

AGENDA
SCARBOROUGH TOWN COUNCIL
WEDNESDAY – OCTOBER 1, 2014
TOWN COUNCIL WORKSHOP W/ FRIENDS OF
SCARBOROUGH HOCKEY – 6:00 P.M.
REGULAR MEETING – 7:00 P.M.

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: September 17, 2014 – Regular Meeting.
- Item 6.** Adjustment to the Agenda.
- Item 7.** Items to be signed: a. Treasurer's Warrants.

***Procedure for Addressing Council** [Posted in Chambers.]

Order No. 14-85, 7:00 p.m. Public Hearing and action on the new requests for a Food Handlers License and a Liquor License from Happy Buddha, Inc., d/b/a Chia Sen, located at 456 Payne Road.

OLD BUSINESS: None at this time.

NEW BUSINESS:

Order No. 14-86. Act on the request to adopt the proposed Dunstan Neighborhood Revitalization Strategy Plan.

Order No. 14-87. Act to set the date, time, and location of the Municipal Elections for Tuesday, November 4, 2014; appoint the warden, set the hours for voter registration, and act on appointments of election/ballot clerks, pursuant to Chapter 200 – Article VIII. Nomination and Elections and authorize the Town Clerk to make any additional appointments as necessary.

- Item 8.** Non Action Items.
- Item 9.** Standing and Special Committee Reports and Liaison Reports.
- Item 10.** Town Manager Report.
- Item 11.** Council Member Comments.

Order No. 14-88. Act on the request for an executive session pursuant to Title 1, M.R.S.A §405 (6)(D) in consultation with legal counsel regarding pending litigation.

- Item 12.** Adjournment.

AGENDA
SCARBOROUGH TOWN COUNCIL
WEDNESDAY – OCTOBER 1, 2014
REGULAR MEETING – 7:00 P.M.

Order No. 14-85. Move approval on the new requests for a Food Handlers License and a Liquor License from Happy Buddha, Inc., d/b/a Chia Sen, located at 456 Payne Road.

Town of Scarborough, Maine

Town Clerk's Office

259 US ROUTE ONE

PO BOX 360

SCARBOROUGH, MAINE • 04070-0360

TO: Town Council Members

FROM: Yolande P. Justice, Town Clerk

DATE: September 26, 2014

RE: **Request for a Food Handlers License and a Liquor License**

The following applicant is seeking approval on a new request for a Food Handlers License and a Liquor License:

- Happy Buddha, Inc., d/b/a Chia Sen, located at 456 Payne Road.

The completed applications are on file with Clerk's Office and there are no outstanding issues and it is recommended that these licenses be approved.

AGENDA
SCARBOROUGH TOWN COUNCIL
WEDNESDAY – OCTOBER 1, 2014
REGULAR MEETING – 7:00 P.M.

Order No. 14-86. Move approval on the request to adopt the proposed Dunstan Neighborhood Revitalization Strategy Plan.



TO: Scarborough Town Council
FROM: Karen Martin, SEDCO Executive Director
DATE: September 25, 2014
SUBJECT: Dunstan Revitalization Plan

I'm pleased to submit the Dunstan Neighborhood Revitalization Plan for your review and approval.

This plan represents a strategic compilation of several previous projects with the intent of providing an integrated approach to a unique and vital area of the Town of Scarborough.

While the plan pulls ideas, concepts and strategies from the Comprehensive Plan, the Sustain Southern Maine Pilot Project, The Scarborough Vision, and other studies, the plan adds a new component of neighborhood organization and the development of new tools for communication and community building.

Communication and community building are essential components. The plan does **not** propose any zoning changes or other ordinance changes. Its central feature is that it outlines a clear opportunity to work with property owners, residents and business owners in the area to shape the future of Dunstan.

The plan also looks at the opportunity presented by key properties for sale in the area. It outlines roles for the neighborhood, SEDCO, the Housing Alliance, Historic Preservation, the Planning Board and others for shaping the uses, scale and look in the potential redevelopment or revitalization of these parcels.

The Revitalization Plan identifies 28 strategies to address the following nine opportunities and challenges:

- * Investment in historic buildings
- * Improved visual character and identity
- * Attraction of retail and service businesses
- * Increased housing diversity
- * Improved recreational facilities
- * Increased communication and sense of community
- * Improved traffic flow
- * Improved pedestrian and bicycle facilities, and
- * Enhanced public transit.

Although many entities are involved in shaping Dunstan, SEDCO will take a lead role in helping the neighborhood come together to define their identity and to attract private investment to the area. SEDCO will also take the responsibility, along with the neighborhood, of reporting back to the council on major accomplishments.

In many ways the approval of this plan signals the beginning, rather than a culmination of a project. It sets forth a series of steps to be carried out in a collaborative process with the neighborhood, SEDCO, town committees and others.

Thank-you for the opportunity to present the plan at your October 1, 2014 meeting. Dan Bacon and I will both be at the Council meeting to offer a brief overview of the plan and to answer any questions.



Dunstan Neighborhood Revitalization Strategy

Prepared for:
The Town of Scarborough



Planning Decisions Inc.
477 Congress St., Suite 1005
Portland, ME 04101-3406

September 25, 2014



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Vision

Dunstan Corner will be a renewed village with nice shops, cafes, walkways, and parks. Auto traffic will be safely managed. A trail will branch out and connect with the Audubon Center, Old Eastern Road, and the beach at Pine Point. Attached and clustered housing will create an affordable and lively neighborhood for young and old. Fields and farms south of Dunstan will be preserved as a gateway from Saco.





Purpose

The vision for Dunstan Corner shown on the previous page was developed through a community consultation held in 2002. In 2003, Town Council incorporated it into the **Scarborough Vision** and in 2006, it was elaborated upon in the **Update to the Comprehensive Plan** (page 6-23):

“Dunstan is an attractive mixed-use community center that provides a range of goods and services to meet the day-to-day needs of residents of the surrounding area as well as commuters and tourists using Route One. Dunstan serves as both the business and community center for the southern part of Scarborough. Most new commercial development is located off Route One to create a pedestrian focused village center or core that becomes the heart of Dunstan and a southern gateway to the community. This pattern minimizes the impact of development on traffic. Strip commercial development along Route One north and south of these centers is limited while allowing property owners reasonable use of their property.

These fringe areas along Route One develop/redevelop with lower intensity office and service uses thereby allowing the new center and gateway to become the activity centers for Dunstan. The architectural character of the historic area is maintained as the buildings are converted to other uses. Over time, traffic improvements are undertaken to improve traffic flow and safety, including links between the Payne Road and Broadturn Road and Payne Road and Route One to allow traffic to bypass the existing Route One intersections, while retaining the character of the area. The village center/core and gateway areas are pedestrian friendly and sidewalks and bike paths link these centers to nearby residential neighborhoods.”

The goal for the Dunstan neighborhood is not to re-create a 19th century village center—this is not possible along Route 1. Rather, the goal IS to create a walkable, interconnected, attractive residential neighborhood, with desirable services and shopping opportunities located in a core area.

In 2008, the Town rezoned Dunstan Corner to allow for the mixed-use development and the surrounding residential areas for higher density development. In 2013, building on the Town's efforts, the regional initiative **Sustain Southern Maine** identified Dunstan Corner as one of nine “centers of opportunity” in York and Cumberland counties for sustainable growth. As a result, the Town and SSM coordinated a neighborhood workshop to help plan the future of Dunstan Corner; the workshop generated many new ideas to achieve the vision for the area.

It is now time to turn from planning to implementation in Dunstan. The purpose of this strategy is to identify ways for the Scarborough Economic Development Corporation (SEDCO) and Town of Scarborough to stimulate private investment in the neighborhood and carry out the vision.



Geography

Dunstan is considered in two perspectives in this strategy.

The first, wider geography, is the *Dunstan Neighborhood*. It is bounded by the Saco line to the south, the Maine Turnpike to the west, and the Scarborough Marsh to the north and east (see Figure 1).

The second geography is called *Dunstan Corner*. This area is centered on the intersection of Route 1, Broadturn Road and Pine Point Road. It extends south to the entrance of the Dunstan Crossing subdivision and generally tracks the boundaries of the *Town & Village Centers* (TVC) and *Town & Village Centers Fringe* (TVC3) zoning districts (see Figure 2).

The strategy for the Dunstan Neighborhood involves a mix of land uses with residences and neighborhood-scale commercial development both of which will develop and evolve in a gradual, measured manner. Each supports the other. Residential development surrounding the core will improve the market to sustain the commercial activities in the central area. Meanwhile, commercial development in the core will enhance the surrounding residential neighborhoods by providing access to goods and services nearby. The eventual result of this gradual change will be a modern and active mixed-use neighborhood.

