/boards, by the Appointments and Negotiations Committee at the February 21, 2024, Town Council meeting. *[Appointments and Negotiations Committee]*

Appointments and Negotiations Committee

Ought to Pass

Sponsor

Recommendation

N/A

First Reading/Vote

N/A

Public Hearing

03/06/2024 – Vote:

Second Reading/Final Approval/Vote

Scarborough Town Council Meeting

Council Meeting Date: March 6, 2024

ACTION ITEM: Order No. 24-026
SUBJECT: Act on the request to move approval on names posted to the various committees/boards, by the Appointments and Negotiations Committee at the February 21, 2024, Town Council meeting. <i>[Appointments and Negotiations Committee]</i>
PURPOSE: To fill vacancies on the various Town committees/boards.
BACKGROUND: These assignments are completed on an annual basis or when an application is received and there is a vacancy on the Committee/Board.
FISCAL IMPACT: N/A
STATUS / PROCESS TO DATE: <ul style="list-style-type: none">Names posted at Town Council meeting: February 21, 2024Single action before Town Council: March 6, 2024
PROPOSED ACTION: Move approval on the request to approve the names posted to the various committees/boards, by the Appointments and Negotiations Committee at the February 21, 2024, Town Council meeting. <i>[Appointments and Negotiations Committee]</i>
ATTACHMENTS: <ul style="list-style-type: none">Recommendation from the Appointments and Negotiations Committee

Appointments and Negotiations Committee –February 2024 Appointments

Coastal Waters and Harbor Advisory Committee:

Reappoint Daryen Granata as a full voting member with a term to expire 2026, move Alfred Falzone from 1st Alternate to a full voting member with a term to expire 2024, move Marvin Gates from 2nd Alternate to 1st Alternate with a term to expire 2025 and appoint Robert Odlin as 2nd Alternate with a term to expire 2026.

Firing Range Committee:

Appoint Robert Chandler as a full voting member.

Shellfish Conservation Commission:

Appoint Travis Turner as a full voting member with a term to expire 2026 and move Liam Erickson from 1st alternate to a full voting member with a term to expire 2024.