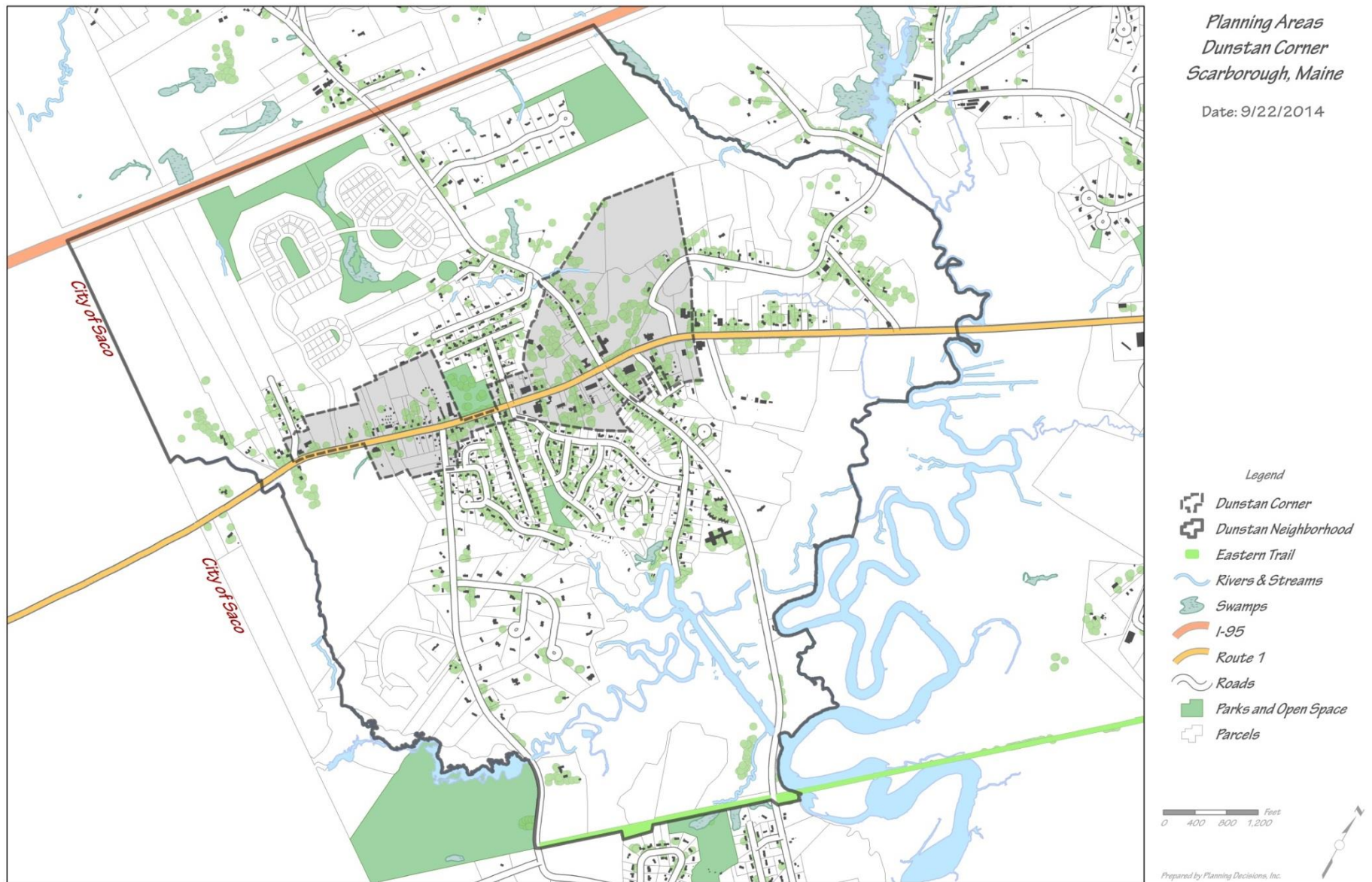


Figure 1 - Dunstan Neighborhood (Wider Geography)



Figure 2 - Dunstan Corner (Detail of Core Area)

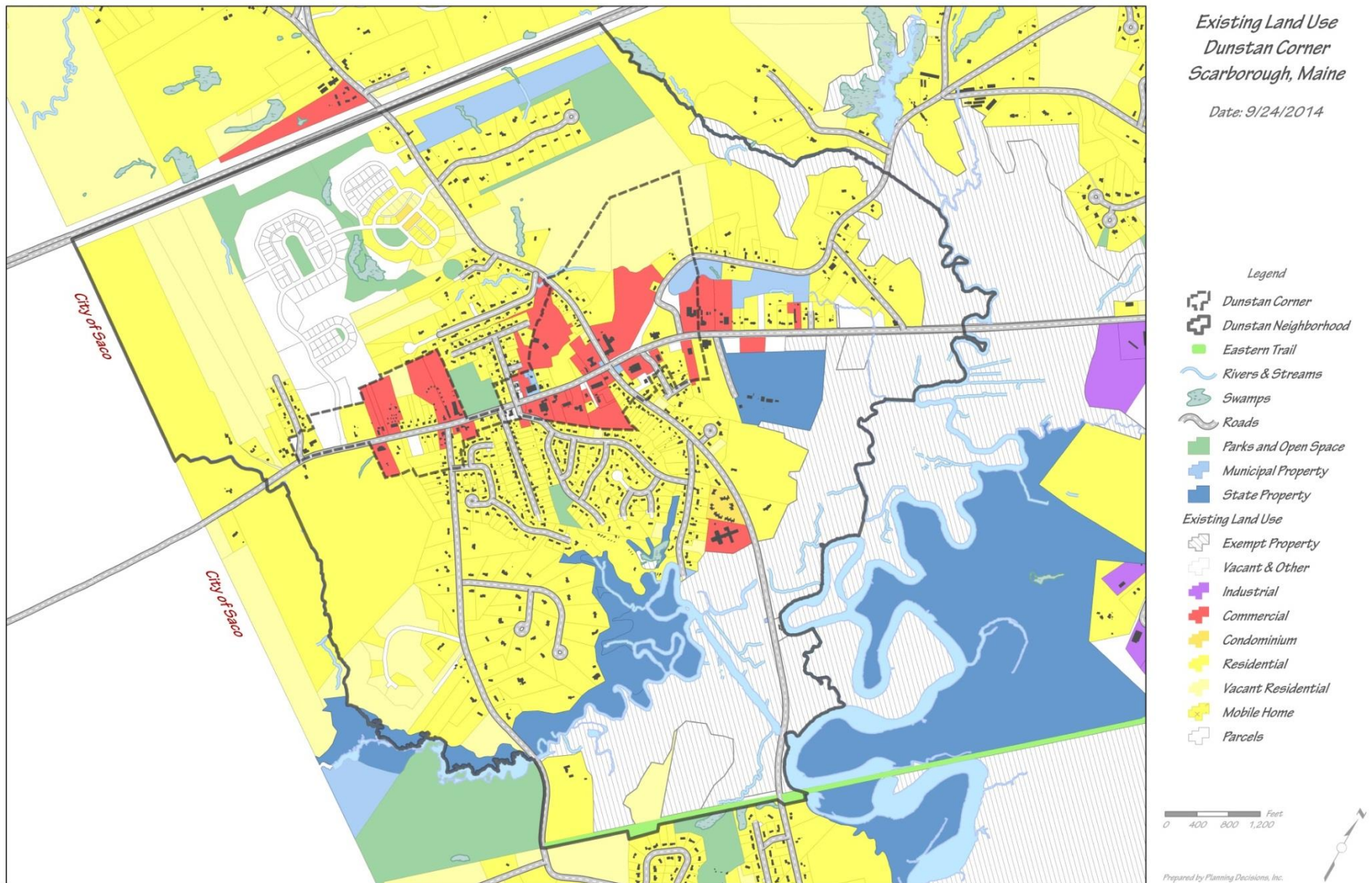


Figure 3 - Dunstan Neighborhood: Current Land Use Map

Potential

Dunstan has unique assets. It is close to the ocean, and near to the Eastern Trail --- which today allows one to ride a bicycle into Portland, and in the future will extend up and down the east coast. It has access to very high-speed internet through the new Three Ring Binder, which is an attraction for both businesses and residents. It has historic buildings and character. It has public sewer and water. It has ready access to jobs, in a town with one of the highest rates of job growth in Maine. As importantly, it has key parcels of land and buildings that are for sale and ready for reuse and redevelopment. All of the ingredients are there to support quality development.

The Sustain Southern Maine neighborhood workshop in 2013 showed how the ingredients can combine to achieve that goal¹. A development option was created for Dunstan Corner that included new single and multi-family residential development; new commercial and mixed use buildings; interconnected streets, sidewalks and trails; and a new “main street” running parallel to Route 1 that enables the development of the back land (see graphics on this page).

Using these principles, Sustain Southern Maine calculated that the Dunstan Neighborhood has a thirty-year build-out capacity to add up to 400 new households and 150,000 square feet of new retail, office, and service businesses; and to create walking and biking connections to the Eastern Trail and Pine Point Beach.



PAYNE ROAD INTERSECTION FROM THE EAST



Besides the benefits in quality of life and jobs that such development would offer, it would also add roughly \$2.5 million annually in new property tax revenues for the Town of Scarborough.

¹ For more information on the Dunstan pilot, see <http://sustainsouthernmaine.org/pilot-communities/scarborough-rte-1-by-dunstan-crossing/>



Activities to Date

In the last eight years, the Town has taken the initial steps to create the conditions for a new Dunstan, including:

1. **Creation of New Development Districts** -- The Town created a Town and Village Center (TVC) District in the Dunstan neighborhood core; a Town and Village Centers Fringe (TVC3) District on the southern and northerly edges; and a Village Residential District for part of the residential neighborhood (see Figure 3)
2. **Broadturn Road/Payne Road Intersection Improvements** – The Town and Maine DOT completed a \$3.5 million improvement project to divert traffic from Payne Road, simplify turning movements, and reduce turning volumes.
3. **Haigis Parkway/Route One Intersection Improvements** – As a companion to the Broadturn/Payne Road project, the Town and State completed a \$1.8 million improvement project at the intersection of Route One and Haigis Parkway north of Dunstan in order to improve movement to and from Haigis Parkway.
4. **Water System Improvements** – In conjunction with the road improvements, the Portland Water District upgraded its water mains in those areas.
5. **Route One South Sidewalk Improvements** – In 2008, the Town completed a \$1.1 million project to extend sidewalks along Route One from Dunstan Corner south toward the Saco line.
6. **Pine Point Road Sidewalk Improvements** – The Town replaced the sidewalks on Pine Point Road from Dunstan Corner to Dunstan Landing Road to improve the connection between the residential neighborhood and the village core.
7. **Broadturn Road Sewer Extension** – The Town is working with Habitat for Humanity to extend sewer lines west along Broadturn Road to provide service to a planned 13-lot affordable home subdivision, using \$80,000 of CDBG funds.
8. **Expanded Sewer Capacity** – The Dunstan Crossing developer has extended public water and sewer and other utilities to that portion of the Dunstan neighborhood, and constructed a sewer pump station on Broadturn Road.
9. **Housing Investment** – A private affordable housing development is in the planning stages, which has been supported by the Town with a housing TIF. Part of the TIF revenues will support the Town's Affordable Housing Fund, which can support future affordable housing projects throughout the town.

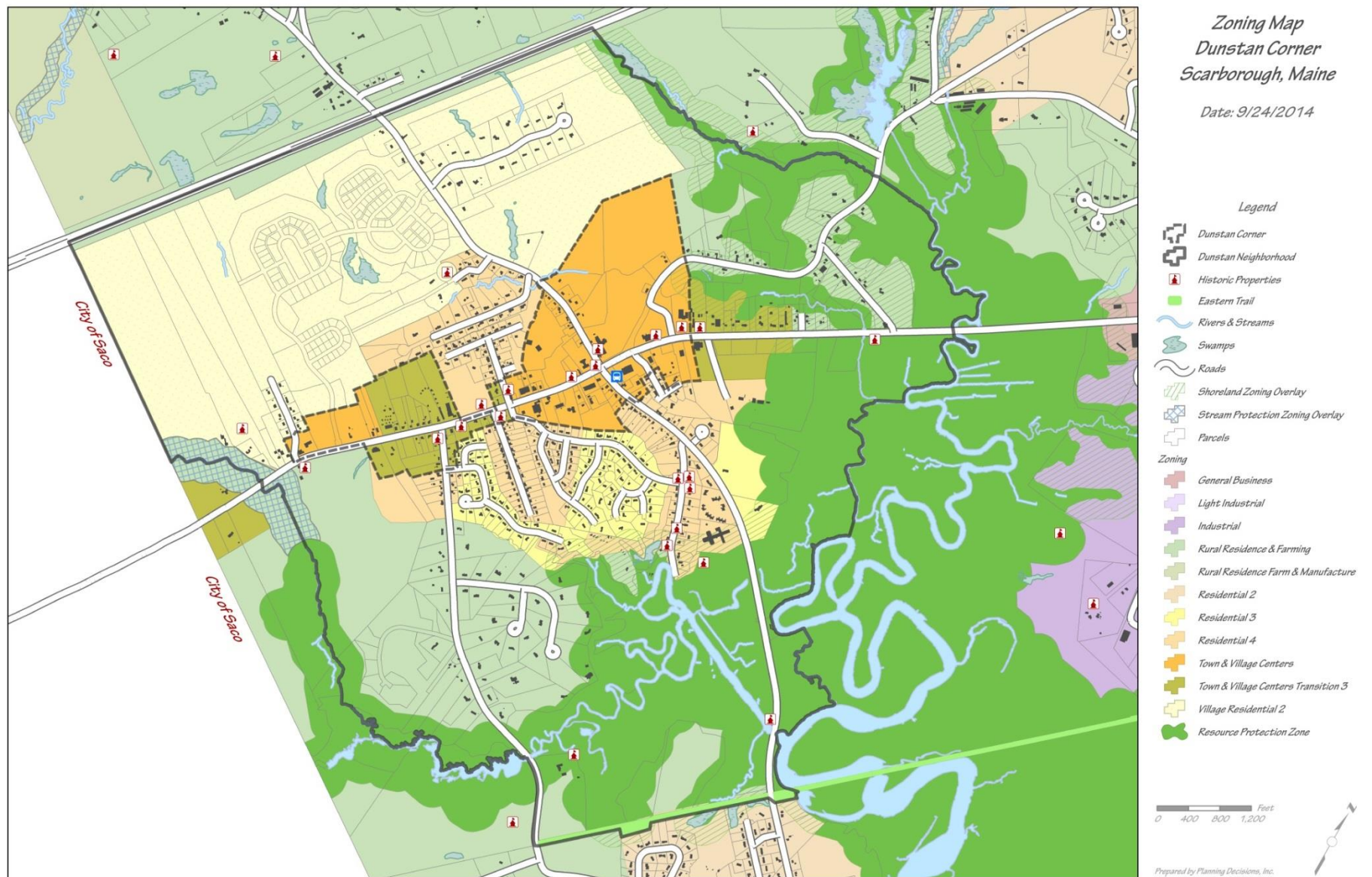


Figure 4 - Dunstan Land Use Zoning in Dunstan Neighborhood

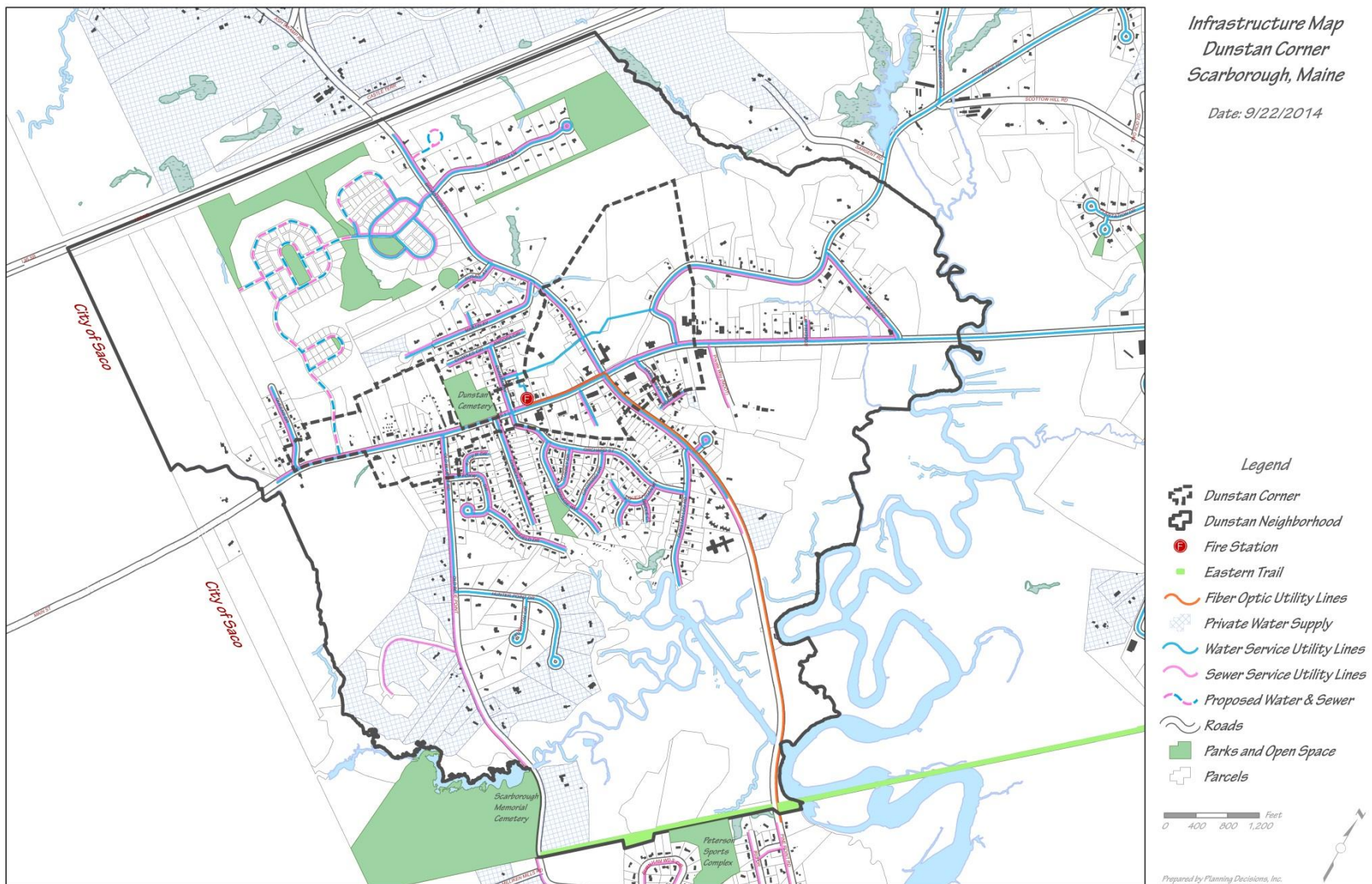


Figure 5 - Map of Utilities Infrastructure, Dunstan Neighborhood Opportunities and Challenges

Opportunities and Challenges

The Town has made significant progress in advancing the vision for Dunstan, but more needs to be done to create the conditions that will encourage private investment (Figure 6 and Figure 7).

1. **New investment in historic buildings** – There are many historic buildings in the Dunstan Neighborhood (Appendix A). Federal and state rehabilitation tax credits offer a substantial financial incentive (up to 35% of costs) for the rehabilitation and reuse of such structures -- if the historical nature of these buildings and/or neighborhoods is documented.
2. **Improved visual character and identity** – Recent street and sidewalk improvements have improved the visual environment, but there are opportunities to do more to create a distinctive identity for Dunstan as a neighborhood center. This could include improving the streetscape with landscaping and street trees, and creating distinctive entrances at the northern and southern gateways to the neighborhood to make drivers aware that they are entering a special place.
3. **Attraction of additional retail and service businesses** – The vision for Dunstan calls for the expansion of the retail and service businesses in the neighborhood core that provide goods and services used by residents of the neighborhood. The addition of businesses such as a grocery store, café, and/or cultural center, is a high priority. The existence of easily accessible high-speed internet will make it easier to attract professional offices. The proposed commercial development would not be of a scale like Oak Hill, which is a community-wide shopping center. Rather, it would be small shops and restaurants primarily serving the surrounding residential neighborhood.
4. **Increased housing diversity** – Dunstan offers the opportunity to provide a variety of housing types at a range of prices. Most new residential development prior to 2000 was single-family homes in the portion of the neighborhood east of Route One. More recently, there has been some multifamily residential housing constructed, as well as duplexes and town-house style condominiums. Clearly, however, a challenge has been to develop housing for other than the single family market, including affordable and senior housing. The changing housing market due to demographic changes will generate demand for smaller single-family homes and multifamily housing in a variety of price ranges. The availability of vacant land near the neighborhood center that is serviced and zoned for higher density development creates the opportunity for the construction of additional housing, including affordable and senior housing. Available density bonuses for affordable housing are an additional incentive. In particular circumstances, the Town may consider participating in state and federal grant applications, or using its existing housing TIF powers, to help developers reduce site and infrastructure costs.
5. **Improved recreational facilities** – The Town currently has very limited park and recreational space and facilities in the Dunstan neighborhood. The Comprehensive Plan recommends providing recreational facilities in underserved areas. The development of a large residential project such as Dunstan Crossing may create an opportunity for the developer and the Town to work together to provide a recreational area that serves both residents of Dunstan Crossing and the greater Dunstan neighborhood. The Dunstan Crossing developer is planning a pedestrian trail network through common land in the subdivision.



6. Increased communication and a sense of community – As Dunstan continues to evolve with a modern neighborhood center that respects its heritage while meeting the needs of the neighborhood, communication will be essential. Residents, business owners, and property owners will all need to be involved in continuing to define the vision for Dunstan and in participating in its implementation.

7. Improved traffic flow – While the recent road improvements have begun to alter traditional travel patterns involving the use of Payne Road, changing long-established travel routes is difficult. More can be done to encourage drivers to use Haigis Parkway as an alternative to Payne Road. Also, the improvements have made it more difficult for some traffic to get through the intersection. Better traffic light timing could help here. Beyond these, no single action can solve the traffic congestion issues at Dunstan Corner, but a combination of strategies can have a positive effect. A new “main street” on land behind the existing buildings on the west side of Route One between Broadturn and Payne Roads could take local traffic off Route 1 (as proposed in the 2006 Comprehensive Plan and Sustain Southern Maine pilot project); a new Maine Turnpike Exit at the Saco-Scarborough line could divert commuters from Route 1; and other changes at the periphery (i.e., connecting Griffin and Orchard Streets, looping Harlow/Higgins Streets to Pine Point Road, utilizing the driveway of the diner to connect Route 1 to Broadturn Road) could also ease traffic pressure at the core.

8. Improved pedestrian and bicycle facilities – While the recent sidewalk improvements on Route One and Pine Point Road have made it easier for pedestrians to move through the neighborhood core, more is needed. Linkages from both the established residential neighborhoods, as well as growing and planned residential developments—such as Dunstan Crossing and the Habitat for Humanity subdivision—should enable convenient and safe walking from surrounding residential neighborhoods to shops and services in the core area. In addition, improved linkages to the regional pedestrian and bicycle network (especially the Eastern Trail) will enhance the desirability of Dunstan as a place to live. Connections that build on existing pedestrian routes and provide more direct access to attractions and other pedestrian networks should be prioritized.

9. Enhanced public transit – While the Saco, Biddeford and Old Orchard Beach bus service—that goes through Dunstan—currently offers fixed-route service between Biddeford/Saco and Portland, this service is currently limited to seven roundtrips throughout the week, five round trips on Saturdays, and three on Sundays (summer Sunday service is more frequent). Expanding service frequency could enhance the desirability of Dunstan, especially for the elderly. In addition, the creation of covered bus stops and shelters will encourage more residents to rely on buses in all weather conditions.

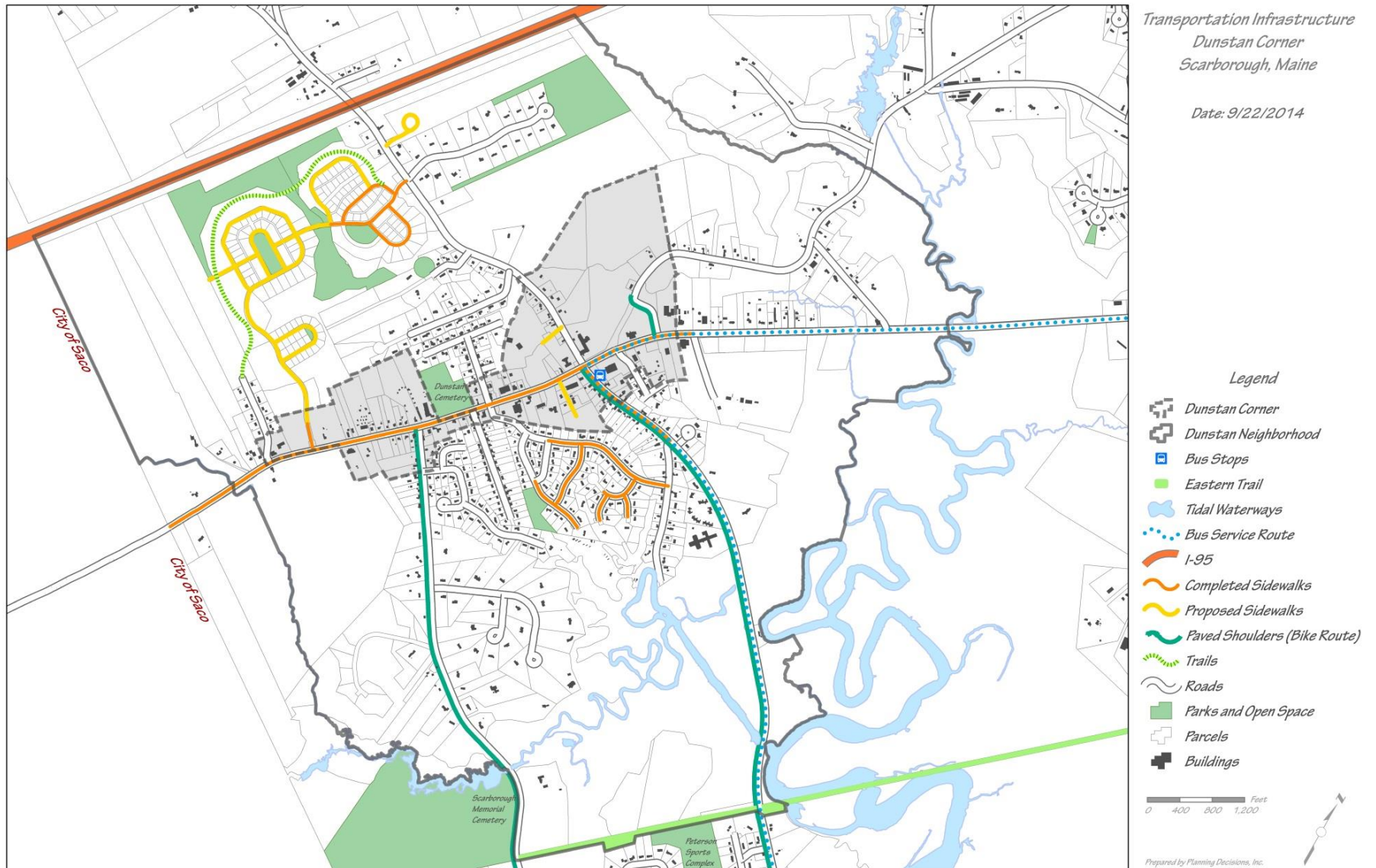


Figure 6 - Map of Transportation Infrastructure, Dunstan Neighborhood



Figure 7 - Map of Transportation Infrastructure (Detail), Dunstan Corner

Strategy

Goal 1: Increase Private Investment in Dunstan

As more people move into the Dunstan neighborhood, and as transportation issues are resolved, the prospects for business development will be enhanced. Dunstan should not become another Oak Hill; instead, Dunstan is an appropriate place for specialty stores, local convenience shopping, and service businesses. The objectives below describe how to take advantage of this opportunity.

Objective 1A: Attract retail and service uses consistent with Dunstan's role as a combination neighborhood/tourist center

Action	Local Lead	Partners	Date
1. Develop a marketing program that will include: - Common visual themes and signage - Coordinated advertising - A "welcome to Dunstan" program for new businesses with ribbon-cuttings, open houses, publicity, etc.	SEDCO	Dunstan Neighborhood*	2015
2. Create a targeted marketing program to high-internet-using businesses as part an overall town strategy.	SEDCO	Dunstan businesses	2015
3. Identify and package available financial and technical resources to help desired neighborhood and specialty retail businesses start up in Dunstan Corner. Such resources could include a special loan fund in conjunction with the Southern Maine Economic Development District Revolving Loan Fund; credit enhancement for specific businesses in conjunction with a possible TIF district; and/or services from other Scarborough businesses at initial reduced rates.	SEDCO	GPCOG, Town Council, town businesses	2016
4. Work with property owners to explore the development potential of existing lots and possible combinations of key properties	Planning Department	SEDCO, Dunstan property owners	2015
* Note: As used here, Dunstan Neighborhood means the residents, property owners, and business owners in Dunstan			

Objective 1B: Encourage reinvestment in and reuse of designated historic properties

Action	Local Lead	Partner	Date
5. Explore the potential of creating a Dunstan Historic District that could make it easier for properties within the area to obtain historic	Historic Preservation Committee	Maine Historic Preservation	2015

rehabilitation tax credits		Commission	
6. Assist individual property owners to get their buildings listed on the National Register of Historic Places	Historic Preservation Committee	Maine Historic Preservation Commission	Ongoing
7. Work with property owners to explore the use of historic rehabilitation tax credits and assist them with applications	SEDCO	--	Ongoing

Goal 2: Create a Dunstan Identity

Dunstan is one of the old village centers in Scarborough, so it already has an identity. However, strip development along Route 1 can blur the picture and detract from Dunstan's uniqueness. The actions below are designed to reinforce the distinctness and "brand" of Dunstan. Part of a community's identity comes from the activities of residents and local businesses, so internal communication is also part of the program.

Objective 2A: Enhance the visual character of the village core and create a distinct identity for Dunstan

Action	Local Lead	Partners	Date
8. Assist the Dunstan Neighborhood in setting up a "neighborhood council" composed of residents, business owners, and property owners to enhance the sense of community and to refine and champion the vision for Dunstan.	SEDCO	Dunstan Neighborhood* Planning Department	
9. Implement a tree planting program within the public right-of-way and on adjacent private property along Route 1, Broadturn Road, Payne Road, and Pine Point Road.	Public Works Department	--	Ongoing
10. Create a distinctive Dunstan logo and visual theme and use it for private and public signs, and in advertising (as in actions 8 and 14 above)	SEDCO	Dunstan businesses, Town	2016
11. Improve communication within the neighborhood by the use of media such as newsletters, Facebook, and/or a website.	SEDCO	Local property owners, business owners	2015
12. Create a gateway to Dunstan on the south by preserving the Lary Farm and land along Stuart Brook	Scarborough Land Trust	Land for Maine's Future Fund	2015

Goal 3: Build the Residential Neighborhood with a Diversity of Housing

The Dunstan neighborhood is attractive for many reasons – its access to the ocean and the Eastern Trail and Scarborough Marsh, its proximity to jobs, its access to the Maine Turnpike, it's historic character. Its attractiveness will increase as more people are walking about the area, more cafes and specialty stores open, more historic buildings are preserved, and more things are going on. Dunstan Crossing has gotten the ball rolling. But more private housing investment is needed. The objectives below address this goal.

Objective 3A: Increase the amount and diversity of housing in Dunstan

Action	Local Lead	Partners	Date
13. Develop town-wide guidance on affordable housing tools for developers including density bonuses and the Affordable Housing Fund.	Scarborough Housing Alliance	Property owners	2015
14. Continue to support a variety of housing types in terms of physical structure, price ranges, and the demographics of occupants.	Scarborough Housing Alliance	Town Council	Ongoing

Objective 3B: Provide improved recreational facilities to serve the Dunstan neighborhood

Action	Local Lead	Partner	Date
15. Explore the possibility of developing a multipurpose recreational facility to serve the Dunstan neighborhood.	Community Services and Recreation Board	Dunstan Crossing property owner, Dunstan Neighborhood*	2017

Goal 4: Improve the movement of cars, bicycles, and pedestrians, within and around Dunstan.

The single largest obstacle to achieving the vision for Dunstan is the problem of automobile congestion. This is an obstacle to living in the area, owning a business, and moving about the area by bike or foot. The suggestions below include some potential long-range solutions – like creating a new interchange on the Maine Turnpike – as well as immediate solutions – such as better signage and information.

Objective 4A: Continue to improve traffic flow and safety in Dunstan

Action	Local Lead	Partners	Date
16. Obtain municipal authority to coordinate traffic signals on Route 1; then proceed to improve timing	Transportation Committee	Maine Department of Transportation	2015
17. Get the Maine Turnpike Authority to conduct a formal study an additional interchange between Saco and Scarborough to divert traffic away from Route 1.	Transportation Committee	Maine Turnpike Authority	2016
18. Use new signage and informational program to encourage drivers to use Hais Parkway rather than Payne Road	Public Works Department	Dunstan Neighborhood*	2015
19. Study the feasibility of strategies to disperse traffic away from the core by looking at potential new traffic connections at the periphery, such as Harlow/Higgins to Pine Point, Route 1 to Broadturn at the old diner, Griffin to Orchard.	Transportation Committee	Dunstan Neighborhood*	2016

Objective 4B: Support the creation of a new “main street” as envisioned in the Comprehensive Plan and Sustain Southern Maine Dunstan project

Action	Local Lead	Partners	Date
20. Using the Sustainable Southern Maine design as an initial concept, develop a “master plan” for the layout and financing of the new main street	Planning Department	Dunstan Neighborhood*, Transportation Committee	2015

Objective 4C: Improve public transit service between Dunstan and Portland and Saco/Biddeford

Action	Local Lead	Partner	Date
21. Work to increase the number of scheduled bus trips between Dunstan and Portland	Transportation Committee	Saco, Biddeford, Old Orchard Beach Bus System	2015
22. Work to identify locations for sheltered bus stops in Dunstan with good pedestrian access in all seasons	Transportation Committee	Saco, Biddeford, Old Orchard Beach Bus System	2016

Objective 4D: Improve Pedestrian and Bicycle Mobility Within and Around Dunstan

Action	Local Lead	Partners	Date
23. Create bicycle/walking trail access from the Eastern Trail to Dunstan Corner	Transportation Committee	Maine Inland Fish and Wildlife, Dunstan Neighborhood*	2016
24. Extend the sidewalk/pedestrian trail westward along Broadturn Road from the Route 1 intersection toward the entrance to Dunstan Crossing	Transportation Committee	Dunstan Neighborhood*, Maine Department of Transportation	2016
25. Install an informational sign at the Eastern Trail trailhead, and bicycle racks at Dunstan businesses, to encourage Eastern Trail users to visit Dunstan and patronize local businesses	Dunstan businesses	Eastern Trail Alliance, Dunstan Neighborhood*	2016
26. Improve pedestrian access within Dunstan Corner, including the ability to safely cross the street, and the ability to park once and access nearby stores on foot.	Planning Department	Dunstan Neighborhood*, Public Works, MDOT	2016
27. Use landscaping and pedestrian-scale lighting to make the area more "pedestrian friendly"	Public Works Department	Dunstan businesses, MDOT	2016



Goal 5: Coordination

Projects with multiple actors and responsibilities need a central focus and lead management body to keep them on track. SEDCO can be asked to perform this role for the project, and to report back every year to Town Council on progress on the effort.

Objective 5A: Maintain the Effort over Time

Action	Local Lead	Partners	Date
28. Report annually to the Town Council on progress on the plan	SEDCO	Planning Department Dunstan Neighborhood*	ongoing



Public Involvement – Past and Future

This revitalization plan is the product of discussions between neighbors, town officials, and business community members that began in 2002. The discussions included Dunstan visioning (2002), Comprehensive Plan meetings (2005-6), rezoning hearings (2008), and a Sustainable Southern Maine workshop (2013). Many of these meetings focused on what people wanted to see in Dunstan. From the start of this effort to develop a revitalization plan, organizers made clear to the public that this was not an effort to re-visit the vision established in the past; rather, it is an effort to identify strategies to implement that vision.

For this plan's development, Town and SEDCO staff met with the Town's Long Range Planning Committee to review the concept of the neighborhood revitalization plan and to get their initial feedback on the issues and opportunities in the Dunstan Neighborhood and Dunstan Corners. Two listening sessions were then held on Monday, September 8, 2014 at Scarborough Town Hall. The first, from 4:30 to 6:00 p.m., involved a mix of 14 residents and business/property owners, along with 2 media representatives and 3 staff. The second, from 6:30 to 8:30 p.m., included a mix of 12 town committee members, citizens, and developers, along with 3 staff.

At the first meeting, residents expressed their concerns about introducing new traffic-generating activities into the area before the congestion on Route 1 is dealt with. People liked to have more landscaping, and were concerned that recent road improvements to Pine Point Road resulted in some trees coming down. Residents liked the idea of a brew pub, a green grocer, and a restaurant at Dunstan Corner. They agreed with the need for more sidewalks, but said that they need to be plowed in the winter in order to be used. It was fine for the Town to encourage appropriate development, but they didn't want their taxes to go up as a result.

At the second meeting, members of town committees echoed some of the same themes. They encouraged the idea of working with local property owners to create a "master plan" for a new main street behind Route 1. They supported pushing the Maine Turnpike Authority to study the possibility of a new exit that would divert commuters from Route 1. They liked the idea of creating a connection to the Eastern Trail, and wanted Maine Inland Fisheries and Wildlife to cooperate with such an effort.

Besides the meetings, Karen Martin of SEDCO interviewed key property owners in connection with this project. They told her that someone "needs to make the first move;" that traffic remains a problem even after the improvements; that some of the properties at Dunstan Corner could be assembled to make a "master development;" that caution should be used about the term "village development" in Dunstan, since it might lead people to have unrealistic expectations.

One take-away from the meetings is that it is important to keep discussions going with area residents, which is why action 8 is in the plan.

Karen Martin, the Executive Director of the Scarborough Economic Development Corporation (SEDCO) reviewed the preliminary report and draft revitalization strategy with the SEDCO Board and provided proposed revisions to the report and strategy.



The proposed strategy envisions that the implementation of this plan for the revitalization of Dunstan will be an ongoing effort that involves the Town, SEDCO, other boards and committees, and the Dunstan Neighborhood. As such, the strategy proposes establishing a “neighborhood council” to assist in this effort.

Appendix A — Inventory of Existing Conditions

Area Businesses

The table below lists all known businesses in Dunstan Corner located along Route 1 from Anjon's Restaurant (immediately northeast of Phillip's Brook) to the Saco line. The list includes businesses on streets stemming off of Route 1 between Anjon's Restaurant and Saco.

Company Name	Industry	Address
Admiral Motel	Accommodations	549 U.S. Route 1
Blue Point Motel	Accommodations	691 U.S. Route 1
Pride Motel & Cottages	Accommodations	677 U.S. Route 1
Dean, William W., CPA	Accounting & Bookkeeping Services	636 U.S. Route 1
Choe Alterations	Alterations, Tailoring & Upholstery	693 U.S. Route 1
Gurley Antiques Gallery	Antiques & Collectibles	581 U.S. Route 1
Captain Video	Audio/Video	628 U.S. Route 1
Nerdful Things	Audio/Video	700 U.S. Route 1
The Book, CD and Movie Exchange	Audio/Video	618 U.S. Route 1
Tucker & Tucker Associates	Audio/Video	636 U.S. Route 1
Custom Hawg	Automotive	594 U.S. Route 1
Dr. Stereo	Automotive	695 U.S. Route 1
Hair Crafts Plus	Beauty Salons & Beauty Products	618 U.S. Route 1
Nail Pro	Beauty Salons & Beauty Products	605 U.S. Route 1
We're Styling	Beauty Salons & Beauty Products	605 U.S. Route 1
Flynn-Z, S.F.	Builders & Contractors	91 Broadturn Road
PCS Family Homes	Builders & Contractors	31 Old Blue Point Road
On-Line Technologies	Business Services	605 U.S. Route 1
Sales & Consulting Serv. Inc.	Business Services	636 U.S. Route 1
Wild Duck Campground	Campground	39 Dunstan Landing Road
Giggles & Guidance Child Care Center	Child Care & Pre-Schools	65 Broadturn Road
Leap n' Learn ChildCare Center	Child Care & Pre-Schools	628 U.S. Route 1
Woodplay of Maine	Children's Retail	582 U.S. Route 1
KPM	Consistency Transmitters	636 U.S. Route 1
Cindy O'Toole	Counseling Services	636 U.S. Route 1
Rite Aid Pharmacy	Drug Stores & Pharmacies	600 U.S. Route 1
Anjon's Italian Restaurant	Eating Establishment	521 U.S. Route 1
Bad Dog Deli	Eating Establishment	680 U.S. Route 1
Chaba Thai Cuisine & Sushi	Eating Establishment	700 U.S. Route 1
Dairy Corner, The	Eating Establishment	612 U.S. Route 1
Dunstan School Restaurant	Eating Establishment	591 U.S. Route 1

Rock n' Roll Diner	Eating Establishment	623 U.S. Route 1
Subway	Eating Establishment	594 U.S. Route 1
Wing Lee	Eating Establishment	618 U.S. Route 1
Snow Electric	Electrical Services & Suppliers	38 Dunstan Landing Road
Bosal Foam & Fabric	Embroidery & Engraving	605 U.S. Route 1
The Complex	Entertainment	717 U.S. Route 1
Fabyan Farm	Farms & Farm Services	721 U.S. Route 1
Blue Sky Mortgage	Financial Services	636 U.S. Route 1
Butts Insurance	Financial Services	685 U.S. Route 1
Money Concepts FPC	Financial Services	685 U.S. Route 1
Empire Cardio & Fitness Center	Fitness	605 U.S. Route 1
Go Figure Tone and Tan	Fitness	628 U.S. Route 1
Johnson, O'Hare	Food Broker	560 U.S. Route 1
Ocean Energy Propane	Fuel Distribution & Services	715 U.S. Route 1
Hobbs Funeral Home	Funeral Home	671 U.S. Route 1
Broadturn Farm	Garden Centers	388 Broadturn Road
Estabrook's Color Spot	Garden Centers	571 U.S. Route 1
Maine Floral Creations	Garden Centers	628 U.S. Route 1
Dunstan Mobil	Gas Station/Variety Store	613 U.S. Route 1
Mobil On The Run	Gas Station/Variety Store	613 U.S. Route 1
Designwright Creative	Graphic Design	146 Pine Point Rd
Ace Dunstan Hardware	Hardware Store	636 U.S. Route 1
Scarborough Historical Society & Museum	Historical Society & Museum	649 U.S. Route 1
Farm Family Casualty Insurance Company	Insurance	636 U.S. Route 1
Miller Associates	Insurance	636 U.S. Route 1
Progress Sharing Company	Insurance	605 U.S. Route 1
State Farm Insurance- Michelle Raber	Insurance	696 U.S. Route 1
R.C. Williams Computer Service	IT Services	715 U.S. Route 1
Atlantic Wood & Cabinet Works	Kitchen & Bath	94 Broadturn Road
Cook & Cook Custom Cabinetry	Kitchen & Bath	94 Broadturn Road
TK Power Equipment	Landscaping & Lawncare	636 U.S. Route 1
Abbey Catholic Book Shop, The	Libraries & Book Stores	605 U.S. Route 1
Nonesuch Books & Cards	Libraries & Book Stores	683 U.S. Route 1
General Marine Construction Corp.	Marine Services	264 Broadturn Road
Imperative Marketing	Marketing & Public Relations	636 U.S. Route 1
Boxer, Debra	Medical Practitioners	605 U.S. Route 1
Burke, Jack	Medical Practitioners	605 U.S. Route 1
Candelore, Andrew J., D.O.	Medical Practitioners	617 U.S. Route 1
Creative Counseling	Medical Practitioners	636 U.S. Route 1
Dunstan Dental Center	Medical Practitioners	618 U.S. Route 1
Geneva Meserve, LCPC	Medical Practitioners	636 U.S. Route 1

Golovin, Meryl	Medical Practitioners	605 U.S. Route 1
Iannetta Osteopathic Manipulation	Medical Practitioners	632 U.S. Route 1
Menard, Mary M., LADC	Medical Practitioners	605 U.S. Route 1
Pelletier, Diane, LCSW	Medical Practitioners	605 U.S. Route 1
Pine Point Center	Medical Practitioners	67 Pine Point Road
Pine Point Pediatric & Adolescent Med.	Medical Practitioners	6 Pine Point Road
Roy Chiropractic Center	Medical Practitioners	626 U.S. Route 1
Scott, Susan D.	Medical Practitioners	605 U.S. Route 1
Therapy Works	Medical Practitioners	636 U.S. Route 1
Therapy Works	Medical Practitioners	636 U.S. Route 1
Dermalogix Partners, Inc.	Medical Products	672 U.S. Route 1
Majestic Massage	Medical Services	605 U.S. Route 1
Coastal Manufactured Housing Inc.	Mobile Home Services	700 U.S. Route 1
Scarborough Marsh Audubon Center	Non-Profit Organizations	Pine Point Road
Glaude & Son Sealcoating	Paving Services	65 Broadturn Road
Home Runners LLC	Personal Services	16 Old Blue Point Road
Blue Moon Pet Grooming Shop	Pet Services and Supplies	700 U.S. Route 1
Mojo's Do It Yourself Dog Wash	Pet Services and Supplies	700 U.S. Route 1
Pawsitively Pets	Pet Services and Supplies	582 U.S. Route 1
Pine Point Animal Hospital PA	Pet Services and Supplies	12 Pine Point Road
The Life of Riley Pet Grooming	Pet Services and Supplies	700 U.S. Route 1
Joanne Lee Photography	Photography	636 U.S. Route 1
Muller Heating & Plumbing	Plumbing & Heating Services	285 Broadturn Road
Dunstan Press	Printing & Copying Services	681 U.S. Route 1
All Points Realtors	Real Estate Services	674 U.S. Route 1
Blue Horizon Real Estate Group	Real Estate Services	636 U.S. Route 1
Home Smart Development LLC	Real Estate Services	674 U.S. Route 1
KALL-G Farm	Recreation	158 Broadturn Road
Inner Light Spiritualist Church	Religious Organizations	649 U.S. Route 1
True Buddha Society of Maine	Religious Organizations	551 U.S. Route 1
Hollow Clock Works	Rental & Repair Services	700 U.S. Route 1
Maine Smoke Shop	Retail - Specialty	618 U.S. Route 1
MBE Enterprise	Retail - Specialty	628 U.S. Route 1
Lobsters & Clams	Seafood Retail & Restaurant	203 Broadturn Road
Pine Tree Seafood & Produce	Seafood Retail & Restaurant	655 U.S. Route 1
Scarborough Fish & Lobster	Seafood Retail & Restaurant	697 U.S. Route 1
Masons- Gov. William King Lodge #219	Service Organization	649 U.S. Route 1
Seacoast Signs	Signs/Stamps/Banners	715 U.S. Route 1
Oliver Cellular & Paging	Telecommunications Retail	671 U.S. Route 1
Oliver Vending & Music Systems	Vending Machines & Services	671 U.S. Route 1

Infrastructure

The following section provides an overview of existing infrastructure in the Dunstan neighborhood.

Public Water

The public water network extends along virtually all existing roads in the Dunstan neighborhood. Old Blue Point Road south of Hunter Point Drive is the only area with no public water supply readily available. Furthermore, several residential lots that abut the existing public water network on Old Blue Point Road and Hunter Point Drive are on a private water supply. All lots within the Dunstan Crossing subdivision will be connected to public water once the build-out is complete. Public water infrastructure in Dunstan Crossing is being developed by the developer.

The Town does not currently have any plans for expanding water infrastructure. Additional infrastructure will be built by private developers.

Public Sewer

The public sewer network extends along all roads in the Dunstan neighborhood except for Hunter Point Drive. Nevertheless, several properties in the area are still using private septic systems. There are no current plans for expanding the sewer network through public investment. Future expansion will be completed by private developers, as was the case with Dunstan Crossing. All lots in Dunstan Crossing will be connected to sewer. For Dunstan Crossing, the developer was responsible for an additional pump station on Broadturn Road to service the new demand generated by the subdivision.

Fiber Optic (High-Speed Internet)

The Town has installed a fiber optic connection through the Eastern Trail corridor, north along Pine Point Road to the Fire Station located at 639 U.S. Route 1, west of Broadturn Road. The purpose of the high-speed internet connection was to improve fire and rescue capabilities. There are no plans for public expansion of the fiber optic network.

Public Transportation

The Biddeford-Saco-Old Orchard Beach Transit Committee operates an intercity shuttle-bus that passes through Dunstan Corner, using Pine Point Road and Route 1 to connect with Portland. The shuttle bus has a stop at the intersection of Broadturn Road, Pine Point Road, and Route 1. There are seven round-trip stops in Dunstan Corner during weekdays, 5 stops on Saturdays, and three on Sundays (except during the summer when there are five trips). Fares are based on a zonal system with Portland and South Portland in one zone, Scarborough in a second, and Biddeford-Saco-Old Orchard Beach in a third zone. A single one-way fare through all three zones is \$5; travel beginning or ending in zone 2 (Scarborough) is \$3 for a single one-way fare or \$23 for a ten-ride pass. The Town is increasing its participation in the bus service and is considering establishing additional bus stops, but no plans have been implemented.

Vehicular Transportation

The Town recently realigned Payne Road to alleviate congestion at the Pine Point Road and Route 1 intersection. Route 1 through Dunstan Corner is a high-volume traffic arterial with an average of 18,000-21,000 vehicle trips per day. Broadturn and Pine Point Roads average nearly 5,000 and 8,000 vehicle trips per day, respectively.



Pedestrian Infrastructure

The Town has installed sidewalks to facilitate pedestrian movement from the Saco line along Route 1 east beyond the new Payne Road intersection. Sidewalks also extend south along Pine Point Road to Dunstan Landing Road. Several residential streets west of Pine Point Road, including Crossing Drive, Equestrian Way, Bridal Court, Steeplechase Drive, and a segment of Carriage Way and Orchard Street also have sidewalks. This cluster of sidewalks does not currently connect to Route 1 or Pine Point Road.

The Dunstan Crossing subdivision will have an extensive network of sidewalks connecting the neighborhood to Route 1 near Queens Drive and Broadturn Road across from Saratoga Lane. A small section of this sidewalk network has been completed to date; the developer will phase in sidewalk construction as new lots and homes are completed.

New sidewalks are planned for a housing development north of Saratoga Lane on Broadturn Road by Habitat for Humanity, as well as a private development on lot U033051 along an existing right-of-way easement to the property. A preliminary plan for development on lot U031048 may result in a new sidewalk connecting the parcel to Broadturn Road across from the former Saint Louis School for Boys. The Town has given consideration to extending sidewalks along Broadturn Road from Route 1.

Cycling and Trail Networks

The most prominent trail system in Dunstan is the Eastern Trail on the southern border of the project area. Part of the East Coast Greenway, the trail provides an off-road, multi-use pathway connecting Thornton Academy in Saco almost reaching Black Point Road in Scarborough. The Town of Scarborough and the City of South Portland are currently working on an extension to the trail beyond Black Point Road to the Wainwright Athletic Complex, which would create an almost uninterrupted off-road trail to South Portland's Bug Light Park on Casco Bay. A separate trail network is planned for the common land areas in Dunstan Crossing, but no construction has taken place to date.

Dedicated bicycle lanes do not exist in the project area, however there are several paved shoulders that are actively used by cyclists. Old Blue Point Road, Pine Point Road, and the newly constructed portion of Payne Road have paved shoulders. Pine Point Road is marked with roadside signage as a cycling corridor. There are no concrete plans to construct new paved shoulders or bicycle networks in the Dunstan neighborhood.

Public Facilities: Municipal Property, Parks, and Open Spaces

The Town of Scarborough currently owns 54.82 acres of land within the project area ("internal"), and an additional 54.6 acres on property immediately abutting the project boundaries ("external") for a total of more than 109 acres in the Dunstan neighborhood. The largest of the internal parcels—19.5 acres—is being developed by Habitat for Humanity for affordable housing on Broadturn Road between Interstate-95 and Saratoga Lane. Two additional parcels on Payne Road, totaling 10 acres, are undeveloped; the larger parcel (7 acres) lies within the Resource Protection District and has limited potential for development.

Two cemeteries—Dunstan Cemetery (6 acres on Route 1 west of Pine Point Road) and Memorial Cemetery (40.6 acres bordering the southwest corner of the project area) account for a large share of public land holdings. The Peterson Sports Complex, on 138 Old Blue Point Road, abuts the Eastern Trail and southern border of the project area. The complex includes three multi-use fields, a concession stand, playground equipment, and a walking trail around the perimeter of the property. Several acres of common land have also been transferred to the Town through various



subdivisions, such as the Dunstan Crossing project. The Saratoga Lane subdivision created 18 acres of conservation land that is currently managed by the Scarborough Land Trust.

Historical and Archaeological Resources

The Dunstan Neighborhood has a large concentration of historical buildings. Nine properties or sites are currently listed by the Scarborough Historical Society as sites of significance. The Town has recently completed a list of additional properties to be considered for addition to the list. There are 14 additional sites in Dunstan that are currently under review for designation by the Town and Historical Society as recognized historical sites.

Name	Location	Status
Harmon	Between Dunstan Landing Road and Pine Point Road	Verified
Historic Residence	621 U.S. Route 1	Verified
King Buring Ground Marker	611 U.S. Route 1	Verified
Dunstan Cemetery	665 U.S. Route 1	Verified
Seavey	74 Old Blue Point Road	Verified
King Burying Ground Marker	End of Susan Avenue	Verified
Scarborough Marsh	U.S. Route 1 (Across from Anjon's Restaurant)	Verified
Grist Mill Commemorative Stone	Between 28 & 30 Dunstan Landing Rd	Verified
Robert Mark Snow Memorial	Pine Point Road (Across from the Scarborough Marsh Audubon Center)	Verified
Historic Residence	12 Dunstan Landing Rd	Submitted for Review
Krijanovsky/Pilsbery Place	13 Dunstan Landing Rd	Submitted for Review
Knight/Pilsbery Place	18 Dunstan Landing Rd	Submitted for Review
Fabyan House	37 Dunstan Landing Rd	Submitted for Review
Southgate House	577 U.S. Route 1	Submitted for Review
Southgate Barn	581 U.S. Route 1	Submitted for Review
Dunstan School	591 U.S. Route 1	Submitted for Review
Waylan	605 U.S. Route 1	Submitted for Review
Ezra Carter Farm	725 U.S. Route 1	Submitted for Review
Mulbery Milliken Tavern	720 U.S. Route 1	Submitted for Review
Historic Housing Cluster	680 U.S. Route 1	Submitted for Review
Historic Housing Cluster	672 U.S. Route 1	Submitted for Review
Grange Hall	647 U.S. Route 1	Submitted for Review
Dunstan Methodist Church	656 U.S. Route 1	Submitted for Review

Housing Units by Year of Construction

The table below summarizes the pattern of residential development in the project area by year of construction for properties with available data. This includes 45 condominium units and 494 non-condominium residential units. The most active period for housing construction in Dunstan was between 1980 and 1999, but this represents a 20-year period, whereas the most recent development period (i.e. since 2000) represents only 14 years. Since 2000, the number of units constructed in Dunstan totals 122 units.

Year of Construction	Number of Housing Units
Pre 1940	69
1940-1959	70
1960-1979	97
1980-1999	181
2000 and Later	122

AGENDA
SCARBOROUGH TOWN COUNCIL
WEDNESDAY – OCTOBER 1, 2014
REGULAR MEETING – 7:00 P.M.

Order No. 14-87. Move approval on the request to set the date, time, and location of the Municipal Elections for Tuesday, November 4, 2014; appoint the warden, set the hours for voter registration, and act on appointments of election/ballot clerks, pursuant to Chapter 200 – Article VIII. Nomination and Elections and authorize the Town Clerk to make any additional appointments as necessary.

**WARRANT FOR
The Regular & Special Municipal Election
TOWN OF SCARBOROUGH, MAINE**

TUESDAY, NOVEMBER 4, 2014
DAY AND DATE OF ELECTION

County of Cumberland, ss

State of Maine

To: Robert A. Moulton, the Police Chief of Scarborough:

You are hereby required in the name of the State of Maine to notify the voters of the Town of Scarborough of the Regular Municipal & Referendum Election, as described in this warrant.

To the Voters of the Town of Scarborough:

You are hereby notified that an election for the purpose of a Regular Municipal Election will be held on Tuesday, November 4, 2014, at the Scarborough High School Alumni Gymnasium:

FOR COUNCIL MEMBER	FOR BOARD OF EDUCATION MEMBER	FOR TRUSTEE OF SCARBOROUGH SANITARY DISTRICT
Vote for THREE 3 Year Term	Vote for TWO 3 Year Term	Vote for THREE 3 Year Term
BABINE, Shawn A.	MASSENGILL, Christine A.	ANDRESON, Charles J.
BEELEY, Roger H.	MURPHY, Kelly Noonan	BONNEAU, Ronald C.
BENEDICT, James E.		GREENLEAF, Jason A.
HAYES, Peter F.		McSORLEY, Robert A.
SOMERS, William F.		
ST. CLAIR, Katherine A.		
SULLIVAN, JR., Richard J.		

Referendum Question No. 1:

Shall the Order entitled “**ORDER AUTHORIZING ISSUANCE OF UP TO \$585,000 IN BONDS OF THE TOWN TO FUND THE COST OF A NEW FIRE TRUCK**” be approved?

EXPLANATION AND RECOMMENDATION: Approval of this Order would authorize the issuance of up to \$585,000 in bonds of the Town to provide funds to replace Engine 3 which is a 1990 E-One. The current vehicle has been providing service to the Town of Scarborough for 25 years and is housed at the Pleasant Hill Fire Station. The current vehicle has served its useful life and is due to be replaced as outlined in the department’s Apparatus Replacement Schedule. The Town Council recommends approval of this question.

FINANCIAL STATEMENT

1. Total Indebtedness:

A. Bonds outstanding and unpaid:	\$ 97,895,000
B. Bonds authorized and unissued:	\$ 6,781,225
C. Bonds to be issued if this Article is approved:	\$ 585,000

2. Costs:

At an estimated maximum interest of 3.50%
for a maximum fifteen (15) year maturity,
the estimated costs of this bond issue will be:

Principal:	\$ 585,000
Interest:	\$ <u>133,088</u>
Total Debt Service	\$ 718,088

3. Validity:

The validity of the bonds and of the voters’ ratification of the bonds may not be affected by any errors in the above estimates. If the actual amount of the total debt service for the bond issue varies from the estimate, the ratification by the electors is nevertheless conclusive and the validity of the bond issue is not affected by reason of the variance.

S/ Ruth D. Porter
Town Treasurer

Referendum Question No. 2:

Shall the Order entitled “**ORDER AUTHORIZING ISSUANCE OF UP TO \$439,500 IN BONDS OF THE TOWN TO FUND THE COST OF A PROPERTY REVALUATION**” be approved?

EXPLANATION AND RECOMMENDATION: Approval of this Order would authorize the issuance of up to \$439,500 in bonds of the Town to provide funds for a town wide property revaluation. The last full property revaluation was performed in-house in 2005. The Town Council recommends approval of this question.

FINANCIAL STATEMENT

4. Total Indebtedness:
- | | |
|--|---------------|
| A. Bonds outstanding and unpaid: | \$ 97,895,000 |
| B. Bonds authorized and unissued: | \$ 6,781,225 |
| C. Bonds to be issued if this Article is approved: | \$ 439,500 |
5. Costs:
- At an estimated maximum interest of 3.0%
for a maximum five (5) year maturity,
the estimated costs of this bond issue will be:
- | | |
|--------------------|------------|
| Principal: | \$ 439,500 |
| Interest: | \$ 22,708 |
| Total Debt Service | \$ 462,208 |

6. Validity:
- The validity of the bonds and of the voters’ ratification of the bonds may not be affected by any errors in the above estimates. If the actual amount of the total debt service for the bond issue varies from the estimate, the ratification by the electors is nevertheless conclusive and the validity of the bond issue is not affected by reason of the variance.
- S/ Ruth D. Porter**
Town Treasurer

=====

The polls shall be opened at 7:00 A.M. and closed at 8:00 P.M.

Absentee Ballots shall be processed the day before Elections on Monday, November 3, 2014, starting at 9:00 a.m. – if no inspection has been requested and going no later than 9:00 p.m. and at the Polls on Tuesday, November 4, 2014, after 8:00 a.m. and hourly thereafter.

The Registrar of Voters will hold office hours during regular business hours of the Town Hall and at the polls to correct any error or change a name or address on the voting list; to accept the registration of any person eligible to vote and to accept new enrollments.

A person who is not registered as a voter in the Town of Scarborough may not vote in any Scarborough election.

Approved on Wednesday, October 1, 2014, by the Scarborough Town Council.

_____	_____
_____	_____
_____	_____

Attest to a true copy:

AGENDA
SCARBOROUGH TOWN COUNCIL
WEDNESDAY – OCTOBER 1, 2014
REGULAR MEETING – 7:00 P.M.

Order No. 14-88. Move approval on the request for an executive session pursuant to Title 1, M.R.S.A §405 (6)(D) in consultation with legal counsel regarding pending litigation.